

August 2009 - EUROPEAN NEWS (Robert Brown)

News to 30th August 2009 (added on 1st September 2009)

Germany

The overhaul of **211031** has been completed, finished in the 'old' blue and white DB livery the locomotive was seen in the company of DB Museum's **212372** at Siegen on the 21st August. From 23rd August to 25th October IC1812 is booked a class 120 electric and to run up the right bank of the Rhein, leaving Frankfurt(Main)Hbf at 13:40 (platform 17) and arriving at Köln Hbf at 16:26 (platform 8), then departing at 16:29 8 to Hamburg Altona, it's booked to call at Eltville, Rüdeshheim(Rhein), Assmannshausen, Neuwied, Bad Hönningen, Linz(Rhein) and Königswinter.

Diesel **218212** is reportedly being transferred from Aschaffenburg to Muhl Dorf and all STR based 218.1s & 218.2s are reported to be all up for withdrawal in December, presumably due to KBS474 losing hauled turns. Of interest on Monday 24th were **110406** on the 07:23 Darmstadt to Frankfurt, **218103** on the 09:02 Stockheim to Frankfurt, **218498** with the 09:44 Frankfurt to Stockheim, **218446** on the 10:02 Stockheim to Frankfurt, **189028** heading the 18:26 Dortmund to Frankfurt, **110437** with the 20:06 Frankfurt to Weinheim and **110441** leading the 20:21 Heildelberg to Frankfurt. The following day **218108** did the 06:37 Dieburg to Frankfurt and **218412** worked the 15:24 Boppard to Emmelshausen. Moving on to the 27th, **232122** turned out on IC148 the 06:10 Szczecin GI to Schipol (to Angermünde), **186130** headed EC46 the 07:35 Warszawa to Berlin Hbf and **186241** powered EC45 the 12:29 Berlin Hbf to Warszawa Wsch. To the 30th now, **218425** turned out on RE18848 the 17:32 Wissembourg to Koblenz and 120150 powered IC2052 the 17:57 Stuttgart to Saarbrücken.

Austria

Diesel haulage from Monday the 24th included **2043025** on EZ1999 the 08:37 Linz to Spitz, **2143029** on R6791 the 16:25 St Aegydt to St Polten and **2143030** with train 9958 the 21:32 Wiener Neustadt to Sopron (train to Szombathely). The following day **2016004** was used on R2505 the 05:36 Marchegg to Wien, **2143037** did ER9952 the 10:32 Wiener Neustadt to Sopron (train to Szombathely) and **2143029** headed R6791 the 16:25 St Aegydt to St Polten.

Holland

Noted out on the 22nd August were **1748** on IC141 the 07:04 Duivendrecht to Amersfoort then IC240 the 12:23 Amersfoort to Duivendrecht, **1856** heading IC147 the 13:04 Duivendrecht to Amersfoort and **1719** leading train 5644 the 13:44 Amersfoort to Utrecht CS. On the 26th IC2802 ran in place of ICE226 with **189028** from Koln to Amsterdam and **189024** on the rear which then led on the return working in the afternoon.

France

Sightings from the 22nd included electrics **16007** & **16039** stabled in Paris Nord at 10:15 while service trains employed **16003** on the 10:37 Paris Nord to Maubeuge, **15063** on the 12:07 Paris Nord to St Quentin, **15043** leading the 12:26 Compiègne to Paris Nord, **15007** powering the 10:48 Maubeuge to Paris Nord, **16056** departing on the 12:31 Paris Nord to Amiens and **16008** leaving with the 14:19 Paris Nord to Boulogne. A later session at Orleans saw **9217** arrive on to the 17:21 Paris Austerlitz to Orleans (it later worked forward from Orleans on the 19:52 ex Paris Austerlitz to Tours), **7402** hauling the 17:06 Paris Austerlitz to Tours (to Orleans), **7256** with the 17:23 Tours to Paris Austerlitz, to Orleans for **7273** forward, **7250** powering the 18:05 Paris Austerlitz to Tours, to Orleans for **7402** forward and **26031** on the 19:52 Paris Austerlitz to Tours as far as Orleans where **9217** took over. The following day **26029** did the 06:24 Paris Austerlitz to Royan, to Orleans for **22341** forward, **7275** hauled the 07:08 Tours to Paris Austerlitz, again to Orleans, for **26029** forward and **26001** worked the 07:28 Orleans to Le Croissic.

News to 23rd August 2009 (added on 25th August 2009)

Germany

Late news, but for the record, on a press release dated 20/05/09 Logistic Center Hungary KFT, of Győr sold both their V100 locomotives, **LCH31** (ex DB **204723**) and **LCH32** (ex DB **204482**) to Logistic Services Danubius s.r.l., of Timisoara, Rumania. Both have been re-numbered back into their DB identities and join the class 204 recently sold there from Railion, Holland.

In early August, ex DB **211031** was hired from Eisenbahnbetrieben Mittlerer Neckar GmbH (EMN) to RAILSERVICE Alexander Neubauer GmbH (RAN), the locomotive moving from Hamburg to Karlsruhe as a result. On the 10th August, DB Netz **714002** was noted in traffic, after its release from Bremen works, bearing an overhaul date of 30/07/09. On the 13th August **V100068** (ex **DB201068**) was plinthed outside a hotel in Plau am See, apparently this is the first of three hotels which are to be 'revamped' with rail enthusiasts particularly in mind. CNL482, the 22:44 Munich to Amsterdam, departed Munich on time on the 18th headed by **120117+120151**, both working.

Belgium

A quick dip into the Brussels peak services on Monday the 17th August found **2317** on P8066 the 15:40 Brussels Midi to Gent St Pieters, **2021** heading P8600 the 15:54 Brussels Midi to Jemelle, **2335** topping P8511 the 16:06 Schaarbeek to Tournai, **2004** leading P8602 the 16:15 Brussels Midi to Jemelle, **2322** powering P8312 the 16:18 Brussels Midi to Hasselt, **2014** hauling P8403 the 16:39 Brussels Midi to Huy, **2310** in charge of P8067 the 16:40 Brussels Midi to Denderleeuw, **2002** with P8405 the 16:54 Brussels Midi to Huy, **2354** topping P8741 the 16:59 Schaarbeek to Binche, **2316** leading P8014 the 17:02 Schaarbeek to Gent St Pieters, **2327** worked P8306 the 17:05 Brussels Midi to Hasselt, **2308** did P8906 the 17:05 Schaarbeek to Oudenaarde, **2376** handled P8095 the 17:12 Brussels Midi to Dendermonde, **2309** hauled P8010 the 17:32 Schaarbeek to Sint Niklaas and **2333** worked P8307 the 17:34 Brussels Midi to Hasselt.

Austria

'Gold dust' appeared at Wels on the 14th when **1042020** turned up heading EZ5921 the 17:17 Passau to Wien Südbahnhof, you don't get the few remaining locos of this class working passenger to often now. On the 16th August electric locomotive **1110524** returned to service after its overhaul at Linz works. Now carrying dark Green and Red livery it was noted heading train E16443 out of Vienna South and will work a series of special trains over the coming months. A little drop of diesel power happened on the 17th when **2043025** did EZ1999 the 08:37 Linz to Krems. Action from Tuesday the 18th included **2016092** on REX2712 the 09:02 Fehring to Wien Sud Bhf, **2016036+2016043+2016036** all working, heading train 9947 the 09:34 Szombathely to Wiener Neustadt (these are booked in multipul from Sopron) **2143052** leading train 9952 the 10:32 Wiener Neustadt to Szombathely (to Sopron), **1142608** leading IC559 the 10:56 Wien Sudbf to Graz, **2016033** powering REX2707 the 12:00 Wiener Neustadt to Fehring, **1044023** in charge of IC653 the 12:56 Wien Sudbf to Graz and **2016097** at the head of REX2709 the 13:23 Wien Sudbf to Hartberg. After what I've just said on the 14th about class 1042 electrics, **1042036** was produced for REX2699 the 09:08 Wien Südbahnhof to Neusiedl am See on the 19th. Then, on the 21st **1042050** turned up on EZ2699 09:08 Wien Sud to Neusiedl am See (this is now quoted as a regular turn Mon to Fri) and **1042020** appeared on IC559 the 10:56 Wien Sud to Graz.

Holland

As from the 9th August, private operator ACTS has had **ES64F4 990 (189090)** on its books, this loco formally worked for MRCE but joins forces with **ES64F4 996 (189096)** which is also employed by ACTS. A further member of the class can also be seen regularly working in the Netherlands as DBS operated **189100** is booked on CNL 400/401 between Amsterdam and Frankfurt Main.

Portugal

It appears that CP Cargo have become a separate company from the start of this month, and the changes outlined below could reflect this:

There will be only 4 MLW diagrams based out of Poceirão, largely just pottering around Penalva, Setubal with nothing to the south, whilst 9 turns continue off Entron, mostly Beira Baixa and Leste to Elvas/Marvão. None make it north to Pampilhosa. The big change is with the 1961s which have only 3

turns, all working north out of Porto on the Douro and Minho, with another 2 locos as spare at Gaia and Contumil. Not exactly hard pushed for a fleet of 12! The 1961 turns are covered by 1901s on the West line with 5600s working to Lourical for the first time from Pampilhosa with the 1901 covering the branch trips. Cklass 1401 mainline turns are virtually finished with just a couple of trips Gaia to Leixões, etc and the Loule to VRSA cement, all other 'turns' being pilot work. There are 8 2600 turns, 4 for standard 5600 as well as 4 coal turns and 16 for the new 4700s. Conclusion, well the story that CP Carga were to phase out the 1961s due to expensive maintenance and lack of spares could be true. Odd that 2 were overhauled last year, but otherwise, most are fairly long in the tooth.

News to 9th August 2009 (added on 10th August 2009)

Germany

Noted on the 3rd were **218397+218386** with IC2072 the 10:49 Hamburg to Westerland and **218117+218366** on IC2311 the 09:26 Westerland to Itzehoe. The following day found lots of shiny new 648s on Lübeck shed, and **218329** parked in the middle of the line of stored **218209/210/338**, so presumably **218329** is also now stored. Meanwhile **218158** is dumped where the withdrawn locs were kept, also for those unaware, all spare serviceable 218s are now kept at Kiel, so there is little likelihood of diagrams being swapped at Lübeck. Seen working on the 4th were **218106** on RE21615 the 09:44 Kiel to Bad Kleinen, **112107** did RE33009 the 10:30 Hamburg to Rostock, **218397+218386** headed IC2072 the 10:49 Hamburg to Westerland, **218413** powered RE21418 the 13:11 Hamburg to Kiel, **120114** hauled IC2034 the 15:42 Leipzig to Oldenburg, **218413** topped RE21627 the 15:44 Kiel to Bad Kleinen, **110473** had charge of RB24930 the 19:34 Bremen to Bremerhaven Lehe, **110495** turned up on RB14832 the 20:15 Bremen to Oldenburg and **218104** was stabled on stock at Kiel for RE21643 the 23:44 to Lübeck.

Finally this week, DB has been busy sending locs to Herr Bender again, the situation as of Sunday 9th was: (in order of sight) in the yard, **143262, 143582, 143317, 143008, 110503, 110460, 143080, 143277, & 143271**. By the gate awaiting entry **143648, 143646, 143046, 143027, 143649, 143811 & 143369** stabled by the trailer park **143279, 143328, 110408, 143356 & 110430**.

Belgium

The evening peak at Brussels Midi still sees plenty of loco haulage, the 5th producing **2319** on P8066 the 15:40 Brussels Midi to Gent St Pieters, **2024** with P8600 the 15:54 Brussels Midi to Jemelle, **2316** heading P8511 the 16:06 Schaarbeek to Tournai, **2014** topping P8602 the 16:15 Brussels Midi to Jemelle, **2303** leading P8312 the 16:18 Brussels Midi to Hasselt, **2346** powering P8067 the 16:40 Brussels Midi to Denderleeuw, **2322** working P8094 the 16:58 Brussels Midi to Dendermonde, **2376** hauling P8306 the 17:05 Brussels Midi to Hasselt and **2006** at the head of P8405 the 16:54 Brussels Midi to Huy. The following day **2370** did P8066 the 15:40 Brussels Midi to Gent St Pieters, **2025** worked P8600 the 15:54 Brussels Midi to Jemelle, **2317** headed P8511 the 16:06 Schaarbeek to Tournai, **2014** powered P8602 the 16:15 Brussels Midi to Jemelle, **2310** hauled P8312 the 16:18 Brussels Midi to Hasselt, **2346** took charge of P8067 the 16:40 Brussels Midi to Denderleeuw, **2322** did P8094 the 16:58 Brussels Midi to Dendermonde, **2376** topped P8306 the 17:05 Brussels Midi to Hasselt, **2354** headed P8741 the 16:59 Schaarbeek to Binche, **2328** powered P8014 the 17:02 Schaarbeek to Gent St Pieters, **2006** handled P8405 the 16:54 Brussels Midi to Huy, **2333** was employed on P8307 the 17:34 Brussels Midi to Hasselt and **2308** turned out on P8010 the 17:32 Schaarbeek to Sint Niklaas.

Switzerland

There seems to be extra Saturday and Sunday summer trains on the Lötschberg line via Kandersteg as follows train 31159 (Bern 08:31 to Spiez 8:59/9:01 to Brig 10:13), train 31161 (Bern 9:44 to Spiez 10:13/10:16 to Brig 11:26), train 31276 (Brig 15:41 to Spiez 16:56/16:57 to Bern 17:28) and train 31278 (Brig 16:41 to Spiez 17:56/17:57 to Bern 18:28), over the weekend of 1st & 2nd August they where both push/pull, 31159/31278 was **420504** and 31161/31276 was **465012**. Preserved A/e 6/6 **11407** was delivered to Verein on the 8th and is now at their Brugg Depot.

France

On the 4th August **72064** did train 4406 the 15:05 Tours to Lyon P. and **72061** did train 4504 the 09:04 Lyon P-St Germain Fosses, train 4402 the 11:35 return then train 4506 the 15:11 Lyon P. to Tours, the following day, unsurprisingly, they swapped over.

Austria

There is now only one class 2095 diesel 'booked service' on the Pinzgaubahn (Zell am See to Mittersill) and that is the 08:52 Zell am See to Mittersill and 10:17 return. There is a limited choice of Loks too with **VL72 (2095004)** currently away at St Polten works only **VL71** (still numbered **2095.01**) or **VL73 (2095006)** are available.

News to 2nd August 2009 (added on 3rd August 2009)

Germany

Late news (but I've only just got it) is the sale, in late May, of ex DB **323116** (built by Deutz in 1959 as Köf 6403, with the works number 57261) from Unirail, Recke, Grossenlüder to an (as yet) unknown location in Italy. Withdrawn from Fulda on 29th December 1983 it has been in industrial service ever since, but strangely before it was exported the engine was removed for spare parts. It is, however, intended to fit a modern, less polluting engine to the shell to allow it's re-use.

On the 23rd July Alstrom and Nbe signed a contract for the delivery of two, fully overhauled and modernised class 203 diesel locomotives. The two locomotives, **203637 (202637)** and **203613 (202613)**, both of which have been returned from Serbia, are to be equipped with ETCS, ATB & PZB90 enabling them to run in Germany, Holland and Austria, **203637** is expected to be delivered in late August and from the 1st September is programmed to take over the high speed ETCS testing on the Nuremberg – Ingolstadt – Munich circuit. The second locomotive is due to be delivered at the beginning of October and will be available for hire.

Finally Germany will be celebrating 175 years of railways in 2010 and many events are being planned. The first major event may also be the biggest it is over Easter (2-6 April) and focused on the Moselbahn between Trier and Koblenz. It should involve 300 trains being hauled by 'historic' (mostly steam but also diesel and electric) locos, of which 100 will be regular service trains with steam locos and 200 will be charters and specials. They will be running over 10 lines some of which do not normally have hauled (or any!) trains. The lines involved are as follows; Koblenz to Trier, Trier to Gerolstein to Jünkerath, Trier to Luxembourg, Trier to Wellen, Bullay to Traben-Trarbach, Gerolstein to Daun to Mayen –toAndernach, Merzig to Losheim am See (Preserved line), Bitburg-Erdorf to Bitburg Stadt (freight line and currently out of use) and Brohl to Engeln (narrow gauge). More information can be found at www.dampfspektakel.info in both German and English.

Belgium

There will be an open day at PFT/TSP museum in Saint Ghislain on 12th & 13th September, of particular interest is that **64.169** is advertised as working to Brugelette in the morning, and Tertre in the afternoon. The fare is €9 per trip, which you can buy on board. I would imagine these will have a preserved PFT/TSP diesel on the other end, but this is not advertised so beware.

Switzerland

R/e 4/4 **11141** is moving from Biel to Bellinzona, it will be overhauled here, painted red and returned to passenger service.

France

Despite having exhaust smoke in the engine compartment, neumerous oil leaks, an oily roof and being much hotter when running than **72061**, the staff at St Pierre have been working 'like trojans' to keep **72074** going. It worked north on 4506 the 15:11 Lyon Perrache to Nantes on Sunday 26th July, apparently exhibiting some or all of the faults listed above, but was 'well enough' to haul 4406 the 17:05 Tours to Lyon Perrache on Monday 27th July. On the 28th **67318** was noted on the Lille to

Comines circuit with RE44015 the 16.04 Lille to Comines, RE44018 the 16.51 Comines to Lille, RE44019 the 17.34 Lille to Comines and RE44022 the 18.25 Comines to Lille.

Spain

Class 279 finished this month with the retirement of **279009**, also the withdrawal of the remaining 3 class 354 Talgo locomotives is reported to be imminent. With class 449 and 599 entering service, inroads are expected into class 440, 470, 592.0 and 596 with 592.2 cascaded after replacement by class 594 and 598.