

21/11/10

**Scotrail Sleeper diversions**

Due to engineering work on the Trent Valley, the following alterations applied:

- The Caledonian sleeper 1s26 was routed via the West Midlands including Aston & Bescot
- The Caledonian sleeper 1m11 was routed via the West Midlands including Bescot, Soho Jcn & New Street

The other two sleepers i.e. 1s25 and 1m16 went via the Trent Valley.

**Virgin Trains**

The MK3 set was stabled at Wembley.

**Anglia**

Engineering work took place today on the GEML between Ilford and London Liverpool Street. An hourly loco-hauled shuttle was in place between Norwich and Shenfield with additional stops being made at Ingatestone.

Services from Norwich departed at xx00 with the first train being 07:00. In the opposite direction, services departed Shenfield at xx33, with the first train being 08:33.

The service spec operated on a 5hr cycle with the following:

The 08:33 Shenfield to Norwich (1p12) was worked by 90004. The set of stock and 90 ran ecs from Harwich to form 1p12.

The set was worked in **REVERSE FORMATION** for the entire day. On arrival at Norwich, 90004 formed 1p29 (see below).

- The 07:00 NRW-SNF 1p13 was worked by 900xx, it then formed the 09:33 SNF-NRW
- The 08:00 NRW-SNF 1p17 was worked by 90008, it then formed the 10:33 SNF-NRW
- The 09:00 NRW-SNF 1p21 was worked by 90013, it then formed the 11:33 SNF-NRW
- The 10:00 NRW-SNF 1p25 was worked by 90009, it then formed the 12:33 SNF-NRW
- The 11:00 NRW-SNF 1p29 was worked by 90004, it then formed the 13:33 SNF-NRW

Thereafter each of the 90s noted above operated on a 5hr cycle.

**Other NXEA Gen**

- 90005 stabled spare at Liverpool Street
- 90006 stabled spare at Liverpool Street
- 90002 stopped at Crown Point for wheelsets
- 90010 stopped at Crown Point
- 90011 stopped at Crewe on exam
- 90015 stopped at Crown Point
- 90003, 90018, and 90021 were stabled spare at Crown Point

**DBS**

- 90018 on hire to NXEA
- 90019 at Edinburgh - allocated to 1m16
- 90020 at Wembley - allocated to 5s95, 1s26
- 90021 on hire to NXEA
- 90024 at Mossend - allocated to 1c11 & 1b26
- 90026 at Wembley - allocated to 1s25
- 90029 at Wembley - allocated to 5s95
- 90035 spare at Crewe
- 90036 at Mossend - allocated to 1m11

	<ul style="list-style-type: none"> <li>● 90039 out of traffic at Crewe</li> </ul> <p><b><u>Freightliner</u></b></p> <ul style="list-style-type: none"> <li>● 90016 stabled spare at Crewe</li> <li>● 90041 stabled spare at Ipswich</li> <li>● 90042 subject to confirmation</li> <li>● 90043 stabled spare at Crewe</li> <li>● 90044 stabled spare at Crewe</li> <li>● 90045 subject to confirmation</li> <li>● 90046 stabled spare at Ipswich</li> <li>● 90047 stabled spare at Crewe</li> <li>● 90048 stopped at Crewe as usual</li> <li>● 90049 stabled spare at Ipswich</li> </ul>
22/11/10	<p><b><u>Scotrail Sleeper Services</u></b></p> <p>Due to engineering work on the Trent Valley, 90036 were routed via the West Midlands on 1m11. This included Bescot, Soho Jcn and Birmingham New Street.</p> <p><b><u>Virgin Trains</u></b></p> <p>The MK3 set stabled at Wembley.</p> <p><b><u>Anglia</u></b></p> <p>90004 (1p00), 90005 (1p02), 90006 (1p04), 90007 (1p09), 90008 (1y01) - nothing else known for today.</p> <p><b><u>Service Alterations (1):</u></b></p> <p>Due to overrunning engineering work in the Stratford area, the following known alterations applied:</p> <ul style="list-style-type: none"> <li>● 90005 on the 06:00 LST-NRW (1p02) was delayed enroute to Norwich by 30mins</li> <li>● 90005 on the rtn working 08:30 NRW-LST (1p19) was delayed enroute to London by 37mins</li> </ul> <p><b><u>DBS</u></b></p> <ul style="list-style-type: none"> <li>● 90018 on hire to NXEA</li> <li>● 90019 at Wembley - allocated to 5s95, 1s26</li> <li>● 90020 at Mossend - allocated to 1c11 &amp; 1b26</li> <li>● 90021 on hire to NXEA</li> <li>● 90024 at Mossend - allocated to 1m11</li> <li>● 90026 at Edinburgh - allocated to 1m16</li> <li>● 90029 at Wembley - assigned to Crewe for exam</li> <li>● 90035 spare at Crewe - allocated to 0L48, 6L48</li> <li>● 90036 at Wembley - allocated to 1s25</li> <li>● 90039 stopped at Crewe (complete) - allocated to 0L48, 6L48</li> </ul> <p><b><u>Freightliner</u></b></p> <ul style="list-style-type: none"> <li>● 90048 stopped at Crewe for repairs</li> </ul>
23/11/10	<p><b><u>Virgin Trains</u></b></p> <p>The MK3 set stabled at Wembley</p> <p><b><u>Anglia</u></b></p>

	<p>At the start of service, the following applied:</p> <p>90003 (1p03), 90004 (1p15), 90005 (1p01), 90006 (1p99), 90007 (1p09), 90008 (1p00), 90009 (1p13), 90012 (1p11), 90013 (1p07), 90014 (1p04), 90015 (1y01), 90018 (1p02),</p> <p>In addition:</p> <ul style="list-style-type: none"> <li>● 90001 stopped at Crown Point</li> <li>● 90002 stopped at Crown Point</li> <li>● 90010 stopped at Crown Point</li> <li>● 90011 stopped at Crewe</li> <li>● 90021 spare at Crown Point</li> </ul> <p><b><u>DBS</u></b></p> <ul style="list-style-type: none"> <li>● 90018 on hire to NXEA</li> <li>● 90019 at Mossend - allocated to 1m11</li> <li>● 90020 at Mossend - allocated to 1c11 &amp; 1b26</li> <li>● 90021 on hire to NXEA</li> <li>● 90024 at Wembley - allocated to 5s96</li> <li>● 90026 at Wembley spare</li> <li>● 90029 at Crewe on exam</li> <li>● 90035 at Wembley - allocated to 1s25</li> <li>● 90036 at Edinburgh - allocated to 1m16</li> <li>● 90039 at Wembley - allocated to 5s95, 1s26</li> </ul> <p><b><u>Freightliner</u></b></p> <ul style="list-style-type: none"> <li>● 90048 stopped at Crewe for repairs as usual</li> </ul>
24/11/10	<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>At the start of service the following applied:</p> <p>90003 (1p09), 90004 (1p00), 90005 (1p02), 90006 (1p04), 90007 (1y01), 90008 (1p13), 90009 (1p11), 90012 (1p07), 90013 (1p03), 90014 (1p99), 90015 (1p01), 90018 (1p15),</p> <p><b><i>Wi-Fi testing for loco-hauled stock</i></b></p> <p>The 06:20 NRW-LST with 90003 was used as a test bed for supplying Wi-Fi on MK3 rolling stock.</p> <p>On arrival at London off 1p09, the stock and 90 undertook two and out back trips between London and Norwich instead of going to Orient Way. The extra runs by 90003 in between doing 1p09 and 1p54 were empty stock movements.</p> <p><b><i>Other news &amp; gen from Anglia region:</i></b></p> <ul style="list-style-type: none"> <li>● 90021 spare at Norwich</li> <li>● 90002 stopped at Crown Point</li> <li>● 90010 stopped at Crown Point</li> <li>● 90011 stopped at Crewe on exam</li> </ul> <p>90001 underwent a test run in the early evening between Norwich and Diss.</p> <p><b><u>DBS</u></b></p>

- 90018 on hire to NXEA
- 90019 at Wembley - allocated to 1s25
- 90020 at Mossend - allocated to 1c11 & 1b26
- 90021 on hire to NXEA
- 90024 at Wembley - allocated to 5s95, 1s26
- 90026 allocated to 6X41, OK41 to Crewe
- 90029 at Crewe on exam - maintenance complete allocated to 0L48, 6L48
- 90035 at Edinburgh - allocated to 1m16
- 90036 at Wembley - allocated to 5s96
- 90039 at Mossend - allocated to 1m11

**Freightliner**

- 90016 allocated to 0L60, 4L60
- 90041 allocated to 4L89
- 90042 allocated to 0F71, 4L71
- 90043 allocated to 4L81 vice-86s
- 90044 at Ipswich - allocated to 4M53
- 90045 at Ipswich - allocated to 4M89
- 90046 allocated to 4M87
- 90047 nothing known
- 90048 stopped at Crewe for repairs
- 90049 nothing known

25/11/10

**Virgin Trains**

The MK3 set stabled at Wembley

**Anglia**

90001 (1p01), 90003 (1p13), 90004 (1p15), 90005 (1p99), 90006 (1p09), 90007 (1y01), 90008 (1p11), 90009 (1p03), 90013 (1p07), 90014 (1p04), 90015 (1p02), 90018 (1p00),

- 90002 stopped at Crown Point
- 90010 stopped at Crown Point
- 90011 stopped at Crewe on exam
- 90012 stopped at Crown Point
- 90021 stopped at Crown Point - assigned to Ilford

**DBS**

- 90018 on hire to NXEA
- 90019 at Edinburgh - allocated to 1m16
- 90020 at Mossend - allocated to 1c11 & 1b26
- 90021 on hire to NXEA
- 90024 at Mossend - allocated to 1m11
- 90026 at Crewe on exam
- 90029 at Wembley - allocated to 6X41, OK41, 0L48, 6L48
- 90035 at Wembley - allocated to 5s96
- 90036 at Wembley - allocated to 1s25
- 90039 at Wembley - allocated to 5s95, 1s26

**Freightliner**

At the start of service, the following applied:

- 90016 allocated to 4M81
- 90041 at Coatbridge - allocated to 4L89 (tonight)
- 90042 allocated to 4M87

- 90043 allocated to 4M51, 4L57, 4M37, 0K46 vice-86s (paired with 90049 - see below)
- 90044 allocated to 4K27
- 90045 allocated to 4L41
- 90046 allocated to 4H31, 4L97
- 90047 allocated to 4L89 from Crewe (last night)
- 90048 stopped at Crewe as usual
- 90049 at Crewe - light engine to Daventry to form 4L57, 4M37, & 0K46 paired with 90043

26/11/10

**Virgin Trains**

The MK3 set worked the following:

- 5N42 10:30 Wembley to Northampton (driver training)
- 5A42 12:15 Northampton to Wembley (driver training)
- 5P05 17:45 Wembley to Euston
- 1P05 18:46 Euston to Preston
- 5A05 23:21 Preston to Wembley

I am able to confirm that 90029 was allocated to the Virgin MK3 set today.

**Anglia**

90001 (1p15), 90003 (1p13), 90004 (1y01), 90005 (1p04), 90006 (1p02), 90008 (1p07), 90013 (1p03), 90014 (1p01), 90015 (1p99), 90018 (1p00), 900xx (1p09), 900xx (1p11).

In addition:

- 90002 stopped at Crown Point for repairs
- 90021 stabled at Ilford on the weekly maintenance train

**DBS**

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

**Freightliner**

**Engineering Work Arrangements**

The route between London and Ilford is shut from close of business tonight. The following amendments apply:

- The last electric service through to Ipswich was expected to be 4L71
- The last electric service through to Crewe direction was expected to be 4M53
- 4L82 & 4L60 will be cl.66s throughout to Ipswich vice-90s
- 4M45 & 4M87 on Saturday morning will be cl.66s throughout to Crewe diverted via alternative route
- 90045 on 4L89 tonight will be terminated at Crewe Basford Hall
- 4L97 on Saturday will be a cl.66 throughout vice-90 diverted via alternative route
- 4L80 & 4L81 will be dragged by cl.66s between Wembley & Tilbury

**Other Diagram News & Gen**

	<p>At present Freightliner is suffering poor availability of its cl.86 fleet resulting in a number of vice-turns: As at 02:00, the following applied:</p> <ul style="list-style-type: none"> <li>• 90016 allocated to 4M81</li> <li>• 90041 allocated to 4M87</li> <li>• 90042 allocated to 4F45, 4K64</li> <li>• 90043 allocated to 4H31, 4L97, 4M89, and then light engine to Preston to work 4S83 forward after a pair of 86s failed at Preston.</li> <li>• 90044 allocated to 4L71, 4M88</li> <li>• 90045 at Coatbridge - allocated to 4L89 (tonight) which terminated at Crewe</li> <li>• 90046 allocated to 4M89, 4L41, 4S88</li> <li>• 90047 allocated to 4M53, 4K27</li> <li>• 90048 stopped at Crewe as usual</li> <li>• 90049 spare at Crewe</li> </ul>
27/11/10	<p><b><u>Virgin Trains</u></b></p> <p>The MK3 set stabled at Wembley with 90029.</p> <p><b><u>Anglia</u></b></p> <p>Engineering work took place today on the GEML between London and Ilford.</p> <p>This meant that we had a half-hourly loco-hauled shuttle service in operation between Norwich and Shenfield with extra stops being made at Ingatstone. Services from Shenfield left at xx10 and xx40 with the first train being 07:10. In the up direction services left Norwich as per the usual Saturday timetable.</p> <p>The service spec only required 9 loco-hauled sets to be out. These are as follows:</p> <ul style="list-style-type: none"> <li>• The 05:00 NRW-SNF 1p01 was worked by 90010, it then formed the 07:10 SNF-NRW</li> <li>• The 05:30 NRW-SNF 1p03 was worked by 90013, it then formed the 07:40 SNF-NRW</li> <li>• The 06:00 NRW-SNF 1p05 was worked by 90003, it then formed the 08:10 SNF-NRW</li> <li>• The 06:30 NRW-SNF 1p09 was worked by 90005, it then formed the 08:40 SNF-NRW</li> <li>• The 07:00 NRW-SNF 1p13 was worked by 90006, it then formed the 09:10 SNF-NRW</li> <li>• The 07:30 NRW-SNF 1p15 was worked by 90004, it then formed the 09:40 SNF-NRW</li> <li>• The 08:00 NRW-SNF 1p17 was worked by 90018, it then formed the 10:10 SNF-NRW</li> <li>• The 07:09 IPS-NRW 1p02 was worked by 90001, it then formed the 08:30 NRW-SNF</li> <li>• The 07:22 COL-NRW 1p04 was worked by 90007, it then formed the 09:00 NRW-SNF</li> </ul> <p>Thereafter each set and 90s operated on a 4.5-hr cycle between Norwich and Shenfield. In addition, 90009 were spare at Norwich station in the centre road until dinnertime when it disappeared to Ilford.</p> <p>In the early evening 90003 went ecs to Harwich in order to form a service on Sunday morning.</p> <p>In addition</p> <ul style="list-style-type: none"> <li>• 90014 and 90015 are stabled in London for the weekend</li> <li>• 90008 is undergoing maintenance on the White NX set of stock</li> <li>• 90002 stopped at Crown Point for wheelsets</li> <li>• 90011 stopped at Crewe for exam</li> <li>• 90012 stopped at Crown Point for maintenance</li> <li>• 90009 assigned to Ilford from Midday onwards</li> <li>• 90021 spare at Ilford</li> </ul> <p><b><i>Additional Engineering Work - Diss to Norwich</i></b></p> <p>The 23:40 Shenfield to Norwich (1p72) and the 00:15 Shenfield to Norwich (1p74) both terminated at Diss tonight for buses forward. These were worked by 90004 off 1p65 and 90001 off 1p67 respectively</p> <p>This meant that the first two services from Norwich in the morning i.e. 1p13 and 1p17 start from Diss at booked times of 07:17 and 08:17 using the two sets from this evening.</p>

**DBS**

- 90018 on hire to NXEA
- 90019 at Mossend
- 90020 the exact whereabouts was not known
- 90021 on hire to NXEA at Ilford
- 90024 at Wembley
- 90026 at Crewe on exam
- 90029 on hire to VWC
- 90035 at Edinburgh
- 90036 at Wembley
- 90039 at Mossend

**Freightliner**

Due to engineering work taking place in and around the Stratford area, the following amendments applied:

- 4M45 & 4M87 were cl.66s throughout to Crewe & routed via an alternative route
- 90045 on 4L89 terminated at Crewe, going forward to Ipswich on Monday
- 4L97 were a cl.66 throughout & routed via an alternative route
- 4L80 & 4L81 were dragged by cl.66s between Wembley & Tilbury

Other known movements for the Freightliner fleet include:

- 90016 at Ipswich off 4L60
- 90041 stopped at Crewe for exam
- 90042 stopped at Crewe for exam
- 90043 at Coatbridge off 4S83 after rescuing the train from Preston - ran light engine from Crewe
- 90044 at Ipswich off 4L82
- 90045 at Crewe with 4L89 after train terminated due to engineering work
- 90046 at Coatbridge off 4S88
- 90047 at Ipswich off 4L71
- 90048 stopped at Crewe as usual
- 90049 allocated to 4F80 following the dispatch of 90043 to 4S83 at Preston, it then ran light engine to Crewe as 0K46, then spare