

News & Gen for Week Commencing 13th June

13 th June	<p>A busy day for the class 90 fleet in one way or another with many things going on - see below:</p> <p><u>Virgin West Coast:</u></p> <p>The MK3 set was out on the Birmingham route with 90019 providing the traction. The diagrams were:</p> <p>1G16 12:58 EUS-BNS / 1B40 14:50 BNS-EUS 1G40 16:58 EUS-BNS / 1B72 18:50 BNS-EUS</p> <p><u>Anglia:</u></p> <p>A full timetabled service operated today on the GEML between London and Norwich. The following 90s were out:</p> <p>90001 (1p17), 90002 (1p13), 90004 (1p29), 90007 (1p21), 90011 (1p25), 90015 (1p12).</p> <p>In addition, 90003 were stabled at Ilford, 90018 was stabled at Harwich and 90008/90010 were on sets at Crown Point with 90014 having an E-exam.</p> <p><u>Firstscotrail Sleeper Diversions:</u></p> <p><i>Up Services</i></p> <ul style="list-style-type: none">• The Glasgow portion of 1m11 leaves Glasgow at 21:39 where it travels to Edinburgh to join the Edinburgh portion before heading to Euston via the ECML. The traction for 1m11 from Glasgow to Wembley via Edinburgh and ECML was 90029 with 90039 bringing in the stock as 5m11;• The Highland Sleeper 1m16 joins up with the Inverness, Aberdeen and Fort William portions as booked at Edinburgh before heading southwards via the ECML. I am expecting 90020 to work 1m16. <p><i>Down Services</i></p> <ul style="list-style-type: none">• The down Highland Sleeper (1s25) leaves Euston at 20:17 bound for Wembley in the first instance, then heads to the ECML via Primrose Hill and NLL incline. 90035 took the train to Wembley with 90036 going to Edinburgh via the NLL incline and ECML;• The Glasgow/Edinburgh sleeper (1s26) leaves Euston at 22:32 bound for Wembley in the first instance, and then heads to the ECML via Primrose Hill and NLL incline. The train was dragged to Wembley by 90035 with 90021 taking the train forward to Glasgow via the NLL incline, ECML, and Edinburgh. <p><u>Other:</u></p> <ul style="list-style-type: none">• 90013 at Crewe on exam (expected ok 19th June)• 90018 on hire to NXEA - not out at the time of writing• 90019 on hire to VWC - out today on EBWs
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	<ul style="list-style-type: none"> • 90020 at Edinburgh - worked 1m16 via the ECML • 90021 at Wembley - worked 1s26 via the ECML • 90024 at Doncaster • 90026 at Crewe (maintenance) • 90029 at Polmodie - worked 1m11 via the ECML • 90035 at Wembley - worked 1s25 & 1s26 to Wembley • 90036 at Wembley - worked 1s25 • 90039 at Polmodie - worked 5m11 via Hamilton Circle
14 th June	<p><u>Virgin West Coast:</u></p> <p>90019 on the Virgin MK3 Set today spare at Wembley.</p> <p><u>Anglia:</u></p> <p>90001 (1y01), 90002 (1p04) 90003 (1p02 / 1p17), 90006 (1p11), 90007 (1p01), 90008 (1p03), 90009 (1p99), 90010 (1p09), 90011 (1p15 / 1p19), 90012 (1p13), 90015 (1p07), 90018 (1p00 /1p17 / 1p15).</p> <p>Due to a fault with the DVT on 1p15 with 90011, 90003 was stepped up to form 1p15 off 1p02, 90018 was stepped up to form 1p17 off 1p00 and 90011 was stepped down off 1p15 to form 1p19. These 90s remained on the revised diagrams for the remainder of the day.</p> <p><u>Firstscotrail Sleepers:</u></p> <ul style="list-style-type: none"> • The 'up' Glasgow/Edinburgh sleeper 1m11 operated to Wembley (via the ECML) with 90029. On arrival at Wembley 66149 was attached to the other end, and dragged it to Euston with 90029 DOR. Note that a cl.90 is usually used to drag the 1st sleeper into Euston, but since DBS stored a number of its fleet, anything can do this train now as there are NOT enough 90s to the cover the diagram sadly. • The 'up' Highland Sleeper 1m16 operated to Wembley (via the ECML) with 90020. On arrival at Wembley 90035 was attached to the other end, and dragged it into Euston with 90020 DOR. <p><u>Other:</u></p> <ul style="list-style-type: none"> • 90013 at Crewe on exam expected ok 19th June • 90018 on hire to NXEA • 90019 on hire to VWC • 90020 at Wembley - allocated to 1s26 • 90021 at Mossend - allocated to 1m11 • 90024 at Doncaster on driver refresh • 90026 at Crewe (maintenance) • 90029 at Wembley - allocated to 1s25 • 90035 at Wembley - allocated to 5s96 • 90036 at Edinburgh - allocated to 1m16 • 90039 at Mossend - allocated to 1c11 & 1b26 <p>Nothing else to report at the time of writing.</p>

15 th June	<p><u>Virgin West Coast:</u></p> <p>90019 is on hire to Virgin Trains and is stabled at Wembley on WB64 (spare).</p> <p><u>Anglia:</u></p> <p>90001 (1p99), 90002 (1p09), 90003 (1p00), 90006 (1p11), 90007 (1p02), 90008 (1p01), 90009 (1p04), 90010 (1y01), 90011 (1p07), 90012 (1p13), 90015 (1p03), 90018 (1p15).</p> <p>Also, 90014 was on an exam at Crown Point, and 90004 / 90005 could also be found at Norwich.</p> <p>Other:</p> <ul style="list-style-type: none"> • 90013 at Crewe on exam - maintenance nearly complete • 90018 on hire to NXEA • 90019 on hire to VWC • 90020 at Mossend - worked 1m11 • 90021 at Wembley off 1m11 • 90024 at Doncaster driver training • 90026 at Crewe (maintenance) • 90029 at Edinburgh - allocated to 1m16 • 90035 at Wembley • 90036 at Wembley - worked 5s95 for 1s26 due to a problem with 90021 • 90039 at Mossend - worked 1c11 & 1b26 <p>Nothing else to report.</p>
16 th June	<p><u>IMPORTANT ANNOUNCEMENT:</u></p> <p>90013 was maintenance completed today following a 3 month spell at Crewe Works for a G-Exam. The 90 as custom following a major exam worked 6L48 (Garston to Wembley Car Train) on test – the 90 returned nth on 6X41with 90029. The next 90 to head to Crewe for its G-Exam is 90002 (expected to head north on Friday with 90013 going the other way to Norwich).</p> <p><u>Virgin West Coast:</u></p> <p>90019 on hire to Virgin Trains stabled at Wembley on WB64 (spare).</p> <p><u>Anglia:</u></p> <p>90001 (1p04), 90003 (1p09), 90005 (1p11), 90006 (1p03), 90007 (1p15), 90008 (1p02), 90009 (1p01), 90010 (1p99), 90011 (1p07), 90012 (1p06), 90015 (1p13), 90018 (1p00).</p> <p>In addition, due to a bridge bash near Stowmarket, 90009 terminated at Stowmarket on 1p50, then went empty to Norwich to form its booked train (1p63).</p>

	<p><u>Other:</u></p> <ul style="list-style-type: none"> • 90013 at maintenance complete - allocated to 6L48 on test • 90018 on hire to VWC • 90019 on hire to NXEA • 90020 at Wembley - allocated to 1s25 (change of diagram) • 90021 at Wembley (spare) - allocated to 1s26 • 90024 at Doncaster - worked a driver training to/from Wembley • 90026 at Crewe maintenance completed • 90029 at Wembley off 1m16 - allocated to 6X41 with 90013 • 90035 at Wembley • 90036 at Mossend • 90039 at Mossend <p><u>Freightliner:</u></p> <p>90045 is to go to Crewe this coming weekend for a B-exam and then painted into the cl.70 style livery. One further grey FL90 is also to be painted - that engine is unknown at the time of writing.</p>
17 th June	<p><u>Virgin West Coast:</u></p> <p>90019 on hire to Virgin Trains and was stabled at Wembley on WB64 (spare).</p> <p><u>Anglia:</u></p> <p>90013 has been released off its exam from Crewe and it worked back 6X41 in the early hours of this morning with 90029 inside the consist. 90013 is expected to head back south tomorrow (Friday) at the same time 90002 will head north for its G-exam. In other news:</p> <p>90001 (1p01), 90002 (1p11), 90003 (1p06), 90005 (1p03), 90006 (1p15), 90007 (1p00), 90008 (1p99), 90009 (1p02), 90010 (1p04), 90012 (1p13), 90014 (1p09), 90015 (1p07).</p> <p><u>Other:</u></p> <ul style="list-style-type: none"> • 90013 at Crewe ready to be sent back to Norwich - worked 6X41 today from Wembley to Garston • 90018 on hire to NXEA (spare at Crown Point) • 90019 on hire to VWC • 90020 tbc • 90021 tbc • 90026 at Wembley after running LE from Crewe & doing 5m11 - allocated to 1s25 • 90029 at Crewe (maintenance) went to Crewe on 6X41 with 90013 • 90035 at Wembley - allocated to 1s26 • 90036 spare at Wembley off 1m11 - allocated to 5s96 • 90039 at Mossend off 1c11 & 1b26.

18th June

It has been a busy day for the class 90 fleet with much going on - see below.

Virgin West Coast:

The Virgin Trains MK3 set was out today with 90019 providing the traction. It worked the 18:46 Euston to Preston. However, on the return trip south to Wembley on the empties, the train failed at Rugby and was taken to Birmingham International by a Diesel loco and it was dumped there until Saturday lunchtime on platform 1.

Freightliner:

Once again the weekly driver training run was operated by a FL90 instead of the booked traction of cl.86s. The 90 worked south to York on Thursday and returned north to Coatbridge on Friday to form 4L89 - the 90 that went to York was 90044 resulting in 4L89 being two 90s - 90044 & 90045. It is unclear though if both pans were up on the duet,

Anglia:

90001 (1p02), 90003 (1p11), 90005 (1p01), 90006 (1p00), 90007 (1p15), 90008 (1p04), 90009 (1p09), 90010 (1p99), 90011 (1p13), 90012 (1p03), 90014 (1p06), 90015 (1p07).

Other Anglia news and gen to report is as follows:

- 90013 was dragged to Norwich from Crewe by 37087 following its G-exam;
- 90002 was dragged to Crewe from Norwich by 37683 in order to have its G-exam;

90011 incurred a smashed windscreen on 1p33 & the train terminated at Colchester. It was rescued by 47832 which subsequently failed at Shenfield. The return working 1p36 started from Shenfield with 90011 providing the traction despite having a smashed windscreen. On arrival at Norwich 90011 was taken off and turned and was kicked back out for the 17:30 NRW-LST. This meant that 90007 was stepped up to work the 17:00 NRW-LST whilst 90011 was turned.

Other:

- 90002 heads to Crewe for its G-exam behind 37087
- 90013 heads south to Norwich after its G-exam behind 37683
- 90018 on hire to NXEA
- 90019 on hire to VWC
- 90020 at Wembley - worked 5s96 for 6x41 to Crewe
- 90021 at Wembley - worked 5s95 for 1s26
- 90024 on driver training on the ECML
- 90026 at Edinburgh - worked 1m16
- 90029 at Crewe (maintenance)
- 90035 tbc
- 90036 at Wembley - worked 1s25
- 90039 tbc
- 90044 driver training on ECML - York to Coatbridge

	<ul style="list-style-type: none"> • 90045 & 90044 worked 4L89 <p>Nothing else to report.</p>
	<p><u>Virgin West Coast:</u></p> <p>Following the failure of WB64 and 90019 on the returning empties of 1p05 (Friday night), 90026 was deployed light engine to Birmingham International to pick-up the stricken train having left Euston just after 10am. 90026 topped the DVT from International to Wembley with 90019 DOR - it left International at 12:55.</p> <p><u>Anglia:</u></p> <p>90001 (1p13), 90003 (1p17), 90005 (1p04), 90006 (1p05), 90008 (1p09), 90009 (1p02), 90010 (1p06), 90012 (1p15 - see below), 90014 (1p01), 90015 (1p03).</p> <p>The 90 on 1p15 (90011) failed at Forest Gate today resulting in the train being terminated there and was subsequently rescued by a unknown loco - I hear it was a DB cl.66 but this needs tbc. All passengers were de-trained at Forest Gate. The return working i.e. 10:00 LST-NRW was cancelled. Finally, 90007 were stabled at Harwich for the weekend.</p> <p><u>Other:</u></p> <ul style="list-style-type: none"> • 90002 at Crewe for its G-exam (expected ok in around 3 months) • 90018 on hire to NXEA • 90019 on hire to VWC - see above for more information • 90020 worked 6X41 to Crewe, then maintenance • 90021 at Mossend • 90024 at Doncaster driver training • 90026 rescued WB64 & 90019 from Intl, then spare • 90029 at Wembley • 90035 tbc • 90036 at Edinburgh • 90039 tbc