

West Coast Sleeper Diversions via ECML June 6th to September 5th 2010



90026 at Euston with 1m16 on 7th June

66003 at Euston with 1m16 on 7th June

1. Introduction

This article summarises all of the West Coast sleeper diversions via the ECML and the Hertford North Loop between June 6th and September 5th 2010.

Down Operations

The normal operation for trains heading in the down direction is for the train to be top and tailed with class 90s between Euston and Wembley Yard, but this is not always the case as the data below illustrates. Once the trains arrive at Wembley (normally going into Reception 1), the engine on the north end is detached allowing the engine at the south end to continue north via Primrose Hill, the NLL Incline, the Hertford North Loop and the ECML as far as Edinburgh or in the case of the Glasgow sleeper continuing westwards via Carstairs to Glasgow Central.

Note that when the sleeper trains head to Wembley from Euston or continue via Primrose Hill ex-Wembley Yard, there usually routed via the Up/Down relief lines or the Up/Down Goods lines.

Up Operations

Services heading south from Glasgow or Edinburgh firstly operate to Wembley Yard via the ECML and the NLL Incline (usually going to Reception 1) with the cl.90 at the north end. Once at Wembley another engine is attached to the south end, hence enabling the train to go forward to Euston. It is worth noting that the Glasgow sleeper firstly travels eastwards to Edinburgh via Carstairs in order to gain access to the ECML.

The empty stock for the Glasgow sleeper usually travels via the Hamilton circle with top and tail cl.90s in order to get the stock the right way round due to travelling via the ECML.

Note that when the sleeper trains head to Euston from Wembley or when they have travelled from Primrose Hill, there usually routed via the Up/Down relief lines or the Up/Down Goods lines.

2. Down Services Summary

During the above dates, I recorded week by week all of the movements involving the sleeper diversions. These have been summarised below:

Date	Headcode	Euston to Wembley	Wembley - Edinburgh	Wembley - Glasgow	Hertford Nth Loop	Comments
June 6 th	1s25	90029	90035	X	X	90029 failed on Camden bank & was assisted from the rear by 90035
	1s26	90029	X	90039	X	Nothing to report
June 13 th	1s25	90035	90036	X	X	Nothing to report
	1s26	90035	X	90021	X	
June 20 th	1s25	90039	90029	X	X	Nothing to report
	1s26	90026	X	90039	X	
June 27 th	1s25	90019	90039	X	X	Nothing to report
	1s26	90019	X	90036	X	
July 4 th	1s25	67021	90021	X	X	Poor of availability of 90s tonight resulting in the 67s working
	1s26	67024	X	90035	X	
July 11 th	1s25	90024	90020	X	X	Both trains should have been moving at the stroke of midnight as the cl.90s entered their 22 nd year of passenger operations
	1s26	90036	X	90026	X	
July 18 th	1s25	90035	90020	X	Yes	First night of Hertford Nth Loop diversions
	1s26	90029	X	90039	Yes	
July 25 th	1s25	90029	90021	X	Yes	Nothing to report
	1s26	90029	X	90036	Yes	
August 1 st	1s25	90020	90035	X	Yes	Nothing to report
	1s26	90024	X	90026	Yes	
August 8 th	1s25	90019	90019	X	Yes	90026 was meant to have gone forward from Wembley, but failed
	1s26	Uid cl.67	X	90021	Yes	The engine to Wembley should have been 90019 but to 90026 failing, it was a uid cl.67
August 15 th	1s25	90021	90029	X	Yes	Nothing to report
	1s26	90019	X	90039	Yes	

August 22 nd	1s25	90029	90021	X	Yes	Nothing to report
	1s26	90029	X	90020	Yes	
August 29 th	1s25	The Sleepers were routed via the West Coast tonight which included diversions via Hixon, Stoke, and Alsager for both services				
	1s26					
Sept' 5 th	1s25	90026	90035	X	Yes	Final night of diversions
	1s26	90024	X	90036	Yes	

3. Up Services Summary

During the above dates, I recorded the week by week movements involving the sleeper diversions for the up direction – note that no services were diverted via Hertford North Loop, so these have not been included. However, what you will find detailed in the table is the engine that worked 5m11 via Hamilton Circle into Glasgow Central.

The up services have been summarised as below:

Date	Headcode	Edinburgh – Wembley	Glasgow – Wembley	Wembley – Euston	5m11 empties	Comments
June 6 th	1m16	X	90020	90029	X	First night of the ECML diversions.
	1m11	90026	X	66003	90036	This train should have been worked by a 90
June 13 th	1m16	90020	X	90035	X	Nothing to report
	1m11	X	90029	66149	90039	This train should have been worked by a 90
June 20 th	1m16	90036	X	67007	X	This train should have been worked by a 90
	1m11	X	90035	90026	90021	Nothing to report
June 27 th	1m16	90035	X	UId cl.67	X	This train should have been worked by a 90
	1m11	X	90029	90019	90026	Nothing to report
July 4 th	1m16	90019	X	66034	X	This train should have been worked by a 90
	1m11	X	90029	90024	90026	Nothing to report
July 11 th	1m16	90029	X	90036	X	Nothing to report
	1m11	X	90039	90024	90019	This train was moving at the stroke of midnight as the cl.90s entered their 22 nd year of passenger operations – it pass Berwick

July 18 th	1m16	90021	X	Uid cl.67	X	This train should have been worked by a 90
	1m11	X	90019	90035	90020	Nothing to report
July 25 th	1m16	90039	X	66015	X	This train should have been worked by a 90
	1m11	X	90026	90029	90035	Nothing to report
August 1 st	1m16	90019	X	90020	X	Nothing to report
	1m11	X	90039	90024	90036	
August 8 th	1m16	90035	X	67021	X	These 2 trains should have been worked by a 90s
	1m11	X	90020	67028	90036	
August 15 th	1m16	90036	X	90021	X	Nothing to report
	1m11	X	90020	90019	90026	
August 22 nd	1m16	90035	X	Uid cl.67	X	This should have been worked by a 90
	1m11	X	90039	90019	90029	Nothing to report
August 29 th	1m16	These two services were routed via the West Coast tonight due to engineering work on the ECML. In addition, 1m11 was diverted via Alsager, Stoke & Hixon, but 1m16 went mainline				
	1m11					
Sept' 5 th	1m16	90019	X	90026	X	Final night of the ECML diversions for the 90s. Will this be the last time for the fleet!
	1m11	X	90021	90020	90024	

4. Conclusions

The ECML diversions for this period of 2010 have once again proven to be an eventful time of the class 90s as well as for the rare workings of cl.66s and cl.67s for the Wembley to Euston drawback movements.

A key feature of the diversions were those 90s that were working on Sunday 11th July at the stroke midnight as the 90s turned 22 years old – these included 90039 on 1m11; 90026 on 1s26 and 90020 on 1s25. This was a very special moment as I am sure this will not happen again i.e. the 90s on a sleeper on the ECML at the stroke of midnight as they turn a year older. As far as I know, the events of July 11th for 90039, 90026 and 90020 could well have been a first for the fleet and by looks of things the last time it will ever happen - another key milestone for the class 90s.

A further feature (which was a major bonus) was the diversion of the sleepers via the Hertford North Loop in the down direction. The 90s that went via Hertford between 18th July and 5th September included 90036, 90035, 90019, 90020, 90021 and 90029.

Finally, on a personal note with the prospect of cl.92s taking over from the 90s, I do hope that this was NOT the last time that we see 90s on the sleepers over the ECML including the Hertford North Loop

Below is a snapshot of some of the 90s that worked during the ECML diversions which includes pictures and video clips. Enjoy ☺

Youtube Video Clip – “A tribute to the class 90s working the 2010 ECML sleeper diversions”

<http://www.youtube.com/watch?v=DhtauaucDJ8>

90026 at Euston on the first day 6th June (1m16)



90024 at Euston on 12th July (1m11) from Wembley



90036 at Carstairs with 1s26 after being diverted via the Hertford Nth Loop & ECML on 25th July



90024 & 90036 wait at Wembley to take 1m11 & 1m16 into Euston on the Class 90s
22nd anniversary 12th July



90029 at Edinburgh prior to working 1m16 on the 12th July (class 90s 22nd anniversary)



90029 with 1s25 on the last night 5th September

90039 with 1m11 on the 1st day of diversions 6th June

