

## **March 2010 - EUROPEAN NEWS (Robert Brown)**

### **News to 21st March 2010 (posted on 23rd March 2010)**

#### **Germany**

In early March **218392** finished her work as a Regional lok and has gone to Bremen where she be overhauled for Cargo. On the 15<sup>th</sup> **140816 & 140788** derailed in Unterturkheim yard, **140816** ended up on its side, the driver, fortunately, only suffered shock. DB is obviously having a 110/5 culling session with **110322/325/351**; **115293/302/323/327/331/376** all reported as about to meet their maker at Bender. Of note is that **110325** is one of the two lokks repainted to haul the 'Science Express' train around the country, as for the other, **110329**, her time is nearly up too with a death date in mid-May. On the 19<sup>th</sup> March it was reported that **218193** had failed at Buchloe while working IC2084 the 09:31 Oberstdorf to Augsburg Hbf, with a death date of 27<sup>th</sup> March 2010 it possibly won't work again. Just for the record, **218822** was the rescue lok and the overall delay was about 130mins.

#### **Belgium**

Morning 'peak' services from the 15<sup>th</sup> March included **2340** with P7351 the 06:14 Landen to Brussels Midi, **2360** powering P7012 the 06:15 Gent Sint Pieters to Brussels Midi, **2331** on P7312 the 06:20 Hasselt to Brussels Zuid, **2611 & 2626** had charge of IR3906 the 06:20 Binche to Louvain-La-Neuve-Universite, **2338** leading P7995 the 06:25 De Panne to Gent Sint Pieters, **2321** topping P7741 the 06:41 Binche to Schaarbeek, **2372** heading P7996 the 07:13 De Panne to Gent Sint Pieters, **2332** with P7094 the 07:15 Dendermonde to Brussels Midi, **2339** hauling P7307 the 07:17 Hasselt to Brussels Midi, **2304** on P7308 the 07:35 Tongeren to Brussels Midi, with **2337** dead on the rear and **2614 + 2615** eother end of IR3929 the 07:41 Louvain-La-Neuve- Universite to Binche. Early arrivals in Antwerp on the 16<sup>th</sup> were **2316** with P7215 the 06:43 Hasselt to Antwerp Berchem, **2345** on P7282 the 06:44 Aarschot to Antwerp Noorderdokken and **2328** leading P7283 the 07:44 Aarschot to Antwerp Noorderdokken.

#### **Switzerland**

Loco haulage from the 15<sup>th</sup> March included **11227** on IR2272 the 06:11 Chiasso to Zurich, **11300** with IR1768 the 08:16 Chur to Basel (ex Zurich), **421379** heading EC193 the 09:16 Zurich to Munchen, **11223** topping IR165 the 10:06 Zurich to Feldkirch (ex Zurich), **11220** powering R4437 the 11:37 Fribourg to Estavayer-le-Lac, **11207** leading R4430 the 11:38 Fribourg to Romont and **11132** hauling R4553 the 15:03 Fribourg to Yverdon-les-Baines. Moving on to the 17<sup>th</sup> **11152** did the 06:11 Chiasso to Zurich, **11212** did the 10:09 Zurich to Locarno, **11223** started the 11:47 Basel to Chur, **11159** headed the 12:03 Basel to Locarno out of Basel, giving way to **11192** at Luzern, **11124** powered the 13:40 Luzern to Romanshorn and **11209** topped the 14:40 Luzern to Romanshorn.

#### **Austria**

Currently on hire to Hungary, electric loco **1116017** was noted at Békéscsaba on the 11<sup>th</sup> March bearing it's new livery, essentially a wide, multi shaded, blue strip on the lower body and 'Rail Cargo Hungaria' painted above it. (see below)



As of the 15<sup>th</sup> March OBB 1216.0 which are cleared to work in to Italy are **1216001-004** Rail Cargo Austria (restricted to 120 km/h), **1216005-009** Regio (Innsbruck to Lienz) and **1216011-018** Personverkerher (Munchen to Italy EC's)

## Portugal

A very sparkling clean **1435** was noted acting as the CP Carga pilot at Lisboa SA on the 20<sup>th</sup> March. It seems to have had a complete overhaul, with LEDs fitted and an overhaul date of 10<sup>th</sup> March on the cabside. It still smells of fresh paint, it's a bit unexpected but good news all the same as obviously Carga are still putting them through Barreiro. It is reported that **1438** has also been done, although this one was supposedly for Argentina. So, in theory **1426/32/36/38/54** are all overhauled and destined for overseas.

## News to 14th March 2010 (posted on 20th March 2010)

### Germany

EVB owned V100, **41003** (ex **DB211324**) complete it's overhaul on the 2<sup>nd</sup> March and is now back in traffic. I'm delighted to reported the reinstatement to traffic of **181201**, she is on her way to Dessau for overhaul, there is a lot of speculation as to whether she will retain her blue livery. I think it is a fairly safe assumption that **181209** is also currently in Dessau for overhaul (although I can not confirm this at the moment). On Saturday 6<sup>th</sup> March **110457** headed RB10252 the 16:15 Hamm to Dortmund Signal Iduna Park, a poster at Hamm indicates this actually a 'footex', which calls at all major stations via Unna. It always runs for Borussia Dortmund home matches, although times vary depending upon the kick-off time (16:15 was for 17:30 kick-off). In what may be the final week of operation **185501** top 'n' tailed with **185509** on the 10:22 Hagen to Monchengladbach and **185502+185503** top 'n' tailed with **185508** on the 11:22 Hagen to Monchengladbach, all the locomotives were working and on just load

3, both these trains being spotted on the 7<sup>th</sup> March. On the 8<sup>th</sup> ICE72, the 12:02 Zurich to Hamburg Altona, worked by **401076+401576** failed at Freiburg and passengers were transferred to other services. Electric **120159** was dispatched from Stuttgart to work the failed ICE unit forward to Hamburg, eventually leaving at just gone 19:00. Attracting lots of attention is blue & cream liveried **140423**, it was seen on the 8<sup>th</sup> at Gifhorn Winkel (near Wolfsburg) around 14:40 heading train 62278 from the Volkswagen plant at Fallersleben to the plant at Emden consisting of, well, Volkswagens!(see picture below).



On the 9<sup>th</sup> **110200** worked IC2054 the 15:54 Frankfurt to Saarbrücken vice a class 120. A 'scrap' train ran on the 10<sup>th</sup> March, from Hagen to Hamm Westhofen, the scrap, in this case, being 8 x class 218 diesels. The formation (in order) consisted of train engine, **MEG207 (ex DB228791)** plus locomotives **218223+218153+218203+218224+218202+218201+218219+218205**. Meanwhile **232255** was out on passenger action again, heading RE3626 the 08:14 Altenburg to Erfurt it was seen leaving Jenna West at 09:35.

## Belgium

There is lots of stories hitting the press about the problems with the class 18s. It seems that they will not perform satisfactorily on 3000 V d.c. It is reported that production of the class has been suspended and that SNCB are seeking compensation from Siemens and may even possibly be canceling the order entirely! Morning 'peak hour services noted around Brussels on the 8<sup>th</sup> March included **2304** on P7351 the 06:14 Landen to Brussels Midi, **2331** with P7012 the 06:15 Gent Sait Pieters to Brussels Midi, **2374** heading P7305 06:18 Hasselt to Brussels Zuid, **2321** hauling P7312 the 06:20 Hasselt to Brussels Zuid, **2313** powering P7741 the 06:41 Binche to Schaarbeek, **2353** topping P7724 the 07:00 Châtelet to Schaarbeek, **2332** with P7094 the 07:15 Dendermonde to Brussels Midi, **2341** on P7307 the 07:17 Hasselt to Brussels Midi and **2365** heading P7308 the 07:35 Tongeren to Brussels Midi. Noted in the evening were **2319** on P8066 the 15:40 Brussels Midi to Gent

St Pieters, **2012** topping P8602 the 16:15 Brussels Midi to Jemelle, **2372** hauling P8014 the 17:02 Schaarbeek to Gent St Pieters and **2374** powering P8307 the 17:34 Brussels Midi to Hasselt. Also, rescue locomotives **5501+5514** were sighted in Platform 6 at Brussels Midi mid afternoon. The following day **2339** did P8280 the 15:57 Antwerp Haven to Aarschot, **2309** headed P8215 the 16:36 Antwerp Noorderdokken to Aarschot, **2340** powered P8281 the 17:07 Antwerp Noorderdokken to Aarschot and **2374** did P8307 the 17:34 Brussels Midi to Hasselt. Finally Wednesday 10<sup>th</sup> found **2340** heading P7283 the 07:44 Aarschot to Antwerp Noorderdokken.

## Switzerland

On the 10<sup>th</sup> March, **101967** worked the 09:04 Interlaken Ost to Luzern in push/pull mode. I believe this is the first of the class to be fitted; she was converted in 2009, hence her extended time out of traffic and extended time on test runs. All 8 will be fitted for when they take over work on the Engelberg line.

## Austria

Electric locomotive **1116237** was noted in Wein Meidling on the 2<sup>nd</sup> March totally devoid of OBB brandings, this should be in line for the 'railjet' treatment. OBB electric **1116019**, on hire to Rail Cargo Hungaria, is back in service after its [minor](#) collision in October 2009, it was noted at Budapest Ferencváros depot on the 4<sup>th</sup> March, missing some of its foils! This could go in any of three sections this week but I'll put it here, on the 8<sup>th</sup> March EN490 the 19:54 Wein Westbahnhof to Hamburg, normally worked by a DB class 101 electric, was worked by black liveried, 'renting locomotive' **ES64U2072** (formally Cargoserv **ES64U2040**) it was noted starting its journey spot on time. Also on the 8<sup>th</sup> noted stabled at Klagenfurt in the evening were **1142254 + 1216016**, nothing unusual in that except **1216016** has a Italian flag 'painted' on its sides with [www.obb-italia.com](http://www.obb-italia.com) underneath, I have not tried it, but you are welcome to try! On the 10<sup>th</sup> March 'Bundesheer' lok, **1116246** was noted leaving Bludenz at around 15:35 at the head of OEC162 the 09:20 Wein Westbahnhof to Zürich HB. The following day **1116246** was noted at St Pölten Hbf, departing 'on time' at 16:00 heading EC163 the 08:40 Zürich HB to Wein Westbahnhof and then it was the turn of the 'Kyoto' lok, **1116023**, it was noted leaving St Pölten Hbf at 17:05 heading REX1628 the 16:08 Wein Westbahnhof to Amstetten.

## France

Plenty of loco hauled action was noted around Lille on the 12<sup>th</sup> March including **16773** on train 843208 the 07:00 Lille Flandres to Lens, **16651** with train 846415 the 07:14 Achiet to Béthune, **25630** topping train 843214 the 07:59 Lille Flandres to Lens, **16665** hauling train 843514 the 08:03 Valenciennes to Lille Flandres, **25631** with train 843518 the 08:09 Lille Flandres to Valenciennes, **67415** powering train 842906 the 08:13 St Pol to Lille Flandres, **16655** leading train 841910 the 11:15 Hirson to Lille Flandres, **16745** worked train 843520 the 11:26 Lille Flandres to Valenciennes, **67591** hauled train 844015 the 16:04 Lille Flandres to Comines and **25660** did train 841819 the 16:16 Lille Flandres to Jeumont.

## Private Owner

On the 4<sup>th</sup> March, electric locomotive **145-CL 031** was 'out shopped' from Dangelmayr Oberflächentechnik in Berlin in a new yellowish and silver livery. It is the first locomotive to promote the new name of its owner: Alpha Trains, formerly known as Angel Trains Cargo. You can argue among yourselves as to the design of the livery, but, as the Dispolok yellow disappears under a thick layer of black paint, this locomotive will attract attention! After 17 months of repair, MRCEs **185544** made its return on the 8<sup>th</sup> March. This was the locomotive involved in the [accident](#) at Dillenburg on 05/11/08, when it ran onto a freight train loaded with brand new Porsche cars! Since then the **185544** has been by Bombardier in Kassel for repair. One cab has had to be totally reconstructed. It was noted on the 8<sup>th</sup> leaving Kassel on a trial run, in its shiny new black MRCE Dispolok livery. Working for 'Lokomotion' and hence bearing its easily distinguishable livery, **185663** has been noted operating in and around Brenner during early March. It was pictured (below) in the company of **186101** on the 9<sup>th</sup>.



## News to 7th March 2010 (posted on 10th March 2010)

### Germany

ICE power car **403004** has, for a long-time, replaced **403022** in set 403x22 and has been recently overhauled in this formation. Another recent overhaul is **120126** with an ex-works date 26/02/2010, **218136/206/216/430**, all recent withdrawals, are currently at Trier and **SNCF 37011** is still dumped at Karthaus 5 weeks after she derailed, with no apparent interest in repatriation. Further withdrawals reported for the end of February are **110325/363/373 143063/593/936 151007 155059/119/137**.

On the 1<sup>st</sup> March **182517** worked IC2862 the 11:54 Hamm to Bonn Hbf and **182501** did IC2863 the 14:25 Bonn Hbf to Hamm. Also on the 1<sup>st</sup>, Deutsche Gleis- und Tiefbau GmbH, Berlin (DGT) owned **232223**, in the old dark red livery, was noted passing Jena Saalbahnhof around 13:00 heading a relaying train. A major working occurred on the 3<sup>rd</sup> when **CTL189207** worked EC80 the 12:41 Bolzano/Bozen to Munich. Observations from the 6<sup>th</sup> included **120118** heading IC2044 the 06:40 Leipzig to Koln and **182517** on IC2862 the 11:54 Bonn to Hamm with **182501** dead on the rear. On the 7<sup>th</sup> March blue liveried shunting lok, **335128** was seen on Mannheim depot, EC361 the 06:53 Strasbourg Ville to Ulm Hbf was seen leaving Karlsruhe Hbf headed by **181218**, **120115** handled IC2046 the 08:40 Leipzig to Koln and freshly painted **120126** was noted leading IC1920 the 12:15 Franfruet (Main) Hbf to Berlin Hbf.

### Belgium

Very late news, but well worth a mention was that on Friday 12<sup>th</sup> February IR4016 was worked from Liers to Gouvvy by **5540**. I believe the reason was the retirement of a conductor working his last train.

Observations at Brussels Midi during the evening peak on the 2<sup>nd</sup> March identified **2362** on P8066 the 15:40 Brussels Midi to Gent St Pieters, **2012** heading P8602 the 16:15 Brussels Midi to Jemelle, **1192** with P8969 the 16:12 Brussels Midi to Zottegem, **2329** hauling P8306 the 17:06 Brussels Midi to Hasselt, **2312** topping P8095 the 17:07 Brussels Midi to Dendermonde, **2002** powering EC295 the 17:27 Brussels Midi to Basel (SNCF), **2374** working P8307 the 17:34 Brussels Midi to Hasselt, **2304** on P8352 the 17:45 Brussels Midi to Landen and **2322** heading P8308 the 18:05 Brussels Midi to Tongerlon with **2365** 'dead on rear'. At Schaarbeek during the same evening peak **1183** did P8902 the 16:02 Schaarbeek to Kortrijk, **2321** headed P8511 the 16:07 Schaarbeek to Tournai, **2350** hauled P8723 the 16:16 Schaarbeek to Châtelet, **1186** worked P8013 the 16:26 Brussels Luxembourg to Gent St Pieters, **2313** topped P8741 the 16:59 Schaarbeek to Binche, **2360** hauled P8014 the 17:02 Schaarbeek to Gent St Pieters, **1182** powered P8906 the 17:05 Schaarbeek to Oudenaarde, **2343+2310** found employment with P8724 the 17:05 Schaarbeek to Châtelet, **1188** did P8907 the 17:14 Schaarbeek to Zottegem and **2340** headed P8010 the 17:32 Schaarbeek to Saint Niklaas.

## Switzerland

Observations from the 1<sup>st</sup> March included **421372** on EC191 the 07:16 Zürich HB to Munich Hbf, **421390** with EC193 the 09:16 Zürich HB to Munich Hbf, **11241** powering R4554 the 15:01 Yverdon-les-Bains to Romont, recently overhauled **11141** with R4456 the 16:38 Fribourg to Romont and **11278** heading RE3832 the 14:22 Cur to St. Gallen. The following day **421380** was noted arriving at Zurich with EC194 the 12:34 Munich to Zurich, which it will have taken over at Lindau Hbf.

## Austria

Former OBB 'crocodile' electric **1020010** is nearing completion of its restoration at the Kornwestheim preservation center in Germany. In dark green livery and carrying the number **E94088** it was easily seen, on the 1<sup>st</sup> March, from the road overbridge. On the 2<sup>nd</sup> March SVG operated ex OBB electric **1142579**, in its fetching dark blue livery, was seen leaving Kostheim around 17:10 with an oil train. The Bosnian Republic railway (ZRS) has expressed an interest in the OBB class 1014 electrics (recently switched off) and a demonstration of the class was arranged in Budapest on the 3<sup>rd</sup> March. To this end **1014014** ran light from Vienna to Budapest Ferencvaros during the early morning where, accompanied by GySVE electric **1047502**, it worked freight train Gz44327 from Budapest Ferencvaros to Tatabanya before returning, again light engine, via Budapest to Vienna in the late afternoon. On the 5<sup>th</sup> March EC113 the 06:18 Siegen to Klagenfurt Hbf was seen approaching its destination top 'n' tailed by **1116246 & 1016022** and **1116206** passed Munich Ost, with a full 'railjet' rake around 13:20 which suggests it was an ICE replacement for ICE785 the 07:47 Hamburg Altona to Munich Hbf (although I am open to correction here).

## France

Fret allocated **67483** was out on passenger duty on the 1<sup>st</sup> March, it worked (at least) train 849401 the 06:38 Amiens to St Quentin and train 849406 the 07:45 return. The 6<sup>th</sup> March saw **37019** pass Ratingen (Germany) around 13:50 with an unidentified container train in wonderful photographic conditions (see below).



## Portugal

The new line to Aveiro docks was officially opened on 4th March, **1560** worked the first revenue earning train.

## Luxembourg

On the morning of Tuesday 2<sup>nd</sup> March IC231 the 06:20 Luxembourg to Norddiech Mole was **DB181213** it made it as far as Luxembourg Yard, where it was declared a failure by the driver and **DB181223** was summoned to take the train and **181213** forward around 70mins late

## Holland

On the 6<sup>th</sup> March NS diesels **6464+6466** were seen passing Ratingen around 14:00 heading a with empty lime wagons running between Emmerich (Holland) after Rohdenhaus (Germany).