

February 2008 - EUROPEAN NEWS

21 February 2008

Poland

Details of a planned steam special with P8 OK1-359 on Saturday 12th April are linked here from the [Wojtek Lisz Wolsztyn website](#). The tour will be from Leszno, via DMU line 323 to Jarocin, then onwards via the electrified line 321 to Krotoszyn and back to Leszno via line 350. The price is quoted at 90zł.

Germany

Here are some notes from the weekend of 16th & 17th February from around Bremen:

Class 110, there is still a fair bit of activity even at weekends for these loks. Seen were Sat 16/02, **110462** on the 14:34 Bremen to Bremerhaven Lehe, **110447** with the 14:28 Bremerhaven Lehe to Bremen and **110455** heading the 18:15 & 20:15 Bremen to Oldenburg. Sun 17/02 found **110480** on the 09:09 Oldenburg to Bremen, **110451** heading the 11:16 Rotenburg to Minden, **110447** with the 14:34 Bremen to Bremerhaven Lehe, **110462** powering the 14:28 Bremerhaven Lehe to Bremen, **110449** topping the 17:34 Bremen to Bremerhaven Lehe, **110486** was stabled on stock at Oldenburg and **110452/490** were on shed at Bremen.

The odd hours xx.15 Bremen to Oldenburg RB are 111 + dosto, the even hours xx.15 are the 110s, although several different 111s get involved in what would appear to be 1 diagram.

Class 143 the Rotenburg to Twistringen RB are still 143, with **143018/063/162/174/616/651/936** in use on these trains. Metronom class 146's seen on the Bremen to Hamburg were **146501/02/03/05/06/07/10/37/38**, none of which were seen more than once per day.

A bit of a surprise was the sight of a northbound freight through Bremen on Saturday morning with OBB 1144244 at it's head.

17 February 2008

Germany

On Tuesday 12th February the German transport authority reconfirmed that the Pressnitztal group had the contract to run the narrow gauge line from Putbus to Gohren. Although a complain had been made originally no papers objecting to the Pressnitztal take over had been lodged with the court by the given date. However there is no mention as to when trains are likely to resume – a further announcement from the railway itself is expected soon.

A rare outing for **120501** happened on the 14th Feb when it worked CNL 261 from Stuttgart into Munich, this is the Paris Est to Munich overnight. Also of interest on this day was the allocation (I have no confirmation that it actually worked) of the ex-Dessau works **181223** on IC434 from Koblenz to Luxembourg. I don't think this had worked anything for a good while, before working on the 13th with the Frankfurt to Koblenz section of the Hamburg overnight.

A full visit to Dresden Friedrichstadt depot on the 3rd February found **139255 140018/120/337/542/594 143342/359/565/884 145004 152166 155082/086/105/143/255/263/269 180003/005/006/008/010/012/013/015 185115/184 189001/010/020 204314 232117 233450/451 241449 290536 294202 298301/311 312018 335114/116/124/128/150 345128 362903 365145/642/695 ASF20/62/89/130 (PO) MEG313/804.**

Switzerland

It seems that SBB **460016-9** is being tested in what looks like a new 'general' (as opposed to all the advertising liveries) SBB passenger sector livery.

Spain

AVE services are confirmed as commencing between Madrid and Barcelona on Thursday 21st February 2008. The timetables are expected to appear online by the 17th February when ticket sales commence. One way standard fare is not cheap at Euro 102, though discounted tickets will be available in limited numbers.

10 February 2008

Poland

Polish EP08 locomotive, a DC derivative of the BR Class 83, will be officially unveiled in BR-style 'Electric Blue' livery on the 9th February. The loco, formerly numbered **EU07-054**, has been renumbered **EP07-1051**, and repainted at the Olesnica Works by PKP staff. The AC Loco Group provided drawings and illustrations to help with this project, which is being co-ordinated by The Wolsztyn Experience and PKP Regional. In addition, the Group has supplied the pair of replica BR Lion and Wheel logos for the bodysides.

A picture can be seen at the [AC Loco Group web site](#) under "news".

Whilst doing a bit of digging on EP07-1051, I've found a list of the re-numberings for the EP07-1xxx series at: http://www.gwardak.com/kolej_6.htm/ This also has an allocation page for EU and EP series locos.

Belgium

The locomotive depot at Kinkempois (Liege) will have an 'Open Weekend' this year, it is planned on the 17th & 18th May for anyone who may be interested.

8 February 2008

Switzerland

It has been reported that a new railcar has arrived at Landquart on Monday 4th Feb, I assume (but stand to be corrected) that this will be one of the first of the new order to replace locomotive hauled trains on the Arosa line. I understand that this unit will probably undertake acceptance trials until the scheduled change-over when the December 2008 timetable commences but they may be slipped into diagrams early.

If you need Ge4/4' machines **601** to **610**, then get over to Graubunden soon, I cannot imagine they will survive long once the plastic gets established, likewise, the older Bernina units (40 series) may also be culled pretty quickly. The way it currently looks right now is that the RhB intends to use the railcars to pull other stock, which means that the open cars might still run on the Bernina in the future.

Germany

It has been announced that Rhenus Veniro will operate the Hunsrückbahn (Boppard to Emmelshausen) from December 2009. Modern lightweight diesel railcars (geared for the gradient?) are quoted.

Stock changes from last month, not previously reported are:

Withdrawn **110191** (01/01), **110367** (05/01), **140117** (22/01), **140293** (27/01), **143088** (16/01), **143103** (31/01), **181206** (17/01, dedicated Museum Lok). Reinstated **143320/803** (07/01), **181210** (15/01). Re-numbered and transferred **110261** to **115261** (10/01 to Autozug) and **185318** new to traffic unknown day in January

Italy

A number of withdrawn E424's have collected at Alessandria depot where a walk round on the morning of Monday 4th February found **E424219/247/257/271/282/288/290/293/294/297/298/303/305/307/330/341**. Of these both **E424288** and **E424293** were inside the shed, but I believe they are still withdrawn, **E636002** (a museum loco) was also present along with several E632, E646 and E464s.

6 February 2008

Belgium

This is taken from the February 2008 PFT/TSP magazine 'En Lignes'.

Locos **2001** to **2007** (inclusive) have been fitted with 'Memor 2+ CFL'. It is a signalling system apparently compulsory within Luxembourg with effect of 9th December 2007. There is a 19 day diagram for the class, days 1-4 are concerned with passenger work. As I now understand it only locos **2001** to **2007** may now operate in Luxembourg, (although it must also be the case that all the class 13s and the Stockem AM96s have this fitting.)

Diagrams for days 1-4 (as published in En Lignes), are reproduced here:

A001

91 M-Su Bruxelles Mid - Luxembourg
47753 M-F Arlon 1251 - Luxembourg 1317
49742 M-F Luxembourg 1430 - Stockem 1509
96 M-Su Luxembourg - Bruxelles Midi

A002

97 M-Su Bruxelles Midi - Luxembourg
90 M-Su Luxembourg - Bruxelles Midi

A003

7600 M-F Jemelle - Bruxelles Midi
8602 M-F Bruxelles Midi - Jemelle
48644 M-F LJ 1843 - MML 1852*

A004

296 M-F and Su Luxembourg - Bruxelles Midi
295 M-F and Su Bruxelles Midi - Luxembourg

*I have no idea what this means, but I have reproduce it exactly as it appears in the magazine.

Luxembourg

Diesel shunter **802** made it into 2008 and it is currently at Esch actively involved in shunting work. In early February **804** was on maintenance and is believed to still be running. All the **850/900** have gone and are stored in the roundhouse, along with **1801** which suffered a failure. Electric **4010** is also out of service awaiting parts and preserved **1604** is currently on maintenance. Recently delivered is G1206 **1507** is now in CFL red livery, but a surprise was the presence of 2 black MRCE G1206s on shed, an extensive internet search has failed to shed any light on this story.

Switzerland

Despite reports that **11114/124/158** are restricted to ECS duties, the start of February saw **11124** on the Yverdon to Fribourg diagrams, **11158** is in works (and has been for some time) but expected to return to active service and though **11114** was indeed on ECS duties, it is not shown as being restricted.