

July 2010 - EUROPEAN NEWS (Robert Brown)

News to 1st August 2010 (posted on 3rd August 2010)

Germany

On Saturday 24th July **232534** brought IC148 the 06:13 Szczecin Główny to Amsterdam Schipol into Angermünde where it gave way to **120155** for the run to Berlin Hbf and **182007** powered EC341 the 06:42 Hamburg Altona to Kraków Główny Osobowy as far as Cottbus. Same day at Köln West, **212298** passed at 11:29 with a P-Way train, **SNCB2806+2808** passed at 11:32 with a mixed freight and **232469** hauled a scrap train past at 12:45. Interesting sightings from the 27th were that of **218102** powering RE15061 the 16:02 Glauburg-Stockheim to Frankfurt (Main) West and gold liveried **120159** at the head of train 56196 the 21:02 Ulm Ubf to Kornwestheim freight. On the 28th IC2151 the 13:46 Düsseldorf Hbf to Halle (Saale) Hbf was noted passing Paderborn around 15:50 with **101141** in charge and IC2863 the 14:25 Bonn Hbf to Hamm (Westf) was worked by **110243** with **110352** dead on the rear, replacing the two class 113 electrics that have been constant of late. On the 29th four class 140 electric's, **140808/855/872/873**, were seen at the old Karlsruhe DMU depot. Of the four **140873** is still shown as belonging to DB but the other three have officially been sold to Fahrwegdienste Karlsruhe, interrogation of the on site staff suggested that they did not know if the three would be given 'life extensions' or just scrapped. Same day the weed killing train passed through Hannover at 08:20, top and tailed by **203303 & 203305**. Also on the 29th **185393** undertook it's first test run, it was noted in Kassel Rangierbahnhof in the early afternoon, only six to go now! On the 30th July 218835 headed IC2035 the 07:35 Oldenburg to Leipzig from Magdeburg, topping the DVT and with an unidentified class 101 on the rear with it's pantograph up but not powering. On the 31st July preserved electric **254052** headed a special return trip from Chemnitz to Lübbenau, it was pictured at Calau (below) on the return working.



Same day and TEE liveried (Cream & Red) locomotives **103184** and **218105** passed Reichertshofen around 15:45 heading three TEE liveried coaches, any information on the working would be appreciated. The 1st August saw an immaculate **103235** passing Münster at the head of IC1817 the 14:40 Hamburg Altona to Köln Hbf

Switzerland

Branded SBB Cargo **E186182** passed Köln West at 13:12 on the 27th with a mixed freight. On Monday 26th July TGV Duplex **4701**, the first of the new triple voltage double deck TGV's for TGV Rhin-Rhone and other international routes, was noted between Grenchen and Solothurn. It is being tested in preparation for the type to be approved for Swiss running. Things being monitored include pantograph performance, and ensuring the train fits the Swiss loading gauge, with a maximum speed allowed on test of 173km/h. A cargo lok on passenger duty on the 29th July was **11292** which worked IR2193 the 21:03 Basel to Luzern.

Austria

The use of the class 1042 electrics by OBB is planned to cease on the 12th September. There are 'suggestions' that some could pass to private operators but nothing concrete at the moment, for the record currently active are **1042007/013/032/036/041** get them while you can!

Spending 90mins on a Saturday (from 11:00 – 12:30) by the railway at Hallwang-Elixhausen was productive on the 31st July producing **1116215**, at 11:02, on RJ262 the 08:20 Wien Westbahnhof to München Hbf, **1116209**, at 11:04, on RJ63 the 09:27 München Hbf to Budapest-Keleti, **1116120** then headed towards München with a mixed freight at 11:15 followed at 11:27 with **1144037** on S3059 the 11:14 Salzburg Hbf to Strasswalchen, then, at 11:41, came **SLB V84 (Ex OBB 2048002 or Ex DB 211084)** with a car train towards Steindorf, 12:06 saw **1116213** on RJ162 the 09:20 Wien Westbahnhof to Zürich HB and finally at 12:22 came 'Kyoto' liveried **1016023** heading OIC641 the 12:10 Salzburg to Wien Westbahnhof.

Private Operator

On the 19th July Ex DB **213333**, owned by the German track construction company DBG, was returned to use. The locomotive was overhauled as recently as July 2009 but had very little use before sustaining 'engine damage' and being put into storage, it was quickly pressed into service, being seen heading a track laying train at Augsburg on the 20th July. The 26th brought an announcement from LOTOS (Poland) that they are to hire five further locomotives from Railpool to cope with a significant increase in traffic. LOTOS already operate nine electrics, namely **186136/137/139/141/143/145/146/147/271** so this will bring their fleet up to fourteen. Reports from a different source suggest that they also have ten TRAXX DE diesels on order, so rapid expansion there then! On the 29th **ES64F4101 (189101)** was noted stabled in Waalhaven-Zuid yard around 10:00. It appears that The Westfälische Landes-Eisenbahn (WLE), who operate out of Lippstadt, have bought **189801** from Siemens. Up until now this locomotive has been used for demonstration / promotional work; it was noted in Nuremberg on the 30th July.

Belgium

The Transfer of the Class 11 electric's from Schaerbeek to Merelbeke has now been postponed until September as the removal of the Dutch ATB equipment has not been completed. This means that the end of the Class on the Antwerpen to Brussels services has not yet come to an end. Five Class 52s have been reprieved, **5201/05/12/15/17**, will run from Stockem. On 4th June 2010 the SSICF gave the authorisation to use in service the first Four of the new Premier Locomotives of the Series 18, **(1809/10/18/21)**, **1810** is pictured below at Liege Guillemins on the 7th July on test, these were followed on the 25th June by a further four **(1802/23/25/28)**. The authorisation is only valid until 15th Feb 2011, in which time SIEMENS are to have sorted out certain 'technical points'. It is hoped to use the Class in commercial traffic by Feb 2011 on the Oostende to Eupen service



News to 25th July 2010 (posted on 28th July 2010)

Germany

Based on overhaul dates Mühldorf has just 4 working class 217 diesels left, these being **217002/012/015/021** (and **217015** only has until September) I have heard no reports of the others being stored, so if anyone else has please let me know. With the allocation there of many class 225 diesels, it is doubtful that any will receive overhaul, get them while you can. For the record **225002/003/010/017/027/032/071/073/079/084/094/803/05/06** are all currently allocated to Mühldorf. On the 20th July **181207** was noted passing Rotteil on time at the head of IC181 the 05:56 Frankfurt (Main) Hbf to Zürich HB which it worked between Stuttgart and Singen (Hohentwiel). Later the same day, at 20:50 to be precise, in the same place **181209** was noted powering IC180 the 19:10 Zürich HB to Stuttgart and at 21:10 **120159** appeared at the head of IC285 the 19:55 Stuttgart to Zürich HB. An early start was needed on the 21st when a 'lokozug' was noted passing Riesa at 06:30 heading between Chemnitz and Dresden, it contained **290641** (train loco) + **294598** + **363424** + **363179** + **294708**. This was followed at 06:54 by **CD 372007** heading a freight between Dresden and Leipzig, at 07:35 by **140535** with an empty car train in the same direction, at 09:55 by **ITL 185677** again heading towards Leipzig and at 10:33 by **143063** (bearing RBH identity **107**) heading a 'bin liner' towards Dresden. On Friday 23rd **218834** was pressed into action on 'top link' duties when it headed IC2871 the 14:11 Frankfurt Flughafen to Dresden into Dresden.

Holland

The DB push/pull trains to Venlo effectively ended in the 25th July when the first 4 FLIRT train sets of Eurobahn were approved to run into the Netherlands. Acceptance of the rest of the FLIRTs (the 5-car train sets) is expected soon.

Switzerland

At around noon on the 23rd an eastbound Glacier Express derailed between Lax and Fiesch. Three coaches were derailed with two ending on their sides, one partially

down a slope. A short video is available here; sadly there is 1 fatality and 6 seriously injured.

Austria

During the last week Steiermärkische Landesbahnen (StLB) **2048035** (ex DB **211124**) was noted a few times performing shunting duties in and around Graz Hbf, it still wears it's old OBB red livery but now has the number **92812048035-7** on the sides and ends. It appears that historically significant diesel shunting locomotive **2066001** is to have a new home. On the 19th it was seen at Vienna Leopoldau, being hauled by steam locomotive **524984** on the final leg of it's journey from Mistelbach to the Eisenbahnmuseum at Strasshof. Private operator Evu LTE have won a further traffic flow, this time it's 'raw materials' for the paper factory at Gratkorn (Austria), the train runs (approximately every 10 days) from Antwerp, via Passau to Gratkorn as SGAC 96645 and on the 20th it was noted passing Mixnitz-Bärenschützklamm with R4C liveried **185549** in charge.

France

'Odd items of stock' noted on Sotteville depot on the 11th were **80010**, **408309** in grey, **808646**, **525651**, **64722** (in the "ladder" of lines to the left of the buildings) the gates into the football ground were open so peering over the wall enabled **Y6522** to be noted (the green one). On the 19th July **8616** was noted with TER872713 the 17:10 Toulouse to Montréjeau, this is a new train from the 4th July. The following day **9326**, (in En Voyage) headed TER872717 the 18:01 Toulouse to Pau and **9327** worked TER872740 the 18:58 Pau to Toulouse.

Private Operator

On the 9th July **V142-47** (ex DB **211143**) was seen at Saarbrücken Rbf and on the 13th the same locomotive was noted at Hamm. Apparently it's on the way to Nigeria, via Bremen, to where it has been sold by it's previous owner, the French building firm Travaux Du Sud Ouest (TSO). On the 13th July Lüneburger Bahnlogistikunternehmen Logistik GmbH (BBL) took delivery of it's fifth class 214 diesel, **214023**, which was converted at Stendal from ex DB **212286**. A real ghost train to report now, on Monday 19th July an all over white **ES64U2101** was noted passing Selzthal (Austria) with a train load of all over white 'Innofreight' containers, I'm grateful for the report, but currently have no idea of the working. Anyone? The protracted overhaul of former Ulmer Eisenbahnfreunde (UEF) ex DB **211019** is nearing completion at Bremen Works. All major components have been serviced, engine, boiler, radiator, transmission etc, all pipe work and wiring renewed and the extensive corrosion damage repaired. It is due to be transferred to it's new owners Eisenbahnmuseum, Vienenburg (VEV) on the 21st August and is booked to work to Bremerhaven, with it's first revenue earning service, on the 28th August.

Belgium

Noted in action on the 19th July were **2614 & 2608** 'top 'n' tail' on IR3905 the 05:47 Binche to Louvain-La-Neuve-Université, **2309** powering P7012 the 06:15 Gent St Pieters to Schaarbeek, **2335** heading P7305 the 06:18 Hasselt to Brussels Midi (Via Aarschot), **2374** working P7312 the 06:20 Hasselt to Brussels Midi (Via Landen), **2611 & 2615** 'top 'n' tail' with IR3906 the 06:20 Binche to Louvain-La-Neuve-Université and **2006** leading EC91 the 07:33 Brussels Midi to Zürich.

News to 18th July 2010 (posted on 25th July 2010)

Germany

'Rabbits' noted out on Sunday the 11th were 218457 leading RE32703 the 07:58 Ulm to Oberstdorf, 218427 topping RE3204 the 08:10 Ulm to Neustadt(Schwarz), 218496 powering IRE4221 the 08:12 Ulm to Lindau, 218443 heading RE22671 the 09:03 Ulm to Singen, 218409 hauling IRE4243 the 09:12 Ulm to Lindau, 218456+218499 leading IC118 the 12:02 Lindau to Stuttgart and 218494+218491 on IC2013 the 14:54 Stuttgart to Oberstdorf (with an unidentified class 101 dead on the rear). Same day 120113 was seen heading IC1910 the 16:12 München to Dortmund. On the 13th IC145 the 10:49 Amsterdam Schiphol to Szczecin Główny produced electric 115448 from Berlin Hbf to Angermünde where diesel 232349 took over for the run to Szczecin. Interesting haulage from the 16th

included 103245 and a unidentified class 120 'dead in transit' arriving at München Hbf around 09:00 with the previous nights CNL483 the 18:42 Kobenhaven to München, 115346 with 115205 'dead on rear' with IC2863 the 14:25 Bonn Hbf to Hamm (Westf), 103235 topping IC1806 the 14:39 Köln Hbf to Hamburg-Altona and 115114 leading IC1857 the 15:02 Frankfurt (main) Hbf to Halle (Saale) Hbf.

Switzerland

SBB Ee 3/3 **16599** is now numbered **934599**, all the other old shunters still seem to be in the 16xxx sequence. Noted in action on Monday 12th July were **11111** on IR2159 the 06:03 Basel to Locarno, **11350** heading IR2166 the 06:06 Bellinzona to Basel, **11144** powering IR2272 the 06:11 Chiasso to Basel, **11118** leading IR1768 the 08:16 Chur to Basel out of Zurich, **11181** with IR2263 the 08:31 Zurich to Chiasso, **11124** topping IR165 the 10:06 Zurich to Feldkirch, **11112** in charge of IR1772 the 10:16 Chur to Basel, **11302** on IR1773 the 11:47 Basel to Chur, **11135** leading IC186 the 13:10 Zurich to Stuttgart, **11204** with IR1778 the 13:16 Chur to Basel, **11129** topping IR1780 the 14:16 Chur to Basel and **11157** on IC184 the 15:10 Zurich to Schaffhausen. A recent visit to Biel the A/e 6/6 locomotives stored in two lines in the yard were identified as: nearest the mainline (in order) **11451 11468 11449 11610 11489 11498 11494 11414 11471 11493 11436 11428 11474** inside line (again in order) **11503 11610 11447 11491 11457 11417 11510**

Austria

Over the weekend of the 10th & 11th July numerous rail gauging trips ran between Neumarkt and St. Veit an der Glan all of which were top 'n' tailed by **1014003** and **1014014**. Former OBB diesel locomotive **2067023** was noted heading a mixed freight through Passering on the 13th July in all over orange livery and carrying Evu RTS transfers (in case you are wondering RTS is a subsidiary of Swietelsky). Also on the 13th two diesels shunters left Selzthal for Linz, I'm not sure if they are for overhaul of transfer but they made an interesting sight with **2062017** running cab to cab with SKL **X631** or ex OBB **2060100** if you want it in old money. Later in the day the Feuerwehr Lok, **1116250** was seen leaving Kitzbühel at 15:20 heading OIC649 the 14:13 Innsbruck Hbf to Wien Westbahnhof and Siemens liveried **1116038** Worked R2919 the 17:00 Wiener Neustadt to Payerbach-Reichenau.

On the 15th July **2143048** had charge of R6791 the 15:24 St. Aegydam Neuwalde to St.Pölten which passed a fire damaged **2143049** standing just outside St. Aegydam Neuwalde. Same day **2095011** was noted heading R6833 the 12:34 St.Pölten to Laubenbachmühle. The following day **2016070** was turned out for RE3180 the 09:30 Linz Urfahr to Aigen-Schlögl.

France

Confirmed stock changes from June and (up to 13th) July are, new **60146 - 152** to Fret, **75132/133** to Fret, **75403 - 405** to Fret withdrawn **9222/31/73 9305/08/29/33/40 16665/678/710/739/742 25611 63599/606 64013 67307/319/321/333/334/335/337/368/378/545 68504/512/527/535 72024 80010**. Fresh out of the box, brand new Alstrom Prima electric **27367** was noted at Belfort on the 9th July in dark blue and white livery. On the 13th, one of the few (13?) remaining 16500 electrics, **16614**, was noted heading train 12010 the 07:47 Amiens to Paris Nord, returning on train 2041 the 19:04 Paris Nord to Boulogne, which it worked to Amiens.

Portugal

On Saturday 10th July **5605+5602**, both working, were on IC520 the 06:52 Porto Campanha to Lisboa Santa Apolonia (16000hp ish on load 6!) while **5619** is now confirmed as an Inter City locomotive, as it was noted departing with IC570 the 10:20 Lisboa Oriente to Faro.

Private Operator

After nine years of service Häfen and Güterverkehr Köln (HGK) have released both **145-CL 013** and **145-CL 015**, **145-CL 013** has returned to it's leasing company, Ascendos Rail Leasing of Luxembourg, while **145-CL 015** has moved straight to Ostthannoversche Eisenbahnen (OHE), Celle, Germany. Passing through Passau in the late morning of the 12th July was 'Lokomotion' operated **185666** heading into Austria with a convoy of 'old' locomotives for reuse. Within the train were Polish diesels **PTK 060 DA-1009, 1549 & 1389** plus Ex DB **204592/607/805 232265/663** and Danish electric **3015**, if anyone has a photo of this can they let me have a copy for posting please.

Belgium

An early session at Brussels Midi on the 13th saw the following, (in order of arrival / departure) in action **1182** on P7903 the 06:15 Oudenaarde to Brussels Nord, **2363** on P7012 the 06:15 Gent St Pieters to Brussels Nord, **2003** with EC91 the 07:33 Brussels Midi to Zurich, **2001** on IC2127 the 04:40 Arlon to Brussels Midi, **2346** topped P7312 the 06:20 Hasselt to Brussels Midi, **2615** with **2626** on the rear of IR3906 the 06:20 Binche to Louvain-La-Neuve-Université, **2159** leading P7741 the 06:47 Binche to Schaarbeek, **2316** with P7307 the 07:17 Hasselt to Brussels Midi, **2349** on P7094 the 07:15 Dendermonde to Brussels Midi, **2702** topping P7514 the 07:04 Tournai to Schaarbeek, **1192** powering P7907 07:12 Oudenaarde to Brussels Nord, **2608** with **2634** on rear of IR3929 Louvain-La-Neuve-Université to Binche, **2344** powering P7010 the 07:19 Sint Niklaas to Schaarbeek and **2356** on P7308 the 07:35 Tongeren to Brussels Midi. Same day, but in the evening and at Antwerp, **2331** did P8280 the 15:57 Antwerp Haven to Aarschot, **2335** headed P8215 the 16:36 Antwerp Noorderdokken to Aarschot and **2306** worked P8281 the 17:07 Antwerp Noorderdokken to Aarschot.

News to 11th July 2010 (posted on 18th July 2010)

Germany

Advance notice: **219084** is advertised to haul a special on the 18th September from Thuringen to Munich for the Beer Festival. Damaged in an accident in April 2009, electric **114019** has been scrapped at Berlin Lichtenberg, (officially) on the 1st July. Electric locomotives **120117/136/139** are reported as 'stopped' on Munich depot for transfer to the Regio sector as class 120.2. It is said that they are to be used on peak hour trains from Koln to Siegen (RE9). Diesels **218103/111/218** have been moved to Ehrang for scrapping and **218479** has been fitted with a special coupling for shunting EMUs, (this could be preclude her use on RE passenger trains). In early July **714007** (ex **212246**) completed it's overhaul in Bremen and was released back to traffic and it's emergency train duties.

On the 5th July Mülheimer Verkehrsgesellschaft mbH (MVG) owned **212309** was noted passing Weilburg just after 14:00 at the head of a special (see picture below) origin and destination both unknown.



A further V100 in action on the 5th was **212323** which was noted shunting at Schweinfurt in the afternoon.

On the 6th July **182006** did IC2023 the 07:32 Hamburg-Altona to Frankfurt (Main) Hbf with a scratch IC rake with no 1st class or buffet car, the rake returned on IC2022 the 15:42 Frankfurt (Main) Hbf to Hamburg-Altona with **182007** providing the power. Two class 110 left Frankfurt within 10mins of each other in the early afternoon with **110441** leading RE4678 the 14:21 Frankfurt (Main) Hbf to Siegen and **110406** powering RE25016 the 14:31 Frankfurt (Main) Hbf to Treysa, which it worked as far as Giessen. Finally on the 6th, noted passing Wabern (Bz Kassel) at 17:07 was **111194** heading RE4110 the 15:21 Frankfurt (Main) Hbf to Kassel Hbf, this was followed at 17:22 with **101058** on IC2375 the 16:00 Hannover Hbf to Karlsruhe Hbf. On the 9th July **103245** topped CNL482 the 19:02 München Hbf to Kobenhaven out of Munich.

Switzerland

On 1st July A/e6/6 **11510** was towed (by a unidentified green Re6/6) from the Biel Bienne store to Denges, it is assumed this is for scrapping as (according to records) she last worked in service on 15th May 2006.

Holland

Now working for 'Railpro' ex DB **201093** (withdrawn from Chemnitz in May 1995) has finally lost it's DR red livery. Now supporting a dark grey with white ends and blue & white cab (somewhat similar to the 6400 class recent re-paints) and carrying it's original number **V100093** it was seen in the Railpro yard at Crailo (Utrecht) on the 7th July.

The stock for the City Night Line (CNL) trains are now hauled between Amsterdam Watergraafsmeer (were service on this stock is done) and Amsterdam Central by EETC, using the ex NS, ex ACTS 1200 electric locomotives! EETC (Euro Express Treincharter), who runs these trains in the Netherlands, are now allowed to run these on the main lines. For now, the CNL are still hauled between Amsterdam and the border by NS 1600 electric locomotives, belonging to DB Schenker, so, no classic haulage when the trains runs with passengers. (But what the future will see?) At Amsterdam Watergraafsmeer, CNL also uses the ex NS, (now KLOK) preserved **1122** and **1255** for heating up the carriages, for shunting, they use ex NS, now preserved **2205**, ex NS **604**, and ex NS (now VSM) **661**, which is now painted in the EETC colours, The yard at Amsterdam Watergraafsmeer is not easy to view and very hard to get on without written permission (which, incidently, is also hard to obtain) but it can be viewed from passing trains (the ones between Amsterdam Muiderpoort and Diemen), there is also a new station at Amsterdam Sience Park, which is next to the yard, but the fencing does not allow a good view.

Portugal

CP has finally authorised a repair on the power unit of **1424**, so it shouldn't be long before the blue loco is back in "normal" traffic after nearly a year on decision. Things are certainly looking up for 1400s with **1446** repaired recently and overhauls started on **1454** & **1941** (for Argentina?).

Private Operator

In late June Siemens unveiled their new electric locomotive to the press at Wegberg-Wildenrath. Named 'Vectron', two locomotives were on display, **193901**, a multi-system, high power, version with a top speed of 200 kph was running round the test track while **193921**, fitted for AC voltage only and to be certified for Germany, Austria, Hungary, Slovakia and Romania was displayed as a static in the workshops. After over two years stored unserviceable ex DB **211237**, operated by Voith Turbo Lokomotivtechnik GmbH (VTLT) was taken from Kiel to Bremen behind SVG operated (ex OBB) **1142635** for overhaul, the locomotive arriving in early July. Finished in a aquamarine blue with a red solebar, **204237** (ex DB **202237**) was noted in Leipzig Engelsdorf on the 30th June, the locomotive is now operated by Westsächsische Eisenbahntransport Gesellschaft mbH (WSET).

News to 4th July 2010 (posted on 11th July 2010)

Germany

Former Wangerooe diesel locomotive **399104** (Deutz 46841) is nearing the end of it's restoration in the workshops of the technical museum at Prora. It has been re-built to a high standard and is not expected to be a static exhibit. Originally built, in 1952, for the AG Reederei Norden-Frisia geliefert it was first employed on the island railway of Juist and was allocated the running number **329504**, although it was more commonly know by it's nickname 'Heinrich'. Transferred to Wangerooe in September 1972 it worked (as standby locomotive) until it's withdrawal in May 2001, during which time it was repainted and renumbered, but continued to be referred to as 'Heinrich'. It was bought in May 2002 by EBG Eisenbahn-Betriebs-Gesellschaft mbH, (EBG) Prora where restoration started.

As predicted (I really must get new batteries for my crystal ball) last week, Lok-Report now quotes the 13:47 Freilassing to Berchtesgaden and 15:20 return as being a krok (E94) on 17th July. On the 28th June IC2863 the 14:25 Bonn Hbf to Hamm (Westf), was worked by **115205** with **115346** 'dead on rear', this is the pair also viewed on 20th June, thus they have (seemingly) worked unchanged for over a week. Also on the 28th DB Schenker Rail Danmark Services electric **EG3105** (formally DSB electric **3105**) appeared in DB's cargo red livery carrying NVR Number **9186 0103 105-0**.

On Monday 28th June **110295** headed RE12105 the 06:13 Koblenz Hbf to Frankfurt(M)Hbf, **181220** did IC338 the 09:24 Koblenz Hbf to Luxembourg and **181204** hauled IC334 the 09:53 Norddeich Mole to Luxembourg. A look at the far North IC workings on the 29th June saw IC2314 the 05:10 Köln to Westerland (Sylt) employ **218362+218345**, IC2072 the 05:54 Dresden Hbf to Westerland (Sylt) use **218386+218389**, **218311+218359** power IC2311 the 09:26 Westerland (Sylt) to Stuttgart and **218315+218385** head IC2181 the 11:56 Westerland (Sylt) to Göttingen.

Switzerland

There seems to be a small store of Ae6/6 electrics at Bodio, present on the 11th June were **11466/467/480/484** and **610439/508**. Observations from the 24th June included **460085** powering IC955 the 06:01 Basel SBB to Interlaken Ost, **460083** with IR2508 the 06:00 Luzern to Geneva Airport, **460019** handled IR1721 the 09:27 Geneva Airport to Brig, **460056** worked IC973 13:01 Basel SBB to Interlaken Ost, **101963** gave way to **101968** on IR2227 the 15:04 Interlaken Ost to Luzern, **11164** powered IR2429 the 17:40 Luzern - Romanshorn and **11109** was in control of IR2283 the 18:09 Zürich HB to Chaisso.

Belgium

BASF in Zandvliet (near Antwerp) have taken delivery of what may well be the first V100 locomotive to work regularly in Belgium. In mid June (I believe the 16th, but I'm open to correction) it acquired **Werklok 1001** from the BASF works in Ludswighafen, (this is ex DB **201812**) which is in dark green livery and carries the NVR number 9280 1293 514-6 D-BASF.

A full visit to Leige Kinkempois Depot at 15:00 on the 26th June found **1501(S) 1804/08/09 2010 2324(S) 2383(S) 2610/18 2701/06/12/14/17/19/35/43/48/57 5142 5508(S)/13(S) 5521/29/33/36/37(S)/38 6041 6211(S)/16/27/67/74 6324 7350(S) 7712/49/60/61/68/69/77/80 8204/12/15/16/21/23/24/26/27/28/29/31/34/37/38/39/40/45/51/53/55/59 8261/69/70 9156/58** DB Schenker (ex NS) **6505/16**. Antwerp, the 29th June found **2303** on P7215 the 06:43 Hasselt to Antwerp Berchem, **2357** leading P7282 the 06:44 Aarschot to Antwerp Noorderdokken and **2335** heading P7283 the 07:44 Aarschot to Antwerp Noorderdokken. Same morning **2310** did P7308 the 07:35 Tongeren to Bruxelles Midi and **2611+2615** top 'n' tailed IR3980 08:41 Louvaine-la-Neuve Uni to Binche, while the Brussels to Amsterdam Inter City working employed **186228** on IC9216 the 06:54 Amsterdam CS to Brussels Midi, **186234** on IC9220 the 07:54 Amsterdam CS to Brussels Midi, **186225** on IC9224 the 08:54 Amsterdam CS to Brussels Midi, **186231** on IC9213 the 09:18 Brussels Midi to Amsterdam, **186119** on IC9228 the -09:54 Amsterdam to Brussels Midi, **186226** on IC9217 10:18 Brussels Midi to Amsterdam, **186125** on IC9221 the 11:18 Brussels Midi to Amsterdam and **186234** on IC9225 the 12:18 Brussels Midi to Amsterdam. Into the evening peak services, **2377** did P8066 the 15:40 Brussels Midi to Gent St Pieters, **2317** with P8511 the 16:06 Schaarbeek to Tournai, **2356** headed P8386 the 16:12 Mechelen to Leuven, **2353** worked P8723 the 16:16 Schaarbeek to Châtelet, **2316** topped P8312 the 16:18 Brussels Midi to Hasselt,

2368 powered P8092 the 16:25 Brussels Midi to Dendermonde, **2374** hauled P8995 the 16:26 Gent St Pieters to De Panne, **2326** handled P8067 the 16:40 Brussels Midi to Denderleeuw, **2363** did P8741 the 16:50 Schaarbeek to Binche, **2345** hauled P8014 the 17:02 Schaarbeek to Gent St Pieters, **2321** powered P8306 the 17:05 Brussels Midi to Hasselt, **2373+2362** topped P8724 the 17:08 Vilvoorde to Châtelet, **2349** did P8095 the 17:12 Brussels Midi to Dendermonde and **2365** lead P8307 the 17:34 Brussels Midi to Hasselt.

Luxembourg

Hauled services around the main station on the 28th June included **4017** with RB6712 the 12:50 Luxembourg to Rodange, **4012** leading RB4713 the 13:20 Luxembourg to Athus, **3008** on IR119 the 14:55 Liers to Luxembourg, **3016** working IR116 the 15:15 Luxembourg to Liers, **3009** hauling RB5715 the 15:47 Luxembourg to Kleinbettingen, **3013** powering RB5936 the 16:08 Luxembourg to Arlon, **4002** in charge of IR8641 the 16:15 Luxembourg to Gouvy, **3006** topping RB4716 the 16:20 Luxembourg to Athus, **4001** did RE3766 the 16:36 Luxembourg to Troisvierges, **4018** leading RE3667 the 17:09 Luxembourg to Diekirch, **3004** heading IR118 the 17:15 Luxembourg to Liers, **4003** topping RE5219 the 17:15 Luxembourg to Schweich (DB), **4019** working IR8643 the 18:15 Luxembourg to Gouvy, **4016** in control of RB4718 the 18:20 Luxembourg to Athus and **4004** powering RB4918 the 18:52 Luxembourg to Wasserbillig. On the 29th **4016** was involved in a collision with an articulated lorry at a level crossing at Lintgen. Fortunately the train involved was the 08:28 Ettelbruck to Luxembourg ECS working and the train crew managed to escape injury, **4016** was not so lucky, see the picture below.



Austria

Electric **1044066** was seriously damaged in a collision at Schwarzach St Veit on the 25th June, luckily there were no injuries. On the 27th June **1216025**, in its 'world record' black livery was seen passing Linz heading an ore train and partnered by **SZ 541001**

Portugal

Diesels **1446** and **1555** are now back in traffic, supposedly, from store at Barreiro and Entron respectively. With **5619** and **5620** stopped at Entron, **5622 & 5623** have both lost their Atlas Auto

couplers in favor of conventional buffers/shackle couplings, finally **2603 & 2624** are still working for Inter City.

France

Having started it's life in Germany as **V1001272** (or **211272** if you prefer), completing a stint with OBB (as **2048016**) and working in France with Dijonnaise de Voies Ferrés SAS, (DVF) of Chevigny St Sauveur, numbered first **AT3 ATA 0751**, becoming **99879 182511-5**, this much traveled V100 now resides at Matériel Travaux Ferroviaires, (MTF) in Marseille where it was noted on the 28th June, a fantastic advert for the versatility of this class.

Private Operator

The Norwegian private railway company Grenland Rail is the first enterprise in Scandinavia, to order a type 214 locomotive from Stendal. It will take delivery of **214022** (ex DB **212123**) in July. Another 214 shortly to be delivered is **214023** (ex DB **212286**) which is nearing completion in Stendal and will go directly to Lüneburger Bahnlogistikunternehmen Logistik (BBL) GmbH.