

News & Gen Report for Week Commencing 8th August 2010

8/8/10

Virgin Trains

The MK3 set was stabled at Wembley spare with 90024 providing the traction.

Scotrail Sleeper Diversions

Down services

- The Highland Sleeper 1s25 departed Euston at 20:07 firstly travelling to Wembley by 90026 with 90019 DOR which then took the train forward to Edinburgh via the NLL incline, Hertford Nth Loop, and ECML
- The Caledonian Sleeper 1s26 departed Euston at 22:32 firstly travelling to Wembley by a 67 with 90021 DOR which then took the train forward to Glasgow Central via the NLL incline, Hertford Nth Loop, ECML, Edinburgh & Carstairs

Up services

- The Highland Sleeper 1m16 departed Edinburgh at approx. 01:00 firstly travelling via the ECML and the NLL incline to Wembley by 90035. On arrival at Wembley, the train went forward to Euston by 67021 with 90035 DOR.
- The Caledonian Sleeper 1m11 departed Glasgow Central at 21:39 firstly travelling via Carstairs, Edinburgh, ECML and the NLL incline to Wembley by 90020 (with 90036 bringing in the empties). On arrival at Wembley, the train went forward to Euston by 67028 with 90020 DOR.

Anglia

At the start of service, the following applied:

90001 (1p25), 90003 (1p17), 90005 (1p12), 90008 (1p21), 90014 (1p13), 90015 (1p49).

In addition, 90012 were stabled at Harwich in readiness to work 1p00 (tomorrow morning) and 90009 was at Liverpool Street stabled. At Crown Point we had 90004, 90006, 90007, 90010, 90011, 90013, and 90018.

Other

- 90002 stopped at Crewe for exam
- 90018 on hire to NXEA
- 90019 at Wembley - allocated to work 1s25 to Wembley, then forward to Edinburgh due to 90026 suffering an issue
- 90020 at Mossend - allocated to 1m11
- 90021 at Wembley - allocated to work 5s96 for 1s26 (from Wembley)
- 90024 on hire to VWC
- 90026 at Wembley - allocated to 5s95, then should have done 1s25 to Edinburgh ex-Wembley, but suffered an issue
- 90029 at Crewe
- 90035 at Edinburgh - allocated to work 1m16 (to Wembley)
- 90036 at Mossend - allocated to work 5m11 (via the Hamilton Circle)

	<ul style="list-style-type: none"> • 90039 stopped at Crewe for exam • 90016 stabled at Ipswich • 90042 stabled at Ipswich • 90043 stabled at Ipswich • 90045 stopped at Crewe (maintenance) • 90046 stabled at Ipswich • 90048 stabled at Coatbridge • 90049 stopped at Crewe for painting
9/8/10	<p><u>Virgin Trains</u></p> <p>The MK3 set was stabled at Wembley with 90024 providing the traction.</p> <p><u>Scotrail Sleepers Up Services Only</u></p> <p>The drawback engines to Euston from Wembley today were operated by 67s - 67021 & 67028 due to no cl.90s being available.</p> <ul style="list-style-type: none"> • The Caledonian sleeper 1m11 was taken to Wembley from Glasgow Central via Edinburgh, the ECML & NLL incline by 90020. On arrival at Wembley, 67028 took the train into Euston with 90020 DOR • The Highland sleeper 1m16 was taken from Edinburgh via the ECML & NLL incline by 90035. On arrival at Wembley 67021 took the train forward to Euston with 90035 DOR. <p><u>Anglia</u></p> <p>At the start of service, the following applied:</p> <p>90001 (1p99), 90003 (1y01 - see below), 90005 (1p15), 90006 (1p07), 90007 (1p01), 90008 (1p09), 90009 (1p02 - see below), 90011 (1p13), 90012 (1p00 - see below), 90014 (1p04 - see below), 90015 (1p03), tbc (1p11)</p> <p>However, due to technical issues with 1p00 (90012), this train was dragged to Norwich by 47832, and therefore resulted in the following known alterations to take place:</p> <ul style="list-style-type: none"> • 90009 on 1p02 was stepped up to 1p17, in effect slotting into 1p00 diagram • 90014 on 1p04 was stepped up to 1p19, in effect slotting into 1p02 diagram • 90003 on 1y01 was stepped up to 1p21, in effect slotting into 1p04 diagram • 90012 on 1p00 was reinstated to traffic, in effect slotting into 1y01 diagram starting with 1p23 <p><u>Other</u></p> <ul style="list-style-type: none"> • 90002 stopped at Crewe for exam • 90018 on hire to NXEA • 90019 at Edinburgh - allocated to 1m16 • 90020 at Wembley - allocated to 5s96 • 90021 at Mossend - allocated to 1m11 • 90024 on hire to NXEA

	<ul style="list-style-type: none"> • 90026 at Wembley out of traffic • 90029 stopped at Crewe (maintenance) - light engine (pm) to Wembley • 90035 at Wembley - allocated to 5s95 for 1s26 • 90036 at Mossend - allocated to 1c11 for 1b26 • 90039 stopped at Crewe (maintenance complete) allocated to 0L48 for 6L48 • 90042 at Ipswich (start of service) • 90043 at Ipswich (start of service) • 90045 stopped at Crewe for wheelsets • 90046 at Ipswich (start of service) • 90048 at Coatbridge (start of service) • 90049 stopped at Crewe for painting
10/8/10	<p><u>Shortage of DBS 90s for tonight's Sleepers</u></p> <p>For much of today, DBS was only able to supply Scotrail with one 90 for tonight's sleepers due to maintenance reasons - 90019, 90021, & 90026 were sent to Crewe in a convoy. However, DB were able to knock into shape 90019 which ran then light engine as 0Z90 from Crewe to work 1s25, with 90039 left to do 1s26 (sorted).</p> <p><u>Virgin Trains</u></p> <p>The MK3 set came out today with 90024 providing the traction on the following:</p> <ul style="list-style-type: none"> • 14:43 EUS-BNS 1G27 / 16:30 BNS-EUS 1B68 • 19:03 EUS-BNS 1G40 / 20:50 BNS-EUS 1B94 <p><u>Anglia</u></p> <p>At the start of service, the following applied:</p> <p>90001 (1p04), 90003 (1p99), 90004 (1p13), 90005 (1p00), 90006 (1p03), 90007 (1p02), 90008 (1y01), 90009 (1p01), 90011 (1p15), 90012 (1p09), 90014 (1p11), 90015 (1p07).</p> <p>In addition, 90010 and 90013 were at Crown Point on maintenance. Note that NXEA no longer have a DBS 90 on hire to them.</p> <p>One change to the above diagrams, 90001 was stood down at Norwich off the 16:30 LST-NRW (1p44). 90008 was on the train behind on 1p46 - this should have stepped down, but worked 1p61 for 1p70 instead for reasons unknown.</p> <p><u>Other</u></p> <ul style="list-style-type: none"> • 90002 stopped at Crewe for exam • 90018 off-hire from NXEA - at Ilford (enroute to Crewe) • 90019 at Wembley - allocated to 0Z90 for Crewe, then light engine back to Wembley for 1s25 • 90020 at Wembley - allocated to 1s25 • 90021 at Wembley - allocated to 0Z90 to Crewe on 0Z90 • 90024 on hire to VWC (out today) • 90026 at Wembley - allocated to 0Z90 for Crewe • 90029 at Wembley - allocated to 5s96 (No ETS at the moment)

	<ul style="list-style-type: none"> • 90035 at Mossend - allocated to 1c11 for 1b26 • 90036 at Mossend - allocated to 1m11 • 90039 at Wembley - allocated to 5s95 for 1s26 • 90045 stopped at Crewe for new wheelsets • 90047 allocated to 4L71 • 90049 stopped at Crewe for painting
11/8/10	<p><u>Virgin Trains</u></p> <p>The MK3 set was out today (again) with 90024 providing the traction. Diagram was as follows:</p> <ul style="list-style-type: none"> • 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><u>Anglia</u></p> <p>90001 (1p01), 90003 (1y01), 90004 (1p06), 90005 (1p11), 90006 (1p15), 90007 (1p99), 90008 (1p09), 90009 (1p02), 90011 (1p00), 90012 (1p04), 90014 (1p13), 90015 (1p03).</p> <p>In addition, at Crown Point we had 90010 and 90013. Finally, due to the Lowestoft airshow (starting on the 12th August), the 22:00 NRW-LST was formed by a unit instead of being worked by 90007.</p> <p><u>Other</u></p> <ul style="list-style-type: none"> • 90002 stopped at Crewe for exam (expected ok 3rd September) • 90018 at Ilford (enroute to Crewe) • 90019 at Edinburgh - allocated to 1m16 • 90020 at Wembley - allocated to 1s26 • 90021 stopped at Crewe for exam • 90024 on hire to VWC (out today) • 90026 stopped at Crewe for repairs • 90029 allocated to 6X41 to Crewe (for repairs) then 0L48 for 6L48 • 90035 at Mossend - allocated to 1c11 for 1b26 • 90036 at Wembley - allocated to 1s25 • 90039 at Mossend - allocated to 1m11 • 90042 at Crewe (pm) • 90045 stopped at Crewe for wheelsets (expected ok mid-October) • 90046 allocated to 4L71 • 90047 at Ipswich • 90049 stopped at Crewe for painting - expected ok 20th August
12/8/10	<p><u>UKR Charter for Edinburgh</u></p> <p>Today 90021 worked the outward leg of the UKR landcruise tour from Kings Cross. It departed the capital at 09:20 as 1Z38, arriving in Edinburgh at approx. 15:00hrs.</p>

	<p><u>Virgin Trains</u></p> <p>The Virgin MK3 set was spare at Wembley with 90024.</p> <p><u>Anglia</u></p> <p>At the start of service, the following applied:</p> <p>90001 (1p02 - see below), 90003 (1p09), 90005 (1p11), 90006 (1p00), 90007 (1p13), 90008 (1y01), 90009 (1p99), 90011 (1p15), 90012 (1p01), 90014 (1p03), 90015 (1p07), Units (1p04 - see below)</p> <p>However, in addition to the above, I can report the following alterations:</p> <ul style="list-style-type: none"> • 1p04 diagram was worked by 321421 & 321422 today due to a number of MK3 coaches being required for the top & tail Lowestoft services for the Airshow. On arrival at Norwich off 1p44, the units were stepped down to form the 22:00 NRW-LST (1p67). • 90008 on the train behind (1p46) stepped up to 1p61 (19:00 NRW-LST), for 1p70 instead of being stepped down due to the units being out on the 1p04 diagram. • 1p02 diagram - I understand that 1p02 for 1p19 were cancelled due to a fault with a DVT on the set of stock with 90001. The next working 1p22 11:00 LST-NRW was formed by 1p02 diagram stock, but with 47790 topping the DVT with 90001 DOR. What happened when the train got to Norwich is not known. <p><u>Other</u></p> <ul style="list-style-type: none"> • 90002 stopped at Crewe for exam - expected ok 3rd September • 90018 at Ilford • 90019 at Wembley - allocated to 1s26 • 90020 at Mossend - allocated to 1c11 for 1b26 • 90021 UKR charter 1Z38 - then allocated spare at Edinburgh • 90024 on hire to VWC • 90026 stopped at Crewe for repairs • 90029 worked 6X41 to Garston, then 0Z41 to Crewe • 90035 at Mossend - allocated to 1m11 • 90036 at Edinburgh - allocated to 1m16 • 90039 at Wembley - allocated to 1s25 • 90045 stopped at Crewe for wheelsets - expected ok October • 90048 stopped at Crewe (reason unknown) • 90049 stopped at Crewe for painting - expected ok 20th August
13/8/10	<p><u>UKR Charter (Landcruise)</u></p> <p>The return leg of the UKR charter departed from Edinburgh today at approx. 14:00hrs bound for London Kings Cross with 90021 providing the traction.</p> <p><u>Virgin Trains</u></p> <p>The MK3 set with 90024 providing the traction should worked:</p>

	<ul style="list-style-type: none"> • 5N42 (driver training run to/from Northampton) • 1p05 - 18:46 Euston to Preston <p><u>Anglia</u></p> <p>At the start of service, the following applied:</p> <p>90001 (1p09), 90003 (1y01), 90005 (1p16), 90006 (1p99), 90007 (1p07), 90009 (1p01), 90011 (1p00), 90012 (1p02), 90013 (1p15), 90014 (1p11), 90015 (1p03), Units (1p04).</p> <p>In addition, the following alterations can be reported:</p> <ul style="list-style-type: none"> • The units on the 1p04 diagram were stood down at Norwich off 1p44, then went ecs to Colchester as 5V45. • Due to the units being stood down at Norwich off 1p44, 90003 on 1p46 (on the train behind) were stepped up to 1p61 for 1p70 instead of being stepped down <p>At Crown Point we had 90004, 90008 and 90010 although the latter undertook a test run to Diss to/from Norwich (assumed to be as a result of its exam).</p> <p><u>Other</u></p> <ul style="list-style-type: none"> • 90002 stopped at Crewe for exam (expected ok 3/9/10) • 90018 at Wembley assigned to Crewe for exam - allocated to 6X41 • 90019 at Mossend - allocated to 1c11 for 1b26 • 90020 at Mossend - allocated to 1m11 • 90021 at Edinburgh for return of UKR charter to Kings Cross • 90024 on hire to VWC • 90026 at Crewe - allocated to 0L48 for 6L48 • 90029 at Crewe - allocated to oL48 for 6L48 • 90035 at Wembley - allocated to 5s95 for 5s96 • 90036 at Wembley - allocated to 1s25 • 90039 at Edinburgh - allocated to 1m16 • 90042 allocated to 4S88 (Felixstowe to Coatbridge liner) • 90045 stopped at Crewe for wheelsets (expected ok October) • 90048 stopped at Crewe (reason unknown) • 90049 stopped at Crewe for painting (expected ok 20/8/10)
14/8/10	<p><u>Virgin Trains</u></p> <p>The MK3 set was stabled spare at Wembley with 90024.</p> <p><u>Anglia</u></p> <p>90001 (1p02), 90003 (1v29 - Yarmouth), 90005 (1p03), 90006 (1p06 - Yarmouth), 90007 (1p01), 90009 (1p04), 90010 (1p09), 90011 (1p13), 90012 (1p15 - Yarmouth), 90014 (1p17), 90015 (1p05)</p> <p>In addition at Crown Point we had 90004 and 90008. However, 90004 undertook a test run between Norwich and Diss with a full rake of stock in the afternoon. Over at Harwich, 90013 were stabled for the weekend.</p>

Other

- 90002 stopped at Crewe on exam (expected ok 3/9/10)
- 90018 at Wembley - allocated to 6X41 (am) then assigned to Crewe for exam (expected ok 20/8/10)
- 90019 at Wembley
- 90020 at Mossend
- 90021 at Wembley
- 90024 on hire to VWC
- 90026 at Mossend
- 90029 at Wembley
- 90035 at Wembley - allocated to 6X41 (am) then assigned to Crewe for exam (expected ok 15/8/10)
- 90036 at Edinburgh
- 90039 at Wembley
- 90042 stabled at Coatbridge until Monday
- 90045 stopped at Crewe for wheelsets (expected ok 13/10/10)
- 90048 stopped at Crewe (reason unknown)
- 90049 stopped at Crewe for painting (expected ok 20/8/10)