

28/11/10

Virgin Trains

The MK3 Set stabled at Wembley

Ipswich v Norwich Footex Relief

An additional train planned to run between Ipswich and Norwich for the football. It was formed of 321350 and 321433 which came ecs from Colchester.

Outward

Departed Ipswich at 11:50 calling at Stowmarket 12:03, then onto Norwich.

Return

Departed Norwich at 15:45 calling at Stowmarket 15:58, then onto Ipswich.

Anglia

Engineering work took place today on the GEML between Ilford and London. This means that an hourly loco-hauled service will be in operations between Norwich and Shenfield only calling at Ingatestone.

The service spec requires 5 loco-hauled sets to be out. These are:

- 08:33 SNF-NRW 1p12 was worked by 90003 (train came ecs from Harwich to form 1p12), it then formed 1p29
- 07:17 DIS-SNF 1p13 was worked by 90001, it then formed the 09:33 SNF-NRW (train came ecs from Ipswich for 1p13)
- 08:17 DIS-SNF 1p17 was worked by 90004, it then formed the 10:33 SNF-NRW (train came ecs from Ipswich for 1p17)
- 09:00 NRW-SNF 1p21 was worked by 90012, it then formed the 11:33 SNF-NRW
- 10:00 NRW-SNF 1p25 was worked by 90018, it then formed the 12:33 SNF-NRW
- 11:00 NRW-SNF 1p29 was worked by 90003, it then formed the 13:33 SNF-NRW
- 13:00 NRW-SNF 1p37 was worked by 90006, it then formed the 15:33 SND-NRW (see below - replaced 90004)

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

There is an additional service operating this evening between Shenfield and Norwich at 00:35 as 1p74 - it should be formed off 1p67 and was 90006. This is due to the engineering work.

Service alterations to diagrams from above information:

Owing to criminal damage and a large amount of stolen goods taken by football fans from the unmanned buffet car on the 10:33 Shenfield to Norwich, 90004 and set of stock were stood down on arrival at Norwich.

90006 on a fresh set of stock came out and took over the reins of 90004 starting with the 13:00 to Shenfield 1p37.

In addition, 90014 and 90015 could be found stabled in London for the weekend. Also, 90005, 90008, 90010, and 90012 were on Crown Point.

DBS

- 90018 on hire to NXEA
- 90019 at Mossend - allocated to 1c11 & 1b26
- 90020 the exact whereabouts is not known
- 90021 on hire to NXEA - at Ilford
- 90024 at Wembley - allocated to 5s95, 1s26
- 90026 maintenance complete - allocated to 1s25
- 90029 on hire to VWC
- 90035 at Edinburgh - allocated to 1m16

- 90036 at Wembley - allocated to 5s96
- 90039 at Mossend - allocated to 1m11

Freightliner

- 90016 stabled spare at Ipswich
- 90041 stopped at Crewe for exam
- 90042 stopped at Crewe for exam
- 90043 stabled spare at Mossend
- 90044 stabled spare at Ipswich
- 90045 stabled spare at Crewe
- 90046 stabled spare at Mossend
- 90047 stabled spare at Ipswich
- 90048 stopped at Crewe as usual
- 90049 stabled spare at Crewe

29/11/10

Scotrail sleeper services for Sunday 28th November

- The Caledonian sleeper 1m11 was routed via New Street & Soho Jcn with 90039
- The Caledonian sleeper 1s26 was routed via Northampton & Aston with 90024
- The Highland sleeper 1m16 went mainline with 90035
- The Highland sleeper 1s25 was routed Northampton with 90026

Virgin Trains

The MK3 set was stabled at Wembley with 90029 attached to it.

Anglia

At the start of service, the following applied:

90001 (1p47/1p52, see below), 90003 (1p99), 90005 (1p11), 90006 (1y01), 90007 (1p00), 90008 (1p01), 90010 (1p15), 90012 (1p07, see below), 90013 (1p03), 90014 (1p02), 90015 (1p04), 90018 (1p13), 900xx (1p09),

Service alterations (1)

The 08:30 LST-NRW (1p12) with 90012 sat down and terminated at Diss due to technical issues.

Thereafter each proceeding set of stock and cl.90 were stepped up at Norwich starting with 1p25 11:00 NRW-LST with 90005.

The stepping up remained in place until early afternoon when a fresh set of stock with a new 90 came out to play starting with the 15:30 NRW-LST 1p47. The 90 on the fresh set was 90001 having replaced 90012.

DBS

- 90018 on hire to NXEA
- 90019 at Mossend - allocated to 1m11
- 90020 the exact whereabouts is known
- 90021 on hire to NXEA at Ilford
- 90024 at Mossend - allocated to 1c11 & 1b26
- 90026 at Edinburgh - allocated to 1m16
- 90029 on hire to VWC
- 90035 at Wembley - allocated to 5s96
- 90036 at Wembley - allocated to 1s25
- 90039 at Wembley - allocated to 1s26

	<p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90016 allocated to 4M89 • 90041 stopped at Crewe for exam • 90042 stopped at Crewe for exam • 90043 allocated to 4L89 (tonight) • 90044 allocated to 4M87, then exam • 90045 allocated to 4L97, 4M53 • 90046 allocated to 4M74 vice-86s due failure on Friday night • 90047 allocated to 4M88 • 90048 stopped at Crewe as usual • 90049 allocated to 4L89 x Crewe for 4S88 - terminated at Crewe due to weather
30/11/10	<p><u>Virgin Trains</u></p> <p>The MK3 set stabled at Wembley with 90029.</p> <p><u>Anglia</u></p> <p>The circumstances on the GEML means I am unable to give concise diagram information due to infrastructure issues on the route. I can however report that the following 90s are out in one form or another:</p> <ul style="list-style-type: none"> • 90003, 90008, 90010, 90013, 90015 (more to follow) <p><u>Service alterations (1)</u></p> <p>Due to signalling problems between Colchester and London, the following alterations apply:</p> <ul style="list-style-type: none"> • The 06:42 Ipswich to Norwich (1p00) cancelled • The 07:40 Norwich to London (1p15) cancelled • The 08:00 Norwich to London (1p17) cancelled • The 08:30 Norwich to London (1p19) cancelled • The 05:23 Ipswich to London (1y01) ran albeit delayed by 50mins • The 07:00 London to Norwich (1p06) cancelled • The 10:30 London to Norwich (1p20) cancelled • The 11:00 London to Norwich (1p22) cancelled <p>The following additional trains ran, but exact rolling stock used is not known:</p> <ul style="list-style-type: none"> • The 07:30 Ipswich to Norwich 1P90 - delayed enroute to Norwich by 30mins • The 08:25 Norwich to London 1G17 - delayed enroute to London by 60mins <p><u>DBS</u></p> <ul style="list-style-type: none"> • 90018 on hire to NXEA • 90019 at Wembley – allocated to 5s95, 1s26 • 90020 the exact whereabouts is not known • 90021 on hire to NXEA at Ilford • 90024 at Mossend - allocated to 1c11 & 1b26 • 90026 at Wembley – allocated to 5s96 • 90029 at Wembley on hire to VWC • 90035 at Wembley - allocated to 6X41, 0K41, 0L48, 6L48, 1s25 • 90036 at Edinburgh – allocated to 1m16 • 90039 at Mossend - allocated to 1m11 <p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90016 spare at Crewe

	<ul style="list-style-type: none"> • 90041 allocated to 4M88 • 90042 allocated to 4L41, 4M89 • 90043 enroute to Ipswich on 4L89 (last night), then 4M87 • 90044 stopped at Crewe for exam • 90045 allocated to 4L97, 4S88 • 90046 allocated to 4F45, 4K64 (both vice-86s), then 0F71, 4L71 • 90047 allocated to 4L82 (last night), then 4M89 • 90048 stopped at Crewe as usual • 90049 at Crewe off 4S88 after being terminated - allocated to 4Z88 to Coatbridge for 4L89 (tonight)
1/12/10	<p><u>Virgin Trains</u></p> <p>The MK3 set stabled at Wembley</p> <p><u>Anglia</u></p> <p>Due to operational problems on the line due to poor weather conditions it is not possible to give concise diagrams. I can report the following cl.90s to have been out:</p> <p>90001, 90003, 90004, 90005 (see below), 90006, 90007, 90008, 90010, 90012, 90013, 90015 & 90018.</p> <p><u>Service alterations (1)</u></p> <ul style="list-style-type: none"> • The 09:00 LST-NRW 1p14 was cancelled due to DVT failure with 90005 (47501 rescued the train) • The 11:30 NRW-LST 1p31 was cancelled due to an earlier train fault • The 14:00 LST-NRW 1p34 was cancelled due to an earlier train fault <p>In addition:</p> <ul style="list-style-type: none"> • 90002 stopped at Crown Point • 90011 stopped at Crewe - expected ok 3/12/10 • 90009 stopped at Crown Point • 90014 stopped at Crown Point • 90021 on hire to NXEA at Ilford - assigned to Crewe for exam <p><u>DBS</u></p> <ul style="list-style-type: none"> • 90018 on hire to NXEA • 90019 at Mossend - allocated to 1m11, but failed on Tebay rescued by 66182 • 90020 at Crewe on exam • 90021 on hire to NXEA - at Ilford allocated to 6X41 with 90036 • 90024 at Mossend - allocated to 1c11 & 1b26 • 90026 at Wembley - allocated to 1s25 • 90029 at Wembley on hire to VWC • 90035 at Edinburgh - allocated to 1m16 • 90036 at Wembley - allocated to 5s96, • 90039 at Wembley - allocated to 5s95, 1s26 <p><u>Scotrail Sleeper disruption from previous night</u></p> <ul style="list-style-type: none"> • Due to poor weather conditions the Highland Sleeper 1m16 with 90036 arrived Euston 150mins late • Due to poor weather conditions the Caledonian sleeper 1s26 with 90019 arrived Glasgow 90mins late <p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90016 allocated to 4L97, 4M89 • 90041 allocated to 4M81 • 90042 allocated to 4L41, 4M87 • 90043 stopped for an exam

	<ul style="list-style-type: none"> • 90044 allocated to 4F45, 4K64 vice-86s • 90045 out of traffic at Basford Hall • 90046 stopped for an exam • 90047 allocated to 0F71, 4L71 • 90048 stopped at Crewe as usual - expected ok 3/12/10 • 90049 allocated to 4L81, 4M37 vice-86s
2/12/10	<p><u>Scotrail Sleeper services from previous night</u></p> <p>Disruption to the Scotrail service sleeper services due to poor weather conditions:</p> <ul style="list-style-type: none"> • The Caledonian sleeper 1m11 with 90019 suffered technical issues on Tebay resulting in the train to be rescued by 66182 which took the train forward to Euston running 5hours late. • The Highland sleeper 1m16 with 90035 suffered issues with the weather, but the 90 ran through to Euston running approx. 3hrs late. • The Caledonian sleeper 1s26 with 90039 was delayed at Preston by 5hours due to awaiting driver off the southbound sleeper 1m11. • The Highland sleeper 1s25 with 90026 suffered minor issues with the weather & ran only approx. 30mins late departing Edinburgh. <p><u>Virgin Trains</u></p> <p>The MK3 set stabled at Wembley</p> <p><u>Anglia</u></p> <p>Due to the ongoing weather conditions, the Anglia region was thrown into chaos today with a number of infrastructure problems resulting in a number of cancellations and delays. As a result I am unable to give concise diagrams. However, I can report the following 90s to be out in one form or another at the time of writing. This includes:</p> <p>90001, 90003, 90004, 90007, 90008, 90010, 90012, 90013, 90015 (in reverse formation) & 90018.</p> <p><u>DBS</u></p> <ul style="list-style-type: none"> • 90018 on hire to NXEA • 90019 at Wembley off 1m11 out of traffic after being dragged from Tebay by 66182 • 90020 at Crewe on a C-exam • 90021 at Crewe on a C-exam • 90024 at Mossend - allocated to 1m11 • 90026 at Edinburgh out of traffic • 90029 at Wembley - allocated to 5s95, 1s26 • 90035 at Wembley - allocated to 1s25 • 90036 at Crewe on exam - allocated to 6x41, 0k41, 0L48, 6L48 • 90039 at Mossend - allocated to 1c11 - 1b26 did not run <p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90016 allocated to 4L97, 4M89 (empty wagons - no containers) • 90041 allocated to 4M81 • 90044 allocated to 4L41, 4S88 (empty wagons - no containers) • 90048 stopped as usual expected ok 3/12/10
3/12/10	<p><u>Scotrail Sleeper Services Disruption for Thursday night / Friday morning</u></p> <p>Severe disruption to Scotrail sleeper services yesterday evening.</p> <ul style="list-style-type: none"> • The Highland Sleeper 1m16 was worked by 67028 throughout to Euston from Edinburgh • The Caledonian Sleeper 1m11 ran albeit delayed enroute to Euston by 90024 • The Highland Sleeper 1s25 was worked by 90035 ran albeit delayed & terminated at Edinburgh

Virgin Trains

The driver training run to/from Northampton was cancelled today due to issues with the MK3 stock and 90036. I am able to confirm that 390006 performed the 18:46 Euston to Preston (1p05).

Anglia

The heavy snow in Anglia yesterday means services are severely disrupted. I am unable to give concise diagram information, but I can confirm the following 90s to be out and about:

90001, 90003, 90004, 90005, 90006, 90007, 90008, 90010, 90012, 90015, & 90018.

Hiring of DB 90s

90021 is no longer on hire to NXEA as it has gone to Crewe for a C-exam

Service alterations

The following known trains were cancelled:

- 06:42 Ipswich to Norwich (1p00)
- 06:25 London to Norwich (1p04)
- 06:55 Norwich to London (1p13)

Also, the 18:30 London to Norwich (1p58) sat down near Manningtree with DVT failure - train set back to Colchester. At the same time a pair of 360s failed at Marks Tey, therefore causing the entire route to

DBS

At the present time, DB are suffering from a few issues with their fleet of 90s as seen below - this problem I think can only be attributed to the current adverse weather conditions particularly nth of the border.

- 90018 on hire to NXEA
- 90019 out of traffic at Wembley
- 90020 at Crewe on a C-exam
- 90021 at Crewe on a C-exam
- 90024 at Wembley - allocated to 1s26
- 90026 at Edinburgh out of traffic
- 90029 at Mossend - allocated to 1m11
- 90035 at Edinburgh - allocated to 1m16
- 90036 at Wembley out of traffic
- 90039 at Mossend - allocated to 1c11 & 1b26

In addition, the Highland Sleeper 1s25 on the Friday night was worked by a cl.67 throughout to Edinburgh due to the shortage of class 90s.

Freightliner

- 90016 allocated to 4L97
- 90041 spare at Ipswich
- 90042 allocated to 4L89
- 90043 allocated to 4L41
- 90044 allocated to 4M87
- 90045 allocated to 0F71, 4L71
- 90046 out of traffic Basford Hall
- 90047 allocated to 4M81, 4L60
- 90048 stopped at Crewe - now expected ok 11/12/10
- 90049 allocated to 4M88

4/12/10

Virgin Trains

The MK3 set stabled spare at Wembley.

Anglia

Due to engineering work taking place between London and Stratford, all services to/from Norwich start/terminate at Stratford for the entire day. The service spec required 9 loco-hauled sets operating on 4.5hr cycles to be out in one form or another between Norwich and Stratford. However, due to the adverse weather conditions resulting in the set being swapped and juggled etc, I am unable to give concise diagrams. The following known 90s were out:

90003, 90004, 90007, 90008, 90009, 90015, and 90018.

In addition, the 06:25 SRA-NRW 1p04 was worked by a pair of cl.321 units, it was then stood down remaining in the middle sdgs at Norwich all day only then to form the 22:00 NRW-SRA 1p67.

Other Engineering work

- The 22:38 Stratford to Norwich 1p70 terminates at Diss for a coach forward to Norwich
- The 23:38 Stratford to Norwich 1p72 terminates at Diss for a coach forward to Norwich

DBS

The availability of serviceable class 90s at DB is somewhat haphazard at present as shown below. This I feel has been caused by the cold weather.

- 90018 on hire to NXEA
- 90019 at Wembley - assigned to Crewe out of traffic
- 90020 at Crewe on exam out of traffic
- 90021 at Crewe on exam out of traffic
- 90024 at Mossend
- 90026 out of traffic (exact location not known, but possibly at Edinburgh)
- 90029 at Wembley - assigned to Crewe out of traffic
- 90035 Wembley
- 90036 at Wembley - assigned to Crewe out of traffic
- 90039 at Mossend

Freightliner

Owing to engineering work on the GEML from late Friday night as well as disruption caused by the adverse weather, most 90s are at Crewe instead of Ipswich this weekend.

- 90016 stabled spare at Crewe
- 90041 stabled spare at Crewe
- 90042 stabled spare at Crewe
- 90043 stabled spare at Crewe
- 90044 stabled spare at Crewe
- 90045 stabled spare at Ipswich
- 90046 stabled spare at Crewe
- 90047 stabled spare at Crewe
- 90048 stopped at Crewe
- 90049 stabled spare at Mossend