

May 2010

19th May 2010

A signalling failure at Euston during the evening peak on the 18th saw many trains into and out of the terminus delayed and replatforming of services as Line E was unavailable for arrivals.

321416 working the 06.20 from Milton Keynes Central to London Euston on the 18th ran 47 minutes late due to an air leak.

57307 *Lady Penelope* has returned to Euston this week as the resident Thunderbird being stabled at the buffers of Platform 16.

Chiltern Railways DVT 82302 is still at Willesden TMD along with a rake of ex-Wrexham & Shropshire and Virgin coaching stock.

8th May 2010

172001, the first of the Class 172s for London Overground has been reported on test this past week, reaching Milton Keynes Central.

Also out an about on the West Coast Main Line have been 86701/86702 hauling a rake of Mk.3 coaching stock and Chiltern Railways DVT 82302 on a test run from Willesden TMD to Northampton TMD.

The Pretendolino set has been working a Birmingham diagram again this week with 90021 being swapped with 90039. As a result of this, the normally loco-hauled 1846 (FO) London Euston to Preston was worked by 390004.

1st May 2010

The East London Line finally opened to passengers on Tuesday 27th April with the first service at 12.05 formed of 378152 from Dalston Junction to New Cross. A 'preview' service is currently operating Mondays to Fridays only between 0700 and 2000. The service runs from Dalston Junction to either New Cross or New Cross Gate. The full service commences in May with extensions to West Croydon and Crystal Palace.

The Pretendolino set continued in use all week with First ScotRail 90021 remaining the booked loco for the set.

Chiltern Railways DVT 82302 remains at Willesden TMD.

57307 *Lady Penelope* appeared twice last week at Euston as the resident Thunderbird. There has not been a Class 57 regularly based at Euston since Easter.