

1. INTRODUCTION

This document brings together a variety of facts and information about class 90 operations during their history into one central location. It covers areas such as special workings; depot open day visits; railtours and charters; pairs of 90s on freight or passenger duties plus much more. The report will see new information added to it over time facts become available in addition to events unfolding.

2. SPECIAL WORKINGS

Today was the most difficult day of the entire week and there were a total of 3 incidents which have been summarised below:

31st October 1987

On the above date, the first class 90 was released from BREL at Crewe and this came in the form of 90001. The 90 went to Derby for type testing and featured on a test trains for several months on the WCML in addition to going to Bounds Green depot for a short period.

12th July 1988

On the 12th July 1988, the first class 90 passenger working took place – 90003 performed the 13:44 Blackpool North to Euston service having been attached to the train at Preston. The loco was in the area at the time for driver training and the 90 only worked after the booked class 86 failed. Interestingly, the train went via the West Midlands.

Week Commencing 18th November 2012

- On the 20th November 90016 were in charge of 4L41 between Crewe and Ipswich when she slipped to a stand close to Brentwood Bank on the GEML on the Down Main. The 90 was rescued bizarrely by a pair of top and tail 66s which were on a RHTT service in the area (the 66s involved are not known). The RHTT pulled the stricken freight train through the affected area before 90016 could continue under her own power to Ipswich.
- The 2nd incident on 20th November came a few hours later after things were getting back to normal following incident 1. This time 90048 was in charge of 4M87 from Ipswich to Trafford Park when slipped to a stand close to Shenfield after being checked at Ingatestone for a 30mph TSR. The 90 was assisted from the rear by a sister class 90 on a passenger train (this was in the form of 90015 which was on 1p37). The Greater Anglia 90 pushed the train to Shenfield (incidentally the FL90 was powering at the time as 90015 was pushing). When both trains were in the vicinity of Shenfield, 90048 continued her journey unaided.
- The final incident of the day (20/11/12) involved 90011 which were working the 16:00 NRW-LST service (1p51). The 90 also slipped to a stand this time between Colchester and Marks Tey due to poor railhead conditions. However, the driver managed to get the train back to Colchester running wrong line for the part of the way where it was subsequently terminated.
- The next day (21/11/12) Freightliner 90s were in trouble again on the GEML, this time there was only 1 incident and this involved 90043 which slipped to a stand in the same

area as 90011 the previous day. The 90 was working 4M89 from Ipswich to Crewe at the time and the rescue came in the form a GBRF class 66 (believed to have been 66713) which assisted from the rear as a banking engine and pushed the stricken train through affected area after which 90043 went on her way.

- The final incident of the week (23/11/12) involved 90002 which ran into trouble on the approach to Diss while working the weekly tyre turning train from Crown Point to Ilford (5V91). The 90 had a single MK3 coach in her consist which was going to Ilford and had left Norwich just after 19:30. The stricken train was rescued bizarrely by a passenger train behind which came in the form of the 20:00 NRW-LST (1p67). The 90 on 1p67 pushed 5V91 into Diss station where the passengers detrained and the service was cancelled. The entire consist of 1p67 continued to take 5V91 through to Stowmarket in order to clear the line.

After arriving at Stowmarket both trains detached leaving behind 90002 and a single MK3 carriage which were rescued and dragged back to Crown Point a few hours later by 47810.

3. DEPOT OPEN DAYS

Over the years a number of class 90s have visited T&RS open day depots across the country – the known visits have been listed below:

<u>Depot / Open Day</u>	<u>Locomotive</u>	<u>Date</u>
Laira, Plymouth	90132	15 th September 1991
Worksop, East Midlands	90019	5 th September 1993