

## News & Gen Report – Week commencing 9<sup>th</sup> May 2010

Date	
9/5/10	<p data-bbox="336 286 951 315"><b>Updated on 12th May 2010 (with track data for 1Z89)</b></p> <p data-bbox="336 349 699 378">Known movements for today were:</p> <p data-bbox="336 412 762 441"><b><u>Whitley Bay F.C. FA Vase Final footex</u></b></p> <p data-bbox="336 474 971 504">90026 and the Cargo-D rake of stock undertook the following:</p> <p data-bbox="336 537 496 566"><b><i>Outward Leg:</i></b></p> <p data-bbox="336 600 1399 649">09:07 Newcastle Central to London Kings Cross arriving at 12:30 as 1Z88. On arrival at the Cross, 66141 took the empties to Ferme Park with 90026 DOR with pan up.</p> <p data-bbox="336 683 475 712"><b><i>Return Leg:</i></b></p> <p data-bbox="336 745 1399 795">19:34 London Kings Cross to Newcastle Central - the train was worked into the Cross by 66141 with 90026 attached to the DVT DOR with the pan up. The return journey had the following additions:</p> <ul data-bbox="403 835 1399 943" style="list-style-type: none"><li>• Got routed via the Ranskill Down Passenger Loop and;</li><li>• Got routed around the back of Doncaster Yard diverging off the mainline at Loversall Carr Jn travelling via Flyover West Jn, Down Flyover line and the Down West Slow no.2 before converging back onto the mainline at Bridge Jn.</li></ul> <p data-bbox="336 976 632 1005"><b><i>Empty Stock to Wembley:</i></b></p> <p data-bbox="336 1039 1399 1088">The original plan was to run 90026 around when it reached Newcastle, however this never happened. The ecs move operating as 5Z90 undertook the following additions:</p> <ul data-bbox="403 1128 1217 1249" style="list-style-type: none"><li>• 90026 was routed over the High Level Bridge at Newcastle on 5Z90;</li><li>• At York 5Z90 went via Knottingley with 90026 DOR to reach Doncaster;</li><li>• 90026 was routed via the Hertford North Loop as booked</li><li>• 5Z90 was also routed over Flyover Jcn immediately south of Doncaster yard.</li></ul> <p data-bbox="336 1283 1206 1312">On arrival at Ferme Park, 66141 took the train forward to Wembley with 90026 DOR.</p> <p data-bbox="336 1346 612 1375"><b><i>Some Interesting Facts:</i></b></p> <p data-bbox="336 1408 1399 1507">The DVT used on this train was formerly 82151. This DVT use to be used by VXC on the Birmingham to Manchester services and was on the last loco-hauled service from Manchester to Birmingham back in 2007 where the train was cancelled at Stockport due a speedo fault. The 90 working that day on the last train was 90026.</p> <p data-bbox="336 1541 1399 1590">In addition, one of the last runs of the Cargo-D set when being used by Virgin Trains as WB65 back in July/August 2009 was yes you guessed it 90026.</p> <p data-bbox="336 1624 421 1653"><b><u>Anglia:</u></b></p> <p data-bbox="336 1686 1399 1765">Engineering work took place today on the GEML between London and Colchester. This resulted in an hourly loco-hauled shuttle running between Colchester and Norwich only on a 3hr cycle. The known 90s that worked today on the shuttles included 90003, 90007, and 90012.</p> <p data-bbox="336 1798 1399 1848">Also, 90008 and 90015 was stabled in London due to the engineering work and 90005 could be found sunning itself at Harwich where it remained all weekend.</p> <p data-bbox="336 1881 416 1910"><b><u>Other:</u></b></p> <ul data-bbox="403 1951 991 2031" style="list-style-type: none"><li>• 90013 at Crewe (maintenance) expected ok 19th June</li><li>• 90049 at Crewe (maintenance)</li><li>• 90018 at Crewe (special maintenance)</li></ul>

	<ul style="list-style-type: none"> <li>• 90035 at Crewe (special maintenance)</li> <li>• 90020 spare at Wembley - to work either 1s25 or 1s26 or 5s96</li> <li>• 90036 spare at Wembley - to work either 1s25 or 1s26 or 5s96</li> <li>• 90039 spare at Wembley - off-hire from Virgin Trains</li> <li>• 90019 spare at Mossend</li> <li>• 90029 spare at Mossend</li> <li>• 90021 spare at Edinburgh - to work 1m16</li> <li>• 90026 on footex</li> <li>• 90024 on hire to NXEA</li> </ul> <p>Also, the southbound sleeper from Glasgow Central to Euston (1m11) was dragged from Glasgow to Edinburgh via Shotts with a 67. On arrival at Edinburgh, the Glasgow portion was shunted onto the Edinburgh portion. Ic11 did NOT run, but 1b26 did operate. Nothing else to report 😊</p>
10/5/10	<p>Known movements for today:</p> <p><b><u>Whitley Bay Footex empty - 5Z90:</u></b></p> <p>Please see previous days gen for the movement of 5Z90 which was performed by 90026.</p> <p><b><u>Virgin West Coast:</u></b></p> <p>The Virgin MK3 set is NOT out today - it has until further notice reverted back to operating the Friday's Only to Preston.</p> <p><b><u>Anglia:</u></b></p> <p>90008 (1p04), 90015 (1p02), 90003 (1y01), 90005 (1p00).</p> <p>More gen to follow as it becomes known.</p> <p><b><u>Other:</u></b></p> <ul style="list-style-type: none"> <li>• 90013 at Crewe (maintenance) expected ok 19th June</li> <li>• 90026 on 5Z90</li> <li>• 90024 on hire to Anglia</li> <li>• 90021 spare at Wembley off 1m16</li> </ul> <p>Nothing else known at the time of writing - more to follow as it becomes known. Thanks 😊</p>
11/5/10	<p>Today's Known Movements - updated at 22:30</p> <p><b><u>Virgin West Coast:</u></b></p> <p>The Virgin MK3 set is NOT out today - spare at Wembley.</p> <p><b><u>Anglia:</u></b></p> <p>90001 (1p11), 90002 (1p13), <b>90003</b> (1p09/1p12 - see below), 90005 (1p15), 90006 (1p03), 90007 (1y01), 90008 (1p02), 90009 (1p00), 90011 (1p01), 90012 (1p04), <b>90014</b> (1p07 - see below), 90015 (1p99).</p> <p>As a result of a DVT issue, 90014 which worked 1p07 to London were stepped down on arrival at the Street and subsequently dragged back to Norwich by the DRS 47 thunderbird engine. 90003 which was on the train behind (1p09), operated 1p12 departing 20mins late instead of going to Orient Way - this meant that NXEA were in theory short of 1 set for the evening peak. However, an UID 90 &amp; stock ran empty from Norwich to London to form 1p54.</p>

	<p><b><u>Freightliner:</u></b></p> <ul style="list-style-type: none"> <li>• 90016 4M89 for 4L41</li> <li>• 90041 4S83</li> <li>• 90042 4M59 for 0K14</li> <li>• 90043 Stopped at Crewe for air con fault</li> <li>• 90044 4L60, then stopped at Crewe for traction motor fault</li> <li>• 90045 4L80</li> <li>• 90046 at Ipswich off 4L75</li> <li>• 90047 4L89</li> <li>• 90048 4M87 for 4L82</li> <li>• 90049 4L60 ex-Crewe</li> </ul> <p><b><u>Other:</u></b></p> <ul style="list-style-type: none"> <li>• 90013 at Crewe (maintenance) expected ok 19th June</li> <li>• 90018 at Crewe (special maintenance FYV)</li> <li>• 90035 at Crewe (special maintenance FYV)</li> <li>• 90019 spare at Edinburgh off 1s25</li> <li>• 90021 spare at Mossend off 1s26</li> </ul> <p>Nothing else to report at the time of writing.</p>
12/5/10	<p>Today's known movements:</p> <p><b>Virgin West Coast:</b></p> <p>WB64 is out today on a charity train to/from Liverpool. But due to the nature of the event, it has top and tail 57s (which were to be painted up for the train) are providing the traction. This is because Virgin wanted a fully branded Virgin look for the event.</p> <p>The workings are as follows:</p> <ul style="list-style-type: none"> <li>• 09:40 Euston to Liverpool</li> <li>• 16:15 Liverpool to Euston</li> </ul> <p><b>Anglia:</b></p> <p>90005 (1p00), 90015 (1p04), 90008 (1p99), 90011 (1p02),</p> <p>Other:</p> <ul style="list-style-type: none"> <li>• 90013 at Crewe on exam - expected ok 19th June</li> </ul> <p>Nothing else to report at the time of writing.</p>
13/5/10	<p><b>Today's known movements (updated 140510):</b></p> <p><b>Anglia:</b></p> <p>Very little gen for today, but I can tell you that 90010 ran light engine this afternoon to pick-up 90018 which is now on hire to NXEA. This 90 was dragged to Ilford by 67029 from Wembley and the 67 returned to Wembley with 90024 off-hire. Also, we have 90008 out in Anglia on the 1p04 diagram,</p> <p><b>Other:</b></p> <ul style="list-style-type: none"> <li>• 90013 at Crewe (maintenance - exam) expected ok 19th June</li> <li>• 90018 has finally been released from Crewe after spending 2wks at the IEMD</li> </ul>

	<ul style="list-style-type: none"> <li>• 90019 allocated to 1s25</li> <li>• 90020 allocated to 5s96</li> <li>• 90021 allocated to 1s26</li> <li>• 90024 dragged to Wembley by 67029 from Ilford</li> <li>• 90026 - tbc</li> <li>• 90029 - tbc</li> <li>• 90035 allocated to 1m16</li> <li>• 90036 allocated to 1m11</li> <li>• 90039 - tbc</li> </ul>
14/5/10	<p><b>Today's known movements updated 21:30:</b></p> <p><b>Virgin West Coast:</b></p> <p>The Virgin MK3 set has been dispatched from Wembley with the usual Friday working with 90020 at the helm. The stock is expected to do the 18:46 EUS-PRE.</p> <p><b>Anglia:</b></p> <p>90001 (1p03), 90003 (1p02), 90004 (1p00), 90005 (1p13), 90006 (1p07), 90007 (1p09), 90011 (1p99), 90015 (1p15).</p> <p>Also, 90018 has been put on a set at Crown Point, but was spare at the time of writing. Nothing else known.</p> <p><b>Other:</b></p> <ul style="list-style-type: none"> <li>• 90013 at Crewe (maintenance G-exam) expected ok 19th June</li> <li>• 90018 on hire to Anglia</li> <li>• 90019 spare Edinburgh off 1s25</li> <li>• 90020 on hire to Virgin</li> <li>• 90021 spare at Mossend off 1s26</li> <li>• 90024 spare at Wembley (holding sgds)</li> <li>• 90026 spare at Wembley off 5m11</li> <li>• 90035 spare at Wembley off 1m16</li> <li>• 90036 spare at Wembley off 1m11</li> <li>• 90029 at Crewe on C-Exam (confirmed)</li> <li>• 90039 spare at Mossend for either 1m11 or 1c11/1b26</li> </ul> <p><b>The UKR charter to Durham from London Kings Cross tomorrow should in theory be either 90020 or 90035 assuming everything remains as it is at the time of writing.</b></p>
15/5/10	<p>Today's known movements - updated 23:00:</p> <p><b><u>UK Railtour Charter to Durham:</u></b></p> <p>90035 provides the traction for today's charter from London Kings Cross to Durham with 67018 DOR.</p> <p><b>Outward Leg:</b></p> <p>08:18 KGX-Durham 1Z90 arrived Durham at 12:10 - ecs to Tyne Yard for the double run round of the 90 &amp; 67.</p> <p><b>Return Leg:</b></p> <p>17:51 Durham-KGX arrived at 21:24 as 1Z50. The stock then went ecs to Ferme Park, where 67018 would run round and top the 90, taking the stock to Wembley before going to Eastleigh.</p> <p>The return working of the charter from Durham with 90035 involved the 90 being diverted via Flyover Jcn in effect bypassing very close to the former RMT depot south of Doncaster. This was due to</p>

following a Hull Trains service out of the station. It is unclear if 90035 had done this line before - tbc.

Key moments of the special day with 90035 will be posted on the site in the form of pics, an article, and video clips in the coming days 😊

**Anglia:**

90002 (1p01), 90003 (1p17), 90005 (1p05), 90006 (1p03), **90007** - see below (1p02), **90008** - see below (1p04), 90011 (1p06), 90012 (1p13), 90014 (1p14), **90010** - see below (1p35)

Also, pair of 321s worked the 1p15 diagram starting at Ipswich. It is unclear why this is the case and regrettably I have no gen today with the goings on in Anglia as we are on the charter.

- 90015 is at Harwich for the weekend til Monday morning and;
- 90018 is on a set at Crown Point (was not out at the time of writing) and 90009 spare as well.
- The stock to form 1p02 from Ipswich with 90007 was cancelled at origin due to a problem with stock. This meant that 90008 on 1p04 was stepped up at Norwich to form 1p19 resulting in 1p21 being cancelled although ran as a pair of 321s from Ipswich;
- The 321 units that worked 1p15 were stood down at Ipswich off the 10:00 London to Norwich. The diagram reverted back to Loco-hauled operations starting with the 12:30 Norwich to London with 90010 in charge.

More updates to follow, but please note I am at Beamish today with the UKR charter and 90035.

**Other:**

- 90013 at Crewe (exam)
- 90018 on hire to NXEA
- 90019 spare at Wembley off 1m16
- 90020 on WB64 (not out)
- 90021 at Mossend off 1c11 / 1b26
- 90024 at Wembley - enroute to Crewe for compressor repairs
- 90026 spare at Edinburgh off 1s25
- 90029 at Crewe - C-exam
- 90035 on 1Z90 for 1Z50 charter
- 90036 at Mossend off 1s26
- 90039 spare at Wembley off 1m11