

European News April 2003

Belgium

On the 24th March **5529** worked train IR4017 from Leige to Gouvy with **1501** dead on the rear, the electric was then deposited at Gouvy. SNCB are trying to put the class 15 on to the IR, however if PFT can take a 16 to Athus, does that not imply that 16s might be a more effective longer term solution for the Gouvys IR's? On the same day **5515** was also at Gouvy and **5508+5538** passed on a freight train. On the 2nd April **2001** appeared on KBS162 ex-works, **2012** is currently in Salzinnes for overhaul.

Germany

Sightings from Sunday 9th March included **181225** working EC61 the 06:54 Strasbourg to Munchen into Karlsruhe. Diesel **218294** was noted with the 07:12 Freudenstadt to Karlsruhe. **218390** headed the 09:56 Heilbronn to Mannheim. **218194** hauled the 11:15 Stuttgart to Frankfurt and **218391** in blue and white livery powered the 16:15 Frankfurt to Stuttgart. International services included **181223** with the 10:44 Frankfurt to Paris Est and **181207** with the 14:46 Frankfurt to Paris Est. Not often reported is the use of the class 139 electrics on the Kochel to München services, but plying their trade on the 13th March were **139135** on train 71602 the 06:03 Kochel to München and **139310** with train 71604 the 06:36 Kochel to München. News came through on the 15th March that 7 more 234's are to go to Ulm depot. These are likely to be **234016/144/292/344/346/468/551**. They may well see use on some of the new double deck stock that should enter service soon, this may well then bring 234's to Stuttgart! Time will tell. The last main works overhaul, on the class 120 electrics, for this financial year has now been completed on **120122**. Apparently the overhauls are to continue next year and prime candidates must be **120126/136/137/139/145/148/152**

and **120153** which have already exceed planned km and are currently in reserve use. Returning to traffic from Bremen Works on the 25th March was **218002**. It was noted working KBS446 between Essen and Wuppertal. On the 27th March RE35426 the 07:02 Hamburg to Kiel (via Lubeck) was worked by **218460+218393+218221**. **218221** was removed at Lubeck. The following day the same train was **218184+218172** which both came off at Lubeck for **218413** to work the train forward. In action on the 1st April was **113267** with NZ261 the 06:19 Stuttgart to Munchen Hbf and **113311** with RE31214 the 15:48 Munchen Hbf to Nurnberg (via Regensburg). Noted with RE17186 the 09:03 Cottbus to Leipzig on the 8th April was **233206**. News came on the same day that due to delays in clearing DB 185s for France, the 181s have had a stay of execution. **181209** has been the lucky recipient of a full IS703 overhaul. The 181's due in works this year, namely **181205/211/213/215/218/222** are to receive life extensions, **181222** has been done, **181205** is in works now. This work does not include repainting so **181201/205/206** will finish their careers in blue and **181211/222** in cream. As they have continued to reach Luxembourg, the transfer of examples to Cargo was presumably a paper exercise to acknowledge that Cargo had financed these works visits.

Class 103

The 9th March found **103184**, with a fresh coat of IC livery, in the holding sidings outside Frankfurt HBF, **103190**, minus it's pantographs, and **103167** in the sidings outside Frankfurt HBF and **103220** parked outside Frankfurt FF1 depot. On the 20th March **103167** was used on IC2202 the 18:23 Frankfurt(Main)Hbf to Bebra, it returned the following day with IC2650, the 05:04 working in the opposite direction. Also on the 21st "Heizlok" (heating loco) **103217** at München, and "bremslok" (brake loco) **103221** at Nürnberg exchanged places, **103217** has a works date of 16/12/96 and **103221** is 11/12/95. Meanwhile **103184** has had an "life extension" to 25/11/03 and **103245** is currently receiving an IS703 repair in Opladen. The 24th March brought a severe "Getriebeschaden" (transmission failure) on Metropolitan liveried **101131**, as a result of this, DB R&T have sensibly decided to have back up power ready just in case this is a severe problem with the 101's. Hence **103217** and **103221** have returned to Frankfurt for repairs and return to traffic. This work was obviously completed quickly as **103217** worked IC2653 the 13:08 Frankfurt to Leipzig on the 28th March. Two day later **103221** appeared with IC2654 the 15:49 Leipzig to Frankfurt and **103217** had charge of IC2520 the 16:29 Munchen to Wurzburg. The same lok turned up with IC2521 the 05:46 Aschaffenburg to Munchen on the 31st March. On the 1st April "lady in red" **103233** did IC the 22:02 Frankfurt Main to Bebra and news came through that **103167** is to be repaired at Frankfurt.

Class 219

The 22nd March saw the end of the Cottbus allocated 219's. Erfurt still retains six of the Class **219029/059/084/125/139/159**. Although these locos are seeing hardly any use at the moment, due to

good DMU availability, they are expected to have to deputise for class 612's and particularly class 642's over the coming months. They are expected to remain in use until June. It is interesting to note while the end approaches for the DB 219's, at the same time another part of DB is re-instating 229's. DB Bahnbau GmbH, a DB subsidiary, have 6 of these lokos on their books **229100/126/147/170/181/184**.

France

Fret loco **8633** worked train 3995 the 07:27 Toulouse to Luchon on the 9th March. Train 4132 the 15:46 Bayonne to Toulouse is booked to be banked by a Fret 8500, on Mondays only, from Tournay to Capvern. However, on the 10th March it was worked by **7323** unassisted, but with its bogie gearing set to Fret mode between Tournay and Lannemezan. In general, only lip service is paid to the official BB8500 diagrams on Toulouse depot. Once a loco goes onto the depot, after inspection, it is placed at the end of a long line of loco's. Its next working depends how long that line is, and has no relationship whatsoever to the diagram that the loco was on, when it went onto shed. Two turbo trains in action on the 30th March were **T2021+T2022** which departed Lyon Perrache at 12:57 with train 4580 to Bordeaux and **T2049+T2002** which arrived at 15:08 with train 875715 from Clermont Ferrand.

BB16500

Noted out on the 22nd March was **16670** with train 831383 the 11:30 Colmar to Mulhouse, vice a class X73500 DMU. Epernay works is building up a sizeable collection of withdrawn BB16500's. Seen from the station were **16505/519/520/529/542/564/596/607/629/658/682/688/763** with plenty of others unidentifiable.

BB67000

On the 9th March **67615** was seen on train 870010 the 11:35 Toulouse to Rodez and the next numerical loco, **67616**, appeared with train 3774 the 21:45 Agen to Paris Austerlitz as far as Limoges. The following day, train 870013 the 07:30 Rodez to Toulouse produced **67611** while **67615** reappeared with train 872458 the 11:48 Mazamet to Toulouse. Train 831389 the 16:29 Colmar to Mulhouse produced **67423** on the 22nd March. Noted at Lyon Perrache on the 30th March were **67316+67546** which arrived at 07:06 on train 4448 from Quimper, I think this could well be a Sundays only service.

CC72000

Members of this class noted in passenger action on the 22nd March included **72078** with train 1041 the 07:14 Paris Est to Basel, as far as to Mulhouse, it later returned with train 1844 the 14:18 Mulhouse to Paris Est. Following in it's footsteps was **72053** with train 1043 the 09:45 Paris Est to Basel again as far as Mulhouse and **72043** hauling train 1841 the 13:15 Paris Est to Mulhouse. In the opposite direction went **72004** with train 1044 the 12:01 Basel to Paris Est (ex Mulhouse) and **72024** heading train 1846 the 16:03 Mulhouse to Paris Est. On to the 28th March **72002** departed Nancy at 17:37 with train 894635 to Belfort and **72039** left with train 1705 the 19:47 to Remiremont. Same day at Mulhouse **72086** worked train 96694 the 23:00 to Bale and **72030** arrived with train 1849 the 23:57 from Paris Est. Noted in the Lyon area on the 30th March, **72058** departed Lyon Perrache at 12:35 to Nantes, train 4516, **72052** arrived at 13:47 with train 4403 from Tours and **72067** departed at 14:53 with train 4506 to Nantes. Over at Lyon Part Dieu both **72073** and **72083** were seen with unidentified services.

Luxembourg

News from official sources is that CFL are to order 20 new locomotives for passenger services. In the meantime they have signed an agreement to lease 6 locomotives, which are due to arrive during the following months. At this stage I have no information as to which locomotives are to be leased, or any information as to the fate of the Dispoloks whose lease expired in February, but would advise anyone who wants to sample CFL3600 to do so now! A session on the main station on the 28th March saw **1802** arrive at 07:31 heading train 4981 from Wasserbillig, **3608** arrive with train 7881 from Longwy, **3611** arrive at 07:39 with train 3782 from Troisvierges and **3610** arrived at 08:10 heading 433 from Nordeich Mole. Later new shunter **516** arrived at Petange at about 10:00 with a hopper wagon. It had been seen earlier shunting at Esch sur Alzette. Finally on this day **3603** departed at 12:09 with train 7862 from Luxembourg to Longwy. On the 1st April **3618** failed completely while working RE7868 the 18:09 Luxembourg to Longwy while in the station at Dippach-Reckange. It was rescued by **1809** which ran light from Petange. Top marks to CFL for efficiency as the train arrived in Longwy only 40 late.

Portugal

The PTG report that through Lisboa to Covilha IC trains are expected to finish in May, with completion of the electrification to Castelo Branco. Use of 1931's on passenger on this route would be expected to cease. They also

report that there are not expected to be any more overhauls on the 1400 diesel class. On the subject of the 1400 class there pools and allocations on the 17th March were as follows, UTML (Freight) Contumil **1436/37/38/40/42/45/47**

1448/49. Coimbra **1444/46/50/56/58/60/62/63/65/66** and Poceirao **1452/54/57/61/67**. Of interest here is that **1441/51/64** do not appear, so I presumed these are withdrawn. The passenger allocated members (pool UVIR) were distributed thus Contumil **1402/04/05/06/08/10/13/15/24/53**. Coimbra

1411/12/16/28/29/31/35. Entroncamento **1409/14/17** and Barreiro **1418/19/21/22/23/25/27/32/34/55/59**.

Thus to tidy the situation up, **1401** was withdrawn on the 9th December, **1407** was withdrawn on the 1st January, **1426** was withdrawn on the 15th February, **1453** was transferred to UVIR on the 1st April, **1455** was transferred to UVIR on the 23rd December and **1459** was transferred to UVIR on the 15th February. On the 19th March **1434** was noted heading the 17:35 Faro to Vila Real.

Austria

The latest Austrian stock changes have included the withdrawal of **1010004/015 1110009/020/028/502 1040010/014 1041003/004** and **1141023**. Diesels noted in action on the 13th March included **2143015** with the 10:22 Wien Ost to Bratislava. **2143040** heading the 12:22 Wien Ost to Bratislava. **2143018** hauling the 13:18 Bruck a.d. Leitha to Fertoszsentmiklos. **2143054** at the head of the 16:07 Wiener Neustadt to Loipersbach. **2143035** topping the 16:33 Wiener Neustadt to Sopron. **2143066** powered the 18:09 Wiener Neustadt to Hartberg. **2016010** did the 17:39 Wiener Neustadt to Aspang (a 2143 turn) and **2143060** was provided for the 18:23 Leobersdorf to Hainfeld. Further diesel action was reported on the 21st March, **2043062** with train 4521 the 05:56 Zeltweg to Klagenfurt, **2016023** did train 4240 the 06:50 Villach to Klagenfurt, **2016015** on train 4557 the 12:27 Wolfsburg to Klagenfurt, **2016003** headed train 4532 the 13:04 Klagenfurt to Wolfsburg and **2043013** worked train 4683 the 16:35 Klagenfurt to Rosenbach.

Holland

Noted on passenger work recently have been both **1823** and **1826**, so obviously these have both been transferred from Railion to NS Reizigers, **1623 (1823)** has apparently taken the place of collision damaged **1625**. In theory **1624** has also been transferred, but as yet I cannot confirm this. Therefore, it appears that NS Reizigers now have **1823**, possibly **1824**, and **1826** to **1858** leaving Railion with just **1601 - 1604** and **1606 - 1621**. **1605**, **1622** and now **1625** have all suffered damage of some form are unlikely to be repaired. Confirmation has also been received that **1837** has been repainted in yellow livery so now all **1600/1700/1800** are in yellow. Incidentally, according to "Op de Rails", **1731** has had its automatic couplers removed, so only **1701 - 1730** can work with the DD-AR (newer double-deck) rakes. On the 19th March the 14:00 Frankfurt Main to Brussel-Zuid was formed of NS ICE set **406052**. The following day a collision occurred at Roermond between Shortlines class 66 loco **PB01** and NS DMU **3405**. The cause of the accident is not yet known but the driver of the NS DMU died. On the 30th March the clocks went back 20 years when **1501** hauled IC1933 the 09:21 Den Haag Centraal to Venlo and returned with IC1958 the 16:04 Venlo to Den Haag Centraal. In between times **1501** was parked, in the sunshine, in platform 1 at Venlo. This bought back so many good memories for me, not to mention the last faint echo of the Woodhead. News came through on the 4th April that NS Railion have finally decided to put **1618** back together again, she is expected to be released from Tilburg in June.

Switzerland

In passenger action on the 23rd March were **11607** with train IC345 the 09:10 Basel to Nice, between Luzern and Chiasso, and **11300** with train 4480 the 16:20 Neuchatel to Corcelles Peseux then train 4481 the 16:31 Corcelles Peseux to Neuchatel.

Spain

On 9th March, **353001** caught fire between Alsasua and Vitoria whilst working the afternoon Talgo from Irún to Madrid, I am not sure how bad it is, but suspect it's quite severe! This leaves only **353005** in traffic. On the 19th March **58041** and **58043** left Eastleigh destined for Spain, these are to be employed on the GIF contract, as direct replacements for the two returned class 37's. Loco haulage over the weekend of 22nd - 23rd March produced, on the 22nd **333106** with the 07:45 Atocha to Badajoz, **252001** with the 08:15 Atocha to Algeciras, **333102** with the 06:40 Badajoz to Barcelona Sants as far as Alcazar where **252044**

took over, **269415** with the 08:10 Santander to Alicante, **269420** with the 09:15 Irun to Alicante, **333081** hauling the 14:30 Barcelona Franca to Lorca, probably from Alicante and **333035** heading the 17:00 Barcelona Sants to Murcia. The following day **333077** left with the 08:40 Cartagena to Montpellier, **354007** did the 08:55 Cartagena to Chamartin, **354001** powered the 12:05 Murcia to Chamartin, **269420** headed the 11:20 Alicante to Hendaye, **269415** hauled the 12:00 Alicante to Santander, **333081** worked the 13:00 Lorca to Barcelona Franca, **333035** did the 16:40 Murcia to Barcelona Sants and **333033** was seen with the 16:00 Cartagena to Chamartin.

Italy

Ferrovie Emilia Romagna (FER) in Italy has bought 3 more ex German V200 diesels. This brings the total number of V200's in the company up to 10. All three of these "new" locomotives are to be used for track maintenance, **V200028** and **V200029** around Rome and **V200060** in Sardegna. The yellow painted V200060 was the first one to receive a complete overhaul.