

April 2009 - EUROPEAN NEWS (Robert Brown)

News to 25th April 2009 (Updated 27th April 2009)

Germany

Now operated by contractor Wiebe **216032** was unusually reported hauling a special along the Black Forest line over the Easter weekend. The 19th saw an ex-works **115261** work IC1934 the 16:02 Leipzig to Oldenburg, **232561** did EC193 the 09:06 Zurich to Munich on the 20th, from Lindau, vice the booked class 218's and **115209** is IC1830 the 12:01 Flensburg to Hamburg Altona on the 24th.

Belgium

Fleet news direct from Belgium, it's translated by 'Google' so...

Electrics

Types 15 and 16 expected to go at or before the timetable change in December. (in fact Wallorail reports that class 16 is to be retired on Friday, 24th April).

Type 18 Testing continues, but no information as to when they start in service and what they will start off working on.

Types 22 and 25 confirmation that they have all been taken out of traffic, **2201** has been preserved by PFT / TSP

The Liege bankers, **2226/29/48** have been replaced by **2381/82/83**, a return to an old role for **2383**.

Type 23 as mentioned above **2381/82/83** are the new Liege bankers, **2301** to **2330** are dedicated to passenger workings, but expect higher numbered ones to work in significant numbers as there are 20 diagrams at the moment for the 27 remaining engines in the **2301** to **2330** batch with **2302/05/07** all withdrawn.

Type 26 as anticipated, Type 26 will be withdrawn before the considerably older Type 23, The main reasons being their monometer bogies and problems with their brakes. The brake problems mean that they have been limited to a maximum speed of 80 km/h, which explains their non-appearance on passenger services. **2632** has recently been withdrawn due to accident damage.

Type 25/5 2553/56/57 are now stored (en parc) so the class are now down to just one diagram, they are expected to go by the end of June.

Type 28 All due to be delivered by the end of July, the use of **2801** to **2803** on the planned top and tail working to Antwerpen Noorderkempen will not happen until 2010. Current plans are for this service to run with a

Type 13 in the middle of a rake of 11 stock with a DVT at each end. There is no guarantee when this service will eventually start.

Diesels

Types 52, 53 and 54 the headline for this is "c'est fini" (Its over). All engines were due to be switched off by 15th March. This has not quite happened yet, but the few left in service probably don't have long left.

Type 55 Some of these will take over from the AFBs working for TUC Rail. **5503** and **5531** have been used for driver training at Schaarbeek. **5508/37/38** have been sold to Rails et Traction to go to Brazzaville in the Congo!

The last Class 55 with Dutch ATB train protection system has been handed over to TUC Rail (for infrastructure services) and will probably no longer be used for services to The Netherlands.

Peak services noted on the 20th April seem to confirm some of the above, **1355** powered IC2115 the 15:33 Brussels Midi to Luxembourg, **2348** headed P8066 the 15:40 Brussels Zuid to Gent St Pieters, **2022** worked P8600 the 15:54 Brussels Zuid to Jemelle, **2018** powered P8602 the 15:54 Brussels Zuid to Jemelle, **2317** hauled P8312 the 16:18 Brussels Zuid to Hasselt, **2330** topped P8092 the 16:25 Brussels Zuid to Dendermonde, **2021** did P8403 the 16:39 Brussels Zuid to Huy, **2366** handled P8067 the 16:40 Brussels Zuid to Denderleeuw, **2004** headed P8405 the 16:54 Brussels Zuid to Huy (booked a class 21/27), **2321** worked P8095 the 17:12 Brussels Zuid to Dendermonde, **1340** powered IC2117 the 17:33 Brussels Zuid to Luxembourg and **2318** hauled P8307 the 17:34 Brussels Zuid to Hasselt. Meanwhile at Schaarbeek **1340** handled IC2135 the 15:08 Brussels Luxembourg to Luxembourg, **1353** worked P8002 the 16:05 Schaarbeek to Oostende (booked for a class 16), **2339** headed P8511 the 16:06 Schaarbeek to Tournai, **1342** hauled P8003 the 16:29 Schaarbeek to Oostende (booked for a class 16), **2301** powered P8013 the 16:26 Brussels Luxembourg to Gent St Pieters, **2319** did P8741 the 16:59 Schaarbeek to Binche, **2364** topped P8906 the 17:05 Schaarbeek to Oudenaarde and **2379** worked P8010 the 17:32 Schaarbeek to Saint Niklaas. The following day **CFL 3004** headed IR112 the 11:15 Luxembourg to Liers and CFL **3011** did IR117 the 12:57 Liers to Luxembourg. Peak services included **1347** powering IC2115 the 15:33 Brussels Midi to Luxembourg, **2375** heading P8066 the 15:40 Brussels Zuid to Gent St Pieters, **2337** hauling P8312 the 16:18 Brussels Zuid to Hasselt, **2330** topping P8092 the 16:25 Brussels Zuid to Dendermonde, **2366** handling P8067 the 16:40 Brussels Zuid to Denderleeuw, **2303** hauling P8307 the 17:34 Brussels Zuid to Hasselt, **2342** heading P8511 the 16:06 Schaarbeek to Tournai, **2301** powering P8013 the 16:26 Brussels Luxembourg to Gent St Pieters, **2319** on P8741 the 16:59 Schaarbeek to Binche, **2339** topping P8906 the 17:05 Schaarbeek to Oudenaarde, **2379** working P8010 the 17:32 Schaarbeek to Saint Niklaas and the 'biggie', P8724 the 17:08 Vilvoorde to Chatelet had **2347+2334** in multiple.

France

Lens electric locos **22256** and **22370** have been transferred to Bourgogne TER and are running on the 7200 roulement (mostly the southern axis though on trains not fitted with DVTs), so they should be mostly Lyon to Marseille turns. Sad news, **22379** and **22380**, part of the initial Channel Tunnel freight fleet, are now Infra and appear to be stored at Villeneuve SG. They are at the end of a long line of locos including BB8200 (as 80000 ECS locs).