

Whitley Bay Footex – FA Vase Final Wembley 2008-2009 & 2009-2010

Sunday 10th May 2009:



On Sunday 10th May 2009, Whitley Bay F.C. hired in the Cargo-D set (known at the time as WB65) to operate a footex from Newcastle Central to Wembley Central using top and tail class 90s; 90021 and 90035. However, due to late running engineering work on the North London Line (NLL), the footex was rerouted into London Kings Cross at the last minute instead of terminating at Wembley Central.

The empty stock had travelled from Wembley Yard the day before on Saturday 9th May with 90021 leading topping 82101 (as shown in the picture) and 90035 was DOR (sth end). The stock was stabled at Tyne Yard all night. Due to the early departure time from Newcastle on the Sunday morning, it was necessary to undertake a delightful overnight National Express coach to reach the train.

Journey summary:

- 08:23 Newcastle Central to London Kings Cross (1Z90).
- 18:45 London Kings Cross to Newcastle (1Z91)
- 22:15 Newcastle to Wembley via York/Manchester Victoria /Preston (5Z92)



Sunday 9th May 2010:



Saturday 8th May – Empty Stock

The Cargo-D stock is being used for the Whitley Bay footex (just like last year) on Sunday 9th May to take supporters to London for the Whitley Bay v Wroxham FA Vase Final at Wembley (9th May). The empties left Willesden this afternoon bound for Tyne Yard behind 90026 as 5z87 (it was dragged as far as Ferme Park via Gospel Oak) where the 90 took over.

Sunday 9th May – Empty Stock

Outward Leg:

The stock formed the 09:07 Newcastle Central to London Kings Cross arriving at 12:30 as 1Z88. On arrival at the Cross, 66141 took the empties to Ferme Park with 90026 DOR with pan up.

Return Leg:

19:34 London Kings Cross to Newcastle Central - the train was worked into the Cross by 66141 with 90026 attached to the DVT DOR with the pan up. The return journey had the following additions:

- Got routed via the Ranskill Down Passenger Loop and;
- Got routed around the back of Doncaster Yard diverging off the mainline at Loversall Carr Jn travelling via Flyover West Jn, Down Flyover line and the Down West Slow no.2 before converging back onto the mainline at Bridge Jn.

Empty Stock to Wembley:

The original plan was to run 90026 around when it reached Newcastle, however this never happened. The ecs move operating as 5Z90 undertook the following additions:

- 90026 was routed over the High Level Bridge at Newcastle on 5Z90;
- At York 5Z90 went via Knottingley with 90026 DOR to reach Doncaster;
- 90026 was routed via the Hertford North Loop as booked, but also ran via Flyover Jcn south of Doncaster.

On arrival at Ferme Park, 66141 took the train forward to Wembley with 90026 DOR.

Some Interesting Facts:

The DVT used on this train was formerly 82151. This DVT use to be used by VXC on the Birmingham to Manchester services and was on the last loco-hauled service from Manchester to Birmingham back in 2007 where the train was cancelled at Stockport due a speedo fault. The 90 working that day on the last train was 90026. In addition, one of the last runs of the Cargo-D set when being used by Virgin Trains as WB65 back in July/August 2009 was yes you guessed it 90026.

