

European Page 9th February to 9th March 2003

Belgium

All the class 51 diesel locomotives are expected to be withdrawn by the end of March, except **5166** which is designated as a museum lok. This process was hastened when, after being involved in an accident, **5178** was stored. This leaves only 14 of the class in active service, now is the time to get them. It is also understood that as from the 1st April 2003 the postal service of Belgium is pulling out of rail transport. This of course means that the distinctive red liveried EUM's they use will become surplus, once again, get them while you can. The 11th February brought confirmation that all SNCB locos have had their steam heating capabilities removed, or isolated with the exception of **6306** at FKR which, for some reason retains a modified boiler. On the 12th February **5318** was noted on a p-way train in Diegem Station at 17:30 and **6264+6224+6285** went light engine passed Muizen yard, heading for Leuven at 22:00. The following day train P7097 the 07:28 Dendermonde to Leuven employed **2501** and **2603** P7757 the 05:57 Charleroi Sud to Bruxelles Midi. The same P trains were seen the following day, **2377** was on P7757 and **2501** did P7097 again. On the 21st February the 17.20 Brussel Zuid to Dendermonde, train number P8095 was noted departing Brussel Zuid on time with electric loco **2301** providing the power. On now to the 6th March and **2338** was seen with IC1932 the 10:52 Schaerbeek to Mouscron. The class 55 diesels still see some use on passenger work, thus was the case on the 10th March when **5529** worked IR4016 the 16:18 Liege to Gouvvy.

Germany

Railway company PEG have recently aquired two of the class 221's that have recently returned from Greece. The loco's involved are **221117** (ex OSE 415) and **221122** (ex OSE 420) they are quoted to getting delivered on May 1st and July 1st respectively. Both locos will be painted in original DB red livery, and fitted with train heating boilers! The are to be used on Arbeitszug (in english work trains) services. On the 17th February **212372** worked RB95067 the 07:58 Fulda to Gersfeld. RB15415 the 0938 Darmstadt to Erbach(Odenw) produced tunnel emergency locomotive **714001** on the 21st February, same day **181204** was dumped on Luxembourg after failing on arrival with an unidentified EC train. According to the latest Bahn Report, eight DB Class 181 Electric locos are on hire to Cargo. I assume that these locos are therefore now very rare on passenger, unless this is just a paper allocation. Locos quoted are **181202/205/211/212/213/215/218/222**. Incidentally, this seems to include most of the locos with old overhaul dates.

Class 103

This dates for the annual events at Hannover Messe are 12th to 19th March and 7th to 12th April. Additional trains are to run from various places in Germany as before. Of interest should be the extra from Dusseldorf with **E03001 (103001)** as power. It is due to run on the 12th to 14th and 17th to 19th March departing Dusseldorf Hbf each day at 07:03 and arriving at Hannover Laazten at 10:08. On the 24th February **103217** was used to haul IC2393 the 16:18 Frankfurt hbf to Salzburg hbf as far as Stuttgart hbf due to no driving trailer being available, the booked 101 was on the rear. Also on this day **103167** was hauled as part of Fbz75009 from Hamburg to Frankfurt. This was apparently the last 103 left in Hamburg. The 27th February brought the news that eight 103s are to be "reactivated" to work for DB Autozug! The locos concerned are to go to Opladen for inspection and once the identities are confirmed I will let you know. They just won't die! Meanwhile on the 28th February **103245** worked IC381 the 13:47 Stuttgart to Singen and IC380 the 18:15 return. The following day the same loco worked D13178 the 13:06 Stuttgart to Koln Hbf, it then ran on to Opladen where, on the 2nd March, it was seen in the company of **103148/232** so presumably these are 3 of the 8 loco's to be resurrected. Strangely on the 8th March the "Lok-Report" stated that the plan to bring back 8 103's for 'charter' work has now been abandoned due to 'maintenance costs'. Class 110/113 will remain on this work. **103184/245** however will be retained for special work, the plot thickens.

Class 219

France

Noted in action on the 14th February was diesel loco **66489**. It was at the head of train 42109 the 07:26 Lille to Don Sainghin. The following day electric loco **6507** appeared at the business end of train 83312 the 12:04 Lyon to Modane, this is a ski train and on this day had 10 double deck coaches. Another electric noted in action was **8563**, which on the 17th February worked train 69117 the 17:30 Limoges to Brive. On Saturday 1st March EWS **37893+37895** were seen at Woippy yard, but had gone by the 9th.

BB67000

This class still sees plenty of passenger service and are available in large numbers for anyone who wishes to photograph them. Recent sightings include, on the 14th February, **67591** with train 19907 the 07:45 Lille to Tournai. **67590** heading train 43810 the 08:00 Lille to Reims. **67430** hauling train 19915 the 08:11 Lille to Tournai. **67610** powering train 42812 the 06:56 St Pol to Lille. **67602+67586** with train 2022 the 10:43 Boulogne to Paris Nord **67604+67605** going the other way with train 2015 the 10:07 Paris Nord to Boulogne. **67608** had charge of train 49947 the 14:48 Paris Nord to Laon. **67606** did train 17559 the 16:32 Paris Est to Provins. **67486** headed train 17561 the 17:17 Paris Est to Provins and **67537** worked train 17279 the 17:29 Meaux to La Ferte Milon. On the 16th

February, **67552** headed train 3909 the 14:13 Bourges to Montlucon, **67377** did train 60806 the 10:10 Tours to Nevers then worked train 60875 the 14:54 Nevers to Tours, **67378** hauled train 57024 the 18:31 Tours to Le Mans, **67462** powered train 13025 the 17:55 Caen to Tours, **67503** did train 13026 the 19:52 Caen to Tours and **67557** hauled train 4409 the 16:13 Le Croisic to Lyon.

CC72000

Member of this class seen in passenger action on the 14th February included **72047** with train 1045 the 15:15 Paris Est to Basel, **72060** and train 1945 the 16:14 Paris Est to Mulhouse, **72032** powering train 1643 the 16:18 Paris Est to Culmont Chalindrey, **72086** did train 39813 the 16:43 Reims to Culmont Chalindrey and **72055** worked train 4409 the 16:13 Le Croisic to Lyon. The following day just **72017** with train 4490 the 13:49 Clermont Ferrand to Grenoble and **72057** on train 4406 the 15:09 Nantes to Lyon Perrache were noted. Out again on the 16th February, **72017** worked train 4504 the 07:13 Grenoble to Nantes. Further members in action on this day included **72084** with train 4405 the 12:03 Tours to Lyon, **72054** hauling train 4402 the 08:42 Tours to Lyon and **72057** powering train 4516 the 12:35 Lyon to Nantes. The 17th February brought **72021** and train 60853 the 05:47 Nevers to Tours, **72065** with train 4402 the 08:42 Tours to Lyon and **72085** with train 61113 the 10:51 Vierzon to Montlucon a dated train which on this occasion had just 2 Corail coaches.

Luxembourg

On the 13th February IC437 the 16:25 Luxembourg to Munster was worked by **ME26-05** as far as Trier. On the 17th February **903** was removed from the withdrawn line at Hollerich Yard presumably for reinstatement to service. CFL are not to release their 3000s to SNCB or anyone else in the near future for the simple reason that they do not have anything to replace them with. Many locos have arrived for test over the past 3 years but for one reason or another have not been found to be satisfactory. When a firm order is finally made, the new locomotives must be delivered, commissioned and accepted before any release of existing motive power. Also CFL have an urgent requirement to retire the 3600s and at present are not intending to extend the lease on the ME26s when it expires next year (though this could change). Therefore do not expect major changes in motive power before the arrival of the new double decker EMU's in 2004. Pressed into action on the 21st February was **1814**, it worked IC437 the 16:25 Luxembourg to Munster, which started 25mins late, to Trier, here DB electric **181219** took over resulting in a 55min late departure from Trier. On the 23rd February class 66 GM **PB12** was noted on Luxembourg depot. Changes around the depot have included **3001** which has now been dumped outside at the rear of the depot with **1803** and **1818**, the latter having now been out of service for about a year. Shunter **903** is now inside the depot roundhouse, **1801** is still out of service and in there too and electric's **3605** and **3619** have suffered failures and are now awaiting repairs.

Portugal

On the 8th March **1559** was noted with R5505 the 13:08 Entroncamento to Elvas and **1552** was seen with R5614 the 17:55 Covilha to Entroncamento.

Austria

Noted in action on the 9th February were **1163012** which did train 3012 the 10:56 Linz to Attnang-Puchheim, **2043029** heading train 3481 the 13:12 Attnang-Puchheim to Schärding and **2043022** hauled train 5986 the 13:00 Wels to Braunau am Inn. The following day **2043060** did train E1721 the 06:34 Braunau am Inn to Linz, **1141026** worked train 3939 the 09:36 Linz to Selzthal, vice a class 1142, **2095013** was power for train 6865 the 12:51 St. Pölten to Mank, **2143017** hauled E6688 the 15:25 St. Pölten to Hainfeld and **1041202** did train 3667 the 17:56 Linz to Garsten vice a class 1063. The 11th February found **2043025** out with train E1721 the 06:34 Braunau am Inn to Linz and **1141020** had charge of train 3010 the 09:56 Linz to Attnang-Puchheim then train 3414 the 11:13 Attnang Puchheim to Stainach Irnding, both vice a class 1142. On the 10th March diesel **2143048** worked train 6623 the 17:21 Leobersdorf to Hainfeld.

Switzerland

Noted on Luzern depot on the 9th February was **420276** (presumably this is the ex **11276**) in Cargo livery. The same batch of locos appear to be dominating the Basel to Luzern D/IC services, with **11273/277/279/284/291/292/294** and **11296** all being noted recently. These were all previously Cargo allocated locos, so maybe a transfer to the passenger sector would now be appropriate.