

News & Gen Report for week commencing 18th July 2010

18 th July	<p><u>Scotrail Sleeper Diversions</u></p> <p>As booked the West Coast sleepers are going via the ECML today. An extra bonus tonight involves 1s25 and 1s26 which went via the Hertford North Loop due to engineering work between Welwyn Garden City and Langley Jcn. The block is meant to come off at 04:15 so in theory 1m11 and 1m16 should go mainline via Welwyn North.</p> <p><i>Down Services:</i></p> <ul style="list-style-type: none">• 1s25 left Euston just after 20:00 firstly travelling to Wembley to drop off the drawback engine 90035. The train then travelled via the ECML and the Hertford Nth Loop to Edinburgh by 90026. Note that this train ran approx 70mins late from Wembley for some reason.• 1s26 left Euston at 22:32 firstly travelling to Wembley to drop off the drawback engine which should be by 90029. It then travelled to Glasgow Central via the ECML, Hertford Nth Loop and Edinburgh by another 90039. <p><i>Up Service:</i></p> <ul style="list-style-type: none">• 1m16 left Edinburgh at around 01:00 travelling to Wembley via the ECML behind 90021;• 1m11 left Glasgow at 21:39 travelling to Wembley via Edinburgh and the ECML by 90019. <p><u>Virgin Trains</u></p> <p>The MK3 set (WB64) was stabled at Wembley today going nowhere fast with 90024 keeping it company.</p> <p><u>Anglia:</u></p> <p>At the start of service the following allocations applied:</p> <p>90004 (1p12), 90005 (1p17), 90006 (1p17), 90007 (1p25), 90011 (1p23), 90014 (1p49).</p> <p>In addition following yesterday's failure, 90009 was dragged to Norwich from Ipswich ecs by 90013 topping the DVT with 47790 DIT after it also failed at Ipswich a few hrs earlier whilst taking the train to Norwich yesterday with 90009 DOR. At Harwich 90008 was stabled ready to work 1p00 on Monday morning and at Crown Point we had 90001, 90003, 90009, 90010, 90012, 90013, 90015 and 90018.</p> <p><u>Other:</u></p> <ul style="list-style-type: none">• 90002 stopped at Crewe for exam• 90018 on hire to NXEA• 90019 at Mossend for 1m11• 90020 at Mossend for 5m11• 90021 at Edinburgh for 1m16
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	<ul style="list-style-type: none"> • 90024 on hire to VWC • 90026 at Wembley - allocated to work 5s95 for 1s25 • 90029 at Wembley - allocated to work 1s26 to Wembley • 90035 at Wembley - allocated to work 1s25 to Wembley • 90036 stopped at Crewe (out of traffic) • 90039 at Wembley - allocated to 5s96 for 1s26 • 90045 stopped at Crewe for B-exam
19 th July	<p><u>Scotrail Sleeper Services (Up services only)</u></p> <ul style="list-style-type: none"> • 1m11 left Glasgow at 21:39 travelling to Wembley via Edinburgh and the ECML behind 90019. At Wembley 1m11 was dragged into Euston by 90035. • 1m16 left Edinburgh at approx. 01:00 travelling to Wembley via the ECML behind 90021. At Wembley 1m16 was dragged into Euston by a UID cl.67. <p><u>Virgin Trains</u></p> <p>At the time of writing the Virgin MK3 set was stabled spare at Wembley with 90024 attached to the stock.</p> <p><u>Anglia:</u></p> <p>At the start of service, the following applied:</p> <p>90001 (1p13), 90003 (1p99), 90004 (1p11 - see below), 90005 (1y01), 90006 (1p04), 90007 (1p03), 90008 (1p00 - see below), 90009 (1p15 - see below), 90010 (1p09), 90011 (1p07), 90014 (1p01), 90015 (1p02).</p> <p>Amendments to the above diagrams are as follows:</p> <ul style="list-style-type: none"> • 90008 should have done 1p17 off 1p00, but she was stepped up to work 1p15 which 90009 should have done, but this train was late off depot therefore 90009 did 1p17. • 90009 working 1p17 stepped down at Manor Park today due to a technical fault – all passengers disembarked. The 90 continued later ecs. • The DVT on 90004s set of stock decided it didn't want to play anymore and so set down at Liverpool Street before working the 14:30 LST-NRW. All trains following 90004 were then stepped up to fill the gap, but a 90 was sent from Crown Point to rescue the train just after 16:00. <p><u>Other:</u></p> <ul style="list-style-type: none"> • 90002 stopped at Crewe on exam • 90018 on hire to NXEA • 90019 at Wembley - allocated to 1s25 • 90020 at Mossend - allocated to 1m11 • 90021 at Wembley - allocated to 5s96 • 90024 on hire to VWC • 90026 at Edinburgh - allocated to 1m16 • 90029 at Wembley - assigned to Crewe for exam • 90035 at Wembley - allocated to 5s95 for 1s26 • 90036 stopped at Crewe for minor fault

	<ul style="list-style-type: none"> • 90039 at Mossend - allocated to 1c11 for 1b26 • 90049 stopped at Crewe for painting
20 th July	<p><u>Virgin Trains:</u></p> <p>The MK3 set is at Wembley spare with 90024 attached to the stock going nowhere fast.</p> <p><u>Anglia:</u></p> <p>Not a lot known for today other than 90008 (1p15), 90001 (1p07), cl.321s (1p04 - see below)</p> <p>The cl.321s on 1p04 stepped down at Norwich off the 16:30 LST-NRW (1p44). It then formed the 22:00 NRW-LST (1p67). It is not known what took over the 1p04 diagram after the emu was stepped down. Nothing else known.</p> <p><u>Other:</u></p> <ul style="list-style-type: none"> • 90002 stopped at Crewe for exam • 90016 allocated to 4L75 - Crewe to Felixstowe liner • 90018 on hire to NXEA • 90019 at Edinburgh - allocated to 1m16 • 90020 at Wembley - allocated to 5s95 for 1s26 • 90021 at Wembley - allocated to 1s25 • 90024 on hire to VWC • 90026 at Wembley - allocated to 5s96 • 90029 stopped at Crewe for exam • 90035 at Mossend • 90039 at Mossend • 90045 stopped at Crewe for wheel sets • 90047 allocated to 4S88 - Felixstowe to Coatbridge liner • 90049 stopped at Crewe for painting
21 st July	<p><u>Virgin Trains</u></p> <p>The MK3 set (WB64) was stabled at Wembley with 90024 attached to the stock spare.</p> <p><u>Anglia:</u></p> <p>90001 (1p13 - see below), 90003 (1p02), 90006 (1p03), 90007 (1p07), 90008 (1p00), 90009 (1y01), 90010 (1p01), 90011 (1p99), 90014 (1p15), 90015 (1p11), 90018 (1p09), Emu (1p04 - see below).</p> <p>Due to 1p04 diagram being a 8-car cl.321, the 16:30 LST-NRW (1p44) was stepped down on arrival at Norwich. 90001 which was on the train behind on 1p46 should have stepped down, but instead replaced the units by doing 1p61 (19:00 NRW-LST) for the 22:30 LST-NRW return (1p70).</p> <p>The 22:00 NRW-LST was once again formed of a 8-car c.321 (3rd night on the trot</p>

	<p>for NXEA).</p> <p><u>Other:</u></p> <ul style="list-style-type: none"> • 90002 stopped at Crewe for exam • 90018 on hire to NXEA • 90019 at Wembley • 90020 at Mossend • 90021 at Edinburgh • 90024 on hire to VWC • 90026 at Wembley • 90029 stopped at Crewe for exam • 90035 (not known) • 90036 stopped at Crewe (technical fault) • 90039 (not known) • 90049 stopped at Crewe for painting
22 nd July	<p><u>Virgin Trains:</u></p> <p>The MK3 Set has come out to play today working the following diagrams with 90024:</p> <ul style="list-style-type: none"> • 13:03 EUS-BNS 1G22 • 14:50 BNS-EUS 1Bxx • 16:43 EUS-BNS 1G33 • 18:30 BNS-EUS 1B80 <p><u>Anglia:</u></p> <p>I do not have much gen on the GEML today other than what is described below (another poor day for NXEA):</p> <ul style="list-style-type: none"> • The 07:00 LST-NRW (1p06) was terminated at Ipswich which should have been 90018 by diagram. • The 08:30 NRW-LST was cancelled throughout - reason unknown. • The 09:30 NRW-LST was formed by 90011 off 1p08 due to the termination of 1p06 • The 06:25 LST-NRW (1p04) was formed of a cl.321 unit (yet again) • The 11:00 LST-NRW (1p22) was terminated at Colchester due to train fault between 90003 & DVT (ran round). <p><u>Other:</u></p> <ul style="list-style-type: none"> • 90002 stopped at Crewe for exam • 90018 on hire to NXEA • 90019 at Wembley • 90020 (not known) • 90021 at Wembley • 90024 on hire to VWC - out on EBWs • 90026 (not known) • 90029 stopped at Crewe for exam • 90035 (not known) • 90036 (not known)

	<ul style="list-style-type: none"> • 90039 (not known) • 90049 stopped at Crewe for painting
23 rd July	<p>A very busy day for the class 90s in one form or another - much action for the entire fleet which is good news ☺</p> <p><u>Naming of 90013</u></p> <p>Today 90013 was named at Ipswich on platform 4 at 11:30 - photos to be added to site in due course. The 90 has a curved nameplate and has been called "Evening Star - Pride of Ipswich 1885 to 2010 - 125 years of serving Suffolk"</p> <p><u>Virgin Trains:</u></p> <p>The Virgin Trains MK3 set has come out to play today on the following diagrams:</p> <ul style="list-style-type: none"> • 07:03 EUS-BNS 1G04 • 08:50 BNS-EUS 1B29 • 10:43 EUS-BNS 1G15 • 12:30 BNS-EUS 1B44 • 18:46 EUS-PRE 1P05 <p>The 90 providing traction on WB64 is 90024.</p> <p><u>Anglia:</u></p> <p>90001 (1p02 - started as 1p19 from Norwich), 90004 & 90012 out in top & tail mode (1p03), 90006 (1p13), 90007 (1p07), 90008 (1p00 - stepped up to 1p15 diagram at Norwich off 1p00), 90010 (1p02 - stepped up to 1p00 diagram from Norwich), 90014 (1p09), 90015 (1p11), 90018 (1p01), Units (1p04 - again). 90015 (1p99).</p> <p>In addition the information noted above, the following alterations apply:</p> <ul style="list-style-type: none"> • 90004 & 90012 on the 1p03 diagram were stepped down at London Liverpool Street off the 10:30 from Norwich and was swapped onto the 13:30 to Norwich in effect slotting into 1p07 diagram. At the same time, 90007 on the train behind was stepped up in London in effect switching to the 1p03 turn; • The DVT, Stock & 90001 working the 16:00 LST-NRW (1p42) was cancelled at origin due to TDM issues. The Colchester tb (47832) ran LE to London to drag the stock back to Norwich empty. This meant that 90018, which should have worked the 17:30 LST-NRW was stepped up to form 1p46 (17:00 LST-NRW). • Due to 1p42 being capped in London, the 321 units on 1p44 were stepped up at Norwich to 1p59 (18:30 NRW-LST). On arrival in London off 1p59, the 321 units were stepped down for the day. • 90009 were used to work the 19:00 NRW-LST (1p61) note diagram change; 90018 worked the 20:00 NRW-LST (1p63) note diagram change & 90015 worked the 22:00 (NRW-LST (1p67) note diagram change. <p>Finally after the naming of 90013 at Ipswich, she ran back LE to Crown Point departing Ipswich at 12:30 and 90003 replaced 90004 on the top & set of stock late</p>

	<p>on in the afternoon. However, 90013 performed the weekly maintenance train to Ilford on in the afternoon, and returned to Crown Point the following evening.</p> <p><u>Freightliner Route Refresh:</u></p> <p>90042 were at York this morning ready to return to Coatbridge on the weekly driver route refresh. Note that this turn is usually cl.86s, but is a 90 this week.</p> <p><u>Other:</u></p> <ul style="list-style-type: none"> • 90002 stopped at Crewe for exam • 90018 on hire to NXEA (1p01) • 90019 at Wembley off 5m11 • 90020 stopped at Crewe • 90021 at Edinburgh - allocated to 1m16 • 90024 on hire to VWC (out today) • 90026 at Wembley - allocated to 5s95 for 1s26 • 90029 at Mossend - allocated to 1m11 • 90035 at Mossend - allocated to 1c11 & 1b26 (did portions in the morning as well as a freight 6C61). • 90036 stopped at Crewe for exam • 90039 at Wembley - allocated to 1s25 • 90041 on liners to/from Ipswich • 90042 York to Coatbridge, then a liner Sth with another 90 in a pair was planned, but swapped at the last minute • 90043 on liners to/from Ipswich • 90044 on liners to/from Ipswich • 90045 stopped at Crewe for wheel set change • 90046 on liners to/from Ipswich • 90047 on liners to/from Ipswich • 90048 on liners to/from Ipswich • 90049 stopped at Crewe for painting
24 th July	<p>A much quieter day to report on (see below).</p> <p><u>Virgin Trains:</u></p> <p>The MK3 set was spare at Wembley today with 90024 providing the traction.</p> <p><u>Anglia:</u></p> <p>At the start of service the following applied:</p> <p>90001 (1p17), 90003 (1p15), 90004 (5v29 for 1v29 - see below), 90007 (1p03), 90008 (1p09 - see below), 90009 (1p13), 90010 (1p05), 90014 (1p02), 90015 (1p04), tbc (1p01), cl.321 Units (1p06).</p> <p>In addition to the above, 90004 failed at Norwich after being dragged on 1v26 from Gt.Yarmouth. This resulted in 90008 being stepped up the 1v26 diagram from Norwich. It is unclear what happened to 90004 & stock, but it stepped into 90008's diagram later i.e. working the 12:30 NRW-LST. Furthermore, there were a few other juggles throughout the day and i note that the 321 units were diagrammed to have</p>

gone to Yarmouth on 1v26 off 1p06 diagram, but they were stood down at Norwich making way for 90015 to cover the rest of the diagram which was on 1p28 behind. The units then slotted into the diagram of 90015.

Other:

- 90002 stopped at Crewe for exam
- 90018 on hire to NXEA (spare today)
- 90019 tbc
- 90020 stopped at Crewe for exam
- 90021 at Wembley
- 90024 on hire to VWC
- 90026 at Mossend
- 90029 at Wembley
- 90035 at Mossend
- 90036 stopped at Crewe for exam
- 90039 at Edinburgh
- 90016 stopped at Crewe (spare)
- 90041 allocated to 4M89 (previous day working)
- 90042 allocated to 4L89 (previous day working)
- 90043 allocated to 4M74 DIT for 4F80 for 0K46
- 90044 allocated to 4S88 (previous day working from Ipswich)
- 90045 stopped at Crewe (wheelset change) expected ok early August
- 90046 allocated to 4L71 (previous day working) then exam at Ipswich over wkend
- 90047 allocated to 4L60 (previous day working) then onto 4M45
- 90048 allocated to 4H31 (previous day working) then onto 4L97
- 90049 stopped at Crewe (painting) expected ok early August