

Date	News & Gen
10/1/10	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><u>ANGLIA</u></p> <p>Due to engineering work taking place on the GEML between Witham and Ipswich, a loco-hauled shuttle service operation took place between Norwich and Ipswich only. This required just 3 class 90s to be diagrammed for this operation - this included:</p> <p>90006, 90009 and 90012.</p> <p>90013 was in London off 1p67 (Friday) in readiness for Monday morning.</p> <p><u>WEST COAST</u></p> <p>Virgin West Coast:</p> <p>The big news story of the day was that of the Virgin Trains MK3 set.</p> <p>WB64 started with 90039 being replaced by 90035 due to a technical fault on the 90039. The set went into Euston in reverse formation to work the 10:50 EUS-BNS 1G30. However, due to the set being in reverse formation, 90035 would not configure with the DVT - this resulted in the train being capped and sent ecs back to Wembley.</p> <p>On arrival at Wembley, was 90035 replaced by 90039 (again). This went into Euston for the 15:18 EUS-BNS (1G30). However, the train had a delayed departure due to a technical fault with the DVT. This was eventually resolved, and so the train left Euston enroute to Birmingham 17mins late.</p> <p>The saga with WB64 did NOT end there - between Euston and Watford whilst working 1G30 more technical issues arose with the stock with 'no line light' in the cab of the DVT. After a series of failures, the train finally arrived at Watford Junction at 16:39 where it was terminated and train capped. The stock went back to Wembley ecs. The return working of the diagram for WB64 was performed by a Pendolino, departing New Street at 17:44 instead of 17:10.</p> <p><u>OTHER NEWS:</u></p> <p>No other gen.</p>
11/1/10	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><u>ANGLIA</u></p> <p>Due to the ongoing adverse weather conditions, NXEA operated a special timetable today.</p> <p>The Lowestoft/Peterborough to London Liv Street services terminated at Ipswich. This resulted in a number of class 90 hauled services stopping additionally at Marks Tey and Witham again. Also, over-running engineering work in the am-peak caused some disruption for a while. The known 90s to be out in Anglia were at the start of play:</p> <p>90002 (1p02), 90006 (1p03), 90007 (1p13), 90009 (1p15), 90010 (1p08), 90011 (1p07), 90012 (1p06), 90013 (1p04), 90014 (1p99), 90015 (1p00), 90026 (1p11),</p>

	<p>The stock to form 1p09 (06:55 NRW-LST was capped due to the weather).</p> <p>In addition, a fatality involving 1p38 (15:00 LST-NRW) between Diss and Norwich caused much chaos to the evening peak with the line not cleared for a 4hrs - the 90 involved was 90009. As a result 321s replaced the usual loco-hauled stock on 1p58 due to everything being stuck at Norwich for a time.</p> <p><u>WEST COAST</u></p> <p>Virgin West Coast:</p> <p>90039 once again replaced 90035 (like on Sunday/Saturday), and WB64 was dispatched to working the usual weekday service with no operational mishaps this time. The trains involved were:</p> <p>07:03 EUS-BNS 1G04 08:50 BNS-EUS 1B29 10:43 EUS-BNS 1G15 12:30 BNS-EUS 1B44 14:43 EUS-BNS 1G27 16:30 BNS-EUS 1B68 19:03 EUS-BNS 1G40 20:50 BNS-EUS 1B94</p> <p><u>OTHER NEWS:</u></p> <p>The other bit of news for today involved the Southbound Highland Sleeper (Sunday night) 1m16. This train left Edinburgh with 90019 in charge, but sadly the 90 developed a technical fault in the Penrith area. This resulted in 90029 being sent to rescue it running light engine from Crewe. Due to the train running in excess of 270 mins late, 1m16 was terminated and capped at Preston. The stock continued south empty as far as Crewe where 90029 dispatched 90019 before rejoining the service and continued to Euston via Northampton arriving at 14:30 into platform 1.</p> <p>Also, 90044 and 90043 were found to be performing freight trains on the West Coast with 90044 running light engine from Crewe to Daventry to pick-up a container train.</p>
12/1/10	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><u>ANGLIA</u></p> <p>Normal service resumed on the GEML today. Once again, class 321s were out vice-90s due to a shortage of DVTs - one sample to note was the 06:25 LST-NRW service (1p04) for the 2nd day running. Known 90s to be out minor the units were:</p> <p>90002, 90006, 90007, 90009, 90010, 90011, 90012, 90014, 90015, and 90026.</p> <p><u>WEST COAST</u></p> <p>Virgin West Coast:</p> <p>90039 + WB64 was dispatched to working the usual weekday service. This included:</p> <p>08:50 BNS-EUS 1B29 10:43 EUS-BNS 1G15</p>

	<p>12:30 BNS-EUS 1B44 14:43 EUS-BNS 1G27 16:30 BNS-EUS 1B68 19:03 EUS-BNS 1G40 20:50 BNS-EUS 1B94</p> <p><u>OTHER NEWS:</u></p> <p>No gen today.</p>
13/1/10	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><u>ANGLIA</u></p> <p>Once again, class 321s were out vice-90s due to a shortage of DVTs - one sample to note was the 06:25 LST-NRW service (1p04) for the 3rd day running. Known 90s to be out minor the units were:</p> <p>90002, 90006, 90007, 90009, 90010, 90011, 90012, 90013, 90014 and 90026.</p> <p>In addition, two unidentified class 90s were out on test on the GEML.</p> <p><u>WEST COAST</u></p> <p>Virgin West Coast:</p> <p>90039 + WB64 was dispatched to working the usual weekday service, but to due snowfall, a failed Pendolino & OHLE damage near Wembley, today's working of WB54 was shambolic:</p> <p>07:03 EUS-BNS (train diverted via Northampton due to a failed Pendo sth of Rugby) 08:50 BNS-EUS (train caped) - the stock & 90 worked the 09:30 BNS-EUS instead</p> <p>On arrival at Euston off the 09:30 BNS-EUS, WB64 + 90039 stepped down until:</p> <p>14:43 EUS-BNS 16:30 BNS-EUS</p> <p>On arrival at Euston off 1B68, WB64 + 90039 stepped down again and sent ecs to Wembley due to OHLE damage. The 19:03 EUS-BNS / 20:50 BNS-EUS were both caped as were the 10:43 EUS-BNS / 12:30 BNS-EUS.</p> <p><u>OTHER NEWS:</u></p> <ul style="list-style-type: none"> - 90021 worked 6L48 from Garston, but only as far as Bescot before being dragged to Wembley by a 66 (about 4hrs late) - 90019 performs 6K48 freight, and then 0L23 (light engine) to Wembley - 90029 does 1s25 - 90020 does 1s26 (see special note below) - 90005 at Crewe having a major overhaul <p>In a surprise move, 90020 which was on 1s26 out of Euston, but was ripped off at Crewe and replaced by 90024. This was the first passenger run that 90024 had undertaken this year (2010) and took 1s26 through to Glasgow. 90024 was fresh out of Crewe following wheelset changes after being 'Stopped' at the beginning of January. I90020 was ripped due to no</p>

	cab heat.
14/1/10	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><u>ANGLIA</u></p> <p>Once again, class 321s were out vice-90s due to a shortage of DVTs - two samples to note were the 06:25 LST-NRW service (1p04) for the 4th day running and 1y01 was a pair of 321s. Known 90s to be out minor the units were:</p> <p>90001 (1p01), 90004 (1p13), 90007 (1p02), 90008 (1p11), 90009 (1p15), 90010 (1p09), 90011 (1p07), 90013 (1p99), 90014 (1p00), 90026 (1p03).</p> <p>In a surprise move, 90004 came out to play today by working 1p13 (06:55 NRW-LST) its maiden passenger run for 2010.</p> <p>Also 90008 came out to play as well having only worked two trains in 2010 so far up to today. However, 90004 failed at Diss on 1p62 (19:30 LST-NRW) and was rescued by 47832 (it is unclear if the stock was in service or ran ecs with the 47).</p> <p>Also, minor disruption in the evening peak for 'Up' and 'Down' services caused by a unit failure in the Forest Gate area. The biggest known delay was to 90008 working the 19:00 LST-NRW (1p60) - this ran approx 50mins late after staggering from signal to signal until Gidea Park. Note that at Stratford 90008 was put onto the 'Down Electric' line resulting it traversing the flyover near to Ilford. It was routed back onto the 'Down Main' at Gidea Park via the 'Up Electric' platform.</p> <p>Finally, 90026 (which should have stepped down at Norwich off the 17:50 LST-NRW) was dispatched to the 21:00 NRW-LST (1p65) for the 23:30 LST-NRW (1p72).</p> <p><u>WEST COAST</u></p> <p>Virgin West Coast:</p> <p>90039 + WB64 was dispatched to working the usual weekday service:</p> <p>07:03 EUS-BNS (see note below for more info) 08:50 BNS-EUS (see note below for more info) 10:43 EUS-BNS 12:30 BNS-EUS 14:43 EUS-BNS 16:30 BNS-EUS 19:03 EUS-BNS 20:50 BNS-EUS</p> <p>Due to an axle counter failure near Leighton Buzzard in the morning peak, 90039 on the 07:03 EUS-BNS terminated at Coventry 55mins late. The return working for the set (08:50 BNS-EUS) was cancelled throughout. After being terminated at Coventry, 90039 + WB64 went ecs to Euston to form its next booked diagram i.e. 10:43 EUS-BNS.</p> <p><u>OTHER NEWS:</u></p> <ul style="list-style-type: none"> - 90036 and 90024 are at Mossend for tonight's sleepers 1m11 & 1c11 - 90029 is at Edinburgh for tonight's Highland Sleeper 1m16 - 90035 does 1s26 - 90018 does 1s25

	<p>- 90021 performs 6X41 nth to Crewe & then runs light engine back to Wembley - 90020 at Crewe off 1s26 (Wednesday night)</p>
15/1/10	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><u>ANGLIA</u></p> <p>Today's gen for Anglia consists of the following:</p> <p>90001 (1p39), 90002 (1p34?), 90006 (1p28), 90007 (1p09), 90008 (1p32), 90009 (1p37), 90010 (1p43), 90012 (1p36?), 90013 (1p41), 90014 (1p35), 90026 (1p30), 90004 (1p58).</p> <p>A CDL farce with the stock that 90012 was on (14:00 LST-NRW) resulted in a number of sets being stepped up/down or swapped in the afternoon. This included 90009, 90001, and 90014.</p> <p>By the end of play, the 90s that had been stepped up reverted back to their original diagram. For example, 90014 ran to Harwich with the ecs movement as booked.</p> <p>Also, 90015 worked the weekly maintenance train to Ilford with a few MK3 coaches. This meant that 90015 would be stabled at Ilford until Monday 19th January due to engineering work on the GEML and 90004 died in London for the weekend off 1p67.</p> <p><u>WEST COAST</u></p> <p>Virgin West Coast:</p> <p>90039 + WB64 was dispatched to working the usual weekday service:</p> <p>07:03 EUS-BNS (see note below for more info) 08:50 BNS-EUS (see note below for more info) 10:43 EUS-BNS 12:30 BNS-EUS 14:43 EUS-BNS 16:30 BNS-EUS 18:46 EUS-PRE</p> <p>For the 3rd day revisions were made to the operations of 90039 & WB64. Due to a Pendolino failure, the Virgin MK3 set did NOT work the 07:03 EUS-BNS or the 08:50 BNS-EUS. It instead performed the 06:43 EUS-BNS for the 08:30 BNS-EUS. The rest of the days diagram was as per above, although it was looking doubtful at one point due to wiper issue on 90039.</p> <p>As expected, the Virgin MK3 set was turned in the Birmingham area off 1p05 (5a05) resulting in the set being the correct way round.</p> <p><u>OTHER NEWS:</u></p> <p>- 90029 does 1m16 (Thursday night) - 90024 does 1m11 (Thursday night), 5m16 to Wembley and then ran light to Daventry to pick-up a freight for Wembley - 90019 does 5m11 to Wembley - 90035 at Mossend off 1s26 (Thursday night) - 90036 at Mossend off 1c11 & 1b26 (Thursday night) - 90018 at Edinburgh off 1s25 (Thursday night) - 90021 moves to Crown Point (Norwich) on hire to NXEA</p>

	<p>- 90020 was at Crewe Electric all day, but ran light engine to Wembley in the late evening.</p>
<p>16/1/10</p>	<p>Today's gen is split between the West Coast and Anglia region.</p> <p><u>ANGLIA</u></p> <p>Today's gen for Anglia consists of engineering work taking place between Witham and Colchester. Class 90s only operated between Colchester and Norwich at half-hourly intervals. The 90s out included:</p> <p>90001, 90002, 90007, 90008, 90009, 90013, 90021 (see note below), and 90026.</p> <p>*The use of 90021 today was its debut outing since being hired from DBS to NXEA, ironically it only arrived at CP the day before on 15/1/10*</p> <p><u>WEST COAST</u></p> <p>Virgin West Coast:</p> <p>The Virgin MK3 set came out today. The ecs was worked in from Wembley by 90039, but an engine change took place at Euston. This resulted 90039 being replaced by 90024 (not too long of an exam). The trains worked by 90024 were:</p> <p>08:03 EUS-BNS 1G07 09:50 BNS-EUS 1B12 11:43 EUS-BNS 1G18 13:30 BNS-EUS 1B23 (See note below)</p> <p>Due to a fatality at Berkhamsted on the Up Fast involving a Manchester to Euston Pendo, all lines were blocked for a considerable period of time.</p> <p>The fatality resulted in 90024 on 1B23 being terminated at Milton Keynes and was subsequently sent ecs to Bletchley sidings.</p> <p>The downside of using WB64 these days when disruption occurs is that it will be caped and not work anything else. This is due to the lack of crews who sign the MK3 set. In the good days, the MK3 set would have been turned at MK and sent back on something else (alas a practice that no longer happens).</p> <p><u>OTHER NEWS:</u></p> <ul style="list-style-type: none"> - 90019 at Edinburgh (off 1s25 Friday night) - 90036 at Mossend (off 1c11 & 1b26 Friday night) - 90029 at Mossend (off 1s26 Friday night) - 90018 at Wembley (off 1m16 Friday night) - 90039 at Wembley (off WB64, but did perform 5m11) - 90020 at Wembley - 90035 at Wembley (off 1m11 Friday night) <p>No gen on the Freightliner 90s - nothing unusual to report though.</p>