

NOVEMBER 2009 GEN NEWS

Date	News
01/11/09	<p>Today engineering work is taking place on the GEML between Ingatestone and London Liverpool Street. This means that the Norwich to London services are terminating at Ingatestone with buses being provided to Newbury Park. The loco-hauled shuttles are operating on a 4-hr cycle, and so require only 4 MK3 sets and 90s to be out today. These include:</p> <p>90005 (1p13), 90003 (1p17), 90008 (1p21), and 90006 (1p25)</p> <p>In addition, 90026 and 90011 were spare at London Liverpool Street in readiness for Monday morning and 90012 was at Colchester as expected.</p>
02/11/09	<p>The southbound Highland Sleeper (1M16) operated by 90039 arrived Euston today short-formed. It was missing the Aberdeen portion following adverse weather issues in Scotland. Over in Anglia, the following 90s were out on the following turns:</p> <p>90002 (1p99), 90003 (1p07), 90005 (1p11), 90006 (1p01), 90008 (1p13), 90009 (1y01), 90010 fresh out from modifications (1p03), 90011 (1p04), 90012 (1p00), 90015 (1p09), 90026 (1p02), 90035 (1p15).</p> <p>However, as the day wore on a number of farces occurred which resulted in many of the diagrams being changed following delays and cancellations including 90035 which failed outside Norwich on the 18:00, so another great day on the GEML</p> <p>In addition there were issues on the Firstscotrail sleepers, but no confirmed gen here.</p>
03/11/09	<p>Today's gen for Anglia is sketchy, but the following 90s are out that I am aware of:</p> <p>90006 (1p02), 90009 (1p04), 90026 (1p09), 90035 (1p06)</p> <p>More news to follow during the day, but once again the GEML has suffered a farce again today with a train failure, but I am unsure what it was and where it happened.</p>
05/11/09	<p>Today's gen for Anglia is sketchy, but the following 90s are out that I am aware of:</p> <p>90002 (1p18), 90003 (1p25), 90005 (1p16), 90006 (1p20), 90008 (1p27), 90009 (1p23), 90010 (1p29), 90011 (1p99), 90012 (1p31), 90014 (1p09), 90026 (1p24), 90035 (1p22)</p> <p>In addition, 90018 performed the southbound Highland Sleeper (1m16), and 90020 worked 1m11 from Glasgow Central.</p>

<p>6/11/09</p>	<p>Today 90019 worked the Fridays Only to Preston (1p05) for Virgin Trains departing Euston at 18:46. Also 90039 found itself in charge of the 23:40 Glasgow to Euston (1m11), 90024 worked the 21:15 Nthbound Highland Sleeper (1s25), and 90036 did the 23:50 Euston to Glasgow (1s26).</p> <p>Over in Anglia there has been a farce (just for a change) - updated 23:00:</p> <p>90035 (1p09) ecs to Temple Mills.</p> <p>Owing to the failure of 90007 which was on a test run, 90009 and stock was deployed to rescue it whilst working 1p25. This meant that 1p25 was sat down at Diss and train caped.</p> <p>This meant that the 12:30 and 13:00 Liv street to Norwich were class 321s as far as Ipswich.</p> <p>An additional train ran out of Liv Street for Norwich leaving at 13:15 with 90012 operating as 1g30. At Norwich 90008 was stepped up to work an additional train to Liv Street departing at 11:25 (it should have done the normal 11:30 departure), but this was worked by another 90. On arrival at Liv Street, 90008 was stepped up to the 13:30 instead of doing its booked turn of the 14:00 (1p34).</p> <p>90009 reverted back to its booked diagram later in the day starting with the 15:00 ex Norwich. Also, 90015 and 90035 which were at Temple Mills got swapped onto alternating diagrams. This means that 90035 should be out on Saturday working the Diss to London shuttles having finished at Liverpool Street off 1p67.</p> <p>There were many trains being stepped down or stepped up on the GEML between London and Norwich - it is difficult to report everything that is going on other than what has been mentioned above.</p>
<p>7/11/09</p>	<p>As reported on Friday 6th November, 90019 performed UKR charter 'The Pegswood Stage' today. The day started off with an operational problem with the 90 resulting in the engine being turned via Kensal Rise/Mitre Bridge Junction following a cab radio failure in one end.</p> <p>This meant that the ecs was very late leaving Wembley for Kings Cross, and so the train started from Finsbury Park at 08:50 as 1Z50 missing out Kings Cross altogether (the train was not booked to call at Finsbury Park).</p> <p>Thereafter, the 90 continued north as booked stopping at Potters Bar, Stevenage and Peterborough. As booked in the 'down' direction, 90019 was routed via the 'York Avoider' (rare track for 90s), and so continued to Tyne Yard where the 90 was replaced by top/tail 66s - 66094/66153 (the dead 67 on the rear - 67008) was also taken off the train.</p> <p>On the return run, 90019 was coupled back onto the train replacing 66153 (66094 was taken off near Morpeth) at Newcastle Central (67008 being placed on the nth end of the train for shunting purposes). The train ran back to Kings Cross as 1Z52, but interestingly was diverted via the 'York Avoider' instead of going via the station (this was</p>

	<p>brilliant news for me and others on the train).</p> <p>Elsewhere, engineering work took place between Diss and Norwich. This resulted in an hourly shuttle service operating with a mixture of class 321s, 170s and 90s in attendance. Such samples that worked were 90035, and 90010.</p>
<p>8/11/09</p>	<p>The southbound sleepers tonight will be:</p> <p>90024 (1m16), and 90036 (1m11)</p> <p>Engineering work on the GEML:</p> <p>Today engineering work is taking place on the GEML between Ingatestone and London Liverpool Street. This means that the Norwich to London services are terminating at Ingatestone with buses being provided to Newbury Park.</p> <p>In addition, the line is also blocked between Stowmarket and Norwich, again buses are replacing trains - this includes a service being run to Thetford from Diss in the form of a bus to enable people to go to London via Cambridge.</p> <p>It is expected that all the Ingatestone to Stowmarket shuttles will be units of some kind all day to today sadly.</p>
<p>9/11/09</p>	<p>Today's morning ecs sleeper moves out of Euston involved 90019, 90024 and 90036.</p> <p>In Anglia:</p> <p>90035 (1y01), 90004 (1p15), 90005 (1p11), 90006 (1p00), 90007 (1p01), 90008 (1p13), 90009 (1p02), 90010 (1p04), 90014 (1p03)?</p> <p>Also, 90026 performed the weekly maintenance run of MK3s to/from Ilford - this usually operates on a Friday night but due to the weekend engineering work, it ran on Monday instead. Also 90043 was out working freight on the GEML.</p>
<p>13/11/09</p>	<p>More class 321s out in Anglia - the 16:30 LST-NRW is allox units vice-class 90. Not sure if this means that the 19:00 NRW-LST is units as well remains to be seen. Again I do not know why units are being used today.</p> <ul style="list-style-type: none"> • Today's morning ecs sleeper moves out of Euston involved 90019, 90029 and 90036. • 90021 is pencilled in to work the Driver training run to Northampton (am) & the 18:46 EUS-PRE <p>In Anglia:</p> <p>90002 (1p15), 90004 (1p09), 90005 (1p03), 90006 (1p00), 90007 (1p01), 90009 (1p02), 90010 (1p11), 90012 (1p13), 90013 (1p07), 90014 (1p99), 90015 (1y01).</p>

	<p>The other news is that 1p04 was a pair of 321s today vice-90 - it is unclear why this happened! In addition, 90008, 90011, 90026 and 90035 are not out unless one of them replaces the 321s.</p> <p>The northbound sleepers tonight are expected to be 90036 (1s25), and 90019 (1s26).</p>
<p>14/11/09</p>	<p>In a surprise move by Virgin Trains, the West Coast MK3 set was out today on the Birmingham corridor, once again due to a shortage of workable Pendolinos. The 90 at the helm was 90021 and the following trains were hauled:</p> <p>07:03 EUS-BNS 1G04 08:50 BNS-EUS 1B09 12:03 EUS-BNS 1G19 13:50 BNS-EUS 1B24</p> <p>The set was planned to do the 15:43 EUS-BNS out and back, but this was changed. Incidentally, there was a fatality at Tile Hill just after we passed through the station on 1B24 and caused much farce, so I suspect the 90 would not have worked the train anyway as many services were being cancelled.</p> <p>In Anglia:</p> <p>Due to engineering work taking place between Norwich and Diss, a reduced service operated between Diss and London using a combination of units including 170s and loco-hauled stock. The 90s that were out included:</p> <p>90002, 90005, 90006 and 90014.</p>
<p>15/11/09</p>	<p>Today engineering work is taking place on the GEML between Norwich and Stowmarket + Ingatestone to London Liverpool Street. A shuttle service is in operation between Stowmarket and Ingatestone, but these are operated by units vice-class 90s.</p> <p>The MK3 set owned by Virgin Trains is not out either, so the only trains today with 90s are the Scotrail sleepers.</p>
<p>20/11/09</p>	<p>Today's news is as follows:</p> <ul style="list-style-type: none"> • The northbound Glasgow/Edinburgh sleeper (1s26) terminated at Carlisle due to a landslip which was routed via the S&C from Preston. At Carlisle the train was taken to Glasgow running via Newcastle with a class 66 where the 90 took over - it is unclear if the train ran ecs or in service from Carlisle. • The Highland sleeper ran through to Scotland albeit ran approx 90mins late. Southbound sleepers were ok with 90039 performing 1m11 from Glasgow Central. • Further to the previous gen, 90019 operated the FO service to Preston instead of 90029. • In Anglia the usual loco-hauled trains are operating with NXEA with the exception of the 1p04 diagram which was a pair of Bins until being replaced by 90026 starting with the 16:30 Liv St to

	<p>Norwich. Other 90s out included 90008, 90035, 90012, 90006 and 90015.</p> <ul style="list-style-type: none"> The Nthbound Sleeper to Glasgow was performed by 90020, with 90039 bringing in the ecs from Wembley.
21/11/09	<p>Today's news refers to the final weekend of engineering work on the GEML today between Norwich and Diss resulting in only four class 90s being out performing the Diss to London shuttles with all other services being substituted by units including 170s and 321s. The 90s out included 90006, 90009, 90011, and 90015.</p>
22/11/09	<p>Engineering work on the GEML:</p> <p>Today engineering work is taking place on the GEML between Norwich and Stowmarket or between London and Ingatestone. This means that a shuttle service is in operation between Stowmarket and Ingatestone operated by units - no class 90s out today on the GEML.</p>
25/11/09	<p>Today I found out that a class 90 is to feature on the 'The Christmas Thames Dees' charter operated by UKR on December 19th. The 90 is to work as far as Bescot from London Euston, where 'Princess Elizabeth' steam loco is expected to takeover taking the train to Chester via Stafford, Stoke and Crewe.</p> <p>Over in Anglia 90008 could be found performing duties for NXEA and on the WCML OLE damage was still apparent following the entanglement of a Pendolinos pantograph.</p>
26/11/09	<p>The big news story of today involved the movement of 90026 from Anglia to Crewe having been on hire to NXEA for just over 3 months. Due to the ongoing engineering work on the NLL, 90026 was routed via Cambridge, Royston, Hitchin, and the ECML as far as Copenhagen Junction to reach the Kings Cross Incline where it continued to Wembley.</p> <p>It is unclear if the routing of 90026 via Cambridge / Royston in the 'Up' Direction was the first time that a 90 had done this move. 90s have done the above diversion in the 'Down Direction'. If anyone knows, please let me know.</p> <p>Once again, more new track for the class 90 fleet for specific engines proving that the Royston branch is cleared for 90s in both directions. If 90026 went via Welwyn or Hertford North is unknown at this time.</p>
27/11/09	<p>Today the Virgin Trains MK3 Set (WB64) found itself being pushed into action on the 14:43 EUS-BNS (1G27) and the 16:30 BNS-EUS vice-Pendolino due to a shortfall in serviceable units. It is unclear if WB64 will be used over the weekend despite further shortages of serviceable Pendolinos at Wembley and Longsight at the close of play today (27/11/09).</p> <p>On arrival at Euston (platform 5), 90024 performed the usual Friday Only diagram to Preston departing Euston at 18:46 as booked. The deployment of this 90 to the Birmingham route was a surprise move and once again proves that WB64 is a valuable resource to the Virgin Trains Fleet. As far as I am aware the use of 90024 on WB64 was a</p>

	<p>first this 90 since the MK3 set came back from overhaul.</p> <p>Over in Anglia, the usual fleet was in action including 90008 which found itself on the Temple Mills diagram.</p>
<p>30/11/09</p>	<p>The significant thing to report today was the hiring of 90016 from Freightliner to NXEA which undertook 'Thunderbird' duties at Colchester.</p> <p>The 90 never worked anything and it returned to Ipswich in the early afternoon after 47802 was released from Crown Point. The original plan was to use 90044 as this was first of the line at Ipswich. However this 90 was found to be defective, so 90016 were deployed instead which was 2nd in the lineup.</p> <p>In keeping with the theme of the GEML, the following 90s were out today on passenger duty. This included:</p> <p>90004, 90005, 90006, 90007, 90008, 90009, 90010, 90011, 90012, 90014, 90015 and 90035.</p> <p>Out performing freight trains, we had 90041, 90042, 90043, 90016, and 90044.</p>