

JANUARY/FEBRUARY 2007 - EUROPEAN NEWS

20 February 2007

France

A session was organised covering the trains around Briançon on 17th February with a good number of UK cranks on the scene covering trains from both ends of the line (creating an excellent flow of text gen). There appeared to have been 33 locos out on the line in total with 8 (to my knowledge) from the Fret sector (67534/535/506/426/334/335/328/339) and the list is as follows:

Eastbound workings

Locomotive details	train No	train details
67422 + 67433	5891	19.01 Paris Austerlitz to Briancon
67488 + 67456	5791	19.32 Paris Austerlitz to Briancon
67369 + 67344	15893	20.17 Paris Austerlitz to Briancon
67534 + 67535	5895	20.35 Paris Austerlitz to Briancon
67561 + 67437	5799	22.05 Paris Austerlitz to Briancon
67506 + 67426	5897	21.35 Paris Austerlitz to Briancon
67379 + 67343	4858	16.00 Brest to Briancon
DMU 17400		06.51 Marseille - Briancon
67334	17351	09.28 Valence Ville to Briancon
67305	85635	10.14 Grenoble to Briancon (push pull set)
67335 + 67328	17355	11.05 Valence Ville to Briancon
67358 + 67363	85685	11.57 Grenoble to Briancon
67443 + 67346	17361	12.32 Lyon PD to Briancon
DMU 17402		13.16 Marseille to Briancon
DMU 17369		14.24 Romans Bourg to Briancon
67560	17404	17.46 Aix-en-Provence to Briancon
67302	85615	18.00 Grenoble to Briancon

Westbound workings

67560	17408	05.30 Gap to Aix-en-Provence
67380	85658	06.06 Briancon to Grenoble
DMU 17410		07.36 Briancon to Marseille
67482 + 67359	17366	09.05 Briancon to Lyon PD
67354 + 67375	17370	11.09 Briancon to Lyon PD
67345	85690	12.17 Briancon to Grenoble (push pull set)
DMU 17412		12.46 Briancon to Marseille
67561 + 67437	17364	13.51 Briancon to Romans Bourg
67541	17420	17.06 Briancon to Aix-en-Provence*
67379 + 67343	4900	19.03 Briancon to Quimper
67334 + 67339	5790	20.08 Briancon to Paris Austerlitz
67363 + 67328	5792	20.47 Briancon to Paris Austerlitz

* = failed at Veynes-Devoluy **67541** was replaced by spare loco **67554**

Thanks to everyone involved in this great day, I made some excellent new friends and enjoyed a fantastic night in the hotel bar!

16 February 2007

Denmark

DSB are having a bit of a clear out of redundant stock. 6 EA electric locomotives have been sold to BDZ (Bulgaria) 3002, 3003, 3005, 3006, 3008, 3009. Bulgaria is going to look a bit odd soon if the 87's also find their way there! 5 MZ locos boarded a ship on Monday 12th Feb, bound for Australia to join the others already there. A couple are also apparently on their way to Spain. DSB are also looking for buyers for the ME fleet as they should be surplus to requirements by next year. DSB have also sold 13 MR/MRD DMU'S to Arriva UK although their final destination will be Poland, A set is already in Neustrelitz, Germany for refitting. A few of the 'Y train' DMU's that worked Helsingor to Hillerod (now plastic things), are on their way to South America.

The IC4 project is running several years late now but due to ongoing problems ie. they are not allowed to run with other traffic around (for example only allowed on closed sections at night), they are not permitted in multiple, they are not even allowed to carry passengers as yet, so test runs and staff training is still to come. After so much pressure from the press with comparisons to the Di 6 fiasco in Norway, the DSB top bloke promised last summer that if the trains are not in service by christmas 2006 that they could happily sack him...

The much maligned diesel ICE sets from the ill fated Dresden - Nurenborg route are from next year to operate Copenhagen and Aarhus to Hamburg/Berlin trains. There is talk that they could also operate on internal services if the IC4 project is still arsing around. The loco hauled Vienna (has anybody noticed that the original Prague Aarhus now starts back from Vienna?)- Aarhus will remain hauled as will the Aarhus Prague return service.

4 January 2007

Germany

German Numbering system to be overhauled. 2007 looks like bringing some sense to DB and Private railway numbering. The EBA is to take over the issuing of numbers to rolling stock including traction that access the DB Netz.

A preview of this was last September at Innotrans but it did not sink in at the time. The new Metronom diesels are class 246 not ME246. The new Angel Trains locos are class 186 111 etc rather than 186 5xx. The new Cantus emus are class 427 001 onwards etc.

The downside is that locos and units will have to carry the full UIC 12 figure number

The only change so far is that class 253 becomes the Vossloh G2000 series and the ER20s are likely to be class 223. Whether new numbers will only apply to new stock or there will be lots of time spent putting additional transfers on locos remains to be seen. This has all been brought about by the situation where two or three locos have been roaming the German rails with the same numbers e.g. NVAG 203 003; EBM 203 003 and an Alsthom hire loco 203 003!

Another point. The instruction say that a loco or unit will retain the same number unless the technical spec is changed when a new number will be issued.

This will work like this:

Say DB 140 001 still existed it would have its 12 figure number and at the end D-DB. If it was sold to HGK it would retain the same number and the suffix would be altered to D-HGK denoting the new owner. It looks as if someone has called order!

About time!

It could be an interesting year for the number experts.