

June 2009 - EUROPEAN NEWS (Robert Brown)

News to 27th June 2009 (added on 6th July 2009)



SNCB (Belgium) Diesel locomotive 5533 at Liege on the 5th June. These locomotives have been handed over to TUC rail for infrastructure work during June, effectively removing them from main line workings

Germany

Confirmed scrapped in Espenhain during May were **232052/212/268/400/432/603** while **232541/543/559/598** were all sold to DB Schenker subsidiary LSD in Romania in early June. Both **232358** & **232437** have been re-instated to service but **232195** has now been stored (at Halle). On the electric front officially placed into store this month are **151027/030/047/089/092/111/154/156** in Nuremberg, **151009/019** in Cologne Gremberg and **155015** in Hagen (I presume this means Vorhalle), with the good news being the return to service of **155059**, which, after its repair, is now working off Rostock.

Noted on the 21st were **110472** heading RE14071 14:14 Norddeich Mole to Hannover and **110465** with RE14069 the 16:16 Norddeich Mole to Hannover. Observations of Inter-City workings on the Cologne to Hamburg corridor, again on the 21st, found the following in action, **101109** powering IC2024 the 06:53 Passau to Hamburg Altona, **120119** (with **101144** dead on the rear) with IC2213 the 10:39 Ostseebad Binz to Stuttgart Hbf, **101081** topping IC2112 the 11:37 Stuttgart Hbf to Hamburg Altona, **101042** powering IC1809 the 12:21 Ostseebad Binz to Stuttgart Hbf, **101096** leading IC2315 the 13:26 Westerland (Sylt) to Frankfurt (Main) Hbf, **101032** heading IC1818 the 13:39 Cologne to Hamburg Altona, **101068** on IC2026 the 13:44 Frankfurt (Main) to Hamburg Altona, **120101** on IC1817 the 14:36 Hamburg Altona to Cologne, **101115** with IC1816 14:39 Cologne to Hamburg Altona, **101120** working IC1808 15:39 Cologne to Hamburg Altona, **101079+101073** heading IC2029 the 15:39 Hamburg Altona to Nuremberg, **101106** in charge of IC2022 the 15:42 Frankfurt (Main) to Hamburg Altona, **120155** leading IC1812 the 16:26 Cologne to Hamburg Altona, **120123** hauling IC1800 the 17:26 Cologne to Hamburg Altona and **101031** powering IC2307 the 18:32 Hamburg Altona to Koblenz Hbf.

Belgium

Morning peak services noted around Antwerp on the 18th June were **2336** with P7305 the 06:18 Hasselt to Brussels Zuid, **2374** on P7215 the 06:43 Hasselt to Antwerp Berchem, **2359** with P7282 the 06:44 Aarschot to Antwerp Noorderdokken, **2373** heading P7097 the 07:21 Dendemonde to Leuven and **2378** P7283 the 07:44 Aarschot to Antwerp Noorderdokken. Meanwhile at Brussels in the evening **2353** topped P8066 the 15:40 Brussels Zuid to Gent St Pieters, **2022** handled P8600 the 15:54 Brussels Zuid to Jemelle, **2318** worked P8511 the 16:07 Schaarbeek to Tournai, **1355** powered P8400 the 16:09 Brussels Zuid to Welkenraedt, **1350** headed P8602 the 16:15 Brussels Zuid to Jemelle, **2362** powered P8723 the 16:16 Schaarbeek to Châtelet, **2329** handled P8312 the 16:18 Brussels Midi to Hasselt, **1352** did P8003 the 16:29 Schaarbeek to Oostende, **2008** did P8403 the 16:39 Brussels Zuid to Huy, **2313** hauled P8067 the 16:40 Brussels Zuid to Denderleeuw, **2348** worked P8014 the 17:02 Schaarbeek to Gent St Pieters and **2354** lead P8906 the 17:05 Schaarbeek to Oudenaarde.

Switzerland

SBB's new electric shunting locomotive made it's debut on the 26th, when **922001** made several test runs between Sulgen and Romanshorn (on the Thur vally line). Built by Stadler and classified as Ee922 these locomotives are capable of working under both 15Kv and 25Kv AC and have a top speed of 100kmph. Because they will lack any train protection devices they will not (normally) be allowed out on the main lines and are to replace the ageing class Ee 3/3 locomotives.

France

Fret allocated **26233** was noted working for the passenger sector on the 27th when spotted heading the 14:01 Paris Lyon to Clermont Ferrand.

Austria

Preservation society OECD has recently completed the overhaul and repaint of diesel shunting locomotive **2067012**. Now carrying its original orange livery and numbered **2067.12** it returned to 'service' on the 14th June with special train Sdz 16330 between Horn and Rosenberg. Formally reserved for the OBB museum, EMU **4041.05** has now been sent for scrapping. UEFA liveried **1116080** entered Linz works on the 15th June, while here it will loose its foils and return to the usual OBB red livery. On the 23rd June ex OBB diesel **2143010**, now employed by RTS, and painted light blue & white was noted working construction trains between Statzendorf und Herzogenburg.

News to 20th June 2009 (added on 23rd June 2009)



1116015 Budapest Ferencvaros 16th June 2009 (see Austria news item below)

Picture source: www.bahnnews-austria

Germany

Further to last week report on **217014** it appears that the storage of this locomotive was extremely short lived. Due to excessive rail ware caused by class 232/233 diesels their use has been restricted and the need for the lighter locomotives increased, hence **217014** is back in service. With it's second 'life extension' due to expire on 12th September this year, you should take this chance while it's there! Since their withdrawal in February 2005 two V100 have been stored in Mühldorf marshalling yard, the two **212063/376** are (externally) still complete.

On the 16th DB's youngest regional electric locomotive, **146227**, was noted in Stuttgart Hbf at the head of RE19219 the 11:32 Stuttgart Hbf to Ulm (09:52 ex Mosbach-Neckarelz) wearing it's new, silver and orange, 'heart of Europe' livery. 'Heart of Europe' is the name given to (currently) the largest and most important re-generation project in Germany. The choice of it's first train in it's new colours is somewhat significant as the Stuttgart to Ulm corridor is the first part of this project.

Holland

On the 15th CNL457 the 19:01 Amsterdam Central to Praha produced **1604** and was EN457 last night and **1603** was CNL419 the 20:31 Amsterdam Central to Munich Hbf, both these being see on departure from Amsterdam.

Belgium

I have been asked to provide details of SNCB stock updates so far this year, so here is a summary of things (I am open to any corrections here)

Electrics

All Class 22's and 25's were taken off passenger workings in April. Class 16s have also been replaced by Class 13s

2201 has been sold to PFT for preservation and is currently stored at Stockem depot. **2501/04/06/09** were sent to Courcelles Motte scrapyard from breaking up on 20th May 2009. **2553/56/57** have been stored (15/03/09) and **2632** withdrawn (05/09)

Diesel

5111 Left Raeren on 9th march bound for Italy & **5183** is working on Line 128 on June 27th. All Class 52, 53 & 54 have been stored, with their duties being taken over by the remaining class 55s. Additionally **5508/37/38** (withdrawn Dec 2008) have all been sold for Export to Congo, **5538** was seen in (Liege) Kinkempois Depot in April being repainted.

Austria

Despite it's historic significance it now appears, due to lack of the necessary funding, that EMU **4010009** will not now enter preservation. Rumor has it that all remaining units have been bought by American company 'Railroad Development Corporation' (RDC) for further use in Norway or Sweden and all will soon be moved from Vienna South Yard to Passau (Germany).

On the 16th June **1116015**, one of the class on hire to MAV cargo, was taken to Budapest Ferencváros depot where it's new 'livery' was applied, this consists of a dark blue, with white 'waves' lower body transfer and conveniently placed 'MAV Cargo' stickers covering up the OBB identity.

Private Owner

ES64U2072 is now with MWB, **ES64U2061** is now with MRCE and has be re-liveried into the company's black indicating 'long-distance' traffic. This means that **ES64F4991** formally (**DB189091**) has moved from MRCE to ERS Railways, gaining the logo of that company. **185577** has moved from ATC to LTE and 'Railpool' **186101** is destined for use with Lokomotion.

News to 13th June 2009 (Added on 15th June 2009)



DB Electric 182004 in the Porsche silver livery at Nuremberg NN2 depot on the 16th May 2009

Germany

After standing for many years at the entrance to the former locomotive depot at Limburg, **Ks 4071 (ex DB 381201)** had to be moved in late May. With the complete closure of the former depot, it has been re-allocated to the roundabout near the main station at Limburg (Lahn), Bahnhofsvorplatz and has

been repainted into the 1930's black livery of the German National Railways. Built by AEG in 1932 (works number 4800), it was withdrawn from capital stock in March 1970, it's last depot being Munich Hbf, moving to Limburg in where it shunted in the local car factory until 1978. It precarious survival was boosted in 1985 when it was repainted to become an exhibit in the 150 year of German Railways celebration, before taking up residence outside Limburg depot. Amazingly **140423** is to be reinstated, there is no date yet for her return to service but she will receive the engine from **140828** to enable her return.

'Rabbits' seen working in the Allgäu area on the 7th included **218434+218499** which did IC2013 the 06:00 Magdeburg to Oberstdorf forward from Ulm **218260** with RE32622 the 07:08 Augsburg to Füssen, **218422+218418** leading EC196 the 07:12 München to Zürich, **218431+218487** powered IC118 the 09:04 Innsbruck to Münster (West) Hbf forward from Lindau, **218443** heading IRE4206 the 10:03 Lindau to Ulm, **218161** powering IRE4207 the 10:12 Ulm to Lindau, **218436** leading IRE4225 the 11:12 Ulm to Lindau, **218486** hauling RB32801 the 14:19 Hergatz to Augsburg, **218490** topping RB32804 the 15:03 Augsburg to Lindau, **218256** leading RE32718 the 16:00 Kempten to Ulm, **218468** on RE32685 the 16:35 Memmingen to München and **218460** with RE32726 the 16:59 Oberstdorf to Ulm. Moving on to the 9th and changing the Westerland area, **218313+218369** arrived at it's destination with IC2314 the 05:11 Köln to Westerland (Sylt), **218366+218345** arrived with IC2076 the 05:41 Dresden to Westerland (Sylt), **218385+218380** left on IC2311 the 09:26 headed for Stuttgart, **218307+218371** brought home IC2170 the 10:17 Frankfurt (Main) Hbf to Westerland (Sylt) and **218321+218185** departed on IC2181 the 11:56 to Göttingen. Wednesday the 10th June found **218413** heading RB21803 the 05:05 Lübeck to Lüneburg, **218453** leading RB21417 the 10:44 Kiel to Hamburg, **120117+120150** powered IC2023 the 15:32 Hamburg Altona to Nürnberg and **110495** was turned out for RB24962 the 17:04 Bremen to Bremerhaven-Lehe.

Finally this week there is a new diagram for **103245** starting from Monday 15th June as follows, Monday to Thursday CNL482 the 19:00 München to Nürnberg arriving at 20:57, Tuesday to Friday CNL483 the 06:54 Nürnberg to München arriving at 08:57 (with a class 101 dead), Saturday & Sunday Spare at München (Note: Replacement by a 101 or a 120 is always possible).

Belgium

On the 9th June, during the Brussel evening rush, **2316** handled P8511 the 16:07 Schaarbeek to Tournai, **1334** did P8400 the 16:09 Brussels Midi to Welkenraedt (the old class 16 diagram), **2332** lead P8092 the 16:25 Brussels Zuid to Dendermonde, **1332** hauled IC2116 the 16:33 Brussels Midi to Luxembourg, **2014** P8403 the 16:39 Brussels Midi to Huy, **2337** topped P8067 the 16:40 Brussels Zuid to Denderleeuw, **2318** powered P8741 the 16:59 Schaarbeek to Binche, **2329** had control of P8306 the 17:05 Brussels Zuid to Hasselt, **2365** headed P8906 the 17:05 Schaarbeek to Oudenaarde, **2324** had charge of P8095 the 17:12 Brussels Zuid to Dendermonde, **2333** did P8010 the 17:32 Schaarbeek to St Niklaas and **2373** worked P8397 the 17:41 Leuven to Dendermonde.

Switzerland

On the 7th June **421380** arrived with EC196 the 07:12 München to Zürich which it did forward from Lindau, **11140** handled RE3822 the 09:22 Chur to St.Gallen and **11196** powered RE3811 the 10:03 St.Gallen to Chur.

France

Nord Fret diesel had to loan to TER Picardie again this week with **67537** heading train 2007 the 09:25 Amiens to Boulogne (paired with **67586**) then the train 2044 the 18:32 Boulogne to Amiens on the 7th plus **67594**, with train 2008 the 05:38 Boulogne to Amiens and **67537** (again) heading train 2014 the 07:46 Boulogne to Amiens on the 8th.

Austria

Action from the 8th included **1099004** heading REX6807 the 08:34 St Polten to Mariazell, **2043025** powering EZ1999 the 08:37 Linz to Krems a d Donau, **2016068** leading REX3180 the 09:30 Linz Urfahr to Aigen Schlagl, **1099008** with train 6835 the 14:34 St Polten to Laubenbachmühle and **2143029** on R6791 the 16:25 St Aegyd am Neuwalde to St Polten. On the 10th **1042034** turned up on EC151 the 07:56 Wien Sud to Spielfeld Strass I suspect the booked engine must have failed as it arrived at Wien Sud 15mins after the booked return departure!

Luxembourg

Electric locomotive **3017** is (again) ready to be released from Salzinnes works (Belgium), so we should see her in traffic again soon.

News to 6th June 2009 (Added on 9th June 2009)



2201 Stokem Depot, 3rd June 2009

Germany

At the beginning of May Locon Logistics & Consulting Corporation added a further ex DB class 202 to their ranks when they took over the second Rail Technology & Logistics GmbH locomotive **203719 (202719)**. Now numbered LOCON 218, it joins fellow ex Rail Technology & Logistics GmbH locomotive, **203376 (202376)**, or LOCON 217 both locomotives still carry the RT&L black livery now adorned with large orange LOCON. Additionally ex DB **201878**, also employed by LOCON, was repainted and re-numbered in May, formally 'numbered' AAE, she received the house orange livery and now carries the number LOCON 209. Destined for German track construction GmbH (DBG), the overhaul of ex DB **213333** is going well. A visit to the Arriva works, Neustrelitz (AWN) on the 25th May found the work almost completed. On the 29th May, Rent a Rail railway services took delivery of 9280**1214019-2** after it's complete rebuild by Alstom locomotives service GmbH in Stendal works. Formally ex DB V100 series, **212139**, the locomotive now carries a dark blue and grey livery, with broad red and white body length stripes. Two of the few remaining ocean-blue and beige livery locomotives, diesel **217014**, from Müldorf and electric **140423**, from Seelze, were 'turned off' in the first week of June,. The future for both these locomotives is un-clear, but long term stored, **181211** at Frankfurt, is to be returned to use.

What may well be DB oldest serviceable passenger locomotive, **115114** was noted in action on the 31st May, powering EN477 the 18:39 Berlin Wannensee to Praha. Also noted on this day were **189055** leading EC340 the 09:41 Berlin Hbf to Krakow and **145033** heading D440 the 15:07 Berlin Zoo to Moskva. The following day, 1st June was a public holiday in Germany (what a civilized place) which threw up some interesting motive power **189055** returned (see above) to Germany with EC341 the 07:23 Krakow to Berlin Hbf, **120151** headed IC79659 the 10:31 Wiesbaden to Dresden, **120148** did IC79669 the 12:22 Frankfurt Sud to Leipzig, **113268** topped IC2034 the 15:42 Leipzig to Oldenburg, **181209** powered IC1858 the 15:43 Leipzig to Stuttgart to Frankfurt where it gave way to **120133**, **120149** handled IC79664 the 16:11 Leipzig to Frankfurt and **181204** appeared on EN409 the 20:00

Frankfurt to Karlsruhe. On the 5th and presumably due to a lack of locomotive at Angermunde, IC145 the 10:49 Schiphol to Szczecin Główny had **232252** added on top of **101114** (pan down) at Berlin Gesundbrunnen, departure was 50 minutes late as a result.

Holland

Belgium diesel's **5523** move to TUC rail should see the end of the SNCB class 55's in the Netherlands as this was the last of the class equipped for the Dutch system in capital stock.

Belgium

Noted out on the 4th June were **2359** powering P7215 the 06:43 Hasselt to Antwerp Berchem, **2336** leading P7282 the 06:44 Aarschot to Antwerp Noorderdokken and **2321** topping P7283 the 07:44 Aarschot to Antwerp Noorderdokken. Later in the day P8005 the 16:45 Leuven to Oostende (former 16 diagram) was **1340**, P8014 the 17:02 Schaarbeek to Gent (not a 23 diagram) employed **2348**, P8010 the 17:32 Schaarbeek to St. Niklaas produced **2316** and P8397 the 17:41 Leuven to Dendermonde had **2373** in charge.

Rumania

On the 4th June ex SNCF electric **25517** worked train A14032 the 06:25 Brasov to Constanta/Lasi as far as Ploiesti, about 108Km over the mountains. The stock used was ex Picardie region DMU's, and is operated by 'Regio trains', a private Rumanian operator, costing £4.80 for 1st class!

France

Confirmed stock changes to 1st June are new, **60101/105/107 75108/113/114** renumbered, **66295** to **69295** withdrawn, **16002/018/042/055 16559/644/738/771 17032 67489** transferred between activities, **8549/76** TER Bourgogne to CIC (at Villeneuve), **8604** CIC to TER Bourgogne, **22349** VFE to CIC, **25598/603/670** TER Lorraine to TER Nord Pas de Calais, **26033** CIC to VFE, **63851** Fret to Matériel (0 prefix), **66191/263/295** Fret to Infra, **67423** TER Picardie to Infra (at Nevers), **67457/495** TER PACA to Infra (at Nevers), **67627** TER Auvergne to Infra (at Nevers), **75080** Fret to Infra, **72139** TER Champagne Ardenne to CIC and reinstated from store **22379/380**. A few other things to note **7206/30** have been converted PV to GV (upgraded to 160km/h) while **7336/82/85** have been converted GV to PV (downgraded to 100km/h), **7218/7307/7406** have entered Oullins for similar transformations. **7325-33/35** stored GBE at Bordeaux, **27116-118** are now on hire to VFLI, stored are **67315/324** and due to be turned off on the 14th June is **67312**. This leaves only 4 Chambéry Fret 67300 in traffic after 14/06, which from my records, I believe are **67309/331/336/339**, although I am not sure of the status of **67332** which has been stored in the past, but may well currently be in traffic.

On the 5th Fret Nord,s **67469** was loaned to TER Picardie, it was seen heading the 17:18 Amiens to St Quentin and the 18:41 return working.

Austria

Electric **1116031** lost it's world cup 'Turkey' livery on the 6th when it was noted at Linz back in it's standard red. The next in line is the 'Netherlands', **1116041**, which should be completed on the 22nd June, at present there are no plans to put any further locomotives in 'advertising' livery.

Poland

Observations from the 1st June included **ST441103** on train 85102 the 05:55 Szczecin to Olsztyn (from Runowo Pomorskie to Szczecinek), **ST44798** on train 81104 10.15 Szczecin to Białystok (from Runowo Pomorskie to Szczecinek), **SU42534** with train R-89525 the 14:37 Szczecinek to Słupsk, **SM42249** heading R85312 the 15:31 Szczecinek to Chojnice, **ET221031** hauling R77128 the 17:36 Poznan to Konin, **ET22844** powering R70022 the 15:19 Frankfurt/Oder to Poznan (from Rzepin), **ET22577** on R77130 the 18:36 Poznan to Konin and **EU07112** leading R17137 the 16:40 Klodawa to Poznan.

Switzerland

Swiss site 'BAHNFORUM' lists the following Ae6/6 locos as stored, in Biel yard, they are listed the order they are seen, **11510(W), 11417, 11457, 11491, 610447, 11451, 11421(W), 11474, 11428, 11436(W), 11493, 11471, 11414, 11494(W), 11498, 610489, 11449, 11468(W)** and **11503(W)**, (W) denotes a loco that is officially withdrawn while **11417** and **11510** had been in store at Erstfeld and stored in Biasca, this time listed South to North, are: **11497, 11432, 11515, 11454, 11504, 11511, 11461, 11441, 11505, 11499, 11444, 11445, 11483, 11458, 11476, 11443, 11460, 11422, 11509, 11518, 11478.**