

24/10/10

Scotrail Sleeper diversions

For the 2nd week running, the FSR sleepers were diverted via the West Mids as booked including New Street. However, due to a cable theft in the Canley area in the late evening, only 1m11 went via the West Mids with all others going via the Trent Valley.

- 90020 was at the helm of 1m11 via the West Mids
- 90019 on 1s25 went via Northampton & Trent Valley
- 90035 on 1s26 went via Northampton & Trent Valley
- 90024 on 1m16 went via Trent Valley

Virgin Trains

The MK3 set stabled at Wembley engineless.

Anglia

Engineering work is took place on the GEML today between Ingatestone and Witham. This meant that an hourly loco-hauled shuttle service operated between Witham and Norwich only.

Trains from Norwich to Witham left at xx00 with the first service being at 07:00 taking 1hr/20mins. In the other direction, trains left at xx54 from Witham bound for Norwich with the first service departing at 08:54. The service profile required 4 loco-hauled sets. The 90s out today were:

- 1p13 07:00 NRW-WTM was worked by 90009, it then formed the 08:54 WTM-NRW
- 1p17 08:00 NRW-WTM was worked by 90006, it then formed the 09:54 WTM-NRW
- 1p21 09:00 NRW-WTM was worked by 90021, it then formed the 10:54 WTM-NRW
- 1p25 10:00 NRW-WTM was worked by 90004, it then formed the 11:54 WTM-NRW

Thereafter each of the four 90s noted above operated on a 4hr cycle between Norwich and Witham and vice-versa.

Other Engineering Work Information

Train services in the up direction terminated at Witham on platform 2 (Up Main Line). Train services in the Down direction from Witham heading towards Norwich left from Platform 2 in effect going wrong line (Up Main) as far as Kelvedon as there is no crossover at Witham from platform 2.

Other Anglia Gen

In addition, 90008 is stabled at Liverpool street on platform 9 and 90007 is stabled on platform 11 at the Street. Over at Harwich we have 90015 stabled for the weekend. This means that the following 90s are at Crown Point:

90001, 90002, 90003, 90005, 90010, 90012, 90013, 90014, and 90018 with 90011 stopped at Crewe for its major exam.

DBS

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

	<p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90016 spare at Ipswich • 90041 spare at Ipswich • 90042 spare at Ipswich • 90043 spare at Crewe • 90044 spare at Crewe • 90045 spare at Crewe • 90046 spare at Mossend • 90047 on exam at Crewe • 90048 stopped at Crewe as usual • 90049 spare at Ipswich
25/10/10	<p><u>Virgin Trains</u></p> <p>The MK3 set stabled spare at Wembley</p> <p><u>Anglia</u></p> <p>At the start of service, the following applied:</p> <p>90003 (1p07), 90004 (1p99), 90005 (1p15), 90006 (1p13), 90007 (1p04), 90008 (1p02), 90009 (1y01), 90010 (1p01), 90013 (1p09), 90015 (1p00), 90018 (1p11), 90021 (1p03)</p> <p><u>DBS</u></p> <ul style="list-style-type: none"> • 90018 on hire to NXEA • 90019 at Edinburgh • 90020 at Wembley - allocated to 1s25 • 90021 on hire to NXEA • 90024 at Wembley - allocated to 5s95, 1s26 • 90026 stopped at Crewe (maintenance) • 90029 stopped at Crewe (maintenance) • 90035 at Mossend – allocated to 1m11 • 90036 stopped at Crewe (maintenance) • 90039 at Mossend – allocated to 1c11 & 1b26 <p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90041 at Ipswich all day spare • 90043 out on uid liner duties • 90045 out on uid liner duties • 90046 at Coatbridge allocated to 4L89 (tonight) • 90048 stopped at Crewe for traction motors
26/10/10	<p><u>Scotrail Sleeper Amendments for 1s25</u></p> <p>Tonight 90029 was in charge of 1s25, but the 90 suffered technical issues at Borune End. The train was subsequently rescued by 90026 or 90035 (tbc) which just so happen to be spare at Wembley. The failed 90 was dragged to Edinburgh eventually running 120mins late.</p> <p><u>Virgin Trains</u></p> <p>The MK3 set stabled at Wembley</p> <p><u>Anglia</u></p> <p>At the start of service, the following applied:</p> <p>90001 (1p07), 90003 (1p03), 90004 (1p04), 90005 (1p00), 90006 (1p13), 90007 (1p15), 90008 (1p99), 90009 (1p09), 90010 (1p02), 90013 (1y01), 90015 (1p01), 90021 (1p11)</p>

	<p><i>Service alterations</i></p> <p>In addition to the above gen, I can report the following amendments:</p> <ul style="list-style-type: none"> • 90007 was stood down at Norwich off 1p38, in effect not doing the remainder of the 1p15 diagram • 90005 on 1p40 was stepped up at Norwich to form 1p55, in effect slotting into the remainder of 1p15 diagram • 90010 on 1p42 was stepped up at Norwich to form 1p57, in effect slotting into the remainder of 1p00 diagram • 90004 on 1p44 was stepped up at Norwich to form 1p59, in effect slotting into the remainder of 1p02 diagram <p>In addition:</p> <ul style="list-style-type: none"> • 90002 at Crown Point • 90011 stopped at Crewe works for exam • 90014 at Crown Point • 90018 at Crown Point <p><u>DBS</u></p> <ul style="list-style-type: none"> • 90018 on hire to NXEA • 90019 at Wembley - allocated to 5s96 • 90020 at Edinburgh - allocated to 1m16 • 90021 on hire to NXEA • 90024 at Mossend – allocated to 1m11 • 90026 Crewe maintenance complete assigned to Wembley on 0Z27, then allocated to 1s26 • 90029 at Wembley - allocated to 1s25, but failed at Bourne End & rescued by 90026 • 90035 at Wembley - allocated to 5s95, then rescued 90029 on 1s25 (tbc) • 90036 stopped at Crewe on maintenance • 90039 at Mossend – allocated to 1c11 & 1b26 <p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90016 stopped at Crewe for exam • 90041 spare at Basford Hall (not allocated to anything) • 90042 allocated to 4M81, then 0L60 for 4L60 • 90043 allocated to 4L41, then 4M89 • 90044 at Ipswich requiring an exam (out of hrs) • 90045 at Coatbridge, allocated to 4L89 (tonight) • 90046 enroute to Ipswich on 4L89, then allocated to 4S88 • 90047 allocated to 4M88, then 4H54 • 90048 stopped at Crewe for traction motor • 90049 allocated to 4L97, then 4M53
27/10/10	<p><u>Virgin Trains</u></p> <p>The MK3 set stabled at Wembley engineless.</p> <p><u>Anglia</u></p> <p>At the start of service, the following applied:</p> <p>90001 (1p03), 90003 (1p07), 90005 (1p15), 90006 (1p99), 90007 (1p00), 90008 (1p04), 90010 (1p11), 90013 (1p01), 90015 (1p02), 90021 (1y01).</p>

	<p><i>Top & Tail 90s on 1p11 diagram</i></p> <p>This morning 90009 and 90018 were allocated to 1p13 diagram operating in top & tail mode. It is assumed that the DVT on this set is none-operational. 90018 were by the DVT, with 90009 on the London end of the duet combo.</p> <p><i>Service alterations</i></p> <p>In addition to the above, the following alterations happened during the afternoon after a fault was identified with the OHLE between Ipswich and Norwich involving 90009 & 90018 in top & tail mode on 1p36:</p> <ul style="list-style-type: none"> • 90018 & 90009 in top & tail mode were stood down at Norwich off 1p36 following technical issues with the OHLE • 90005 on 1p38 was stepped up at Norwich to form 1p53, in effect slotting into the remainder of 1p13 diagram • 90007 on 1p40 was stepped up at Norwich to form 1p55, in effect slotting into the remainder of 1p15 diagram • 90015 on 1p42 was stepped up at Norwich to form 1p57, in effect slotting into the remainder of 1p00 diagram • 90008 on 1p44 was stepped up at Norwich to form 1p59, in effect slotting into the remainder of 1p02 diagram • 90021 should have stepped down off 1p46, but formed 1p61, in effect slotting into the remainder of 1p04 diagram <p>Owing to a shortage of MK3 rolling stock, 90006 on the 22:00 NRW-LST (1p67) was terminated at Ipswich and then sent ecs to Harwich. The 22:00 NRW-LST went forward from Ipswich as a pair of cl.321 units.</p> <p><i>Other:</i></p> <ul style="list-style-type: none"> • 90002 stopped at Crown Point • 90004 stopped at Crown Point • 90011 stopped at Crewe on exam • 90014 stopped at Crown Point <p><u>DBS</u></p> <ul style="list-style-type: none"> • 90018 on hire to NXEA • 90019 at Wembley - allocated to 5s96 • 90020 at Wembley - assigned to Crewe for exam • 90021 on hire to NXEA • 90024 at Wembley – allocated to 5s95, 1s26 • 90026 at Mossend – allocated to 1c11 & 1b26 • 90029 this loco failed last night on 1s25 - at Edinburgh allocated to 1m16 • 90035 at Edinburgh after rescuing 90029 on 1s25 last night - allocated to 1m16 • 90036 stopped at Crewe on c-exam • 90039 at Mossend - allocated to 1m11 <p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90045 enroute to Ipswich on 4L89 • 90046 at Coatbridge allocated to 4L89 (tonight) • 90048 stopped at Crewe for traction motors
28/10/10	<p><u>Scotrail Sleeper 1m16</u></p> <p>Yesterday evening 1m16 was worked 90035 with 90029 dead inside the train having suffered technical issues on 1s25 on the Wednesday evening at Bourne which resulted in 90035 rescuing</p>

	<p>90029.</p> <p><u>Virgin Trains</u></p> <p>The Mk3 set stabled at Wembley.</p> <p><u>Anglia</u></p> <p><i>Top & tail class 90 operations</i></p> <p>For the 2nd day running, we had a set of top & tail cl.90s out on the GEML. This time the duet involved 90001 and 90009. The pair of worked 1p09 this morning in top and tail mode between Norwich and London.</p> <p>At the start of service, the following applied:</p> <p>90003 (1p03), 90005 (1p01), 90006 (1p00), 90008 (1p99), 90001/90009 (1p09), 90010 (1p11), 90013 (1p13), 90014 (1y01), 90015 (1p15), 90018 (1p07), 90021 (1p13) Units (1p04).</p> <p>Also, on arrival at Norwich the units on 1p44 were stood down. 90014 on the train behind (1p46) formed the 19:00 NRW-LST (1p61) instead of being stood down for the evening owing to the use of the units above. The units then formed the 22:00 NRW-LST.</p> <p>In addition, 90002, 90004, 90007, and 90012 could be found at Crown Point with 90011 on the other hand stopped at Crewe Work's having an exam.</p> <p><u>DBS</u></p> <ul style="list-style-type: none"> • 90018 on hire to NXEA • 90019 at Edinburgh - allocated to 1m16 • 90020 stopped at Crewe exam (maintenance complete) assigned to Wembley on 0Z22 • 90021 on hire to NXEA • 90024 at Mossend - allocated to 1c11 & 1b26 • 90026 at Mossend - allocated to 1m11 • 90029 at Wembley - allocated to 5s96 • 90035 at Wembley - allocated to 5s95, 1s26 • 90036 stopped at Crewe for exam • 90039 at Wembley - allocated to 1s25 <p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90016 at Coatbridge - allocated to 4L89 (tonight) • 90041 allocated to 4M81, 0L60, 4L60 • 90042 allocated to 4M87, 4H54 • 90043 stopped at Crewe for exam • 90044 allocated to 4L75 • 90045 allocated to 4M89 • 90046 allocated to 4L89 (last night), then 4M89 • 90047 allocated to 0L71, 4L71 • 90048 stopped at Crewe for traction motors • 90049 allocated to 4H31, 4L97
29/10/10	<p><u>UKR Charter Prediction for Berwick tour</u></p> <p>There is a charter tomorrow between London Kings Cross and Berwick Upon Tweed. It was originally envisaged that 90036 would work the train, but her exam had been put back so she is not expected to re-enter traffic until Sunday. This means that 90019 will be the likely engine now for the UKR charter tomorrow unfortunately off 5s96 tonight.</p>

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

90029 provided the traction for the above services.

Anglia

Top & tail class 90s

For the 3rd day running we have a top & tail class 90 duet out on the GE with a set of stock. The 90s in question were yet again 90001 (at the country end by the DVT), and 90009 (at the London end of the stock). They started out on the 1p01 diagram.

Other diagrams

90001 & 90009 (1p01 top & tail), 90003 (1p09), 90004 (1p21, see below), 90005 (1p02), 90006 (1p11), 90007 (1p13), 90008 (1y01), 90010 (1p15), 90013 (1p99), 90014 (1p07), 90015 (1p00), 90018 (1p03), Units (1p04, see below)

Service alterations

- The units on 1p04 (06:25 LST-NRW) were stood down on arrival at Norwich, then sent ecs to Colchester
- Due to the stepping of the units above, 90004 & a set of stock worked the rest of the 1p04 diagram starting with 1p21

Other Gen

- 90002 stopped at Crown Point
- 90012 stopped at Crown Point / assigned to Ilford on the weekly maintenance run
- 90021 spare at Crown Point

DBS

- 90018 on hire to NXEA
- 90019 at Wembley - allocated to 5s96
- 90020 at Wembley - allocated to 1s25
- 90021 on hire to NXEA
- 90024 at Mossend - allocated to 1c11 & 1b26
- 90026 at Wembley - allocated to 5s95 & 1s26
- 90029 on hire to VWC
- 90035 at Mossend - allocated to 1m11
- 90036 stopped at Crewe for exam - expected ok 311010
- 90039 at Edinburgh - allocated to 1m16

Freightliner

- 90016 enroute to Ipswich on 4L89
- 90041 last allocated train 4L60 (last night)
- 90042 last allocated train 4L82 (last night)
- 90043 stopped at Crewe on maintenance
- 90045 allocated to 4L41

	<ul style="list-style-type: none"> • 90046 at Coatbridge off 4S88 • 90047 last allocated train 4L71 (last night) • 90048 stopped at Crewe for traction motors • 90049 allocated to 4L97
30/10/10	<p><u>UKR Charter Kings Cross to Berwick</u></p> <p>The charter between Kings Cross and Berwick was operated by 90019 with 67023 DOR. It was originally envisaged that the train would be hauled by 90036, but she had been delayed coming off her exam at Crewe sadly.</p> <p><u>Outward Leg</u></p> <p>Departed Kings Cross at 06:56 as 1Z80 and arrived Berwick for 13:00 - note that the train went via the York Avoider as booked. On arrival at Berwick, 90019 with 67023 DOR went forward to Edinburgh ecs.</p> <p><u>Return Leg</u></p> <p>The returning ecs encountered a series of operating incidents in between Edinburgh and Berwick to the extent that the ecs finally arrived at Berwick at 20:25 as 5Z81 some 3hrs and 20mins late, but that was not the end of the matter.</p> <p>We departed Berwick at 20:40 only to go into Tweedmouth sgds, Reception 1 south of the station to drop off 67023 which was a major factor to the delay of the train. We finally departed Tweedmouth sgds just before 21:00 (some 4hrs late).</p> <p>However, just as we thought matters could not get any worse, 1Z81 with 90019 in charge was terminated at Doncaster due to engineering work south of Doncaster. This prevented the train going any further - all passengers including myself were conveyed forward to various destinations by coach and taxi.</p> <p>The 90 & stock then went to Belmont where it remained until Monday morning.</p> <p><u>Virgin Trains</u></p> <p>The MK3 set stabled at Wembley with 90029.</p> <p><u>Anglia</u></p> <p><u>Top & tail class 90s</u></p> <p>For the 4th day running we had a top & tail class 90 duet out on the GE with a set of stock. The 90s in question were yet again 90001 (at the country end by the DVT), and 90009 (at the London end of the stock). They started out on the 1p04 diagram,</p> <p><u>Other diagrams</u></p> <p>90003 (1p02), 90004 (1p01), 90005 (1p17), 90008 (1p03), 90013 (1p06), 90014 (1p15), 90015 (1p13), 90018 (1p09), 90021 (1p05), 90001/90009 (1p04)</p> <p>In addition at Harwich we have 90007 stabled for the weekend, and at Crown Point we have 90002, 90006, 90010, and 90012.</p> <p><u>DBS</u></p> <ul style="list-style-type: none"> • 90018 on hire to NXEA • 90019 on hire to UKR for charter • 90020 at Edinburgh • 90021 on hire to NXEA • 90024 at Wembley

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| | <ul style="list-style-type: none">• 90026 at Mossend• 90029 on hire to VWC• 90035 at Mossend• 90036 stopped at Crewe for exam• 90039 at Wembley |
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Freightliner

- 90016 allocated to 4M53 (last night), then 4K89 to Crewe
- 90041 allocated to 4L71 (last night) then spare at Ipswich
- 90042 allocated to 4L60 (last night), then allocated to 4M45 & spare at Crewe
- 90043 stopped at Crewe maintenance complete
- 90044 allocated to 4H31, then 4L97 & then spare at Ipswich
- 90045 at Mossend off 4S88 - this suffered a compressor failure on arrival at Mossend
- 90046 allocated to 4L89 (last night), then exam at Ipswich
- 90047 allocated to 4L82 (last night), then spare at Ipswich
- 90048 stopped at Crewe for traction motor repairs
- 90049 allocated to 4M89 (last night), then 4F80 for 0K46 to Crewe