

<p>19/12/10</p>	<p><u>Virgin Trains</u></p> <p>The MK3 set was stabled spare at Wembley with 90039.</p> <p><u>Anglia</u></p> <p>Engineering work took place today on the GEML between London and Stratford. An hourly loco-hauled operation operated between Colchester and Norwich only. The service spec required 3 loco-hauled sets.</p> <p>Known 90s to be out includes:</p> <ul style="list-style-type: none"> • 07:05 NRW-COL 1p13 was worked by 900xx, it then formed the 00:35 COL-NRW 1p74 • 08:05 NRW-COL 1p19 was worked by 90018, it then formed the 09:25 COL-NRW 1p12 • 09:05 NRW-COL 1p23 was worked by 90005, it then formed the 10:25 COL-NRW 1p16 • 10:05 NRW-COL 1p27 was worked by 90008, it then formed the 11:25 COL-NRW 1p20 • 11:05 NRW-COL 1p31 was worked by 90018, it then formed the 12:25 COL-NRW 1p24 <p>Thereafter each of the 90s and stock noted above operated on a 3hr cycle. In addition, the set of stock off 1p13 should have worked the late evening additional train to Norwich from Colchester 1p74.</p> <p><u>DBS</u></p> <ul style="list-style-type: none"> • 90018 on hire to NXEA • 90019 at Wembley – assigned to Crewe • 90020 at Wembley - allocated to 5s95, 1s26 • 90021 at Mossend - allocated to 1m11 • 90024 at Mossend - allocated to 1c11 & 1b26 • 90026 out of traffic at Crewe • 90029 at Edinburgh - allocated to 1m16 • 90035 out of traffic at Crewe maintenance complete - allocated to Wembley, then 1s25 • 90036 on hire to NXEA • 90039 on hire to VWC <p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90016 stabled spare at Crewe • 90041 stabled spare at Crewe • 90042 stabled spare at Crewe • 90043 spare at Crewe • 90044 at Mossend • 90045 spare at Crewe on exam • 90046 at Mossend • 90047 stabled spare at Temple Mills • 90048 stopped at Crewe as usual • 90049 stabled spare at Crewe
<p>20/12/10</p>	<p><u>Virgin Trains</u></p> <p>The MK3 set stabled spare at Wembley</p> <p><u>Anglia</u></p> <p><i>Service disruption due to adverse weather & other information:</i></p> <p>Owing to the adverse weather conditions, the route between London and Norwich suffered major disruption all day. The key headlines to report include:</p> <ul style="list-style-type: none"> • 06:00 LST-NRW 1p02 with 90010 suffered technical issues - 47501 rescued the stricken from the Witham area taking it to Colchester where the train was caped around 2hrs late. • 06:25 LST-NRW 1p04 with 90015 suffered frozen pipes and other technical issues between Marks Tey and Colchester. The stricken train was rescued by 66576 which took the train to Colchester where it was caped.

- 07:00 LST-NRW 1p06 were behind the 1p02 and 1p04 resulting it eventually being terminated at Ipswich some 3hrs late.
- 07:30 LST-NRW 1p08 with 90001 were in the long queue of problem trains and it eventually terminated at Norwich at 12:29 some 3hrs late - note this was the first train that had arrived at this station from London.

Heavy delays, cancellations and other issues were ongoing for the entire day right through to the close of play. Owing to the above, I am unable to give concise diagram information today. I am able to report the following 90s to have been out on the GE in one form or another:

90001, 90002, 90003, 90008, 90010, 90013, 90015, 90018, and 90036 (first day in traffic with NXEA since being hired).

DBS

- 90018 on hire to NXEA - out today
- 90019 at Crewe - allocated to 0Z42 bound for Warrington
- 90020 at Mossend - allocated to 1m11, but failed at Carlisle (see next day's gen)
- 90021 at Wembley - allocated to 5s95, 1s26, but failed at Beatock (see next day's gen)
- 90024 at Mossend - allocated to 1c11 after which rescued 90021 from Tebay on 1s26
- 90026 at Crewe spare
- 90029 at Wembley - allocated to 5s96
- 90035 at Edinburgh - allocated to 1m16
- 90036 on hire to NXEA - out today first time since being hired
- 90039 at Wembley - allocated to 1s25

Freightliner

Engineering work blockade North London Line

No electric hauled trains to/from Ipswich today, therefore alterations in place.

Other News & Gen

The big news story of the day was the working of two pairs of 90s on two separate freight trains between Crewe and Coatbridge (see below). Also, 66576 rescued 90047 from Temple Mills having been stranded there over the weekend due to the engineering work blockade. Also:

- 90016 out of traffic at Crewe
- 90045 out of traffic at Crewe on exam
- 90049 & 90043 allocated to 4S83 in a pair vice-86s between Crewe and Coatbridge
- 90041 & 90042 allocated to 4S88 in a pair between Crewe and Coatbridge
- 90047 spare at Ipswich on exam after being taken there from Temple Mills behind 66576
- 90044 allocated to 4L89 (tonight) as far as Crewe
- 90046 allocated to 4M74 vice-86s
- 90048 stopped at Crewe as usual

21/12/10

Freightliner hires 90045 to Virgin Trains

Due to a shortage of 90s at DBS brought about by the ongoing weather conditions, Freightliner hired 90045 to Virgin Trains today. The engine moved to Wembley from Crewe by a Virgin driver in the early afternoon. It then got put onto wb64 without any major issues reported despite the fact that this 90 has not worked a passenger train for a number of years.

Scotrail Sleeper Services for Monday night 20th December

Scotrail suffered a few issues with the sleeper services last night. These were:

- 90021 on the Caledonian sleeper 1s26 failed on Beatock resulting in the train arriving Glasgow Central at 11:30 some 5hrs late. The stricken train was rescued by 90024 which ran light engine from Carstairs having done the 1c11 portions earlier. I am not sure what happened to the Edinburgh portions 1b26 from Carstairs, but it is assumed that a cl.67 worked this leg of the trip.
- 90020 on the Caledonian sleeper 1m11 failed at Carlisle resulting in the train arriving Euston at

09:20 some 2,5hrs late. The stricken train was taken forward from Carlisle by an uid cl.66 as far as Crewe where 90019 got put onto the service and hence took it forward to Euston leaving 90020 and the uid cl.66 behind.

The Down Highland sleeper 1s25 with 90039 providing the traction ran ok with no major problems, but was delayed by 45mins owing to infrastructure issues caused by the weather.

The Up Highland sleeper 1m16 ran ok as well with 90035 providing the traction, but the service arrived Euston at 09:50 some 2hrs late, again due to the weather but no issues with the cl.90.

Virgin Trains

The MK3 set at Wembley.

Anglia

At the start of service, the following known 90s were out:

90008 (1p04), 90009 (1y01), 90036 (1p00)

Service disruption

- 06:25 NRW-LST cancelled throughout to London

In addition, NXEA suffered operational issues throughout the entire day in one form or another brought about by the ongoing weather.

DBS

- 90018 on hire to NXEA
- 90019 at Wembley after taking 1m11 forward from Crewe after 90020 failed - allocated to 1s26
- 90020 at Crewe out of traffic after failing on 1m11 at Carlisle (see above)
- 90021 at Mossend out of traffic after failing on 1s26 (see above)
- 90024 at Mossend after rescuing 90021 from Beatock on 1s26 (see above) - allocated to 1m11
- 90026 spare at Crewe
- 90029 at Wembley - allocated to 1s25
- 90035 at Wembley - allocated to 5s96
- 90036 on hire to NXEA
- 90039 at Edinburgh - allocated to 1m16

Freightliner

Note that at the start of service we had 4 class 90s at Coatbridge all of which worked to Scotland last night in pairs.

- 90016 allocated to 4M54 vice-86s
- 90041 at Coatbridge - allocated to 4L89 paired with 90042 as far as Crewe
- 90042 at Coatbridge - allocated to 4L89 paired with 90041 as far as Crewe
- 90043 at Coatbridge - allocated to 4L81 paired with 90049 but dragged to Tilbury
- 90044 at Crewe Basford Hall Yd spare
- 90045 at Crewe maintenance complete spare - assigned to Wembley on hire to Virgin West Coast (pm)
- 90046 at Crewe Basford Hall Yd spare
- 90047 spare at Ipswich until further notice due to engineering work blockade on NLL
- 90048 stopped at Crewe as usual
- 90049 at Coatbridge - allocated to 4L81 paired with 90043 but dragged to Tilbury

22/12/10

Freightliner Class 90 on hire Virgin Trains

Yesterday afternoon Virgin approached Freightliner to hire one of their class 90s due to dbs being unable to supply an engine. The chosen engine was 90045 and this was picked up by a virgin driver from Crewe to Wembley. It was then put onto wb64 with everything in working order.

	<p>It was hoped that 90045 would have come out to play today 22nd December. However, there were issues surrounding the tpws equipment on the freightliner engine.</p> <p>All freightliner class 90s have had a modification made to their tpws equipment which means none-Freightliner drivers are not familiar with them, therefore resulting it being failed - this is what happened to 90045 today.</p> <p><u>Scotrail sleeper services from Tuesday night</u></p> <p>All sleeper services ran ok last night with no major problems to report.</p> <p><u>Virgin Trains</u></p> <p>The MK3 set stabled spare at Wembley with 90045.</p> <p><u>Anglia</u></p> <p>90001 (1p02), 90002 (1p07), 90004 (1p13), 90005 (1p04), 90008 (1p15), 90009 (1p03), 90010 (1y01), 90014 (1p11), 90015 (1p05), 90036 (1p00)</p> <p>In addition, 90003, 90006, 90007, 90012, 90013, and 90018 were spare at Crown Point. 90011 stopped at Crewe on major exam.</p> <p><u>DBS</u></p> <ul style="list-style-type: none"> ● 90018 on hire to NXEA ● 90019 at Mossend - allocated to 1m11 ● 90020 out of traffic at Crewe maintenance complete - allocated 0L48, 6L48 ● 90021 out of traffic at Mossend ● 90024 at Wembley - allocated to 5s95, 1s26 ● 90026 at Crewe spare ● 90029 at Edinburgh - allocated to 1m16 ● 90035 at Wembley - allocated to 1s25 ● 90036 on hire to NXEA ● 90039 at Wembley - allocated to 5s96 <p><u>Freightliner</u></p> <ul style="list-style-type: none"> ● 90016 allocated to 4L89 as far as Crewe ● 90041 allocated to 4S59 vice-86s paired with 90042 from Crewe ● 90042 allocated to 4S59 vice-86s paired with 90041 from Crewe ● 90043 allocated to 4M54 paired with 90049 - note these were dragged from Tilbury ● 90044 spare at Crewe ● 90045 on hire to VWC ● 90046 allocated to 4S88 from Crewe ● 90047 spare at Ipswich due to the NLL engineering work block ● 90048 stopped at Crewe for repairs as usual ● 90049 allocated to 4M54 paired up with 90043 - note these were dragged from Tilbury
23/12/10	<p><u>Important - Virgin Trains (updated at 23:30)</u></p> <p>After many conversations, and training the virgin drivers, 90045 worked the following today:</p> <ul style="list-style-type: none"> ● 5Z05 Wembley to Euston ● 1p05 18:46 Euston to Preston ● 5A05 23:21 Preston to Wembley <p>This was the first time that 90045 had pushed a train for a number of years as well as working a service train. It was a great trip nth on 90045 tonight to Preston with the Powerhaul liveried cl.90. The previous week was meant to have been the final time that the 18:46 Euston to Preston would be hauled, but due to</p>

major problems on the WCML caused by the weather, Virgin used WB64 on this relief service.

Class 90s move to Crewe

This afternoon 57008 operating as 0M90 moved two class 90s notably 90010 and 90013 along with 47501 from Crown Point to Crewe all for maintenance purposes.

Anglia

90008 (1y01), 90009 (1p02), 90036 (1p15)

DBS

- 90018 on hire to NXEA
- 90019 at Wembley - allocated to 5s95, 1s26
- 90020 at Wembley
- 90021 out of traffic at Mossend
- 90024 at Mossend - allocated to 1m11
- 90026 the whereabouts of this engine is not known
- 90029 at Wembley
- 90035 at Edinburgh - allocated to 1m16
- 90036 on hire to NXEA
- 90039 at Wembley - allocated to 1s25

Freightliner

- 90016 allocated to 4M74 in a pair with 90041 and 90042
- 90041 allocated to 4M74 in a pair with 90016 and 90042
- 90042 allocated to 4M74 in a pair with 90041 and 90016
- 90043 allocated to 4M87 vice-66s in a pair with 90044 from Crewe
- 90044 allocated to 4M87 vice-66s in a pair with 90043 from Crewe
- 90045 on hire to Virgin Trains - allocated to 5Z05, 1p05, 5A05
- 90046 to be confirmed
- 90047 spare at Ipswich due to engineering work on the NLL
- 90048 stopped at Crewe as usual
- 90049 at Crewe

24/12/10

Virgin Trains

Service Disruption (1)

The MK3 set was meant to have done the 07:03 EUS-BNS 1G04 this morning but 90045 suffered technical issues prior to departure at Euston. This resulted in the train being capped, but the stock remained at Euston and had fitter's attention.

Service Disruption (2)

A 2nd attempt of using WB64 and 90045 was undertaken in the late morning after the 90 had been battered.

The 90 and stock worked the 11:03 EUS-BNS 1G16. However, shortly after passing Milton Keynes, 90045 started to slow down and eventually stopped at Wolverton station where the train was terminated and capped.

The stock went back ecs to Euston (assumed) with DVT leading and traction power being provided by 90045 from the rear of the train. I was on the train in question when it terminated at Wolverton and as far as I know it was a TPWS fault and a few other defects in the cab of the 90 that prevented it from going any further - an operational issue which has plagued 90045 since it was hired to Virgin.

The stock was meant to have done the 15:03 EUS-BNS 1G28 if there had NOT been any further issues.

After the above incident, WB64 and 90045 were stood down for the remainder of the day.

It has not been a good start for the Freightliner cl.90s with Virgin Trains - let's hope Virgin do not pull the plug on the hiring contract!

Anglia

90001 (1y01), 90002 (1p07), 90003 (1p02), 90004 (1p11), 90005 (1p03), 90006 (1p15), 90009 (1p05), 90012 (1p01), 90014 (1p04), 90015 (1p00), 90036 (1p13).

In addition, 90010, 90011, and 90013 all stopped at Crewe for maintenance. All other NXEA cl.90s including 90018 were all at Crown Point.

DBS

- 90018 on hire to NXEA
- 90019 spare at Mossend
- 90020 spare at Wembley
- 90021 spare at Wembley
- 90024 spare at Mossend
- 90026 spare at Crewe IEMD
- 90029 spare at Wembley
- 90035 spare at Wembley
- 90036 on hire to NXEA
- 90039 spare at Edinburgh

Freightliner

- 90016 stabled spare at Crewe
- 90041 stabled spare at Mossend, but moved to Glasgow Works at lunchtime for warm storage over the festive period
- 90042 stabled spare at Crewe
- 90043 allocated to 4L81 as far as Crewe or Tilbury
- 90044 stabled spare at Crewe
- 90045 on hire to Virgin Trains (see above for operational news)
- 90046 stabled spare at Crewe
- 90047 stabled spare at Ipswich
- 90048 stopped at Crewe for repairs
- 90049 stabled spare at Crewe

25/12/10

Message from Site Owner

I like to take this opportunity to say I wish everyone a great Christmas and all the best for 2011. Over the last 12 months, the class 90s have seen much action including the hiring of 90045 from Freightliner to Virgin Trains. Thanks to everyone who have contributed to the site as well as to those who have visited the site for information including news and gen.

The website has come in leaps and bounds in 2010 notably in the design and layout of material, but as you can probably imagine this takes a lot of work, but the fruits of this hard labour are all to see. The class 90s have had their profile raised in recent months and I hope this trend continues.

Virgin Trains

The MK3 set stabled at Wembley with 90045 attached to the stock.

Anglia

The known locations of class 90s are as follows based on yesterday's movements:

Crown Point, Norwich

90003, 90004, 90005, 90006, 90007, 90008, 90009, 90012, 90014, 90015, 90018, 90036,

London, Orient Way and Liverpool Street

90001 and 90002.

Crewe Electric Maintenance Depot

90010, 90011, and 90013.

DBS

- 90018 on hire to NXEA at Crown Point
- 90019 stabled at Mossend
- 90020 stabled at Wembley
- 90021 stabled at Wembley
- 90024 stabled at Mossend
- 90026 stabled at Crewe IEMD
- 90029 stabled at Wembley
- 90035 stabled at Wembley
- 90036 on hire to NXEA at Crown Point
- 90039 stabled at Edinburgh

Freightliner

- 90016 stabled spare at Crewe LNWR
- 90041 at Glasgow Works (Springburn) for warm storage until 29/12/10 to avoid weather damage
- 90042 stabled spare at Crewe LNWR
- 90043 stabled spare at Crewe LNWR or Tilbury
- 90044 stabled spare at Crewe LNWR
- 90045 on hire to Virgin Trains at Wembley
- 90046 stabled spare at Crewe LNWR
- 90047 stabled spare at Ipswich
- 90048 stopped at Crewe LNWR for repairs
- 90049 stabled spare at Crewe LNWR