

# January 2009 - EUROPEAN NEWS (Robert Brown)

2<sup>nd</sup> February 2009 (news up to 31st January 2009)

## **Germany**

Diesel's around Berlin on the 25<sup>th</sup> included **232452** topping EC46 the 07:23 Warszawa Wschodnia to Berlin Gesundbrunnen, **232498** on EC45 the 11:35 Berlin Gesundbrunnen to Warszawa Wschodnia, **232609** leading D441 the 14:48 Berlin Gesundbrunnen to Kiev Pass and, on it's final day in traffic, **234551** did D448 the 21:18 Warszawa Wschodnia to Berlin Gesundbrunnen. Also noted out on this day were **120109** heading IC2004 the 09:09 Konstanz to Emden **218161+218193** powering IC2012 the 09:45 Oberstdorf to Leipzig, from Immenstadt to Stuttgart, **218192+218155** heading IC2170 the 10:17 Frankfurt (Main) Hbf to Westerland (from Hamburg), **110236** leading IC1858 the 15:43 Leipzig to Stuttgart, as far as Frankfurt, **113268** still with IC1934 the 16:02 Leipzig to Oldenburg and **181215** with IC1856 the 17:00 Halle (Saale) Hbf to Frankfurt Main. On the 30<sup>th</sup> IC1853 the 13:02 Frankfurt (Main) Hbf to Halle (Saale) Hbf produced **181215**, IC1855 the 14:18 Frankfurt (Main) Hbf to Leipzig Hbf employed **110236**, IC1857 the 15:02 Frankfurt (Main) Hbf to Halle (Saale) Hbf was powered by **181218**, and IC1859 the 16:15 Frankfurt (Main) Hbf to Leipzig Hbf had **120123** in charge. In the last few days, because of a downturn in traffic and impending expiration of overhaul dates two class 298 diesels have been 'switched off' and stored at Dresden Friedrichstadt. The two, **298311** (expiry 16/02/09) and **298305** (expiry 03/04/09), both ex Ralio, join a long list of the turned off locomotives!

## **France**

On the 26<sup>th</sup> Fret Nord diesel **67583** worked vice a class 16000 electric on train 12010 the 07:47 Amiens to Paris Nord and train 12019 the 11:04 return working.

## **Belgium**

On the 23<sup>rd</sup> IC9208 the 05:55 Rotterdam CS to Brussels Midi arrived behind **1192** which got there just in time to see **2154** heading P7906 the 06:39 Kortrijk to Brussels Nord, **2319** hauling P7094 the 07:15 Dendermonde to Brussels Midi and **1602** bringing home P7009 the 07:16 Oostende to Schaarbeek. The 28<sup>th</sup> found **2328** heading P8215 the 16:36 Antwerp Noorderdokken to Aarschot.

## **Switzerland**

Diesel **18822** did the required shunt for EC90 the 11:36 Zurich to Brussels at Basel on the 26<sup>th</sup>, not an altogether common occurrence. Also noted on the 26<sup>th</sup> were **11114** on R6840 the 10:35 Olten to Biel/Bienne (vice a unit), Cargo sector **11292** on IR90 the 11:36 Zurich HB to Basel SBB, **420186** heading IR2170 the 07:11 Chiasso to Basel SBB (again cargo sector and heading the train from Luzern), **421374** leading EC194 the 12:34 Munchen Hbf to Zurich HB, **421383** powering EC192 the 16:34 Munchen Hbf to Zurich HB and **11313** topping IR2187 the 18:03 Basel SBB to Chiasso (to Luzern). The following day **465004** turned out on train 15024 the 07:06 Signau to Bern, **465005** headed train 15023 the 06:49 Toffen to Bern, **465007** worked train 15126 the 07:43 Thun to Fribourg, **185525+185527** did train 15127 the 07:45 Fribourg to Thun, Cargo sector **11242** headed IR1721 the 09:27 Brig to Geneva Aeroport, **11116** powered train 12828 the 09:55 Lausanne to Yverdon les Bains, vice a unit and, also vice a unit, **11299** hauled train 12128 the 09:24 Villeneuve to Yverdon les Bains.

## **Holland**

Late news is the sale of **V100092** (ex DB **201093**) from preservation with 'Veluw Stoomtrein Maatschappij' (VSM) at Beekbergen to the Dutch infrastructure company 'Railpro'. It is intended to use this locomotive in the yard at Crailoo (between Bussum and Hilversum, on the line between Amsterdam and Amersfoort) for shunting work. A selection of loco haulage from the 23<sup>rd</sup> included SNCB's **1183** on IC9217 the 10:18 Brussels Midi to Amsterdam, **1733** leading IC1943 the 13:06 Tilburg to Eindhoven, **1747** topping IC3548 the 13:44 Eindhoven to Utrecht Central, **1829** with IC1962 the 17:32 Eindhoven to Den Haag HS and SNCB's **1187** hauling IC9264 the 19:36 Den Haag HS to Brussels Midi.

## **Spain**

Noted in action around Madrid on the 28<sup>th</sup> were **334009** with T277 the 07:00 Almeria to Madrid Chamartin, **334006** leading T276 the 08:00 Madrid Chamartin to Almeria, **334001** hauling T228 the 12:34 Madrid

Chamartin to Cartagena and **334010** leading T151 the 14:20 Madrid Chamartin to A Coruna (ex Medina, **252020** worked ex Madrid).

## 29th January 2009 (news up to 24th January 2009)

### Germany

Both **110209** and **110278** are now showing as withdrawn. However, better news is that withdrawn **115261** may be about to make a comeback, as now shown as awaiting exam. Enjoying a leisurely last few days in traffic is **218156**, it was noted on the 20<sup>th</sup> heading RE22568 the 06:05 Ulm to Heidenheim and the 07:28 return working. Other interesting workings from this day included **120501** on IC1913 the 14:51 Dortmund to Stuttgart, **113267** (again) on IC73908 the 17:45 Munchen to Nurnberg and 110166 leading RE30629 the 18:00 Munchen Hbf to Garmisch. 'Rabbit' **218156** has turned its last wheel in anger on the 24<sup>th</sup>, and the final working, of the final Orientrot 218 on DB, was with 218495 on IC118 from Lindau to Ulm on the 24<sup>th</sup>. This means the Ulm and Kempten areas are now severely polluted with only MTU 4000 engined 218's. Elsewhere the 120 electrics were out in force on ICE replacements services, noted were **120103+120142** with IC73929 the 06:58 Warnemunde to Nurnberg, **120111+120152** powering IC73930 the 09:37 Nurnberg to Berlin GSB, **120133+120135** on IC73926 the 13:37 Nurnberg to Berlin GSB, **120118+120124** working IC73928 1137 Nurnberg - Berlin GSB and **120149** topping IC73931 the 11:40 Berlin GSB to Munchen Hbf.

### France

Worth a mention was the use of **25664** on train 834379 the 18:24 Metz to Sarrebourg on the 17<sup>th</sup>. Two Fret Nord diesels were loaned to TER Amiens from the 18<sup>th</sup> and put straight to work with **67537** working the 15:35 Amiens to Boulogne and **67595** heading train 849435 the 18:51 Amiens to St Quentin. Fret **67595** stayed out on the 19<sup>th</sup> working train 848802 the 05:57 Abbeville to Amiens. Another Green monster out was **67592** which did train 848452 the 05:53 Amiens to Compiègne and, as I suspected, they're short of power at Longueau so **66459** returned to action on the 19<sup>th</sup> with the 17:35 Amiens to St Quentin, it could well stay out for a while!

### Belgium

On the 19<sup>th</sup> **2310** did P7283 the 06:44 Aarschot to Antwerp Noorderdokken and **2335** powered P7282 the 07:44 Aarschot to Antwerp Noorderdokken. Noted on the 22<sup>nd</sup> were **2204** waiting at Schaarbeek possibly for the afternoons P8723, meanwhile **2366** did P8066 the 15:40 Brussels Midi to Gent St Pieters, **2372** headed P8312 the 16:18 Brussels Zuid to Hasselt, **2319** hauled P8092 the 16:25 Brussels Midi to Dendermonde, **2323** worked P8067 the 16:40 Brussels Midi to Denderleeuw, **2507** topped P8013 the 16:26 Brussels Luxembourg to Gent St Pieters (vice a class 21 or 27), **2221** handled P8741 the 16:59 Schaarbeek to Binche, **2303** did P8306 the 16:43 Brussels Midi to Genk, **2514** turned out on P8095 the 17:12 Brussels Midi to Dendermonde and **2503** powered P8906 the 17:05 Schaarbeek to Oudenaarde.

### Portugal

While working train 51034, Gaia to Pampilhosa freight on 21<sup>st</sup> Jan, **5620** collided with a lorry on a level crossing at Miramar at around 08:15, the lorry was completely wiped out, **5620** has suffered a crushed lower cab, mainly around the marker lights.

### Luxembourg

The class 800 diesels just made it into 2009, with **804** working at Esch until 6<sup>th</sup> Jan, but now both **802** and **804** are parked up in the roundhouse, with the Esch turn now covered by a class 1500. The G1206 pool has recently increased with the leasing of **V2107** & **V2108** from MWB and the arrival in Luxembourg of **1505** & **1506** formerly of CFL Cargo, Deutschland. Diesels **856** and **907** are also parked up in the roundhouse, also believed to have worked their last, **804** and **856** are designated museum loks. Stored out of service for a long time now, **1801** has been confirmed as officially withdrawn, while electric **4011** has been stored out of use for about a year now. CFL Cargo continue to lease 4 4000s, **4001** about 90% of the time, **4002** solid and two floaters.

## 19th January 2009 (news up to 17th January 2009)

### Germany

On Friday 9<sup>th</sup> January **232685** reached Cottbus and, due to it's last overhaul date, was switched off, there is no indication yet as to it's fate. Saturday 10<sup>th</sup> had **218151** topping RE12083 the 13:15 Koln Deutz to Trier, **110236** leading IC1858 the 15:43 Leipzig to Stuttgart (to Frankfurt ), **113268** working IC1934 the 16:02 Leipzig to Oldenburg, **110427** on IC1856 the 17:00 Halle to Frankfurt (Main) Hbf, **111084**, with DD stock, doing RB24926 the 17:34 Bremen to Bremerhaven Lehe, **110464** on RB14828 the 18:15 Bremen to Oldenburg, **110480** heading RB24928 the 18:34 Bremen to Bremerhaven Lehe, **120145** hauling IC2321 the 17:32 Hamburg Altona to Frankfurt (Main) Hbf and **110462** powering RB24930 the 19:34 Bremen to Bremerhaven Lehe. The following day **110487** headed RE14608 the 09:14 Wolfsburg Hbf to Hannover, **120103** was noted passing Halle (Saale) Hbf leading IC2355 the 05:46 Dusseldorf Hbf to Ostseebad Binz, **110236** did IC1858 the 15:43 Leipzig to Stuttgart (as far as Frankfurt (Main) Hbf), **113268** powered IC1934 the 16:02 Leipzig to Oldenburg and **181218** was seen waiting to go with IC1854 the 17:43 Leipzig to Frankfurt (Main) Hbf. Moving on to the 13<sup>th</sup> **218202** had a run on RE32795 the 10:07 Lindau to Augsburg, **185251** worked RE19619 the 13:19 Singen to Stuttgart, throughout, following the failure of **111047** at Singen, **218166** was working vice a dmu when seen on RB22342 the 15:15 Ulm to Sigmaringen, **218201** powered RE32715 the 14:59 Ulm to Kempten and **218138** worked RB32831 the 15:51 Ulm to Illertissen.

### France

Monday the 12<sup>th</sup> Fret Nord allocated **67543** was seen on various TER turns between Amiens and Albert including Train 48854 the 06:12 Albert (Amiens) to Amiens while **67463+67534**, both fret allocated, also turned out for the passenger sector on the 12<sup>th</sup> working train 5900 the 05:00 Nevers to Bercy, train 5905 the 09:03 Bercy to Nevers, train 5912 the 14:28 Nevers to Bercy and train 5919 the 19:31 Bercy to Nevers, I'm sure That they looked jolly, both in Fret livery, on passenger duties. From the 16<sup>th</sup>, the Longueau 66400's have (allegedly) finished their work. The passenger service being taken up by class 67400 diesels, with **66450/455/459/462/467** now all stopped at Longueau depot. This leaves Charleville as the last operating area for 66400 on passenger services. However I understand Longueau are short of diesels, so I suspect the demise of the 66400's will be short lived!

### Belgium

Friday the 9<sup>th</sup> and **2370** headed P8280 the 15:57 Antwerp Haven to Aarschot while **2335** turned up on P8215 the 16:31 Antwerp Noorderdokken to Aarschot, while Monday the 12<sup>th</sup> found **2370** heading P7283 the 06:44 Aarschot to Antwerp Noorderdokken and **2347** on P7282 the 07:44 Aarschot to Antwerp Noorderdokken.

### Portugal

Reports from Portugal confirm an accident on the 14<sup>th</sup> involving 3 brand new and at yet un-used (on the mainline) class 4700s at Poceirão. During brake tests within the yard area, **4702** crashed into **4711**, which was coupled to **4708** there is damage to all locos, **4702** and **4711** will need some welding done, but nothing serious, and the damage to **4708** is very minor. There are, however, reports that 5 drivers were injured during the accident and the extent of their injuries is not reported.

### Austria

On Sunday the 11<sup>th</sup> IC543 the 07:08 Salzburg to Wien West produced **1216023** while **1216237** was employed on IC546 the 09:44 Wien West to Salzburg. It appears that the overnight service, EN490, the 19:54 Wien Westbahnhof to Hamburg Altona, on the 12<sup>th</sup> – 13<sup>th</sup> powered by **1116129** ran into trouble after it's booked Nuremberg stop, when the train suddenly ground to a halt with a complete loss of power. A three hour delay followed, during which all 55 passengers aboard were given free hot drinks and invited to 'make themselves comfortable' in the sleeping cars, before DB's **151127** arrived and hauled the stranded train to Aschaffenburg where the service was terminated.

### Luxembourg

CFL have placed an order for 10 new class 2200 units for delivery from next year. It is presumed they are for a new Metz to Longwy service via the new business park at Belval.

## 15th January 2009 (news up to 10th January 2009)

### Germany

Officially handed over to Railion on the 18<sup>th</sup> December was **203442** (ex **DB202442**), this is the first of 5 locomotives ordered from Alstrom. The locomotive has been completely re-built, with a caterpillar engine and a 1300KW transmission output. Initially these locomotives will be used for regional freight services around Halle, Magdeburg and Saalfeld. Another recent move is that of Hochwaldbahn Servicegesellschaft mbH, (HWB) **VL11** (ex DB **202264**) from Hermeskeil to the Wedler & Franz Lokomotivdienstleistungen GbR, (WFL) at Potsdam. After a little remedial work it re-entered traffic numbered just **17**, on the 18<sup>th</sup> December.

Plenty to report from Germany this week, the 2<sup>nd</sup> found **232800** arriving at Angermünde at the head of IC148 the 06:10 ex Szczecin Glowny, can anyone remember this lok working passenger since being re-engined (and renumbered from **232237**) several years ago? **103245** was noted on IC73940 the 07:43 Munchen to Nurnberg and **234551** headed EC40 the 16:35 Warsaw to Berlin Hbf, The 3<sup>rd</sup> saw **120146+120154** on IC2028 the 05:30 Nurnberg to Hamburg Altona, dispolok **182517** dragging **101136** on EC88 the 07:05 Milano to Munchen into it's destination and **1016037+OBB 1116272** powering EC113 the 08:20 Frankfurt to Klagenfurt. On the 4<sup>th</sup> **110420**, on a push pull set, worked RB37671 the 0547 Dinkelscherben to Munchen, **110443** heading RB39011 the 06:18 Donauworth to Augsburg, **110363** on RE39170 the 0628 Augsburg Teutlingen, **110175** leading RE39091 the 06:30 Gesertshausen to Munchen, **110404** working RB39008 the 06:34 Augsburg to Donauworth, **110504** topping RB39014 the 07:34 Augsburg to Donauworth, **182067 (ES64U2067)** arriving at Stuttgart on IC73941 the 06:18 Nurnberg to Munchen and later departing on IC2093 the 10:53 Stuttgart to Munchen, **103245** hauling IC73940 the 07:43 München to Nürnberg **110398** powering RE11493 the 16:59 Koln-Siegen and **110417** with RE11596 the 17:30 Dusseldorf to Aachen. On to the 6<sup>th</sup> **234551** powered EC46 the 07:35 Warsaw to Berlin Hbf and 232534 worked EC45 the 12:29 Berlin Hbf to Warsaw. EC7 the 07:38 Dortmund to Basel SBB had the interesting traction on the 6<sup>th</sup>, in the shape of **115355**, no less, which did run extremely late but even so, value the rarity! Friday is the day where many extra IC services run and the 9<sup>th</sup> saw some fairly ornate motive power, **110236** did IC1826 the 11:39 Koln to Leipzig, **110243** headed IC1855 the 14:18 Frankfurt to Leipzig, **110468** hauled IC1810 the 12:39 Koln to Flensburg, **113268** again did IC1933 the 12:31 Oldenburg to Leipzig, **181201** powered IC1857 the 15:02 Frankfurt to Halle and **181218** topped IC1853 the 13:02 Frankfurt to Halle. Late news is that **218202** (MKP) has had a life extension now to 1<sup>st</sup> July 09 and **218241** (MKP) was withdrawn on 19<sup>th</sup> Dec having run out of overhaul life.

### France

Stock changes for January 2009 are as follows withdrawn **16028/033/044 16639/659/667/697 17006/027/045/078 25555 80004 88505/507 63165/240 63922 64004 66124 66468 72004** transferred between activities **22307/309** TER Rhône Alpes to TER PACA, **22357/393** TER PACA to TER Rhône Alpes, **22358/363/364** TER Pays de Loire to TER Rhône Alpes, **25636/647** TER Rhône Alpes to TER Nord Pas de Calais, **25657/664** TER Rhône Alpes to TER Lorraine, **88501** TER Rhône Alpes to VFE, **67351** TER Pays de Loire to TER Rhône Alpes, **67624** TER Aquitaine to TER Rhône Alpes, **72138** CIC to TER Champagne Ardennes. Renumbered **66315** to **69315**, new **60084**, **75074** & **75098** additionally **22317/346/348/349/352** transferred Tours to Marseille, **27001-005** transferred Thionville to Lens and **67469/471** transferred Longueau to Nevers. A few notes to be aware of (as ever, these official changes list usually contain a few mistakes) **16697** was actually withdrawn in 2002, and I suspect that this should refer to **16597** which is rumored to be sold to Roumania.

Last months transfer of **72042** to Infra was cancelled, last months transfer of **67620** to Rhone Alps was an error and should have referred to **67624** (as above), the transfer of **25636/647** to Pas de Calais was also on the December list, but that also included **25656** to go Pas de Calais but **25656** is rumored as unlikely to ever leave Oullins works. My guess (and I must stress it is a guess) is that the transfer has been reissued to show just the two locos and not all three.

### Belgium

New years eve first **2118** hauled P8349 the 16:28 Schaarbeek to Tongeren, **2335** did P8215 the 16:36 Antwerp Noorderdokken to Aarschot, **2316** powered P8306 the 16:43 Brussels Midi to Genk, **2347** topped P8281 the 17:09 Antwerp Noorderdokken to Aarschot and **2350** hauled P8307 the 17:34 Brussels Zuid to Hasselt. On to Monday 5<sup>th</sup> Jan and in no particular order as approx 3 to 4 inches of snow delayed trains

by up to 90 minutes, **1190** worked IC9233 the 14:18 Brussels to Amsterdam (vice 186?), **2373** headed P8066 the 15:40 Brussels Midi to Gent St Pieters, **2024** handled P8600 the 15:54 Brussels Midi to Jemelle, **2204** did P8723 the 16:16 Schaarbeek to Châtelet, **2505** was out on P8511 the 16:07 Schaarbeek to Tournai, **2372** had charge of P8312 the 16:18 Brussels Zuid to Hasselt, **1606** powered P8002 the 16:05 Schaarbeek to Oostende, **2510** topped P8092 the 16:25 Brussels Midi to Dendermonde, **2013** worked P8602 the 16:15 Brussels Zuid to Jemelle, **2310** did P8067 the 16:40 Brussels Midi to Denderleeuw, **2156** hauled P8512 the 16:39 Schaarbeek to Mouscron (with **1602** dead on rear of train as it passed Brussels Midi), **2362** leading P8013 the 16:26 Brussels Luxembourg to Gent St Pieters, **1604** turned up on P8005 the 16:45 Leuven to Oostende, **2316** did P8306 the 17:05 Brussels Midi to Hasselt, **2213** did P8095 the 17:12 Brussels Midi to Dendermonde, **2514** worked P8741 the 16:59 Schaarbeek to Binche, **2380**, P8906 the 17:05 Schaarbeek to Oudenaarde and **186121** on IC9257 the 20:18 Brussels to Amsterdam. Meanwhile at Antwerp **2621** did P8280 the 15:57 Antwerp Haven to Aarschot and **2335** was on P8215 the 16:36 Antwerp Noorderdoken to Aarschot

### **Portugal**

Contrary to reports elsewhere **1413** & **1422** are still allocated to Longo-Curso but being used by CP-Carga as/when required to keep them serviceable, **1455** is now allocated to CP-Carga due to spare capacity in the Longo-Curso pool and because it is getting high on Kms from its last major overhaul (Nov 2003).

### **Switzerland**

On the first day of 2009 the 20:58 Zurich-Bern, train 2042, which is booked an Re 4/4 was worked by **11300+11227** on load 3, the train failed at Altstetten station. For a time the driver could not rectify the problem, he then isolated **11227** and the train continued but lost more time as **11300** was not powering properly and had trouble exceeding 120kph. Arrival at Olten was 15 late, but it continued to Bern with **11300** hauling the dead **11227** and three coaches