

July 2008 - EUROPEAN NEWS (Robert Brown)

29 July 2008

Belgium

On the 22nd July **2326** headed P7282 the 06:55 Aarschot to Antwerp Noorderdokken and **2503** did P7283 the 07:55 Aarschot to Antwerp Berchem, the following day **2319** had charge of P8215 the 16:36 Antwerp Noorderdokken to Aarschot.

Germany

Between the 11th and the 13th July **211237**(withdrawn from DB on 17/12/87) was moved from Solvay-Werke AG Ebensee (Austria) back to Germany for re-use. It left Salzburg for Munich as train Tzfz 89952 on the 11th and the following day made Kassel, as train Tzfz 89892 before continuing North on the 13th. Traction was provided by IGE Gmbh & Co, but the loco is not known. The V100 has been sold privately, but will be renovated to main line standard, more when I hear it. A walk around the Cottbus area on Sunday 20th July proved fruitful for shunters with the following being found, Cottbus station area **335072 362801/849/863** Cottbus Works **335157 362556/559/769 363134/237 364847** and at Cottbus Dump were **363445/709/728/836 364763/901/906/909 365225/426/544**. It was announced on the 22nd that 5, Trier based class 143 electrics are to be re-built, with new pantograph, engine and windscreen modifications to allow 140 Km/h running. These locos, **143280/910/919/925/932** should be ready for the December timetable change (a re-numbering into the 114.3 range is also expected) and will allow the withdrawal of the final Trier based class 110 electrics **110166/295/300/320/333**.

Class 103

Museum lok **103245** is rostered to work D1280 from Zell am See to Munchen each Saturdays until 23rd August, get it while it's out!

Luxembourg

It appears that diesel loco **1806** has returned from Denmark, it was one of 11 class members noted on Luxembourg depot over the weekend of 19 – 20th July. Apparently it's due into Salzinnes works (at Namur, Belgium) for repainting into black livery!

Portugal

1946 is now back in service for CP, it was noted on the 21st running light engine, on test, from / to Barreiro after being overhauled. However, in the passenger sector, **1935 & 1945** are getting long-in-the-tooth with regard to overhauls, **1935** being last overhauled in December 2002 and **1945** in July 2002. I would expect these two to either go to CP Carga or be stored. Mind you, CP might overhaul them both.....

On the 23rd July **1455** was out on IR861 the 07:25 Porto Campanha to Pocinho, which, unfortunately had **1970**, suffering mechanical problems and hauling a cement train, running at 5 Km/h ahead of it thus causing IR861 to arrive over an hour and 20mins late.

Holland

On the 21st **SNCB AM75 EMU 805** arrived at Roosendaal on time with IC9213 the 09:15 Brussels Midi to Amsterdam Central, which apparently started from Antwerp at 09:59 and was promptly then cancelled forward from Roosendaal, more class 11 misery no doubt. Noted at Roosendaal were **1734** with IC3636 the 10:21 Roosendaal to Arnhem and **1736** which headed IC3638 the 10:51 Roosendaal to Arnhem

21 July 2008



Swiss private operator Zentralbahn's, 1000mm gauge HGe 101 electric locomotive 101966 arriving at Brienz station on 18th July 2008 with a train for Luzern. (Robert Brown)

Belgium

Monday 14th July found **2326** at the head of P7282 the 06:55 Aarschot to Antwerp Noorderdokken and **2503** in charge of P7283 the 07:55 Aarschot to Antwerp Berchem. Later in the day, evening 'peak' trains noted were **2339** on P8066 the 15:45 Brussels Zuid to Gent St. Pieters, **2329** with P8067 the 16:23 Brussels Zuid to Aalst, **2367** heading P8741 the 17:02 Schaarbeek to Binche, **2505** powering P8010 the 17:21 Schaarbeek to St. Niklaas and **2514** in charge of P8007 the 17:54 Brussels Nord to Kortrijk. The following day P7282 & 7283 produced the same locos, **2514** worked to diagram by heading P8066 the 15:45 Brussels Zuid to Gent St. Pieters, **2214** topped P8067 the 16:23 Brussels Zuid to Aalst, **2367** did P8741 again, 2510 worked P8010 the 17:21 Schaarbeek to St. Niklaas and **2507** headed P8007 the 17:54 Brussels Nord to Kortrijk.

Germany

The rebuilt V100 **212312**, now in service with DB as **262007**, has suffered from a 'large technical problem' causing it's return to Alstom's Stendal works for rectification. It was working off Magdeburg Rothensee depot and it's place has been taken by MWB's **V1802**, ex DB **202509** for the foreseeable future. It is not yet know if the problem that caused **262007** to return to Stendal is a common problem with all the rebuilds or just a problem with this locomotive.

France

On the 18th **67352** with a Corail set worked special train 21003 from Rennes at 11:44 to Carhaix in connection with the rock festival in the area.

Holland

Test running is to take place on 29th and 30th of July with the 'HiSpeed' 186 locomotives. If these tests are successful, the 186s will begin to enter service, on the Benelux trains, on August 1st, starting with train 9232 the 10:56 Amsterdam Centraal to Brussel Zuid (arrive 13:45) and train 9233 the 14:15 Brussel Zuid to Amsterdam Centraal (arrive 17:06), there are currently four locomotives painted in HiSpeed red **186113/114/115/116**.

14 July 2008

Germany

On the 27th June, North Bavarian Railway Company Ltd (Nbe) took delivery of their first V100 locomotive. This loco is ex D&D Railway **1403**, or ex DR **201577**, which was re-painted Blue and white, with a jazzy red stripe and numbered **203214-2** before delivery. At approximately 1000KW this will be a useful addition to Nbe's fleet. At the end of June the re-build of **212054** was completed at Alstrom, Stendal. It joins the Potsdam Railway company (EGP), it's painted dark blue and carries the works date 19/06/08, it also (usefully) retains its DB number! An unusual working occurred on the 5th July when **115337** was pressed into action over the Brenner pass. It ran light from Innsbruck to provide banking assistance to OBB's **1216022+1216017** on their way into Italy. Due to engineering work between Wiesbaden and Mannheim the overhead wires will be switched off until the 4th August. Most trains are buses, with the ICs being diverted, however there are two weekday RB's allowed through hauled by class 218s from Karlsruhe depot, these are RB28976 the 06:18 Mannheim Hbf to Wiesbaden Hbf followed by RB28973 the 17:01 Wiesbaden Hbf to Mannheim Hbf and (second loco) RB28972 the 05:32 Mannheim Hbf to Mainz Hbf followed by RB28977 the 18:12 Mainz Hbf to Mannheim Hbf, these go under the (switched off) wires via Worms. On Wed. 2nd July the 17:01 ex Wiesbaden was **218483**, the one off Mainz was **218478**. Also noted on the 2nd was **218343** heading RE4833 the 08:34 Mannheim to Heilbronn, interestingly despite being overhauled in April this year it has not been re-painted and it looks a right state.

France

The diesel line between Lyon and Bourg-en-Bresse via Villars is closed for engineering work from 7th July to 28th August 2008. On Wednesday 2nd July the 17:04 Lyon Perrache to Bourg-en-Bresse, a class 67 diagram was formed by a 4 car caravelle DMU, leaving 30 late. The 17:28 turned up straight behind, with **67357** and Corail stock, and left at 17:45. It was then announced the train would be "sans arret" Lyon Part to Bourg, all the passengers having got on the late running 17:04. Indeed the train ran non-stop (losing more time due to having no path!), via Amberieu under the wires to Bourg-en-Bresse. The following day **67357** worked the booked 07:00 from Bourg, and the DMU was still out on the 06:04 ex Lyon Perrache and presumably 08:30 back.

Austria

On Sunday 6th July **1044007** set out on EZ6390 the 07:58 Wien Sud Ost to Krems which it did as far as Heiligenstadt due to engineering work, passengers were then treated to **1046016** for the remainder of the journey.

Switzerland

It was announced during the evening of the 7th July that UNESCO have decided to put RhB Albula and Berninabahn in its World Heritage List, this will be celebrated on 12, 13 and 14 September 2008.

Poland

Sunday 6th July found a few ET22's working out of Lodz, **ET22-763** did train D53500 the 04:35 D53500 Lodz to Zakopane, which was about 2½ hours late, **ET22-514** headed train D83503 the 06:37 Lodz to Rzeszow, **ET22-826** hauled train D35102 the 07:11 Lodz to Gdynia and **ET22-941** powered train D54101 the 12:29 Lodz to Katowice from Lodz Kaliska.

Hungary

On the 7th July ER7763, the 07:54 Wien Sud to Szekesfehervar through portion produced **M62 325** piloting **M41 2319** on 2 coaches from Szombathely, same day **M62 305** turned out on train 9704, the 10:10 Budapest Deli to Tapolca.

9 July 2008



SBB Cargo electric 482010 passing Hamburg Harburg station on the 14th June 2008 with a train of empty oil wagons from the nearby Maschen yard heading towards the Harbour (Robert Brown)

France

Confirmed stock changes on the 1st July were New **27349** Ile de France, **60056/59-64** & **75077-84** all Fret, Transferred between Activities **17039/47** CIC to Ile de France **25631** TER Rhone Alpes to TER Pas de Calais and Withdrawn **16646 61009 63927/991 67314 72029**.

Between the depot at Paris Archers and the nearby yard is a line of (scrap) locomotives, which, on the 3^{rs} July, consisted of (in order) **7249 7670 7123 7623 7438 7830 7471 7129 7761 7464 7622 7677 7457 7571 7516 7602 7286 7473 7513 & 63799**. On the same day scrap locomotives in Sotteville yard were **67025 67063 Y7415 67072 Y7509 Y7582 72025 Y7584 Y7822 72019 Y7735 Y7823 72073 72156 72071 67020 66034 25604 63122 64022 72036 68012 67323 68504 72006 63906 63151 63783 Y7180 63571 72022 72008 locma 068 Y2443 72044 Y515? 63061 63060 72014 67328 68066**

BB67000

On the 2nd July **67600+67619** were noted at the head of the 17:45 Paris Nord to Laon.

CC72000

Members of the class seen in action on the 1st July were **72186** on the 12:36 Reims to Dijon, **72139** with the 12:47 Mulhouse to Paris, **72157** heading the 13:13 Paris to Mulhouse, **72140** topping the 16:49 Belfort to Paris, **72130** powering the 18:17 Mulhouse to Paris, **72121** hauling the 15:09 Paris to Mulhouse, **72180** with the 16:41 Paris to Mulhouse and **72166** on the 18:41 Paris to Mulhouse. The following day **72157** headed the 07:45 Mulhouse to Paris, **72148** worked the 13:13 Paris to Mulhouse, **72143** handled the 14:43 Troyes to Mulhouse, **72139** hauled the 16:41 Paris to Mulhouse and **72166** powered the 17:09 Paris to Troyes.

Portugal

Thursday 3rd July found **1935** working the Sines to Alhandra Bio-diesel train which consists of the large blue bogie tanks if anyone sees it.

We are indebted to Charles Cross who went to see the lady in charge of Barreiro works last week, was allowed in and given one of the works managers as a guide. (Just like Crewe then) locos as follows: in main workshop **1912** (refit), **1416** (service), **1210** (refirb), **1434** (refit & crash damage), **1437** (service), **1973** (rebuild), **1170** (service), **1164** (service). In spray shop **1971** (refirb), **1563** (service),

outside **1913** (service), in next shed over traverser **1161** (works shunter), **1946** (engine attention), **0371** (used for p-way), **1911** (engine attention), **1552** (crash damage), **1909** (service), **1906** (service), **1162** (service), **1216** (stood ready to go out all painted up to go to Argentina, in top shed were **1213** (OOU), **1225** (OOU), **1214** and **1211** (both going to Argentina), **1459** (DSM), **1460** (DSM), **1203** (DSM), **1155** and **1174** (both for spares), **1065** (museum), **1916** (OOU), **1910** (DSM) ,and **1524** (DSM). Inside the shed, outside was **90-94-200.0013-7** Ferrouias (**ex 1214**) Stored locos were **1937**, **1505**, **1055** (museum), **1510**, **1111** (sorry state), **1426**, **1436** (supposed to have gone to Argentina) **1458**, **1941**, **1938**, **1939**, and **1937**. He then walked up to Berreiro B station, (there is a siding here with more stored locos in the used to be at Barreiro docks station these are **1802/03/04/05/06/07/08/10**, **1402** (crash damage), **1456**, **1432**, **1209**, **1222** and Nohab railcars **0108** and **0112**.

Switzerland

Nobody was injured and little damage caused to the train on the 4th July when train 2409 the 07:40 Luzern to Romanshorn, headed by RE 4/4 **11139**, hit a van at Schmerikon.

The van driver was concentrating so hard on trying to find an address he drove onto the crossing while the barriers were coming down and stuck on the track but got out of the van before the train hit it and was not hurt but they need a new van!

Turkey

Director-general Süleyman Karaman of Türkiye Cumhuriyeti Devlet Demiryollari (TCDD) the Turkish State Railway) formally accepted the first of 12 diesel multiple-unit sets from South Korean rolling stock manufacturer Hyundai Rotem in Seoul on 22nd May 2008. Featuring air-conditioning, video, radio and internet access, and capable of 140km/h, the two-coach units are to be used on the routes Ankara to Kirikkale, Adana to Mersin, Kütahya to Eskisehir and Denizli to Izmir. Funding was arranged with a loan from the European Investment Bank.

2 July 2008

Germany

After nearly 12 years in store (and some changers of owner) the first of the two locomotives now owned by Redler Service was taken back into revenue earning service this month. The former **201222**, after overhaul in the MaLoWa workshop (Benndorf/Klostermansfeld) painted orange and numbered 11, has started work. Redler Service is (among other things) responsible for the lineside deep drainage and tunnel drainage along the high speed line between Würzburg and Hanover.

The Havelländi railway AG (hvle) aquired their 5th locomotive in early June, when V160.5 was delivered fresh from Alstom's Stendal works. The V100 is the 'regenerated' **202816** and this was joined in the middle of June when a sixth modernised locomotive, V160.6, the ex **202831** was added to the fleet.

On the 5th June **298088** left Alstom's Stendal works and was handed over to MEG. Painted in the house yellow and Red livery and numbered MEG113, it was put to work immediately. It should be followed in a few weeks by **298052**, which will become MEG112. The originally planned purchase of **298045** did not however happen, this locomotive still stands at Seddin (Berlin) awaiting it's fate.

Late news, but **204607** was withdrawn from Saalfeld on the 19th May.

We are grateful to **Mr. DL Thompson** of Stanmore Crescent, Leeds for the following information on class 110 workings in the Cologne (Koln) area in June.

18/06

110427 RB15539

16:38 Koblenz to Wiesbaden

19/06
110426 RB19273 12:27 Plochingen to Ulm then RB19326 15:37 Ulm to Geislingen

20/06
110470 RB29131 10:07 Dortmund to Soest
110373 RB29181 10:37 Dortmund to Soest
110396 RB29133 11:07 Dortmund to Soest
110415 RB29183 11:37 Dortmund to Soest
110505 RB39022 13:35 Dortmund to Munster
110423 RB39024 14:35 Dortmund to Munster

21/06
110429 RB15521 11:10 Koblenz to Wiesbaden
110436 RB15023 11:55 Koblenz to Frankfurt
110427 RB15031 15:55 Koblenz to Frankfurt

22/06
110377 RE10433 18:13 Aachen to Dortmund (which replaced 111113 and DD stock)

23/06
110497 RE4882 20:26 Betzdorf to Koln
110474 RE9033 19:04 Venlo to Hagen
110497 RE4885 22:23 Koln to Betzdorf

24/06
110363 RE11591 15:30 Dusseldorf to Aachen then RE10433 the 18:13 Aachen to Dortmund
110493 RB20524 16:25 Dusseldorf to Emmerich
110362 RE11595 17:30 Dusseldorf to Aachen
110377 RE11434 20:39 Koln Deutz to Aachen
110497 RE4880 19:26 Betzdorf to Koln
110417 RE4882 20:26 Betzdorf to Koln

Other workings of note were

218193 on RB19297 the 14:53 Geislingen to Ulm and **218439+218496** on IRE4233 the 17:02 Stuttgart to Lindau, both on the 19th.

143025 & 143263 'Top 'n' Tail' RB10587 the 22:01 Koln to Koblenz on the 20th and **143164 & 143216** again 'Top 'n' Tail' the same train on the 24th

June European News round-up

Belgium

On Wednesday the 4th IR4016 the 15:55 Liers to Gouvy produced **5519** and IR4017 the 17:27 Liers to Gouvy employed **5505**, both these duties are currently booked class 15 electric locos, however the December timetable change will see these handed over to EMU's leaving the class 15's with no booked work, get them while you can. The following day observation from the peak hours services produced (AM) **2347** with P7092 the 04:46 Aarlon to Brussels Zuid, **2005** heading P7600 the 05:58 Jemelle to Brussels Zuid, **1608** powering P7003 the 06:23 Oostende to Schaarbeek, **2352** topping P7905 the 06:38 Oudenaarde to Schaarbeek, **2379** did P7741 the 06:51 Binche to Schaarbeek, **2315** turned out on P7282 the 06:55 Aarschot to Antwerp Noorderdokken, **2221** working P7514 the 06:58 Tournai to Schaarbeek, **2507** with P7010 the 07:17 St Niklaas to Schaarbeek, **1604** heading P7009 the 07:23 Oostende to Schaarbeek, **2004** on EC91 the 07:24 Brussels Midi to Interlaken Ost and **2332** hauling P7074 the 07:26 Aalst to Brussels Zuid. Into the evening peak, **2213** on P8066 the 15:45 Brussels Zuid to Gent St. Pieters, **2221** with P8511 the 16:02 Schaarbeek to Tournai, **1604** headed P8002 the 16:08 Schaarbeek to Oostende, **2005** did P8602 the 16:15 Brussels Zuid to Jemelle, **2322** powered P8067 the 16:23 Brussels Zuid to Aalst, **2326** worked P8724 the 16:44

Mechelen to Chatelet, **2347** handled P8905 the 16:53 Schaarbeek to Kortrijk, **2510** hauled P8741 the 17:02 Schaarbeek to Binche, **2006** headed EC90 the 17:04 Luxembourg to Brussels Zuid, **1608** worked P8906 the 17:05 Schaarbeek to Oudenaarde, **1604** did P8402 the 17:11 Brussels Zuid to Welkenraedt, **2507** topped P8010 the 17:21 Schaarbeek to St. Niklaas and **2003** powered EC295 the 17:27 Brussels Zuid to Luxembourg. On Sunday the 8th **1503** headed IR4016 the 15:55 Liers to Gouvy while Monday 9th employed **2315** on P7282 the 06:55 Aarschot to Antwerp Noorderdokken and **2378** with P8215 the 16:31 Antwerp Noorderdokken to Aarschot. On to the 16th **1604** lead P8402 the 17:11 Brussels Zuid to Welkenraedt, **2005** did EC295 the 17:27 Brussels Zuid to Luxembourg, **CFL 3005** powered IC2117 the 17:36 Brussels Midi to Luxembourg, **2347** topped P8906 the 17:05 Schaarbeek to Oudenaarde, **1604** powered P8005 the 17:08 Schaarbeek to Oostende, **2507** headed P8010 the 17:21 Schaarbeek to St Niklaas and **2140** worked P8007 the 17:54 Brussels Nord to Kortrijk. Antwerp on the 20th saw **2315** with P7282 the 06:55 Aarschot to Antwerp Noorderdokken and **2378** in charge of P7283 the 07:30 Antwerp Berchem to Brussels Midi. On the 27th **2378** headed P8215 the 16:31 Antwerp Noorderdokken to Aarschot while the 28th saw **1503** on IR4016 the 15:55 Liers to Gouvy, passing **6077** sat in Liege yard, possibly having done the ECS for the PFT 15 farewell tour. Finally the 30th found **2313** working P7282 the 06:55 Aarschot to Antwerp Noorderdokken and **2315** on P7283 the 07:55 Aarschot to Antwerp Berchem.

Germany

Electric stock changes for June 1st are withdrawn **110337 115224/230 140120/176/187/211/537** New to traffic

185338 reinstated and renumbered for Autozug **115331** and **115332** ex (**110331/332**). From the 15th June ICE928 and ICE929 (from 14th) are reverting to top and tail 120's again IC928 is the 05:30 Nürnberg to Hamburg Altona & IC929 is the 15:32 Hamburg Altona to Nürnberg.

On the 5th June there was a train of dead lok's from Nurnberg to Opladen destined for the careful attention of Herr Bender and his cutters torch. The train ran as 70722 with **143281** doing the hauling and was formed (in order) of **143088+143067+143284+110272+111004+110191** train loco **143281** was only the taxi lok and the 'Trabbi' headed home after doing the honors. Before the headless scratching desperados get anxious that 111's are now being scrapped, **111004** was a victim of a crash in 2006 at Eschenlohe and is little more than a christmas tree! More scrap trains are destined to Mr Bender in the near future with various 143's lining up for their last journey at certain depots around Germany. There must be a huge supply of cutting gear at Herr Benders as another train of scrappers made it to Opladen on the 18th it consisted of some 140s namely **140**

079/178/185/196/213/293/499/540/803, it also looks like **140202** has found its way there in a solo fashion. A few of the 140s above are still carrying the fairly rare 'DB Cargo' decals on the bodyside. 'Rabbit' action from Tuesday 17th June included **218393** on the 07:58 Ulm to Oberstdorf, **218194+218166** powered the 09:10 Lindau to Ulm, **218165** headed up the 09:27 Oberstdorf to Augsburg and **218163+218164** hauled the 09:51 Oberstdorf to Stuttgart. The following day **218403** headed the 15:07 Munchen to Simbach, **218405+218426** powered the 17:07 Munich to Muhlendorf, **218401+218428** did the 17:27 Munich to Simbach and **218445+218463** had charge of the 17:37 Muhlendorf to Munich. Friday 20th June found **218435+218458** working the 09:05 Hamburg to Lubeck, **218413+218106** doing likewise with the 10:05 Hamburg to Lubeck, **218456** heading the 10:02 Bad Kleinen to Kiel, **110427** topping the 11:53 Frankfurt to Koblenz (via Wiesbaden), **110320** on the 16:08 Frankfurt to Koblenz, **218446** (front)+**218111** (rear) worked the 16:15 Frankfurt to Stockheim/Nidda, **110456** did the 17:10 Frankfurt to Mannheim, **218101** (front)+**218211** (rear) had charge of the 17:15 Frankfurt to Stockheim/Nidda, 110431 hauled the 17:53 Frankfurt to Koblenz (via Wiesbaden), **110300** powered the 18:08 Frankfurt to Koblenz and **233562** topped the 18:39 Angermunde to Szczecin. As way of a change I looked at the 'new' class 146 electrics working between Hamm and Aachen on the 21st and found **146017** on the 06:16 Hamm Hbf to Aachen Hbf, **146011** with the 07:20 Hamm Hbf to Aachen Hbf, **146012** heading the 09:20 Hamm Hbf to Aachen Hbf and **146027** doing the 11:20 Hamm Hbf to Aachen Hbf. Same day **189092** was noted heading CNL 300 the 20:55 Milano Centrale to Amsterdam Centraal.

France

Confirmed stock changes dated 1st June are: New **27348** Ile de France, **60047/52/57/58 75072/73/75/76** Fret, withdrawn **7348 9610/15/22 16031/37/57 16734 63560/56** renumbered **66292** to **69292** & **66496** to **69496**. Observations from Friday 13th June included Fret allocated **26229** on the 12:52 Clermont to Marseille (from Nimes), **25615** leading the 17:38 Lyon P to Avignon and **25654** with the 19:49 Avignon to Valence. The following day **25681** headed the 10:25 Lyon PD to Avignon while

Sunday the 15th found **9214** topping the 11:00 Tours to Paris, **9220** heading the 13:35 Paris to Tours (to Orleans), **9217** in charge of the 18:03 Paris to Tours, **9272** working the 18:41 Tours to Paris and **9247** powering the 19:57 Paris to Tours (from Orleans).

BB67000

Noted out on Thursday 12th June were **67574** on the 16:20 Lyon P to Clermont, **67625** with the 18:15 Clermont to Issoire and **67581** on the 19:45 Clermont to Brioude. The following day **67574** turned out on the 06:45 Issoire to Riom, **67581** did the 07:01 Brioude to Riom, **67546** headed the 07:13 Moulins to Issoire, **67557** powered the 07:15 Issoire to St Germain, **67577** topped the 12:40 Clermont to Neussargues, **67566** hauled the 12:52 Clermont to Marseille (to Nimes) and **67564** had charge of the 13:51 Nimes to Clermont. On to Saturday 14th now, **67341** had charge of the 09:10 Brainçon to Lyon PD, **67301** turned up on the 11:00 Valence to Annecy, **67347** headed the 11:23 Lyon PD to Brainçon & **67381** powered the 11:24 Valence to Chambery and on Sunday **67421** did the 16:33 Tours to Vierzon, **67372** powered the 16:53 Tours to Caen and **67549** topped the 17:45 Bourges to Tours.

CC72000

On the 14th June **72042** stormed away with the 17:11 Lyon P to Tours making plenty of noise and plenty of smoke! The following day **72065** headed the 15:11 Lyon P to Tours, **72074** worked the 17:05 Tours to Lyon P and **72042** re-appeared on the 18:17 Tours to Nevers. On now to the 24th, **72157** did the 07:45 Mulhouse to Paris Est, **72166** headed the 13:13 Paris Est to Mulhouse, **72172** had charge of the 14:43 Troyes to Paris Est, **72176** hauled the 15:09 Paris Est to Mulhouse and **72130** handled the 16:41 Paris Est to Mulhouse.

Portugal

On the 5th June **1805** was viewed at Entroncamento supporting a very clean CP orange livery. On the 7th June **1455** headed train IR861 the 07:25 Porto Campanha to Pocinho formed of load 3, with no 1st class, then followed this with IR868 the 11:14 Pocinho to Regua before joining forces with **1422**, but now with load 7, on IR874 1452 Regua to Porto Campanha. Same day **1422** did IR863 the 09:15 Porto Sao Bento to Regua, with load 4 and **1413** was sat at Contumil at the head of a load 7 set. At it again on the 11th was **1422** which was noted again with IR863 the 09:15 Porto Sao Bento to Regua, it returned on the 14:52 from Regua. It was **1413** turn for a run on the 13th when it was allowed out on IR867 the 11:20 Porto Campanha to Regua.

Austria

Sunday the 15th June and the narrow gauge class 2095 diesels are still employed out of Zell am See, first **2095004** did R3308 the 08:49 to Mittersill, returning with R3311 the 10:14 Mittersill to Zell an See, followed by **2095006** which worked R3312 the 10:49 Zell am See to Mittersill, returning on R3315 the 12:14 Mittersill to Zell an See.

Holland

Observations from the 23rd June included **1848** hauling IC1918 the 05:49 Venlo to Den Haag, **1824** with train S2212 the 05:50 Breda to Amsterdam Centraal, **1841** powered IC1916 the 06:02 Eindhoven to Den Haag Centraal, **1832** turned out on S2214 the 06:20 Breda to Amsterdam Centraal, **1855** did IC1921 the 06:21 Den Haag to Venlo, **1858** topped S2218 the 07:20 Breda to Amsterdam Centraal and **1759** worked IC1927 the 07:51 Den Haag to Venlo.