

January 2010 - EUROPEAN NEWS (Robert Brown)

News to 31st January 2010

Germany

Observations from Saturday 23rd January include **218431+218494** on IC2012 the 09:45 Obertsdorf to Hannover, **218472** heading RE32983 the 10:29 Kaufbeuren to Munich Hbf, **218462** powering RE32985 the 12:29 Kaufbeuren to Munich Hbf, **218435** topping RE32713 the 12:59 Ulm Hbf to Kempten Hbf, **218461** leading RE32798 the 13:03 Augsburg Hbf to Lindau Hbf, **218459** hauling RE32712 the 13:18 Kempten Hbf to Ulm Hbf, **218214**, with a 'death date' of 13/01/10, on RE32683 the 14:40 Memmingen to Munich Hbf, **218467** heading RE32684 the 15:51 Munich Hbf to Memmingen, **218403+218416** powering EC192 the 16:34 Munich Hbf to Zurich Hbf (to Lindau Hbf), **218485** on RE32616 the 16:51 Munich Hbf to Fussen, **218418** with RB27061 the 17:07 Munich Hbf to Muhlendorf and **ÖBB 2016071** with RE963 the 17:48 Munich Hbf to Linz Hbf. The following day **218467** did RE32679 the 07:03 Lindau Hbf to Munich Hbf, **218485** headed RE32671 the 08:38 Memmingen to Munich Hbf, **218403+218416** powered EC193 the 09:16 Zurich Hbf to Munich Hbf (from Lindau Hbf), **218472** topped RE32674 the 09:51 Munich Hbf to Memmingen, **218462** hauled RB32795 the 10:07 Lindau Hbf to Augsburg Hbf, **218459** lead RE32675 the 10:37 Memmingen to Munich Hbf and **218461** did RB32796 1103 Augsburg Hbf to Hergatz.

There was a nice parade of 'oldies' on offer from Leipzig on Sunday the 31st with the weekend extra trains, namely **113268** on IC1919 the 13:38 Leipzig to Köln, **110236** with IC1848 the 15:25 Leipzig to Frankfurt and **113309** powering IC1854 the 17:43 Leipzig to Frankfurt.

Belgium

Tuesday 26th January saw **2614+2634** heading IR3937 the 15:41 Louvaine to Binche, **2368** on P8067 the 16:40 Brussels Midi to Denderleew, **2341** with P8741 the 16:59 Schaarbeek to Binche, **2355** topping P8306 the 17:05 Brussels Zuid to Hasselt, **2319+2359** handling P8724 the 17:06 Schaarbeek to Châtelet, **2330** powering P8010 the 17:32 Schaarbeek to Saint Niklaas, **2303** on P8307 the 17:34 Brussels Zuid to Hasselt and **2320** with **2365** dead on rear, working P8308 the 18:05 Brussels Midi to Tongeren. The following day **2367** did P7282 the 06:44 Aarschot to Antwerp Noorderdokken and **2344** topped P7283 the 07:44 Aarschot to Antwerp Noorderdokken. Noted on the 28th were **2345** with P8066 the 15:40 Brussels Midi to Gent St Pieters, **2377** topping P8511 the 16:07 Schaarbeek to Tournai, **2368** heading P8067 the 16:40 Brussels Midi to Denderleew, **2341** leading P8741 the 16:59 Schaarbeek to Binche, **2317** powering P8306 the 17:05 Brussels Zuid to Hasselt, **2319+2359** hauling P8724 the 17:06 Schaarbeek to Châtelet, **2355** on P8307 the 17:34 Brussels Midi to Hasselt and **2320**, with **2365** dead on rear, again with P8308 the 18:05 Brussels Midi to Tongeren

Switzerland

The BLS has recently withdrawn their fault-prone Re 4/4 II electrics, **507 to 512** (all ex SBB), the locomotives were taken from Spiez to Bern, where they were stored.

Action from around Chur on Sunday the 24th January included **11129** on IR10761 the 08:07 Zurich to Chur, **11195** leading IR1788 the 18:16 Chur to Basel, **11212** with RE3840 the 18:22 Chur to St Gallen, **11227** topping IR10790 the 18:37 Chur to Zurich, **421375** on EC192 the 18:55 Lindau to Zurich and **11131** topping IC790 the 21:02 Zurich to Basel. Monday the 25th produced **421375** leading IR1957 the 06:30 Basel to Zurich, **11181** on S20124 the 07:02 Zug to Zurich, **11155** with IR2178 the 14:54 Luzern to Basel and **11135** heading IR2191 the 20:03 Basel to Erstfeld as far as Luzern, where it gave way to **11200**. Same day on the SOB, **456096** did IR2410 the 07:34 Romanshorn to Luzern, **446017** headed S18045 the 08:21 Zurich Altstetten to Einsiedeln, **465091** worked IR2411 the 08:40 Luzern to Romanshorn and **456092** powered IR2413 the 09:40 Luzern to Romanshorn. Same day on the ZB **110002** hauled IR2221 the 12:04 Interlaken Ost to Meiringen, **110001** did train 7448 the 12:44 Meiringen to Interlaken Ost and **110003** was seen outside of Meiringen shed, finally **BLS 195** was on train 5722 the 13:09 Spiez to Interlaken Ost and **BLS 194** did train 5721 the 13:29 Interlaken Ost to Spiez. On to the 26th, **11200** headed IR2164 the 06:26 Erstfeld to Luzern, **ZB 110002** did IR2212 the 09:21 Meiringen to Interlaken Ost, **ZB 110001** worked train

7436 the 09:44 Meiringen to Interlaken Ost and **BLS 195** hauled train 5716 the 10:05 Spiez to Interlaken Ost. The Simplon was closed on the 28th following a collision early in the morning when train 43695 hauled by BLS **485002** passed a red signal and collided with Northbound train (40162) hauled by Crossrail **436113 +185596**, many wagons were derailed, with containers being scattered all over, **436113** appears very bent (see picture) being squashed from both ends!



Austria

There are a few changes to the ÖBB fleet (officially) recorded as this month, **1116017/047/048/049** have been transferred to MAV Cargo (soon to be renamed Rail Cargo Hungaria), withdrawn have been (some of these have been out of use a while) **2143041/047/054/059/060/061/063/065/074/076** and renumbered are **1044013** to **1144013**, **1044031** to **1144031**, **1044091** to **1144091**, **1044097** to **1144097** & **1044120** to **1144120**. Additionally the number of operational 1042s has now decreased to seven, namely **1042013/020/032/033/034/036/041**.

France

The 22nd January produced **17008** on R23493 the 08:07 Paris Nord to Ermont Eaubonne, **27341** on R37564 the 08:43 Ermont Eaubonne to Argenteuil, **17011** with R36536 the 09:05 Argenteuil to St Lazare, **27340** heading R30741 the 09:53 St Lazare to Epone Mezieres, **27311** topping R64677 the 10:48 Epone Mezieres to Mantes La Jolie, **17002** heading R36860 the 11:22 Mantes La Jolie to Mantes Station, **27353** hauling R36851 the 11:26 Mantes Station to Mantes La Jolie, **17024** with train 13331 the 11:44 Mantes La Jolie to Breval, **17014** leading train 51004 the 12:04 Breval to Mantes La Jolie, **27316** with R65616 the 12:34 Mantes La Jolie to Epone Mezieres, **27339** on R30802 1249 Epone Mezieres to Aubergenville Elis, **27340** powering R30771 1305 Aubergenville Elis to Mantes Station and 27362 on R36871 1326 Mantes Station to Mantes La Jolie.

News to 24th January 2010 (posted on 28th January 2010)



DB electric 110425 standing in for a failed EMU by working RB30417 on the 20th Jan, it is seen passing the church at Bichl.

Germany

Life over in DB Land is getting a little confusing as there are now two different engines bearing the number **185553**. The original **185553** is owned by MRCE Dispolok and is currently hired by RBH Logistics GmbH, Gladbeck and is painted in MRCE Black, just like the hire engines working out of Frankfurt. The new **185553**, the one that has just started working for Eurobahn, was originally **185-CL-003**. This engine was owned by Porterbrook and was leased to Connex from new. It was later hired to Veolia Cargo Deutschland GmbH, Dortmund and from 8th January this year has been on loan to KEOLIS Deutschland GmbH & Co. KG, Berlin. This latter engine should have carried the number **185503**, all I can say is that it is all quite confusing and a good job that MRCE did not send their **185553** as a hire engine for the Frankfurt to Wurzburg service!

Elektrolok shows that 10 MRCE class 182 electrics, **182514/517/526/530/534/536/561/572/573/574** were on hire to DB on the 18th January, however, in addition **182501** was reported top & tail with **182534** on IC2862 11:54 Hamm (Westf) to Bonn and IC2863 the 14:25 return on the 18th, so maybe 10 is not enough!

On the 19th January, with it's black and gold livery looking tatty, **101141** was noted at Rostock Hbf preparing to depart on IC2213 the 10:29 Ostseebad Binz to Stuttgart (12:43 of Rostock) it can be seen below contrasting nicely with the deep snow.



Further observations from the 19th included **110363** on RE30127 the 14:36 Rosenheim to Fufstein, **110223** with RE30103 the 16:07 Munich to Kufstein and the use of **218839** from Leipzig to Dresden atop a failed class 101 and the entire IC2871, the 14:22 Frankfurt to Dresden. The following day undoubted highlight was the use of **110425**, standing in for a failed class 425 EMU on RB30524 the 14:03 Kochel-am-see to Munich Hbf. From the 21st January two of Alstrom hire locomotives, **203701** (ex DB **202490**) and **203786** (ex DB **202786**), have gone to the BASF plant at Ludwigshafen. BASF have been looking to replace it's own V100 diesels, **1002** & **1003** since September 2009, so, on the face of it, they seem to have done it. Sightings from the 21st included white liveried **110325** working IC2338 the 05:52 Dortmund to Koblenz, **182530** on IC2246 the 08:40 Leipzig to Munich which it took over at Stuttgart, **182534+182501** 'top 'n' tail with IC2880 the 13:54 Hamm to Koln and **182536** leading CNL418 the 22:43 München to Amsterdam into Stuttgart. Meanwhile, down at Kempten, **218256** (stored due to high kms) was reinstated on the 22nd, just for the day and went light engine to Bremen, **218333/390/399/468** are parked out of use at Kempten (see picture below), V160 quote **218468** as stored and **218256/333/390/399** as to be reallocated. This leaves just **218214** as the last, non-series 4, 218 at Kempten still active, though with an overhaul date of 13 February 2002 it won't be for much longer!



On the 23rd **115198** handled IC1280 the 08:39 Zell am Zee to München and **185516+185515** headed the 14:47 Freilassing to Berchtesgaden.

Belgium

Monday the 18th January found **2328** on P8280 the 15:57 Antwerp Haven to Aarschot, **2371** heading P8215 the 16:36 Antwerp Noorderdokken to Aarschot, **2348** powering P8281 the 17:07 Antwerp Noorderdokken to Aarschot and **2334** topping P8307 the 17:34 Brussels Zuid to Hasselt. Our look at the Brussels peak services this week comes from the 21st January when **2349** did P8066 the 15:40 Brussels Midi to Gent St Pieters, **2329** topped P8511 the 16:07 Schaarbeek to Tournai, **2368** powered P8067 the 16:40 Brussels Midi to Denderleew, **2341** had charge of P8741 the 16:59 Schaarbeek to Binche, **2357** headed P8306 the 17:05 Brussels Zuid to Hasselt, **2359+2310** worked P8724 the 17:06 Schaarbeek to Châtelet, **2322** did P8095 the 17:12 Brussels Midi to Dendermonde, **2330** hauled P8010 the 17:32 Schaarbeek to Saint Niklaas, **2328** lead P8307 the 17:34 Brussels Midi to Hasselt, **2355** headed P8352 the 17:54 Brussels Midi to Landen and **2320** topped P8308 the 18:05 Brussels Midi to Tongeren with **2365** on the rear.

Switzerland

Swiss domestic fares and the various domestic discount cards (which can be cheaper than the Swiss Pass in certain circumstances) will go up by an average of 6.4% in December 2010. This increase was delayed by a year from December 2009 due to the recession. The lack of a fare increase in Dec 2009 explains why the UK prices for Swiss Passes etc have not changed for 2010. So take advantage this year!

Austria

Noted out on the 19th was **1042013** it passed Launsdorf heading for Villach with an unidentified freight in the early afternoon.

News to 17th January 2010 (posted on 18th January 2010)

Germany

During November 2009 Deutsche Privatbahn GmbH, Hameln (DP) acquired ex DB Köf diesel shunting locomotive **323216** from DHL Solutions Großgut GmbH, Bochum-Hamme. Apparently this loco was only rented by DHL from Quelle AG, Regionallager Bochum-Hamme and because of the recession Quelle AG has gone into liquidation necessitating the sale of the locomotive, which has now been re-numbered as **11**.

Late December stock changes are transfers, **110396/463** Munchen to Braunschweig, withdrawn **110409** and reinstated **143063/345/916**.

On the 2nd January, only 2 months after their reactivation, DB again stored a batch of class 139/140 electric locomotives. At Mainz Bischofsheim is **140423**, at Dresden is **140024** while located at Kornwestheim are **139132/222/309/311/314/562** and **140013/043/169/218/267/368/678/450/495/535/585/716/789/811/821/861**

Noted on the 9th January was **218839** passing Magdeburg Buckau on time hauling IC2142 the 16:02 Magdeburg to Köln, (Cologne) which it worked to Hanover. Also on the 9th EC361 the 06:53 Strasbourg to Munich Hbf was noted arriving in Munich with **181223** piloting a failed **101122**, the 181 being attached at Stuttgart! (see picture below).



On the 13th January **232571** was seen on RE3632 the 14.14 Altenburg to Eurfurt, arriving at 16:08, then, in a huge bonus to the haulage brigade on it, did RB16298 the 16:34 Erfurt to Eisenach. Another dig diesel in passenger action was **234278** which powered EC45 the 12:29 Berlin Hbf to Warsaw Wschodnia on the 14th. Moving on to the 17th IC145 the 10:49 Amsterdam to Szczecin arrived at Angermünde behind **120159** which gave way to **232704** and **110343** took over IC1911 the 16:12 Munich to Dortmund at Stuttgart, from **120156** which started the train at Munich.

Belgium

Evening peak services around Brussels on the 11th produced **2331** on P8066 the 15:40 Brussels Midi to Gent St Pieters, **2354** with P8902 the 16:02 Schaarbeek to Oudenaarge, **2349** heading P8511 the 16:07 Schaarbeek to Tournai, **2329** powering P8720 the 16:17 Schaarbeek to Châtelet, **2322** topping P8067 the 16:40 Brussels Midi to Denderleew, **2342** leading P8741 the 16:59 Schaarbeek to Binche, **2368** hauling P8306 the 17:05 Brussels Zuid to Hasselt, **2359 & 2312** heading P8724 the 17:06 Schaarbeek to Châtelet, **2348** on P8095 the 17:12 Brussels Midi to Dendermonde, **2314** with P8010 the 17:32 Schaarbeek to Saint Niklaas, **2367** leading P8307 the 17:34 Brussels Midi to Hasselt, **2355** with P8352 the 17:54 Brussels Midi to Landen and **2320** powering P8308 the 18:05 Brussels Midi to Tongeren.

Switzerland

The January edition of Eisenbahn Amateur reports that only 17 A/e 6/6 locos are now rostered for traffic and words this in a way to suggest it will be further reduced. On the 14th EC101 the 16:47 Basel to Zürich produced **421389** while the following day **421375** did EC191 the 07:16 Zürich to Munich and **421393** worked EC193 the 09:16 Zürich to Munich

Austria

During December three class 1042 were sent to Linz works for conversion to train pre heating units, two of these **011 12 (1042054)** and **011 43 (1042050)** were later transferred to Vienna South to take up their duties, there is no word as yet, of the third loco, **1042059**. It appears the end has also come for the class 1014 electric locomotives, after withdrawal of **1014006**, with accident damage, the remaining active units, **1014003/014/015**, were all stored (serviceable) and although officially available for use, the current surplus of traction should mean they are not needed. Of the remaining locomotives **1014002/004/005/007/008/009/010/011/012/013/016/017/018** are all (unserviceable) in Vienna South while **1014001** is in Linz works.

News to 10th January 2010 (posted on 17th January 2010)

Germany

Despite its impending closure, and the relative rarity of the big diesels now, **232109/905 233111/295** where seen at 14:30 on the 29th December stabled on Osnabruck depot. An incredible working took place on New Years Eve when **OHE200085 (Ex DB 216121) & 200086 (Ex DB 216158)** headed IC2277 to Gottingen. The first reported action of the New Year was on the Würzburg to Frankfurt corridor on the 2nd January when **185556** did RE4612 the 13:35 Würzburg to Frankfurt, **185557** headed RE4621 the 15:30 Frankfurt to Würzburg and **185570** powered RE4616 the 15:35 Würzburg to Frankfurt. The following day saw Rostock allocated **120501** heading out of Munich with the 16:10 to Dortmund, other class 120's leaving Munich on this day were **120126** with the 15:45 to Hamburg and **120132** topping the 18:44 to Karlsruhe, meanwhile **110329** worked IC1809 the 14:58 Rostock to Hamburg vice a class 120, **OBB 1016023** was IC2082 Hamburg to Berchtesgarden and **OBB 1116050+1116104** did EC112 between Klagenfurt and Siegen. Veterans out in front line service on the 4th included **115350** on IC141 the 09:28 Bad Bentheim to Berlin and **110243** with IC487 the 11:53 Stuttgart to Zürich as far as Singen. On the 9th January RE3368 the 07:11 Meiningen to Erfurt arrived at Erfurt around 100mins late, powered by **232569**, seemingly it had come into contact with something on the track, and sustained slight damage to the Indusi equipment, air cocks, steps, and cabling. The loco was detached and put on Erfurt shed, and its next scheduled working, RE3623 Erfurt to Altenburg was formed by a pair of 612 DMUs. The loco may need to go to Saalfeld for repairs.

Advance notice: DGEG are organizing a 'nostalgia' tour on the 24th April 2010 from Bochum-Dahlhausen to the tulip fields of Lisse in the Netherlands. Departing Bochum-Dahlhausen at 07:05, Essen Hbf at 07:35 and Oberhausen Hbf at 08:15 the train will be hauled to the German boarder at Emmerich by museum locomotive **212007** where it will give way to preserved NS diesel **2225** for the run to Lisse. Full details are available [here](#)

Belgium

A quick look at the Brussels to Amsterdam service on Saturday 2nd January found **2832** on IC9236 the 11:54 Amsterdam Central to Brussels Midi, **2839** heading IC9240 the 12:54 Amsterdam Central to Brussels Midi, **186120** leading IC9229 the 13:18 Brussels Midi to Amsterdam Central, **2803** with IC9244 the 13:54 Amsterdam Central to Brussels Midi, **2833** powering IC9233 the 14:18 Brussels Midi to Amsterdam Central, **2843** doing IC9248 the 14:54 Amsterdam Central to Brussels Midi and **2842** topping IC9237 the 15:18 Brussels Midi to Amsterdam Central. Monday the 4th January saw **2348** on P7282 the 06:44 Aarschot to Antwerp Noorderdokken and **2345** heading P7283 the 07:44 Aarschot to Antwerp Noorderdokken. Meanwhile the Brussels morning peak on the 4th produced much late running and identification of the arriving train was not easy, however **2349** lead P7012 the 06:15 Gent Sint Pieters to Schaarbeek, **2341** hauled P7021 the 06:16 Aalst to Etterbeek, **2320** topped P7305 the 06:18 Hasselt to Brussels Zuid, **2329** did P7312 the 06:20 Hasselt to Brussels Zuid, **2343** did P7995 the 06:25 De Panne to Gent Sint Pieters, **2380** handled P7722 the 06:35 Châtelet to Schaarbeek, **2328** worked P7741 the 06:41 Binche to Schaarbeek, **2370+2373** headed P7724 the 07:00 Châtelet to Brussels Nord, **2371** powered P7514 the 07:04 Tournai to Schaarbeek, **2319** headed P7996 the 07:13 De Panne to Gent Sint Pieters, **2353** did P7094 the 07:15 Dendermonde to Brussels Zuid, **2326+2322** powered P7307 the 07:17 Hasselt to Brussels Zuid and **2357** topped P7010 the 07:19 St Niklass to Schaarbeek. Later in the day **2623+2602** worked IR3913 the 13:20 Bibche to Louvaine and (of course) IR3937 the 15:41 Louvaine to Binche. Just one of note from the 5th and that was **2625** heading P7801 the 06:36 Quevy to Schaarbeek.

Switzerland

It appears that SBB are renumbering their TM IV tractors, apparently **8751** to **8787** are to become **232101** to **232147**, in sequence and **9651** to **9685** will become **232201** to **232235** again in sequence, presumably the few withdrawn examples will become gaps in the new sequence.

Portugal

While shunting at Oriente **1944** crashed into a parked **4005** causing nose end damage to **4005** but only minor paint scratches on **1944**.

France

On the 3rd January **66463** worked train 839815 the 17:04 Dijon to Reims vice a class 72100, in recent time this loco would return on the Nice overnight to Chalindrey, but as the overnight no longer runs this loco is now expected to go back to Chalindrey light engine in pretty much the same path as the overnight.

Because of the economic downturn SNCF Fret have stored 58 BB22200 electrics of which only 17 are actually unserviceable, before you ask I have no idea of any locations but the full list is:

22201/02/03/04/05/06/07/10/11/12

22213/15/16/17/18/19/21/22/23/24/26/26/28/30/32/36/37/41/42/44/47/48/49/52/53/54/55/56/57/58/59/63/65/67/70

22271/72/74/81/84/85/90/98 22305/65/66/69/70/87/90. In addition, 6 BB27000 are current stored (1 unserviceable) and these are **27147/48/50/56/59/62**.

Austria

Observations on New Years day of the EC workings, booked for class 189 electrics through Innsbruck produced the following **189990** on EC85 the 09:31 München Hbf to Bologna Centrale (11:27 off Innsbruck), **198999+189993** heading EC88 the 06:40 Milano Porta Garibaldi to München Hbf (12:36 off Innsbruck), **189989** powering EC87:the 11:31 München Hbf to Verona Porta Nuova (13:27 off Innsbruck), **189991** leading EC80 the 12:41 Bolzano/Bozen to München Hbf (14:36 off Innsbruck) **189992** topping EC89: the 13:31 München Hbf to Milano Porta Garibaldi (15:27 off Innsbruck) and **198988** with EC84 the 11:55 Bologna Centrale to München Hbf (16:36 off Innsbruck).