

## **April 2010** - EUROPEAN NEWS (Robert Brown)

### **News to 25th April 2010 (posted on 1st May 2010)**

#### **Germany**

Recent releases from Cottbus works are **233709** (08/04/10) & **233285** (16/04/10) while **232045** is rumored to have been sold to East, West Railways for further use in Poland. A visit to Kornwestheim depot on the 5<sup>th</sup> April found the following at home **139313 140680/788(S)/816**

**151022/041/124/127/133/144/170(S) 152049/069/087/090/099/137/154 155061**

**185080/087/089/090/103/118/122/134/156/222/236/246/291 189001/048 225082(W) 290520/639**

**294721 323549(W) 323729(Preserved) 362536 363112/198/232(W)/681/689(W)/815(W)/924(W)**

**714003/009 702132 E94279(Preserved)/281(Preserved).**

Noted in action on the 22<sup>nd</sup> were **143628+143902** top 'n' tail on the 10:04 Nurnberg to Wurzburg, (both 143s were working), **110406** on RE4066 the 12:20 Mannheim Hbf to Frankfurt (Main) Hbf, **110441** powering RE15414 the 13:53 Frankfurt to Koblenz, **120144** topped IC2204 the 16:17 Frankfurt (Main) Hbf to Bebra, **185555** hauled RE4623 the 16:34 Frankfurt (Main) Hbf to Würzburg Hbf and **110325** (with a death date of 20/05/10) did the 18:08 Frankfurt to Koblenz.

#### **Belgium**

Monday the 19<sup>th</sup> found **2615+2611** on IR3913 the 13:20 Binche to Louvain-La-Neuve Université, **2350** topping P8723 the 16:16 Schaarbeek to Châtelet **2626+2608** heading IR3916 the 16:20 Binche to Louvain-La-Neuve Université, **2319+2341** hauling P8724 the 17:05 Schaarbeek to Châtelet and **2313** with P8307 the 17:34 Brussels Zuid to Hasselt. The following mornings departures from Aarscot produced **2331** on P7282 the 06:44 Aarscot to Antwerp Noorderdokken and **2335** with P7283 the 07:44 Aarscot to Antwerp Noorderdokken. Finally this week our dip into the Brussels peak hour services, this time the evening peak of the 23<sup>rd</sup>, found **2304** on P8066 the 15:40 Brussels Zuid to Gent St. Pieters, **2148** with P8012 the 15:59 Schaarbeek to Gent-Sint-Pieters, **1185** heading P8902 the 16:02 Schaarbeek to Oudenaarde, **2352** topping P8511 the 16:07 Schaarbeek to Tournai, **1336** working P8400 the 16:09 Brussels Midi to Welkenraedt, **2706** leading P8802 the 16:32 Schaarbeek to Quévy, **1312** heading IC2116 the 16:33 Brussels Midi to Luxembourg, **2348** with P8067 the 16:40 Brussels Zuid to Denderleeuw, **2136** powering P8401 the 16:55 Brussels Midi to Ans, **2355** leading P8741 the 16:59 Schaarbeek to Binche, **2322** in charge of P8014 the 17:02 Schaarbeek to Gent-Sint-Pieters, **2331** on P8095 the 17:12 Brussels Midi to Dendermonde, **1349** with P8402 the 17:15 Brussels Midi to Welkenraedt, **1358** hauling P8006 the 17:29 Schaarbeek to Oostende, **2367** heading P8010 the 17:32 Schaarbeek to St Niklaas, **2313** topping P8307 the 17:34 Brussels Zuid to Hasselt, **1190** with P8907 the 17:35 Schaarbeek to Zottegem and **2317** at the business end of P8308 the 18:05 Brussels Midi to Tongeren.

#### **Switzerland**

Freight locos noted in passenger action on the 19<sup>th</sup> April included **11288** on train 17317 the 06:43 Laufen to Basel SBB, **421387** with EC191 the 07:16 Zürich HB to München Hbf and **421378** heading EC193 the 09:16 Zürich HB to München Hbf. On the 21<sup>st</sup> **11288** was out again, this time on train 17307 the 04:49 Basel SBB to Olten, EC191 again employed **421387** and EC193 again used **421378**, finally **11256** worked RE3832 the 14:22 Chur to St Gallen. The following day **460087 & 460040** were seen top 'n' tail on the 17:04 Bern to Romanshorn

#### **France**

Due to the delivery of yet more new B81500/X76500 to TER PACA, four Marseille 67400 are now stored serviceable (GBE), namely **67493/496/554/561**. This leaves an active fleet of five locos, **67541/560/568/573/580** which work a 2 day plan: Monday – Friday, Day 1, 879717 Miramas to Marseille (06.44 - 07.51), 879766 Marseille to Miramas (16.34 - 17.51), 879775 Miramas to Marseille (18.05 - 19.22), 879780 Marseille to Miramas (19.34 - 20.51) Day 2 879719 Miramas to Marseille (07.05 - 08.26) & 879774 Marseille to Miramas (18.04 - 19.15) Saturday and Sunday, No booked work.

Noted out and about on Sunday 18<sup>th</sup> April were **25249** on the 08:50 Besançon to Lyon Perrache, **26174** (Fret) on train 4314 12:35 Lyon Perrache to Strasbourg, **72148** heading train 1045 the 15:11 Paris Est to Mulhouse, **25682** with train 895876 the 15:38 Lyon Perrache to Besançon, **72141** leading train 1044 the 16:50 Belfort to Paris Est, **72160** on train 839815 the 17:04 Dijon to Reims, **72121** powering train 1741 the 18:11 Paris Est to Culmont Chalindrey and **72176** topping train 1048 the 18:16 Belfort to Paris Est.

### Private Owner

The MRCE owned ES64F4s Dispoloks changed operators on the 20<sup>th</sup>, **ES64F4151** to **ES64F4155** are now hired to PKP IC for at least three months hauling EC/IC trains between Warsaw and Rzepin, **ES64F4156** is now used by boxXpress (on a temporary base) while **ES64F4157/158** both left Wegberg-Wildenrath, and are now at Berlin Rummelsberg.

**ES64F4157** is pictured below heading a convoy consisting of **ES64F4158/084 185553** and **ES64U2070** past Halle on the 18<sup>th</sup> April 2010.



### News to 18th April 2010 (posted on 21st April 2010)

#### Germany

Sort this one out. At the start of April Alstrom sold a number of it's hire locomotives, namely the ones with the MTU engines. **203001(202349)** & **203004(202569)** both went to Schienen Güter Logistik GmbH (SGL) where they were renumbered as **V180.07** and **V180.08** carrying the UIC numbers 92801203001-3 and (stupidly) 92801203005-4 respectively. All clear so far? Good, on the same day Alstrom sold **203005(202530)** to EFW, now, in order to avoid confusion with SGL's **V180.08** (92801203005-4) it was decided to renumber **203005** to **203006** giving it the UIC number 92801203006-2, unfortunately Duisport rail already have a **203006** so we now have two locomotives

with the same number running around the system, good luck! On the 8<sup>th</sup> April **185321/322/323** were all released from Kassel and have now been officially allocated to Mannheim depot.

A selection of the doubled up 'rabbits' found working IC services in and out of Westerland (Sylt) on the 12<sup>th</sup> April included **218313+218344** on IC2314 the 05:10 Köln Hbf to Westerland (Sylt), **218371+218389** heading IC2310 the 06:30 Frankfurt (Main) Hbf to Westerland (Sylt), **218366+218386** with IC2181 the 11:56 Westerland (Sylt) to Göttingen, **218380+218341** powering IC2170 the 13:01 Hannover Hbf to Westerland (Sylt) and **218314+218372** topping IC2073 the 15:52 Westerland (Sylt) to Dresden Hbf. Noted at Dortmund Bbf on the 14<sup>th</sup> were withdrawn electrics **110376 115302/323/331** these are all stabled by the line to Hamm, meanwhile, on the same day **218105** was 'out shopped' from Bremmen works in TEE (red & cream) livery, it was noted passing Langwedel around 11:45, **OBB1116007** was seen at Regensburg around 12:00 heading a train of Audi cars bound for Hungary and this was closely followed by **151014** heading between Kessel and Passau with a chemical train (see picture below).



Friday the 16<sup>th</sup> produced **218374+218315** leaving Hamburg Hbf on time at 10:48 heading IC2072 the 05:54 Dresden to Westerland (sylt) and **120155** on IC1915 the 12:01 Berlin Südkreuz to Stuttgart Hbf departing Hannover Hbf at 13:57 where **218832** was in its normal North bay position.

## Belgium

Peak hour action from the morning of the 12<sup>th</sup> included **2317** heading P7351 the 06:14 Landen to Brussels Midi, **2313** powering P7282 the 06:44 Aarschot to Antwerp Noorderdokken and **2335** on P7283 the 07:44 Aarschot to Antwerp Noorderdokken. The evening peak at Brussels produced **2634 & 2615** with IR3913 the 13:20 Binche to Louvain-La-Neuve Université, **2330** on P8066 the 15:40 Brussels Zuid to Gent St. Pieters, **2123** heading P8001 the 15:28 Etterbeek to Poperinge, **2333** leading P8092 the 16:07 Brussels Midi to Dendermonde, **2365** hauling P8511 the 16:07 Schaarbeek to Tournai, **2346** heading P8312 the 16:18 Brussels Zuid to Hasselt, **2626 & 2611** top 'n' tail on IR3916 the 16:20 Binche to Louvain-La-Neuve Université, **1191** on P8013 the 16:26 Brussels

Luxembourg to Gent St Pieters, **2328** with P8067 the 16:40 Brussels Zuid to Denderleeuw, **2355** topping P8741 the 16:59 Schaarbeek to Binche, **2320** leading P8014 the 17:02 Schaarbeek to Gent St Pieters, **2352** at the head of P8306 the 17:05 Brussels Zuid to Hasselt, **2312+2338** powering P8724 the 17:05 Schaarbeek to Châtelet, **2340** on P8095 the 17:12 Brussels Midi to Dendermonde, **2345** with P8010 the 17:32 Schaarbeek to St Niklaas, **2311** leading P8307 the 17:34 Brussels Zuid to Hasselt and **2309** hauling P8308 the 18:05 Brussels Midi to Tongeren.

## Luxembourg

EMU **2202** is now back in her original formation, leaving the salvaged car from **2207** spare again. Noted in Luxembourg Hollerich yard on the 14<sup>th</sup> were **851/57/58 905/06/12** (all withdrawn) **1051 1818 2201 3011 4001 3602/09** (both withdrawn). CFL have expressed a desire to withdraw passenger services from the Noertzange to Rumelange line, this is unlikely to happen in the short term, but if you need the track, you have been warned!

## Austria

Officially transferred on the 1<sup>st</sup> April, **1116224** to **1116243** have moved from Salzburg to Wien West. This is in conjunction with the expanded 'Rail Jet' services and as these locomotives are only going to be used in Austria and Germany no modifications are required other than the customary 'repaint'. To this end **1116224 & 1116225** were released from Linz works on the 2<sup>nd</sup> in their new colours, to compensate for the loss of **1116224 – 1116243** Salzburg have gained **1016025** to **1016050**.

## France

Diesels noted in service on the 9<sup>th</sup> included **72166** with the 04:48 Mulhouse to Paris Est, (and the 16:41 return), **72189** heading the 09:42 Paris Est to Troyes, **72175** on the 11:50 Troyes to Paris Est, **72145** with the 13:13 Paris Est to Mulhouse **72180** heading the 14:43 Troyes to Paris Est, **72163** powering the 15:09 Paris Est to Mulhouse, **72179** on the 16:11 Paris Est to Troyes, **72172** powering the 16:50 Belfort to Paris Est, **72151** leading the 18:11 Paris Est to Culmont Chalindrey and **72177** on the 18:41 Paris Est to Mulhouse. The following day found **72166** heading the 07:42 Mulhouse to Paris Est, **72172** leading the 09:42 Paris Est to Vesoul, **72177** powering the 12:46 Mulhouse to Paris Est, **72189** leading the 13:13 Paris Est to Belfort, **72138** topping the 16:50 Belfort to Paris Est, **72141** in charge of the 16:41 Paris Est to Mulhouse and **72145** on the 18:41 Paris Est to Mulhouse. On the 17<sup>th</sup> **16665** ran light from Fives to Lens during the afternoon, it was her last journey as she's now withdrawn, her last passenger working was the 07:06 Aulnoye to Lille Flanders on the 16<sup>th</sup> April. This leaves 17 active locos split between Lille (9) and Amiens (8).