

## **March 2009 - EUROPEAN NEWS (Robert Brown)**

### **Belgian Minibreak - 21/22 March 2009 - report from Andrew Woodcock**

Most magazines, periodicals and journals seem to concentrate on unusual haulage and lines etc and do not cater for people wishing to see locos as well. Similarly listing books vary considerably in information contained therein and thus information is hard to come by-hence my report.

#### **Stored Locomotives**

The details here are not complete but are as comprehensive as time and freedom on the various sites permitted. This was particularly so at Antwerp Noord.

Kortrik 9101

Monceau 7301/3/5/6 7310/13/14/16/17/18 7320-8 inclusive 7330/1/2/3/5/9 7344/5/7/8 6240/66/73/86 8439/43 5123/31/47/48/50.

Charleroi Depot (away from main depot opp side to entry gate) 9114/5 7337/43/46/49/62/63/66/85

Le Campinaire Yard 2206//30/33/36/40/43/47

Scharbeek Depot 8011/33/35/37/49/52/55/64/65 8201/2/3/4/8/13/22/33/41/43/65 7336/60/73/93

Antwerp Noord Many shunters, main line diesels/electrics including 8441 7209 5167/70/74/80/86 and a number of Class25xx electrics.

Melle Yard nil

Merekbeke Depot 7311/53/67/68 6245/52/84 5106/8/9/18/26

Ostend 1603

#### **Items of Interest**

Very few of the Class 22 and 25 electrics are now active. Between Kortrik, Antwerp and Merelbek 8 of the Class 12 electrics were seen.

At Zeebrugge a third stabling point seems to be in use between Zwandammer (2010/1/2/7 2338/47/49/80 2622/5/35) and the diesel stabling point(7792/3/5 7803/10/12) behind a haulage yard 2808/17/24.

Ostend depot had 1608 and station 1601/4

Haren Yard 9105

Merelbeke depot 9136/38/50.

Latest Class 28 seen was on Antwerp Noord 2835

#### **Footnote**

To add to the stored/condemned/withdrawn loco picture Stars visited Montzen Yard in the latter half of last year and reported the following locos

5102/3 5110 5125 5136/8 5141/3 5152.4/6/7/8 5162/7/8 5170/3/4/7 5180/1/5/6 6271/98

Hasselt 8433/54/5

## **News to 14th March 2009**

### **Germany**

**110507** did RB24928 to Bremerhaven on the 7<sup>th</sup> I still have this down as an EDO lok is it transferred to the Braunschweig pool or on loan? Electric locos **151170** and **155142** were stored on the 8<sup>th</sup>. On the same day **232198/287/445** arrived at Espenhain for scraping. On the up side **218433** has been released from AW Bremen. Oh and **110236** is alive and well. She has now turned up in the Köln area towing 4 NS ex-DB coaches from Venlo. So much for her being taken off IC1855 and 2204 as out of ticket!! Presumably had life extension. Other sighting from the 8<sup>th</sup> included **143052** on RE34065 the 09:10 Bamberg to Nurnberg, **143207** headed RE34064 the 09:34 Eggolsheim to Bamberg, **143961** hauled RE34067 the 10:09 Bamberg to Hirschaid and **143119** did RE34066 the 10:40 Hirschaid to Bamberg. Noted out on the 9<sup>th</sup> were **101034** heading EC319 the 12:20 Frankfurt to Gratz, **110396**

leading RE37381 the 12:44 Ulm Hbf to Regensburg, **110493** hauling RE37384 the 12:44 Regensburg to Ulm Hbf, **143806** on RB37258 the 14:31 Rain to Donauwörth, **139287** powering RB30578 the 16:03 Kochel to Munich Hbf, **110333** in charge of RE30025 the 16:26 Munich Hbf to Freilassing, **110351** on RE30107 the 17:52 Munich Hbf to Kufstein and **110347** with RB30059 the 18:27 Munich Hbf to Rosenheim. On the 10<sup>th</sup> **232598+232541** top 'n' tailed ex DSB EA's **3011/12/16/18** south, through Hamburg, to Cottbus. Here **232543 & 232559** were added to the train before they were all dispatched to Romania.

## Switzerland

Unusual sightings from the 14<sup>th</sup> included cargo lok **11164** heading IR2159 the 07:18 Luzern to Locarno, **485019** working services line S3 on train 15170 the 17:13 Thun to Fribourg and cargo lok **11233** hauling IR1989 the 19:14 Basel to Zürich HB. The following day cargo lok **11306** turned up on IR2182 the 13:45 Locarno to Luzern, **11211** did IR1788 the 18:16 Chur to Zürich HB, **11214** working extra service EXT10588 the 18:07 Chur to Zürich HB and **11220** leading RE3840 the 18:22 Chur to St Gallen. On the 16<sup>th</sup> **11197** did IR2272 the 06:11 Chiasso to Zürich HB, cargo lok **11340** powered IR2163 the 08:18 Luzern to Locarno, cargo lok **11309** hauled IR2174 the 09:45 Locarno to Luzern, **11125** handled IR2174 the 12:54 Luzern to Basel, **11154** started substitute service ICE486 the 15:10 Zürich HB to Stuttgart and **11144** was noted on IR2939 the 17:41 Zürich HB to Luzern.

## France

The latest situation with regard to the CC7200 diesels is as follows: Passenger lok still 'in service' as at 12/03/09 : **72049/061/064/065/074**. 72042 is still on CIC books but is classified as "réparation accidentelle" (stopped awaiting minor repairs) until 31/12/2009. On the Fret front traffic is now at a very low ebb, as of 12/03 Fret locos on books are: **72013/026/033/035/070/081**, plus **72067** and **72091** still on loan to VFLI for the Vichy to Auxil motorway aggregates flow (will operate until March 30), **72002/016/031/069/084** are "garées bon état" (GBE or in English, stored serviceable). It is thought that **72013 & 72070** are about to join the ranks of the stored serviceable, but this is yet to be confirmed.

## News to 7th March 2009

### Germany

Electric locomotives withdrawn during February are as follows, I have included actual dates where known, **110505** (13/02), **139255** (26/02), **139553** (11/02), **139558** (21/02), **140162** (01/02), **140446** (12/02), **140586** (09/02), **140814** (11/02), **140829** (06/02), **140869** (08/02), **143656** (02/02) **151170**, **155044**, **155049** (27/02), **155161** (16/02), **155196** (12/02), **181201** (27/02) and **185050** (03/02). On the up side, **101032/046**, **111142/156**, **114032**, **140850**, **143566/851(MEG603)/852/966**, **146003** and **151098/112** have all been released in February, after overhaul.

As from the 1<sup>st</sup> March, until the 14<sup>th</sup> June, EC340/341 are booked a class 189 electric and on the 4<sup>th</sup> **189047** was seen heading EC340, the 07:23 Krakow Główny to Hamburg Altona into its destination. Also on this day **110343** was noted worked EC390 the 06:26 Linz Hbf to Frankfurt (Main) Hbf, which it (probably) took over at Munich. A session on the 7<sup>th</sup>, observing and photographing local workings produced **110494** on RE11437 the 07:10 Aachen to Köln, **111118** leading RE4857 the 07:37 Aachen to Siegen, **112137** powering RE29714 the 08:21 Köln to Rhiene, **146024** leading RE10113 the 08:32 Köln to Koblenz, **143313** on RE15419 the 09:53 Koblenz to Wiesbaden, **143132** with RE15521 the 11:10 Koblenz to Wiesbaden, **143133** hauling RE15423 the 11:53 Koblenz to Frankfurt and **111197** heading RE4518 the 14:26 Frankfurt to Geissen.

### Austria

Electrics **1042505/514** and **1142576/670** all reported as heading for the breaker's torch, there are now only three 1042.5's in service, namely **1042512/518/520**.

### Switzerland

A/e 6/6 electric **11403 "Schwyz"** has been secured by a couple of private individuals to use in a similar way to the Ae4/7 **10997**. They have reached an agreement with SBB for the permanent loan of

the loco, although it remains SBB Historic property, it is currently in Bellinzona works, being stopped on 31/08/07 after catching fire at Renens.

This may be an appropriate time to check on the status of the A/e 6/6 fleet, so here goes, stored and not expected to return to service are: **11403** (see above), **11413** (Verkehrshaus, Luzern), **11414** (RB Limmatal [RBL], outside Zurich), **11415** (Biel works), **11421** (RBL), **11436** (RBL), **11452** (Sao Paolo Yard, Bellinzona), **11460** (RBL), **11468** (Biel works), **11503** (Biel works) & **11510** (Erstfeld Depot). Stored, (at RBL, unless stated) but expected to get re-instated are **11407** (Sao Paolo Yard, Bellinzona), **11416**, **11417** (Erstfeld Depot), **11427/428/429/430/441/443/444/445/447/451**, **11454** (Lausanne Triage yard), **11457/461/471/474/476/478/483/489/493/494/498/499**, **11500** (Bellinzona works after a collision with class 66 diesel **6610** in MuttENZ yard), **11505** (Erstfeld Depot), **11509/516** locos officially withdrawn are **11401** (09/03), **11402** (09/03), **11406** (07/05), **11408** (07/05), **11409** (09/03), **11410** (09/01), **11412** (09/03), **11418** (06/05), **11433** (04/05), **11475** (01/05) & **11481** (09/03). Noted out and about on the 2<sup>nd</sup> were **11215** which worked IR2170 the 07:11 Chiasso to Basel in to Luzern for **11197** to work forward, **11222** which headed the 09:40 Luzern to Romanshorn SOB service, **11214** which powered IR2160 the 10:03 Basel to Locarno in to Luzern, green liveried **11161** which topped IR2271 the 12:09 Zurich to Locarno, **11152** which worked the 14:05 Zurich to Basel, **11217** leading IR2275 the 14:09 Zurich to Locarno and **11153** powering the 17:33 Zurich to Romanshorn. Finally SBB **11413** and BLS **258** are both reported as moving to the Swiss Transport Museum.

## Portugal

The new Siemens 4700s have been cleared for general traffic since last week and appear to be out and about after several months pinned down at Poceirão. Locos up to **4714** have been observed in traffic with **4712** noted shunting around Lisboa SA on the 4<sup>th</sup> March. This means that the 53-yr career of the 2501s and slightly junior stainless steel 2551s is very much about to end. The first 15 of the 4701s are nominally to replace the 2501/2551s, the additional 10 to replace diesel workings under the wires such as the current 1551 turns to Loule. Loco **2501** is supposed to go to the museum (don't hold your breath) but I'm not sure if 2551 is going to be so lucky, which is surprising as I think this was first mainline stainless steel locomotive worldwide (feel free to correct me).