

European Page 1st January to 31st January 2004

Belgium

On the 12th January P7864 the 07:45 Quievrain to Mons employed "old" electric loco **2348**. A report received on the 14th January stated that only **2503/05/06/07/10/13/14** of the class 25 electric locomotives were still in service, all the rest being out of use. On the 16th January **2370** was noted about 55mins late at the head of P7727 the 07:43 Chatelet to Schaerbeek and **2631** had charge of P8606 the 15:09 Bruxelles Midi to Arlon.

Germany

At the start of the year the Fichtelbergbahn, (Cranzahl to Kurort Oberwiesenthal) had only two serviceable steam locos, **99772** and **99786** so heavy trains were being topped by **L45H083** which is similar to a Hungarian MK45. On the 3rd January **218320** was taken out of traffic at Darmstadt and stored, this leaves only **218357**, at Ulm, in Beige/White livery. The following day **234551** was noted heading train R352 the 21:45 Praha to Frankfurt, presumably it only did the Cheb to Nurnberg part. On the 8th January **218320** was noted back working, previously listed as withdrawn it now appears that this lok was only stored and that for just two days! The following day **218444** was released, after overhaul, from Bremen works. Unlike recent overhauls has retained its TB11 power unit and has not had a new MTU4000 fitted. Same day Stendal allocated **218118** was reported as stored, surprisingly this is a ZWS fitted loco, for push – pull work, but this did not protect them from the chop and probably reflects more 642s arriving in that area. On the 12th January IC119 the 07:56 Dortmund to Innsbruck had **234468** for power between Ulm and Lindau, while the opposite move, IC118 the 09:05 Innsbruck to Dortmund used **234344** from Lindau to Ulm. The following day **218901/907/908** were withdrawn from traffic, these join **218905** (withdrawn 01/12/03) and **218903/904** (withdrawn 31/12/03) on the scrap pile, leaving just **218902** and **218906** of the former gas turbine locomotives in traffic. Same day a further ZWS fitted loco was sidelined, this time **218113**, again from Stendal. More storage on the 15th January, Darmstadt allocated **218010/236/292** falling by the wayside. Also stored were Ulm allocated **218280** (pending overhaul) and blue & beige liveried **218357**, which is to receive the power unit from **218167**. Interestingly **218167** is shown as having "broken frames" so its future must also be in doubt. Noted leaving Linz HBF on the 16th January was **151004** at the head of R3655 the 11:56 Linz HBF to Kleinreifling. Rostock Seehafen placed **232633** into Store on the 19th January, meanwhile **233493** worked EC46 Warszawa to Berlin and EC47 Berlin to Warszawa, from/to Frankfurt Oder, vice a class 180 electric. "Hit listed" **218320** worked RB36422 the 18:02 Erbach to Darmstadt on the 26th January. It is expected to go into store at the end of the week, having come up to a km limit. Leaving Regensburg for Bremen on the same day were **218159/188/189** these, along with **218173** are to be converted to 218.8 by Bremen works to replace **226130/131/154/156** as Koln to Frankfurt NBS rescue locs.

Class 103

Noted out on the 24th January was **103184** heading IC2375 the 14:14 Hamburg to Frankfurt. The following day **103233** was in action heading RE5411 the 08:09 München to Garmisch-Partenkirchen and IC328 the 11:08 Mittenwald to München.

Class 219

France

The expected "cull" arrived on the 1st January with the following being withdrawn, **1111/12 8117/23/30/43/45/97 8225 8574/75 9250/52/53/59/60/62/67/80/91 9640/41 15033 16502/504/507/522/527/528/531/533/536/538/539 16540/544/548/593/598/600/608/609/619/622/624/625/626/635/647/670/673/375/681/683/689/690/691/692/694 16695/696/728/752/756/787 25509/530 63068/135/138/156/157/167/182/187/188/197/198/205/207/209/216/217 63228/232/239/243/249/250/417/419/422/507/515/516/533/534/535/547/664/681/690/700/714/782/811/814/827 63842/858/903/911/999 64028 66048/093 67026/044 68006/012/014/015/018/031/035/043/049/052/053/064/070 67071/072/074/075/505/534**. On the same date **72021/030/057** were renumbered to **72121/130/157**. Meanwhile, on the same day, **6503** headed the 0900 Modane to Lyon then the 12:20 Lyon to Chambéry. The return of X2800 DMU's to the scenic mountain summit route Aurillac to Neussargues was confirmed on the 2nd January. Weekend ski trains between Brive, Aurillac and Le Lioran are now booked for X2800. The 6th January found **6539** out working the 05:38 Modane to Culoz and the 08:06 Culoz to Chambéry. On the 9th January **66471** was noted departing with train 73621 the 16:15 Clermont Ferrand to Vic Le Comte, a usual class 67000 duty. Stabled at Belfort on Saturday the 10th January was **66498** on a Lorraine TER set, it would have been there for the following day's train 894656 the 19:22 Belfort to Nancy. Also stabled there was **25643**, this had worked in with train 894031 the 20:00 Besancon to Belfort and departed the following day with train 894022 the 09:17 Belfort to Besancon. In action again on the 13th January was **6503** it did train 882300 the 05:33 Lyon to Chambéry the train 883309 the 11:14 forward to Modane, a class 9600 diagram. Same day **6520** did train 891304 the 10:26 Dijon to Laroche and **6539** was employed on train 883352 the 05:38 Modane to Culoz. Moving on to the 26th January, **6510** was again in action working TER service 883365 the 15:53 Modane to Lyon Perrache.

BB16500

In Luxembourg on the 5th January **16774** was noted at the head of the 18:30 to Nancy and on the adjacent platform **22286** had charge of the 18:43 to Paris Est. Noted out working on the 10th January were **16563** heading train 850424 the 08:57 Le Havre to Rouen, **16568** powered train 850431 the 12:20 Rouen to Le Havre, **16715** did train 850435 the 12:40 Rouen to Le Havre and **16546** was at the front of train 850423 the 12:25 Le Havre to Rouen. Dumped at Bethune are 21 class 16500's which were withdrawn in December 2003, from south to north they are: **16752/533/787/608/609/619/624/600/756/626/635/536/540/531/502/527/504/507/625/544/548**.

BB67000

Two days tracking down the class on passenger workings found plenty of action, starting on the 9th January out and about were **67627** with train 3737 the 03:35 Brive La Gaillard to Carmaux, **67621** heading train 3781 the 05:52 Capdenac to Rodez, **67403** working train 4490 the 07:37 Bordeaux to Grenoble (via Brive), **67408** hauled train 4590 the 10:23 Lyon to Bordeaux, **67581** did train 5940 the 14:23 Neussargues to Clermont Ferrand, **67489** powered train 73770 the 16:03 Brioude to Clermont Ferrand. **67581** came next hauling train 75567 the 16:46 Clermont Ferrand to Nimes, **67567** had charge of train 73769 the 17:06 Clermont Ferrand to Issoire, **67625** had charge of train 73630 the 17:17 Vic Le Comte to Clermont Ferrand, 67545 worked train 73253 the 18:41 Clermont Ferrand to Thiers and **67302+67335** had charge of train 4548 the 22:22 Lyon Perrache to Nantes. The following day **67306** had train 85154 the 07:17 Grenoble to Valence, **67389** worked train 17462 the 08:57 Valence to Grenoble, **67542** powered train 17350 the 09:10 Briancon to Lyon, Fret allocated **67317+67331** headed train 85683 the 10:10 Grenoble to Briancon, **67338** turned up on train 85686 the 10:54 Gap to Briancon and **67360+67386** headed train 85685 the 11:57 Grenoble to Briancon. In action later in the day were **67389** with train 17466 the 17:14 Grenoble to Marseille, **67482+67496** working train 85615 the 18:00 Grenoble to Briancon, **67379** had train 85320 the 18:34 Grenoble to Lyon Perrache, **67381** hauled train 85324 the 19:25 Grenoble to Lyon Perrache and **67316+67582** powered train 4548 the 22:22 Lyon Perrache to Nantes. Moving on to the 14th January **67567** was noted heading train 79709 the 05:32 Mirimas to Marseille, **67438** departed with train 79713 the 06:08 Mirimas to Marseille and **67573** worked train 79712 the 06:18 Marseille to Mirimas. On the 27th January **67365** departed on time with the 08:15 Valence to Annecy service.

CC72000

On the 2nd January **72044** was seen running light between Tergnier and Lille in order to work train 4804 the 19:19 Lille to Culmont. Nevers fret allocated **72004** has been noted working passenger turns between Reims and Dijon since the 6th of January. Such was the case on the 10th when it worked train 839826 the 15:40 Dijon to Reims. Anyone know if it's on loan, or just lost? Meanwhile back to the 8th January **72172** put in an appearance with train 1846 the 16:03 Mulhouse to Paris Est. The following day **72023** could be found working train 4406 the 17:04 Tours to Lyon Perrache and **72054** had control of train 4408 the 18:16 Tours to Lyon Perrache. On the 11th January class action included **72042** with train 4404 the 12:03 Tours to Lyon Perrache, **72017** working train 4516 the 12:35 Lyon Perrache to Nantes, **72065** hauling train 3909 the 13:46 Bourges to Montlucon, **72054** powering train 4406 the 17:04 Tours to Lyon Perrache, **72023** out on train 4508 the 17:43 Lyon Perrache to Orleans and **72025** heading train 4408 the 18:16 Tours to Lyon Perrache.

Luxembourg

It's congratulations to erstwhile class 3600 for reaching 2004, we know they did because on the 5th January **3611** did RE7874 the 17:48 Luxembourg to Longwy and **3609** worked RE7868 the 18:09 Luxembourg to Longwy. Same day saw **185524** commissioned and entered into traffic. On the 9th January **3603** braved the winter weather working the 16:45 Athus to Luxembourg and screaming up the steep grades from Petange to Esch. The 13th January brought the first glitch in the class 185 armour as confirmation came through that only 2 of the 6 were available for traffic. Once again CFL had to rely on the venerable "flatties" with 6 from the remaining 7 being available, only **3602** which was on a routine exam being out of use. The class 185 situation lead to diesel **1808** being pressed into action with the 16:50 Luxembourg to Rodange and the 18:25 Return service. Same day it was reported that **Me26-03** and **Me26-12** have suffered major failures and could be out for a while.

Portugal

News came through on the 7th January that both **1419** and **1425** have been removed from traffic at Barreiro, **1419** is due to be overhauled, but it may be the end for **1425**. As well as this **1456** has a major engine problem and is working on only one bank of cylinders, but is not thought to be under threat. In action on the 26th January was **1417** with the 12:08 Lisboa to Covilha, forward from Abrantes, and **1937+1938** which headed the 08:53 Barreiro to Faro. The following day **1417** was in action again, this time it worked the 02:05 Entroncamento to Covilha, well I suppose the Bar would still be open at that time Mr Jones! On the 28th January **1805** did a test run as the 15:35 Barreiro to Vendas Novas and return, running with 6 coaches she was deemed to have passed and will now be the loco for the

up coming PTG tour. The original loco, **1810**, had a test run the previous week which it passed. However, when the loco was re-examined the following Monday the main generator insulation was found to be in too poor a condition for the loco to be risked on the tour. If it were to break down on the tour then that would finish 1800 operation for good! So it was better safe than sorry and **1805** will therefore become the tour loco. Sadly that means that **1810** will not run again.

Austria

The Slovak private operator BRKS had **2143017** and **2143020** on hire from OBB at the start of the year. On the 8th January **1063021** worked the 17:56 Linz to Garsten, departing at the same time was **1063028** at the head of the 17:56 Linz to Selzthal. Moving on to the 10th January and **1116063**, one of the locs on hire to Siemens, was at Hamburg Hbf on apparently it was working the FLEX services. On the 13th January Krems allocated **2143058** failed at Marchegg while working R2560 the 17:40 Wien to Marchegg, the loco was returned on the rear of R2561 the 19:41 Marchegg to Wien which was hauled by **2143033**. Other diesels noted out on this day included **2143038** with ER2514 the 08:16 Wien to Bratislava and **2143037** working in the opposite direction with ER2551 the 16:32 Bratislava to Wien. News came through on the 23rd January that at Wolfsberg, in OBB's obvious desire to save on fuel costs, **2016028** and **2016056** had been fuelled up with sand. So they are now out of order until mid February because of bad damage to the engines, now there's a surprise! Diesels spotted working on this day included **2143052** with train 2608 the 06:19 Pamhagen to Wien, **2143069** heading train 2509 the 07:01 Marchegg to Wien and **2143038** with train 2544 the 15:40 Wien to Marchegg.

Holland

On the 28th January **706**, one the new "Nedtrain" shunting locos, was transferred from Watergraafsmeer to Tilburg hauled by Railion **6406**. Meanwhile **705** is in use at Zwolle, and **711+712** are at Heerlen.

Switzerland

Spain

According to Spanish info (listado pizias) and if anyone is interested, **269909/911/916/917** have been sold to Chile during January. A brief visit to Madrid on the 23rd January saw **252040** work the 09:05 Madrid to Alicante, 333404 work the 09:35 Madrid to Cartagena and 354001 arrive with the 05:30 Cartagena to Madrid.

Italy

Saturday 10th January found some old electrics out and about, **424280** was seen on stock at Carpi while **424289** was observed with train 2914 the 09:37 Bologna to Mantova. Meanwhile diesel **4451075** worked train 5234 the 13:08 Cremona to Brescia, this is somewhat of a surprise as the entire route is electrified. Veteran electric **636264** was stabled on stock in the bay at Piacenza, presumably for a Monday morning train. Train 10340 , the 17:42 Alessandria to Novara was worked by **424356**. This went forward from Novara on train 10392, the 19:20 Novara to Domodossola. At Novara **4451097** worked train 10410, the 19:10 Novara to Santhia, via Biella Sao Paolo and diesel **4451077** was stabled on stock at Biella.

Denmark

The DSB Museum at Randers is having an open weekend on the 22nd – 23rd May 2004. Opening times are Saturday, May 22nd 10:00 to 17:00 and Sunday May 23rd 10:00 to 16:00. For further details see the ICRS Website on <http://icrs.org.uk>. Then click on European.