

# January 2011 - EUROPEAN NEWS (Robert Brown)

## News to 24th January 2011 (posted 27th January 2011)

### Germany

On Friday 14<sup>th</sup> January **218139** was seen heading RB11624 the 09:02 Bonn to Euskirchen, **120135** did IC2259 the 11:20 Köln to Leipzig with 4 SBB coaches and **103235** hauled IC2410 the 13:02 Köln to Flensburg. The 15<sup>th</sup> January brought **232209** out to play again this time on RE3323 the 07:00 Gera Hbf to Altenburg. Not quite sure where this belongs but **MAV 1047001** departed München at the head of EC111 the 08:27 München to Klagenfurt on the 20<sup>th</sup> January, it is rare for a MAV 1047 to be this far from home these days, but the same train produced **RCH 1116016** the previous week, so it maybe one to watch for the biggies! Same day tunnel rescue locomotive **714008** was notified as leaving Bremen works after overhaul. Observations from the 21<sup>st</sup> included **120101** heading IC2023 the 07:32 Hamburg Altona to Frankfurt (Main) Hbf, **101062** powering IC2403 the 10:50 Flensburg to Köln Hbf, **120105** powering IC1911 the 11:52 Dortmund Hbf to Stuttgart Hbf, **101013** leading IC137 the 14:24 Luxembourg to Emden and **218139** powering RB11653 the 1506 Euskirchen to Bonn Hbf. A surprise on the Eurfurt to Altenburg circuit on the 22<sup>nd</sup> was the use of **232903** (which is the ex **234170**) while **234242** took over from **101029** at Angermünde on EC178 the 06:31 Praha hl to Szczecin Główny. Same day **110487** was noted on the S6 route out of Hannover Hbf at the head of S34606 the 08:41 to Celle, **182517** powered IC2083 the 07:14 Hamburg Altona to Oberstdorf, **101144** hauled IC2382 the 10:37 Hannover Hbf to Oldenburg, 120199+120144 top 'n' tailed IC2229 the 11:35 Oldenburg to Hannover Hbf and **101084** headed CNL1287 the 21:12 Hamburg Altona to München Ost. On the freight front **140374** trundled through Bremen Hbf at 11:42 heading a train of empty car flats and **V100-SP-007 (202536)** was seen stabled at Wunstorf around 09:30. Two sightings from the 24<sup>th</sup> were **110426** heading RE11370 the 15:59 Köln Deutz to Aachen and **110463** powering RB30528 the 16:18 Köln Hbf to Wesel.

### Belgium

According to a Belgium Railfan website a number of stored Class 23 electrics have congregated at Antwerp Noord yard, a in the last week or so. A full list is quoted as: **2301/06/08/13/18/19/22/26/31/32/36/37/47/53/54/56/58/59/66, 2369/73/76/78/79/80** according to my records **2306** was still in service on 4<sup>th</sup> January! The evening peak at Antwerp on the 17<sup>th</sup> found **2335** heading P8215 the 16:46 Antwerp Berchem to Aarschot, **2357** topping P8281 the 17:10 Antwerp Lutchal to Aarschot and **2348** leading P8282 the 18:10 Antwerp Lutchal to Aarschot. A 'spot check' of the class 2600 electric diagram on the 20<sup>th</sup> January saw **2611** top 'n' tail with **2629** on IR3914 the 14:16 Binche to Louvain-La-Neuve Université, **2614** top 'n' tail with **2610** on IR3937 the 15:41 Louvain-La-Neuve Université to Binche and **2634** top 'n' tail with **2618** on IR3916 the 16:16 Binche to Louvain-La-Neuve Université. Back at Antwerp on the 21<sup>st</sup> January, **2348** did P8215 the 16:46 Antwerp Berchem to Aarschot, **2339** headed P8281 the 17:10 Antwerp Lutchal to Aarschot and **2335** topped P8282 the 18:10 Antwerp Lutchal to Aarschot.

### France

Preserved **CC 6570** is out over the Easter weekend for a three day trip Avignon to Carcassonne and Lourdes, full details can be found at <http://apcc6570.pagesperso-orange.fr/>

### Switzerland

Yet more A/e 6/6 electrics have appeared at Emmenbrücke for scrap, noted here on the 16<sup>th</sup>, it was the turn of **11422/434/436/444/445/461/466/484/499**. Despite being previously notified as dispatched **11484** has not yet been sent to Emmenbrücke but **610508 (11508)** arrived there on the 19<sup>th</sup> January. Same day **11405** was noted in Olten, keeping company with **11416**, perhaps to provide spare parts for SBB Historic?

### Portugal

Further to the last report it also appears that **1555/59/62/68/69 1946 & 2622** are also out of use. An official announcement by CP on the 14<sup>th</sup> January stated that from February 1<sup>st</sup> the Suburban & Regional services will be withdrawn from the Ermesinde to Leça de Balão (Linha de Leixões), Torre

das Vargens to Marvão Beira (Ramal de Caceres) and the Setil to Coruche lines. They remain open however for freight and presumably, the Lusitania, (in the case of Caceres).

Diesels **1555/59/62** all appear to be back in traffic, with **1560** in reserve. For the last 2 weeks only **1932 & 1935** have been traffic, covering the 2 turns required, **1942** is not expected to be ok until late January, no idea what's wrong with it or indeed **1943**, to have kept them out of traffic for so long. Finally **1946** has joined the reserve fleet due to some sort of major failure.

## Holland

It is NS's current plan for the class 1800 electrics to finish in service on 04/02/11, so get them while you can. On the 18<sup>th</sup> January **1741** was entrusted with IC148 the 08:37 Berlin HBF to Amsterdam Schiphol, from Bad Bentheim, where it was pictured (below) by Alan Wright.



## Private Owner

RTS **2016906** is to go to München for repainting, **ER 20-2007** is being hired in to help out, **2016906** had not left by the 19<sup>th</sup> January as it was viewed on the GKB depot at Koflacherbahnhof. From the 19<sup>th</sup> January the Bentheimer railway renter **D25** (ex DB **211345**) to Bocholter Eisenbahngesellschaft (BEG) to cover for it's ex DB diesel **221135** which is out of action for between 3 and 5 weeks with gearbox failure.

## News to 14th January 2011 (posted 16th January 2011)

### Germany

Action from the first day of the year saw **101010** topping IC1280 the 08:39 Zell am See to München, **218419+218418** working EC193 the 09:16 Zurich to München, **218426** RE27039 12.07 München to Muhlendorf, **218435** powering RE57415 the 12:40 Memmingen to München, **218460** heading RE 57416

the 13:51 München to Memmingen and **218486** on RE57452 the 14:19 München to Kaufbeuren. Highlight of the following day must have been the use of **110396** to work IC1958 the 15:37 Leipzig Hbf to Stuttgart Hbf. Moving on to the 5<sup>th</sup> and observations from Leipzig included **182007** heading RE18461 the 15:07 Leipzig to Cottbus, **101035** giving way to **101119** on IC2209 the 15:42 Berlin Gesundbrunnen to München and **182008** powering RE18463 the 17:07 Leipzig to Cottbus. Top new from Erfurt on the 5<sup>th</sup> was the use of **232904** on RE3625 the 11:48 Erfurt to Altenburg, (see below, photo'd by Cliff Scott and (he says) about 20 others arriving at Jena-Göschwitz) the same train producing **232209** on the 6<sup>th</sup>.



On the 10<sup>th</sup> January **218366+218397** topped IC2310 the 06:38 Frankfurt (Main) Hbf to Westerland (Sylt), EC114 the 08:43 Klagenfurt Hbf to Dortmund Hbf was brought home by **101104**, **218341+218347** hauled IC2073 the 14:56 Westerland (Sylt) to Dresden Hbf and **120137** powered IC2215 the 16:32 Hamburg Altona to Frankfurt (Main) Hbf. The following day IC2310 the 06:38 Frankfurt (Main) Hbf to Westerland (Sylt) employed **218380+218369** and **232904** headed RE3625 the 11:48 Erfurt to Altenburg. The use of MEG class 143 electrics continues, on the 12<sup>th</sup> **MEG603** headed RB18663 the 10:42 (Berlin) Wustermark to Potsdam Griebnitzsee, **MRG602** worked RB18662 the 10:44 Potsdam Griebnitzsee to Wustermark and **MEG606** topped RE18717 the 10:52 Wünsdorf Waldstadt to Dessau Hbf.

## Austria

Noted around Munich on the first day of the year were **1216012** heading EC88 the 06:52 Milano to München, **1216013** topping EC85 the 09:31 München to Bologna and **1216014** leading EC82 the 10:36 Innsbruck to München. On the 10<sup>th</sup> diesel **218117** was found to be defective at Graz, so LTE **2016904** was used on the S6 route, being noted on S4369 the 12:01 Graz to Weis-Ebiswald. By the 11<sup>th</sup> 218117 had been resurrected, it was noted heading S4377 the 16:01 Graz to Wies-Ebiswald.

## Belgium

Observations of the hauled 'peak hour' services on the 3<sup>rd</sup> found **2368** powering P8066 the 15:39 Brussels Midi to Gent Sint Pieters, **2608+2615** top 'n' tail on IR3937 the 15:41 Louvain-La-Neuve Université to Binche, **2627+2614** top 'n' tail with IR3916 the 16:16 Binche to Louvain-La-Neuve Université, **2351** leading P8512 the 16:34 Schaarbeek to Mouscron, **2622+2634** top 'n' tail with IR3938 the 16:41 Louvain-La-Neuve Université to Binche, which was 30mins late departing (of note here is that 2622 is not (supposedly) one of the passenger pool), **2343** heading P8741 the 16:48 Schaarbeek to Binche, **2330** with P8014 the 17:02 Schaarbeek to Gent Sint Pieters and **2304** on

P8010 the 17:33 Schaarbeek to Sint-Niklaas. On Friday 7th January **5512+5514** transferred **8217+8263+7354+7338** from Schaerbeek to Kinkempois, I understand that this is for maintenance to be carried out! January 11<sup>th</sup> found **2610** top 'n' tail with **2620** on IR3913 the 13:16 Binche to Louvaine La Neuve, **2629 + 2614** top 'n' tail with IR3914 the 14:16 Binche to Louvaine La Neuve and **2627 + 2615** top 'n' tail on IR3916 the 16:16 Binche to Louvaine La Neuve. Other 'oldies' in action on this day included **2368** heading P8066 the 15:39 Brussels Midi to Gent Sint Pieters, **2321** leading P8092 the 16:05 Brussels Midi to Dendermonde, **2365** topping P8723 the 16:16 Schaarbeek to Châtelet, **2367** hauling P8067 the 16:39 Brussels to Denderleeuw, **2375** powering P8306 the 16:45 Brussels Midi to Hasselt, **2310** with P8741 the 16:48 Schaarbeek to Binche, **2344** heading P8307 the 17:17 Brussels Midi to Hasselt and **2329** on P8010 the 17:33 Schaarbeek to St Niklaas. The following day **2371** did P7282 the 06:44 Aarschot to Antwerp Nooderdokken, **2375** headed P7215 the 07:17 Hasselt to Antwerp Berchem and **2348** topped P7283 the 07:44 Aarschot to Antwerp Nooderdokken. Meanwhile IR3913 the 13:16 Binche to Louvaine La Neuve produced **2629+2614**, IR3914 the 14:16 Binche to Louvaine La Neuve employed **2610+2620** and IR3916 the 16:16 Binche to Louvaine La Neuve employed **2615+2626**.

## France

The class 16000 electrics are still working the 'corails' between Amiens and Paris, apparently until they will last until March. To illustrate this, on 30th December when **16007** worked D2202 the 10:43 Boulogne to Paris from Amiens with diesel **67609** (which worked the train from Boulogne) left on the train, **16003** did D2205 14:19 Paris to Boulogne, **16053** headed D48570 the 14:59 Amiens to Paris and **16012** powered D12031 the 16:10 Paris to Amiens.

## Switzerland

Thursday 30th December **11212** worked as ICE272 the 17:00 Zürich to Freiburg, as far as Basel where passengers changed to the waiting ICE unit, **11304** did IR1782 the 17:08 Zürich to Basel, **11108** headed EC101 the 17:12 Zürich to Chur, **11134+11199** topped IR1787 the 17:47 Basel to Chur, **11149** powered IC837 the 18:02 Bern to Romanshorn with an old push pull set (vice 460?), **11220** topped IR1784 the 18:08 Zurich to Basel, **11109** hauled IR2283 the 18:09 Zurich to Chiasso and **11116** headed IR2289 the 20:09 Zürich to Bellinzona. Two Cargo loks were seen in passenger action on the 8<sup>th</sup> January when **11317** worked train RE3840 the 18:22 Chur to St Gallen and **11332** headed IR2294 the 18:45 Locarno to Zürich HB. On the 10<sup>th</sup> January **11332** was seen on IC768 the 09:00 Zurich to Basel. Highlight of the month / year (so far and possibly this will not be beaten) was the use of **11611** on IR2177 the 14:03 Basel to Locarno as far as Luzern on (I understand it had previously worked IR2170 the 07:10 Chiasso to Basel, from Luzern) the driver certainly knew this was rare as he was posing for photos at Basel and much blowing of the whistle was in evidence on arrival at both Olten and Luzern!

## Portugal

Reports suggest that the 7<sup>th</sup> January was the last day of the 2600s in normal use (for now). They are due to be replaced on the Souselas cements and other regular turns by 4700s and 5600s from Monday the 10<sup>th</sup> January. Apparently 10 are to be put into strategic reserve with a further 11 examples either withdrawn or stored. At the end of the year **2601/03/04/06/08/09/11/21/24/25/28/29** were all stopped at Entron.

## Luxembourg

January brought the withdrawal of diesel **1816** also Z2 unit **2222** has been delivered but not yet commissioned. Two new cars have also arrived and been combined with the surviving car from accident victim **2207** to form a new unit, it's not yet clear if this will be **2207** or become **2223**. On the 13<sup>th</sup> January SNCB electric **2005** hit an obstruction whilst working RB5910 the 08:03 Arlon to Luxembourg, smashing in the right hand cab window. The train was rescued by **1805** arriving in Luxembourg 2½ hours late at 10:45 with passengers still on board. This is the first known passenger working of an class 18 diesel for over 2 years now.

## News to 1st January 2011 (posted 8th January 2011)

### Germany

Herr Bender cutting torch has been busy during the latter part of December with **110465/495** (both 22/12), **140651** (23/12), **140830** (16/12) **140846** (13/12), **140869** (20/12), **140871** (17/12) and **143635** (15/12) all being disposed of. There was a real class 110 'feast' on the 21<sup>st</sup> December **110470** was out on RE5 doing RE10513 the 09:40 Emmerich to Koblenz (and RE10527 the 16:36 ex Emmerich as well), **110455** headed IC134 the 09:53 Norddeich Mole to Luxembourg (into Koblenz), **110447** did RE10460 the 15:30 Dusseldorf Hbf to Aachen, **110494** hauled RE10462 the 16:44 Dusseldorf Hbf to Aachen, **110463** topped RE30530 the 17:13 Dusseldorf Hbf to Wesel and **110415** worked RE11376 the 17.52 Dusseldorf Hbf to Koln. Same day **110437** was seen on an 'Autozug' and **110284** was noted on what was believed to be another of the ex Luxembourg IC services. On the 22<sup>nd</sup> **110169** left Dessau, bearing an overhaul date of 10/12/2010 and returned to Minden, it is now expected to see continued use on the Minden test trains. On the 28<sup>th</sup> December the last four class 204 diesels stored at Saalfeld, **204605/641/671/803** were removed from site and sent on their way to Rumania. Since 2002 21 class 204, and one class 298, have headed into South East Europe from Germany, so, as far as I'm now aware, this leaves just the one class 204, **204314** (at Dresden Friedrichstadt) actually under DB ownership in Germany. A nice way to start 2011 was with the use of **110236** on IC2430 the 08:23 Dresden Hbf to Oldenburg (Oldb).

### Austria

Heading between Klagenfurt and Villach in the later afternoon of the 12<sup>th</sup> December was 'preserved' **1110522** at the head of special passenger working, this was closely followed by **1042041** heading an unidentified freight working. On the 19<sup>th</sup> December, Steiermärkische Landesbahnen operated **ET1** was seen, and pictured, below by Jack Watson, leaving the request stop of Burgfried bei Gnas, operating service R8615 the 14:16 Feldbach/Raab to Bad Gleichenberg.



## Belgium

On the 22<sup>nd</sup> December 2010 P8280 the 15:57 Antwerpen Haven to Aarschot, which, in the last timetable was a booked class 23 turn, produced EMU **908+928** and P8215 the 16:46 Antwerpen Berchem to Aarschot, a further booked class 23 turn during the last timetable had **2101** at it's head, however P8281 the 17:07 Antwerpen Noorderdokken to Aarschot was hauled by **2308** and **2357** worked P8282 the 18:07 Antwerpen Noorderdokken to Aarschot which was a booked EMU turn during the last timetable. Elsewhere on this day **2367** did P8306 the 16:45 Brussel Zuid to Hasselt and **2314** (with load 11!) hauled P8307 the 17:17 Brussel Zuid to Hasselt.

## France

Fret allocated **67460** was noted out on passenger work during the 23<sup>rd</sup> it was seen heading train 3909 the 14:14 Bourges to Montluçon.

## Switzerland

Sightings from Sunday 19<sup>th</sup> December included **11221** with IR2294 the 18:45 Locarno to Zurich, **11152** topping IR2191 the 20:03 Basel to Luzern, **11118** heading IR2191 the 21:18 Luzern to Erstfeld and **11133** topping IR1792 the 22:08 Zurich to Basel. Electric **11483** is the latest loco to arrive at Emmenbrucke for scrap, being noted there on Christmas Eve.

## Portugal

According to rumors, the remaining class 2601 locomotives will be withdrawn by the end of January

## Private Owner

NBE RAIL GmbH, of Aschaffenburg, have 'acquired' four V100 diesels from Alstom locomotives service GmbH. These are expected to be **212063/355/364/369** and each will receiver a complete overhaul before delivery which is expected to start in April 2011.