

OCTOBER 2009 GEN NEWS

Date	News
02/10/09:	<p>The original proposal to use 90021 on the driver training run to Northampton was capped today due to the 90 de-configuring with the DVT. This meant that once again 90020 found itself in charge of the Friday Only (1p05) to Preston for Virgin Trains.</p> <p>Over in Anglia the following 90s were out on passenger duties:</p> <p>90008, 90002, 90003, 90004, 90005, 90006, 90009, 90010, 90012, 90013, and 90036. In addition 90026 were in the Anglia region, but this did not do anything today.</p>
03/10/09:	<p>Today the usual loco-hauled services were in operation between Norwich and London Liverpool Street.</p> <p>A sample of those 90s out in action included 90008, 90009, 90011, 90012, 90013, 90014, 90015 and 90036. In addition, the weekly train to Ilford conveying MK3 coaching stock requiring maintenance was hauled by 90026.</p>
04/10/09:	<p>Today engineering work took place on the GEML between London and Shenfield. This resulted in the Norwich to London loco-hauled services starting/terminating at Shenfield with an additional stop being made at Ingatestone in both directions. The 90s out included 90008, 90003, 90011, 90004, and 90013, sitting spare at Liverpool Street ready for Monday morning was 90006 and 90010.</p> <p>To substitute the use of 90004 which was stabled at Colchester on Saturday and kicked into action on the Sunday morning with the 08:32 Shenfield to Norwich, 90036 ran ECS with a set of stock to Colchester from Norwich in readiness for Monday morning.</p>
05/10/09:	<p>There was a farce today on the GEML involving the 90s stabled at Liverpool Street - both 90006 and 90010 failed which resulted in 1P04 (07:00 LIV-NRW) being 321s. In addition, 90004 failed enroute on 1P06 and 90036 worked the first train from Colchester to Norwich (1P00).</p>
09/10/09:	<p>Today 90029 performed the Friday Only train to Preston (1P05) for Virgin Trains. In addition, 90036 returns north to Crewe Electric via the NLL having been on hire to NXEA - this leaves just 90026 working on the GEML, but it is not out today. Other 90s out in Anglia included 90011, 90010, and 90008.</p>
11/10/09:	<p>Due to engineering work on the GEML between Marks Tey and Ipswich, the usual loco-hauled Inter-City services only ran between Ipswich and Norwich. Buses replaced trains between Ipswich and Marks Tey where passengers were conveyed forward to London by local services using EMU's. The 90s out on the Ipswich to Norwich shuttles included 90005, 90006 and 90013.</p>

16/10/09:	90039 worked the 18:46 EUS-PRE (FO) train. This was the first time this 90 had featured on the refurbished MK3 set since coming back into traffic in July 2009.
17/10/09:	<p>Owing to a shortage of Pendolinos at Wembley, the Virgin Trains MK3 set (WB64) made a welcome return to the Birmingham corridor today with 90039 at the helm. One round trip was performed by the 90:</p> <p>07:03 EUS-BNS (1G04) 08:50 BNS-EUS (1B09)</p> <p>On arrival at Euston, WB64 sat idle until 12:30 - it then travelled ECS to Crewe as 5K72. The stock + 90039 waited time again before running to Stoke-on-Trent via Alsager as 5T72 in order to get the stock and 90 into position to operate a Virgin Trains footex from Stoke.</p> <p>The footex was a relief to the 17:15 MAN-EUS and it was meant to have been a Pendolino, but due to a shortage of serviceable units, the MK3 set was deployed. It left Stoke at 18:02 as 1T72 - pictures of the days events will follow. It was a fantastic day for class 90 loco-haulage for the WCML and these moments have to be cherished.</p>
18/10/09:	<p>The Virgin Trains MK3 set was planned to be used today on the following trains:</p> <p>12:58 EUS-BNS, 14:50 BNS-EUS 16:58 EUS-BNS, 18:50 BNS-EUS</p> <p>However, a last minute change occurred with the release of 390040 off a D-Exam at Wembley depot. This meant that WB64 + 90039 sat spare all day today at Wembley.</p> <p>Due to engineering work on the GEMML between Marks Tey and Ipswich, the usual loco-hauled Inter-City services only ran between Ipswich and Norwich. Buses replaced trains between Ipswich and Marks Tey where passengers were conveyed forward to London by local EMU services.</p>
20/10/09:	<p>A rare routing took place with class 90 no. 90035 which was dispatched to NXEA. However, due to engineering work on the NLL, the 90 ran under its own power travelling via the NLL incline to reach the ECML. It then proceeded northwards to Hitchin where it diverged and ran to Cambridge via the Royston Branch. On arrival at Cambridge, the 90 ran light engine to Norwich travelling via Stratford (It is unclear if the 90 went via Severn Sisters from Cheshunt or via the Lea Valley and Tottenham Hale.</p> <p>The 90 was going to run as far as Ely, then dragged forward, but as you can tell this never materialised. The diversion of 90035 via Royston is the 2nd time this has occurred this year and is a direct result of engineering work on the NLL (OLE Isolation). The deployment of a 2nd DBS class 90 to NXEA is due to the ongoing extensive modifications taking place to the existing fleet i.e. 90001-90015.</p>

21/10/09:	The hiring of 90035 to NXEA was kicked straight into action today having only arrived with the TOC yesterday (20/10/09). In addition, 90026 came out to play in Anglia with NXEA meaning two DBS 90s were out between London and Norwich for the entire day as well as the usual NXEA 90s.
23/10/09:	Out in Anglia today, 10 class 90s were out playing. This included 90026, 90035, 90003, 90009, and 90013 to name but a few. Also, 90029 + WB64 performed the Virgin Trains 18:46 EUS-PRE (1P05).
24/10/09:	<p>Out in Anglia today there were 10 class 90s out - this includes 90002, 90004, 90005, 90007, 90008, 90009, 90011, 90013, 90015, and 90035. Also, 90026 were stabled on a set of stock at Colchester ready to carry out the Colchester to Ipswich service (1P00) on the Monday morning.</p> <p>Elsewhere 90018 worked the Glasgow to Euston Sleeper (1M11), and 90021 was on the Highland Sleeper (1M16) to Euston. Stabled spare at Ipswich for Freightliner was 90016, 90047, and 90048.</p>
25/10/09:	<p>Engineering work in Anglia meant the following movements took place:</p> <ol style="list-style-type: none"> 1) 90007, 90003, and 90015 performed shuttle services between Stowmarket and Norwich until 15:00hrs; 2) After 15:00hrs loco-hauled services ran between Ipswich and Norwich involving 90003, 90015, and 90013. However, 90007 was stepped down after operating the 14:20 Norwich to Stowmarket and so went ecs back to Crown Point. 3) The Loco-hauled shuttle services were expected to run between Colchester and London, but this never materialised although 90009 did operate 1F00 (07:30 LST-COL) where it remained all day before returning back to London on the 00:03 (1F33). 90026 remained spare all day Sunday at Colchester and 90004 was stabled at Liverpool Street spare. <p>90029 worked the Northbound Highland Sleeper for FSR (1S25) leaving Euston at 19:40. It had previously been attached to WB64 following working 1P05 for VT on the Friday.</p>
28/10/09:	<p>The following 90s are out in action today on the GEML for NXEA:</p> <p>90002 (1p09), 90003 (1p03), 90004 (1p11), 90005 (1p13), 90007 (1p99), 90008 (1y01), 90009 (1p04), 90011 (1p00), 90012 (1p01), 90013 (1p02), 90026 (1p15), 90035 (1p07).</p> <p>In the afternoon, 90009 which was due to operate the 14:00 NRW-LST was stepped down and return to Crown Point due to a large dent on the DVT after hitting a bird. This resulted in the following amendments taking place:</p> <ul style="list-style-type: none"> • 90008 was stepped up to work the 14:00 NRW-LST;

	<ul style="list-style-type: none"> • 90012 was stepped up to work the 14:30 NRW-LST; • 90003 was stepped up to work the 15:00 NRW-LST; <p>There were no further 'Step ups' beyond the 15:00 NRW-LST as 90009 returned from Crown Point to work the 15:30 NRW-LST (1p47). The stepping up of 90008 was a major bonus for me as this meant I could then have extra mileage of her. The two northbound sleepers were performed by 90019 (1s25), and 90036 (1s26).</p>
30/10/09:	<p>The 'Friday Only' turn to Preston using WB64 by Virgin Trains was hauled by 90029 arriving Preston at 21:53.</p> <p>Over in Anglia the usual workings took place with the exception of the daily evening ecs movement to Colchester which was cancelled. This meant that 90012 which performed the 22:00 NRW-LST (1P67) went ecs to Colchester instead of staying at Liverpool Street. The repercussion of the above did result in a pair of class 321s being out on the London to Norwich route first thing Saturday morning (see gen below).</p>
31/10/09:	<p>The following 90s were out today in Anglia on the following diagrams:</p> <p>90026 (1p02), 90002 (1p17), 90003 (1p01), 90005 (1p05), 90006 (1p04), 90008 (1p03), 90009 (1p09), 90011 (1p13), 90015 (1p15), and 1p06 was a pair of class 321s due to the previous nights farce.</p> <p>In addition, 90012 remained spare at Colchester in readiness for Monday morning.</p>