

European Page 10th April to 9th May 2003

Belgium

Noted passing through Muizen Station at 20:32 (local time) on 23rd April was **2512** hauling a dead **1190**. I presume that it was being returned to Schaerbeek. On the 30th April word came through that **5527** had been cut up, the locomotive was withdrawn on the 2nd September 2002 due to its general poor condition. Over the winter it had been stripped of parts and becomes only the 5th engine of the class, the others being **5516/20/22/42**, to go to the great scrapyards in the sky.

Germany

According to an article in the May Eisenbahn Kurier the future of the Ruebelandbahn has been secured by a deal between DB and the regional government. Part of the deal envisages the reintroduction of electrically powered passenger trains and the retention of the lines unique 25kv AC electrification, so looks like the 171s will return, removing the 218 diagrams, the article also says that class 185 may be used on the line, but expects that the 171s will remain in service until at least 2004.

On the 18th April **218005** was noted with RB72908 the 19:02 Wuppertal Hbf to Essen Hbf, **218012** had charge of RB72913 the 21:10 Essen Hbf to Wuppertal Hbf and **218002** hauled RB10233 the 18:33 Borken to Langenburg. Further class action the following day included **218138** with RB10206 the 08:05 Langenburg to Borken, **218366** did RE22076 the 07:59 Trier to Koln Deutz, **218371** hauled RE22078 the 09:59 Trier to Koln Deutz, **218012** re appeared with RB72889 the 14:10 Essen Hbf to Wuppertal Hbf, **218148** found work on RB10223 the 13:33 Borken to Langenburg, **218005** showed up again on RB72888 the 14:02 Wuppertal Hbf to Essen Hbf and **218149** worked RB10225 the 14:33 Borken to Langenburg. On Saturday 26th April **218249+218222+218007+218398** ran light from Darmstadt to Giessen to replace the 215's, which have now been removed from the Giessen passenger diagrams.

Class 103

On the 20th April "Lady in Red" **103233** was noted with IC2174 the 07:00 Hannover to Hamburg Altona, vice the booked class 120. The following day **103221** worked IC13164 the 11:03 Passau to Mainz and **103217** left Koln on time with IC2602 the 16:37 Koln to Kiel. Moving on to the 24th April, the Lady was at it again, this time hauling IC2301 the 06:32 Hamburg Altona to Koln and IC2300 the 17:02 return. The following day **103217** worked the same train to Koln but returned on IC2606 the 15:40 (FO) Koln to Altona. Moving on to the 3rd May, first out was **103184** with train DZ91649 the 05:51 Koln to Stuttgart, returning on DZ91648 the 16:13 Stuttgart to Koln. Then came **103221** heading AZ1423 the 06:13 Dusseldorf to Munchen Ost returning on AZ1420 the 15:11 Munchen Ost to Dusseldorf. Following this was **103217** hauling IC2301 the 06:32 Hamburg Altona to Koln and finally **103167** was seen with train DZ18880 the 20:45 Nurnberg to Frankfurt. Spare all day at Langenfelde was **103233**. The following day found two of the class at work, **103221** with AZ1421 the 05:56 Dusseldorf to Munchen Ost, it probably returned with AZ1420 the 15:11 Munchen Ost to Dusseldorf and **103217** which headed IC2300 the 17:02 Koln to Altona.

France

BB67000

In action on the 12th April were **67482** with the 05:32 Marseilles to Pertuis, **67558** worked the 07:08 Marseilles to Aix en Provence and **67496+67568** headed the 07:56 Marseilles to Briancon. On to the 15th April, **67471** headed the 21:29 Lyon Perrache to Bordeaux and **67338+67363** left with the 22:17 Lyon Perrache to Nantes.

CC72000

In action on the 13th April was **72045** hauling the 10:33 Dijon to Reims. On the 15th April **72052** was seen with the 15:09 Nantes to Lyon Perrache.

Luxembourg

The 15th April found **3611** back in traffic, while contrary to other reports **3602** remains out of use. Same day **1805** worked RE7878 the 18:09 Luxembourg to Longwy. On the 22nd April, Recylux, a company based in Rodange, took delivery of ex SNCB locomotives **8510** and **8520**. Apparently they were put to work immediately. On the 5th May **3605** and **3619** were noted still stored in the depot roundhouse these have been joined by **3618**. Meanwhile withdrawn **3617** is now also dumped inside the roundhouse. Serviceable **3603/3608/3609** were also seen on depot during this visit. Also inside was **1819** which is

awaiting repairs. CFL are to lease 6 class 185 electric locomotives, the six could be **185515** and **185518-185522**. Of these **185515** already exists, it is, or was, with Mindener Kreisbahnen GmbH (MKB) and may already be on its way to CFL or even there already. On the 6th May SNCB **5519** worked a special to Troisvierges conveying the Grand Duc and the President of Estonia! The following day **3612** worked the 15:53 Luxembourg to Wasserbillig and the 17:27 return service.

Portugal

On the 21st April **1933** failed near Alcacer do Sal on the 14:25 Barreiro to Faro. It was rescued by **1906**, hauling a following freight, and dragged to next loop where **1906** left to carry on with its freight. Two hours later, **1937** and **1423** arrived from Barreiro, **1423** was used to take the dead **1933** back to Barreiro while **1937** was used to complete the journey to Faro where arrival was over 150mins late. On the 24th April **1446** and **1458** were seen in the cleaning shed at Entron.

Austria

A recent survey of OBB locos that are out of service, accurate to the 4th April, may shed some light on some of those elusive locs that never seem to be around. I have only included the long term out of service, main line locos. **1012001** is at Innsbruck, awaiting parts, expected OK 31/12/03. **1014002** is in Linz Works with fire damage, expected OK 10/09/03. Both **1116033** and **116054** have accident damage and are in Linz Works, both expected OK in late May. **1141021** was at Attnang Puchheim awaiting repair, it should have been released by the 16th April. **1142604** is in Linz Works stored. **1142632** is at Innsbruck awaiting repair, should be out in early May. A transformer failure stopped **1142706** at Wien Sud, it should now be out. **1044042/071/122/240**, **1063005**, **1142707** and **1822003** are all in Linz Works for overhaul and should all be out by early May. In the same place with accident damage are **1044212** **1163001** and **2016017/030/039** all are expected back by June. St Polten Works has a large collection of diesels, starting with class 2043, **2043014/024/031/038/059/061/075/077** all have power unit problems and are currently shown as stored, **2043036** is also there, but is showing as withdrawn. Status of the class 2143 is as follows, **2143005/006/025/032** all stored, **2143007** withdrawn, **2143024/026** wheelsets, **2143034/038/049**

2143068/075 all for overhaul and **2143037/046** with fire damage. Also in the works is **2050012**, which, after having its accident damage repaired, is expected to go to OBB Nostalgia. Also out of service at this time were, **2043021** at Wells, **2043051** at Linz and **2143030** at Wien Ost all awaiting power unit repairs, **2143017** at Krems, **2143050** at Knittelfeld, **2143076**, fuel tank fracture, at Wiener Neustadt and **2050017**, awaiting parts, at Wein Ost. It is not hard to see why OBB are short of 2043/2143s with this number out of use, the rundown of these Classes is obviously now well underway and it must be unlikely that any of the Stored locos above will return to service.

Spain

A session at Madrid on the 1st May produced **269603** with train T60 the 15:45 Santander to Madrid, **252042** with Alta1187 the 18:00 Alicante to Madrid, **269255** heading Est751 the 22:10 Madrid to Monforte (Ferrol) and **269902** hauling Est344 the 23:10 Madrid to Bobadilla (Algeciras).