

31/10/10

Return Leg of UKR charter from Berwick

Yesterday evening after a series of operating incidents, the returning charter 1Z81 from Berwick eventually arrived at Doncaster at 23:15 some 4hrs late - the train was unable to go any further due to engineering works further down the ECML, so the service was capped.

I and all the rest of the passengers were taken forward from Doncaster by coach & taxi.

The 90 and stock was stabled at Belmont for the entirety of today - it will return to Wembley ecs tomorrow 1/11/10

Virgin Trains

The MK3 set was stabled at Wembley with 90029.

Anglia***Engineering work information***

Today engineering work is took place on the GEML. This meant that an hourly loco-hauled service was in operation between Colchester and Norwich only. I am able to report the following:

- 1p13 07:00 NRW-COL was worked by 90021, it then formed an additional 08:17 COL-NRW
- 1p17 08:00 NRW-COL was worked by (tbc), it then formed the 09:17 COL-NRW
- 1p21 09:00 NRW-COL was worked by (tbc), it then formed the 10:17 COL-NRW
- 1p25 10:00 NRW-COL was worked by 90021, it then formed the 11:17 COL-NRW

Thereafter, the service profile operated on a 3hr cycle with the known 90s mentioned above.

Other Anglia Gen

At Harwich we had 90007 stabled for the weekend until Monday morning and at London Liverpool Street, we have the two NX 90s, notably 90003 and 90015. Also:

- 90002 stopped at Crown Point until further notice
- 90011 stopped at Crewe Works for exam

DBS

- 90018 on hire to NXEA
- 90019 at Doncaster Belmont with charter stock after being capped there last night (to return to Wembley tomorrow)
- 90020 at Edinburgh - allocated to 1m16
- 90021 on hire to NXEA (out today)
- 90024 at Wembley - allocated to 1s26
- 90026 at Mossend - allocated to 1m11
- 90029 on hire to VWC - ripped from WB64 to form 1s25
- 90035 at Mossend - allocated to 1b26 & 1c11
- 90036 stopped at Crewe for exam
- 90039 at Wembley - allocated to 5s96

Freightliner

- 90016 spare at Crewe
- 90041 spare at Ipswich
- 90042 spare at Crewe
- 90043 spare at Crewe
- 90044 spare at Ipswich
- 90045 stopped at Coatbridge pending further investigations (compressor failure)

	<ul style="list-style-type: none"> • 90046 spare at Ipswich • 90047 spare at Ipswich • 90048 stopped at Crewe for traction motor repairs • 90049 spare at Crewe
01/11/10	<p><u>UKR Charter Empty Stock Movement</u></p> <p>Following on from the operating incidents with 1Z81 on Saturday, 90019 returned to Wembley as ecs today from Doncaster.</p> <p><u>Virgin Trains</u></p> <p>The MK3 set was stabled at Wembley engineless.</p> <p><u>Anglia</u></p> <p><i>Top & tail operations</i></p> <p>Similar to last week, we had another set of top & tail 90s out today. These were 90006 (at the country end by the DVT) and 90014 (at the London end). The duet started the day by working the 1p13 diagram.</p> <p><i>Other Diagrams</i></p> <p>At the start of service, the following applied:</p> <p>90001 (1p15), 90003 (1p02), 90004 (1p01), 90005 (1p07), 90006/90014 (1p13), 90007 (1p00), 90008 (1p99), 90009 (1p09), 90013 (1y01), 90015 (1p04), 90018 (1p03), 90021 (1p11).</p> <p><i>Service Alterations Update</i></p> <p>The following known amendments took place today:</p> <ul style="list-style-type: none"> • 90018 failed enroute to London whilst working 1p27. It was rescued by 47832 which dragged the train to Norwich ecs. • 90001 suffered technical issues at Norwich resulting in 1p35 being capped, train restarted from Colchester with units • 90003 were stood down at Norwich off 1p22 for some unknown reason. • 90001 were reinstated back into traffic & formed 1p39 after 90003 was stood down (see above). • 90003 were reinstated back into traffic & formed 1p47, in effect taking over the failure of 90018 (see above). • 90021 on the 14:00 LST-NRW (1p34) made an additional stop at Marks Tey after a Lowestoft service was capped. • 90013 on 1p46 should have stood down at Norwich, but this came out to play to form 1p61 & 1p70. <p>There were a number of other juggles and swaps, but concise details cannot be clarified.</p> <p><i>Other NXEA Gen</i></p> <ul style="list-style-type: none"> • 90002 stopped at Crown Point • 90010 stopped at Crown Point • 90011 stopped at Crewe for exam • 90012 spare at Crown Point - this 90 undertook a test run between Norwich & Diss in the early evening <p><u>DBS</u></p> <ul style="list-style-type: none"> • 90018 on hire to NXEA • 90019 at Doncaster with charter stock assigned to Wembley, then allocated to 6X41 • 90020 at Wembley - allocated to 5s96 • 90021 on hire to NXEA • 90024 at Mossend - allocated to 1m11 • 90026 at Wembley - allocated to 1s26 • 90029 at Edinburgh - allocated to 1m16 • 90035 at Mossend - allocated to 1b26 & 1c11

- 90036 stopped at Crewe for exam
- 90039 at Wembley - allocated to 1s25

Freightliner

- 90016 allocated to 4L97 & 4M89
- 90041 allocated to 4M87
- 90042 on exam at Basford Hall
- 90043 on standby at Crewe - assigned light engine to Coatbridge for 4L89
- 90044 allocated to 4M81, 0L60, 4L60
- 90045 out of traffic at Coatbridge - dragged back to Crewe on 4M74
- 90046 on exam at Ipswich
- 90047 allocated to 4M88
- 90048 stopped at Crewe for traction motors
- 90049 allocated to 4L89 & 4S88

02/11/10

Virgin Trains

The MK3 set was stabled at Wembley

Anglia

At the start of service the following applied:

90001 (1p03), 90004 (1p02), 90005 (1p15), 90006 (1p09), 90007 (1p00), 90008 (1p04), 90009 (1y01), 90013 (1p99/1p16), 90015 (1p01). 90021 (1p11), 90012 (1p07), Unit (1p13, see below)

Service alterations

The 06:50 NRW-LST (1p13) was capped between Norwich & Ipswich. Restarted at Ipswich with a 4-car cl.321, but were stood down on arrival at the Street and replaced by 90013 (see below).

Due to 1p13 being capped, 90013 stepped up to continue with the rest of the 1p13 diagram starting with 1p16 instead of going to Orient Way. This meant that NXEA was one loco-hauled set short for the evening peak, Therefore, to substitute 90013, 1p58 was formed of a pair of bins and were used to form the 22:00 NRW-LST (1p67) tonight.

Other NXEA Gen

- 90002 stopped at Crown Point
- 90003 stopped at Crown Point
- 90010 stopped at Crown Point
- 90011 stopped at Crewe for exam
- 90014 stopped at Crown Point
- 90018 stopped at Crown Point

DBS

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

	<p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90043 enroute to Ipswich on 4L89 • 90045 stopped at Crewe for compressor fault • 90048 stopped at Crewe for traction motors • 90049 at Coatbridge, allocated to 4L89 (tonight)
03/11/10	<p><u>Virgin Trains</u></p> <p>The MK3 set was stabled at Wembley</p> <p><u>Anglia</u></p> <p>90001 (1p03), 90004 (1p15), 90005 (1p00), 90006 (1y01), 90007 (1p99), 90008 (1p01), 90010 (1p13), 90012 (1p07), 90013 (1p09), 90015 (1p02), 90021 (1p11), Units (1p04, see below), 90009 (1p21, see below)</p> <p><i>Service alterations</i></p> <ul style="list-style-type: none"> • The 06:25 LST-NRW (1p04) was formed by a set of cl.321 units. These were stood down on arrival at Norwich • 90009 worked the 09:00 NRW-LST (1p21), in effect slotting in the remainder of the 1p04 diagram (see above) <p><i>Other NXEA Gen</i></p> <ul style="list-style-type: none"> • 90002 stopped at Crown Point out of service • 90003 stopped at Crown Point • 90011 stopped at Crewe Works on exam • 90014 stopped at Crown Point • 90018 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 1s25 • 90020 at Edinburgh - allocated to 1m16 • 90021 on hire to NXEA • 90024 at Mossend - allocated to 1m11 • 90026 at Mossend - allocated to 1b26 & 1c11 • 90029 at Wembley assigned to Crewe with LOP fault • 90035 at Wembley - allocated to 1s26 • 90036 at Crewe maintenance complete, allocated to 0L48, 6L48 • 90039 at Wembley - allocated to 5s96 <p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90045 stopped at Crewe for compressor fault • 90048 stopped at Crewe for traction motor fault • 90049 enroute to Ipswich on 4L89
04/11/10	<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>90004 (1p00), 90005 (1p11), 90006 (1p01), 90007 (1p04). 90008 (1p02), 90009 (1p07), 90010 (1p15), 90012 (1p03), 90013 (1y01), 90021 (1p99 & 1p16)</p> <p><i>Other NXEA Diagrams</i></p>

- The 06:20 NRW-LST (1p09) cancelled throughout to London
- The 06:50 NRW-LST (1p13) cancelled throughout to London

Owing to the cancellation of 1p09 and 1p13, 90021 were stepped up on arrival at London off 1p99 instead of going ecs to Orient Way. The 90 (90021) worked the 09:00 LST-NRW 1p16, in effect slotting into the remainder of the 1p13 diagram.

NXEA had no loco-hauled stock to form this evening's 1p54 and 1p58 due to the above alterations.

The service specification underwent some juggling and swapping with concise details too complex to report.

Other Gen

- 90002 stopped at Crown Point
- 90003 stopped at Crown Point
- 90011 stopped at Crewe on exam
- 90014 stopped at Crown Point
- 90015 stopped at Crown Point
- 90018 stopped 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 Wembley – allocated to 5s96, 6x41
- 90026 at Mossend – allocated to 1m11
- 90029 stopped at Crewe for LOP fault
- 90035 at Mossend – allocated to 1c11 & 1b26
- 90036 at Crewe off 6X41 & 0K41
- 90039 at Wembley

Freightliner

There was not a lot known today other than:

- 90045 stopped at Crewe for compressor fault
- 90048 stopped at Crewe for traction motors

05/11/10

Virgin Trains

In a very surprise move, the MK3 set came out on the West Mids route with 90036 at the helm. The diagrams were as follows:

- 07:03 EUS-BNS 1G04
- 08:50 BNS-BNS 1B29
- 10:43 EUS-BNS 1G15
- 12:30 BNS-EUS 1B44
- 18:46 EUS-PRE 1P05

Anglia

At the start of service I can report the following:

90006 (1p02), Units (1p04), 90021 (1p03, see below). Nothing else known.

	<p>Service Alterations</p> <ul style="list-style-type: none"> • 90006 on 1p02 overshot the platform at Diss this morning by two coaches due to poor railhead conditions • The 13:00 LST-NRW (1p30) with 90021 was capped throughout from London Liverpool Street due to train fault. <p><u>DBS</u></p> <ul style="list-style-type: none"> • 90018 on hire to NXEA • 90019 at Wembley – allocated to 5s95, 1s26 • 90020 at Mossend – allocated to 1m11 • 90021 on hire to NXEA • 90024 stopped at Crewe for exam • 90026 at Wembley – allocated to 1s25 • 90029 stopped at Crewe with LOP fault • 90035 at Mossend – allocated to 1c11 & 1b26 • 90036 on hire to VWC • 90039 at Edinburgh <p><u>Freightliner</u></p> <ul style="list-style-type: none"> • 90045 stopped at Crewe for compressor repairs • 90048 stopped at Crewe for traction motor repairs
06/11/10	<p><u>Virgin Trains</u></p> <p>The MK3 set stabled spare at Wembley with 90036</p> <p><u>Anglia</u></p> <p>Engineering work is taking place today on the GEML between Ilford and London. A half-hourly shuttle is in operation between Shenfield and Norwich all day with extra stops being made at Ingatestone. Services from Norwich leave at xx00 and xx30 with a journey time of 1hr & 40mins approx. Trains in the opposite direction leave Shenfield at xx40 and xx10 with a similar journey time. The following 90s are out today:</p> <ul style="list-style-type: none"> • 90012 worked the 07:22 COL-NRW (1p04), it then formed the 09:00 NRW-SNF • 90013 worked the 05:00 NRW-SNF (1p01), it then formed the 07:10 SNF-NRW (1p06) • 90007 worked the 05:30 NRW-SNF (1p03), it then formed the 07:40 SNF-NRW (1p08) • 90001 worked the 06:00 NRW-SNF (1p05), it then formed the 08:10 SNF-NRW (1p10) • 90010 worked the 06:30 NRW-SNF (1p09), it then formed the 08:40 SNF-NRW (1p12) • 90015 worked the 07:00 NRW-SNF (1p13), it then formed the 09:10 SNF-NRW (1p14) • 90018 worked the 07:30 NRW-SNF (1p15), it then formed the 09:40 SNF-NRW (1p16) • 90004 worked the 08:00 NRW-SNF (1p17), it then formed the 10:10 SNF-NRW (1p18) • 90006 worked the 07:09 IPS-NRW (1p02), it then formed the 08:30 NRW-SNF (1p19) <p>Thereafter each of the above 90s should operate on 4.5hr cycles between Shenfield and Norwich and vice-versa</p> <p><u>Other Gen</u></p> <ul style="list-style-type: none"> • 90002 stopped at Crown Point • 90008 stabled at Liverpool Street for the weekend <p><u>DBS</u></p> <ul style="list-style-type: none"> • 90018 on hire to NXEA • 90019 at Mossend

- 90020 at Wembley
- 90021 on hire to NXEA
- 90024 stopped at Crewe for exam
- 90026 at Edinburgh
- 90029 stopped at Crewe for LOP fault
- 90035 at Mossend
- 90036 on hire to VWC
- 90039 at Wembley

Freightliner

- 90045 stopped at Crewe for compressor repairs
- 90048 stopped at Crewe for traction motor repairs