

May 2009 - EUROPEAN NEWS (Robert Brown)



PKP (Polish) Intercity electric 183602 at Nuremberg NN2 depot on the 16th May 2009.

News to 30th May 2009 (Added on 3rd June 2009)

Germany

'Rabbit' **218397** has re-emerged and was paired with **218307** on IC 2310 the 06:38 Frankfurt (Main) Hbf to Westerland (Sylt) on the 25th May, meanwhile **218389** has been dispatched from Ulm to Bremen Works for overhaul. On the 27th **186130** was noted heading EC45 the 12:29 Berlin Hbf to Warszawa Wschodnia and **232245** handled EC46 the 07:23 Warszawa Wschodnia to Berlin Hbf into it's destination. The 28th found **182514** working IC2053 the 06:21 Saarbrücken to Stuttgart, **181219** heading IC2058 the 07:49 Frankfurt (Main) Hbf to Saarbrücken and **101079** powering EC317 the 05:35 Saarbrücken to Graz.

When the Heidelberg-Sinsheim-Heilbronn line gets juiced from December, the RE services from Mannheim to Heilbronn (both routes) will go over to class 111 electrics. Indications are that **218480/481/483/484** are to be retained at Karlsruhe (RK) the others moving on (or out).

Switzerland

Ae 6/6 electric locomotive **11411** was officially transferred to SBB-Historic on April 30th. It will initially be based at Erstfeld.

A strange incident occurred on Wednesday the 27th when MOB 3005 and 3006 were coupled together, apparently for an instruction run. **3005** derailed on the lower switch of Les Sciernes station at about 10 am, blocking the line. Around 11.30 am a rescue team arrived presumably from Chernetz with **6004** hauling **X402** box car. At around 12:30 pm the instruction team brought back **3006** to Montbovon and parked it. Re-railing **3005** proved quite difficult and was not over when, around 2.15 pm, the Golden Panoramic Express arrived from Montreux and stopped in front of Les Sciernes station building. The bewildered passengers were asked to alight and waited a few minutes until the Golden Pass Classic, pulled by **8001**, arrived from Montbovon and stopped around the middle of the great curve (a little lower than the road crossing). Passengers switched trains (the walk was about 100 meters) and each train went on its way.

Belgium

On Sunday the 24th May, all of the class 16 electrics, except 1608, were visible at the back of Oostende depot, looking for all the world as though they were dumped, however on Monday 25th **1604** was turned out for P8002 the 16:05 Schaerbeek to Oostende. Monday also produced **2322** heading

P7996 the 07:13 De Panne to Gent St Pieters, **2372** with P7010 the 07:19 St Niklaas to Schaerbeek, **2357** on P7075 the 07:41 Gent St Pieters to Denderleeuw, **186121**, with 186122 on the rear, powering the 07:54 Amsterdam to Bruxelles Midi (this pair then formed the 11:18 return working), **2371** powering P8312 the 16:18 Bruxelles Midi to Hasselt, **2374** topping P8092 the 16:25 Bruxelles Midi to Dendermonde, **2331** leading P8067 the 16:40 Bruxelles Midi to Denderleeuw and **2337** with P8095 the 17:12 Bruxelles Midi to Dendermonde.

Portugal

It now appears that **1450** is stored at Contumil along with long term demics **1414/19/53** it's not a surprise as **1450** is one of the longest out of works. Also **1408** appears to be out-based at Poceirão now, possibly related to the extra turn with a loco used for shunting at Loulé and the VRSA trip (**1456** being down there at the mo). Is this the first time a Vulcan 1400 has been based south of the Tagus? Long stored **1454** has disappeared from Poceirão I've no idea to where though!

News to 23rd May 2009 (Added on 29th May 2009)

Germany

Released from Bremen Works on the 19th April after overhaul and re-paint, tunnel emergency locomotive **714001** (ex **212033**) was noted in Fulda station on the 16th May. Further to the news is this months 'todays Railways Europe' the ex DB class 204 locomotives recently released from their duties in and around Terneuzen (Holland). These have been sold to an un-named company in Romania, along with a number of redundant class 232 diesels. On the 19th **204366/399/626** made their way to Cologne Gremberg depot, with **204492/616** following on the 20th. I expect these will be on their way quickly to their new owners.

On the 19th **232240** worked IC148 the 06:10 Szczecin to Amsterdam to Angermunde, where it was relieved by **101005**. The following day **115323** was noted on IC1830 the 12:01 Flensburg to Hamburg Altona and **182014** was seen with IC1807 the 12:56 Flensburg to Köln. Moving on to the 20th the class 103 working, IC73947 the 16:29 Nurnberg Hbf to Munchen Hbf produced **110443**, (to save anyone wasting their time, **103245** is currently in the shops being repainted in TEE livery) while IC79694 the 17:23 Munchen Hbf to Stuttgart Hbf employed **182505**, **120156** turned out on IC2265 the 16:06 Karlsruhe Hbf to Salzburg Hbf which was 130min late from Munchen Hbf, **115459** did CNL1288 the 22:26 Munchen Ost to Hamburg Altona and **115278** worked CNL1200 the 22:30 Munchen Ost to Berlin CNL1200 as far as Munchen Hbf.

Switzerland

Bahnforum reports that BLS have now returned all their leased 185's the last four were **185525/527/535/536**.

Belgium

On the 25th some 'P' train working were noted and , as they were seen, **2365** did P7905 the 06:38 Oudenaarde to Schaerbeek, **2359** powered P7074 the 07:21 Aalst to Brussels Midi, **2301** headed P7741 the 06:41 Binche to Schaerbeek, **2327** hauled P7514 the 07:04 Tournai to Schaerbeek, **2372** had charge of P7010 the 07:19 Sint Niklaas to Schaerbeek, **2374** topped P7094 the 07:15 Dendermonde to Brussels Midi and **2330** worked P7307 07:17 Hasselt to Brussels Midi.

Luxembourg

May 17th and the following were noted out working **4019** on RB4709 the 09:20 Luxembourg to Bercham, **4020** heading RB4734 the 09:33 Bercham to Luxembourg, **3014** leading RB5709 the 09:47 Luxembourg to Klienbettingen, **4013** powering RB3210 the 10:50 Luxembourg to Mersch, **3020** topping IR112 the 11:30 Mersch to Ettelbruck, **4008** hauling IR3737 the 12:21 Ettelbruck to Luxembourg and **3008** with IR114 the 13:15 Luxembourg to Liege Guillemons.

Portugal

Noted in Lisbon on the 23rd was the last remaining EE locomotive **1408** which was the pilot locomotive at Praias Sado and in the docks at Setubal were **1216**, **1436** emus **2053/72** and a least one other which could not be identified all, presumably, ready for export.

Austria

From the 18th to the 31st May the line is shut between Villach and Rosenbach. All day time EC/IC are busses between these stations. The overnights 414, 415, 498, 499 are diverted and diesel hauled via Klagenfurt to Rosenbach. Note that despite the fact that this affects trains to/from Munchen, these alterations are not shown on hafas, and neither for that matter are they shown in the OBB diagrams. Electric **1216017** worked the late running IC213 from Villach on the afternoon of the 18th vice a class541, so maybe trapped the wrong side of the block for a few weeks. On Friday the 15th, **2043032** was provided, vice a class 2016 for train 3180 the 09:30 Linz Urfahr to Aigen Schlägl. Saturday the 16th saw **2050004+2050002** working the special train Spital to Millstättersee to Unzmarkt to Zeltweg to Wolfsberg.

News to 16th May 2009 (Updated 21st May 2009)

Germany

In early May **212256** was returned to Stendal from the Nordbayerischen Eisenbahngesellschaft mbH (NbE) because of ongoing gearbox problems. It's place at Aschaffenburg has been taken by **202330** for the time being. On the 5th May, after nearly 5 years in service, **203116 (202370)** left Nurenberg Hbf where it had been employed as a shunting lok. It has made it's way to Halle and safe storage being replaced by a class 214. The first 'fully modernised' class 203.1 locomotive was on show during the 'Transport Logistic 2009' fair held in Munich. The locomotive, formally DB **202446** carrying the running number **V10.017** and bound for Austria and private operator 'Montafonerbahn AG' and is the first step in the full modernization of this company's freight train operation. AVG locomotive 465 (DB **213340**) has now received a new MTU 4000 diesel engine, the work is to be carried out at Bremen works, on the 8th May, where the locomotive has been since September 2007!

Belgium

Early workings on the 11th saw **2322** working P7021 the 06:16 Aalst to Etterbeek, **2344** heading P7012 the 06:15 Gent St Pieters to Schaarbeek, **2331** hauling P7995 the 06:25 De Panne to Gent St Pieters, **2301** powering P7996 the 07:13 De Panne to Gent St Pieters and **2345** topping P7993 the 07:15 Kortrijk to Brugge. Peak hour services from the 11th included **2303** which did P8306 the 17:05 Brussels Zuid to Hasselt, **2344** vice a class 21/27 on P8014 the 17:02 Schaarbeek to Gent St Pieters, **2327** with P8741 the 16:59 Schaarbeek to Binche, **2337** powering P8095 the 17:12 Brussels Zuid to Dendermonde, **2326** heading P8906 the 17:05 Schaarbeek to Oudenaarde, **2324** leading P8307 the 17:34 Brussels Zuid to Hasselt, **2348** topping P8010 the 17:32 Schaarbeek to St. Niklaas, IC2117 the 17:33 Brussels Midi to Luxembourg produced a filthy **1334** and **1340** handled P8005 the 17:14 Brussels Nord to Oostende. The following day **2336** did P7282 the 06:44 Aarschot to Antwerp Noorderdokken, **2363** to charge of P7215 the 06:43 Hasselt to Antwerp Berchem and **2316** powered P7283 the 07:44 Aarschot to Antwerp Noorderdokken.

France

The 2nd May found **72138** working the 12:45 Mulhouse to Paris Est fail near Culmont Chalindrey, causing **72147** to be fired up to work forward. Same day **72148** worked the 13:13 Paris Est to Belfort and the 18:50 return working. On the 11th **72121** had charge of the 07:45 Mulhouse to Paris Est. Engineering work has seen many trains do various west bank diversions of the Rhone during April and May on the 13th May **22308** worked train 17713 the 11:25 Lyon Part Dieu to Miramas which was routed entirely via the west bank as far as Avignon, connecting nicely into **7269** on train 874335 the 15:13 Avignon-Nimes diverted via Remoulins. Also of note was **67347** which worked 11:30 Lyon Part Dieu to Valence routed via the west bank as far as St Peray doubling back into Valence from the south and then working the 13:30 Valence to Lyon PD which transferred to the west bank at St Rambert!

Switzerland

On the 11th May EC196 the 07:12 Munich to Zurich was **421380** from Lindau and EC193 the 09:16 Zurich to Munich produced **421371** to Lindau which gave was to a single **218419**. Working from the 10th included **460011** with the 10:31 Interlaken Ost to Basel, **465017** hauling the 11:13 Thun to Fribourg, **11336** on the 11:45 Locarno to Basel (ex Locarno), **11159** did the 12:03 Basel to Locarno (ex Luzern), **11230** doing the 13:40 Luzern to Romanshorn, **11215** powering the 13:45 Locarno to Basel (ex Luzern), **11140** at the head of the 16:03 Basel to Locarno (ex Basel), **11205** topping the 17:36 Zurich to Basel and **460087** leading the 18:14 Basel to Zurich.

Austria

Out of use for a long time at Innsbruck, **1012001** has now found it's way to Linz works. It is destined for further use with 'Hector the Rail' and refurbishment has started with a re-paint into the house orange-grey livery.

News to 9th May 2009 (Updated 15th May 2009)

Germany

A list of locos placed to Z withdrawn status in April, is summarised here **110166/376/414/450/503** (**110166** and **110376** have subsequently moved to Rummelsberg and show as being renumbered as 115's, so a few more months of life yet for these two), **139122/131/135/137/164/246/262/311/556/561** **140597/645/646/647/657/759/765/767/768**, **110782/783/785/835/836/845/846/853/866** **143163** **155079/144/200/205**.

Dispo lok **182561** is en route to AW Dessau for overhaul and repainting in black, her replacement on DB hire is reported to be **182572**. A big working from the 8th was **232245** on EN476 the 22:12 Wein West to Berlin Wannsee, which it took over at from Dresden. Noted on the 9th were **218117+218322** heading IC2078 the 10:49 Hamburg to Westerland, **218385+218344** leading IC2170 the 14:49 Hamburg to Westerland and **218213+218374** hauling IC2171 the 11:56 Westerland to Hamburg, interestingly **218374** and **218385** are recent reinstatements along with **218344** which was withdrawn last April!

Holland

There will be an open day at Tilburg works on Saturday 3rd October, I'm not to sure of the times but would suggest 10 till 4. There are no details (as yet) on the Nedtrain site but Dutch contacts have confirmed the date. It looks like it is only a one day event and not for the weekend, this will be the last open day at this site as it is planned to close and relocate to a new site out of town by next year.

Belgium

Two class 13 electrics spent the weekend of the 2nd/3rd May at Gouvy, one off the IC from Brussels and the other off IR4017. In the current climate it would seem reasonable to assume that the extended career of the class 15 is likely to be over. SNCB visitors to the Maldegem fest were **5515**, **2551** and **7854** though believed they were on display only. On the 4th **2331** headed P8511 the 16:07 Schaarbeek to Tournai, **2372** worked P8723 the 16:16 Schaarbeek to Châtelet, **2327** powered P8741 the 16:59 Schaarbeek to Binche and **2347** worked P8724 the 17:05 Schaarbeek to Châtelet. The following day found **2301** on P7075 the 07:41 Gent St Pieters to Denderleeuw and the 6th produced **2378** with P8280 the 15:57 Antwerp Haven to Aarschot, **2324** leading P8215 the 16:36 Antwerp Noorderdokken to Aarschot, **2323** topping P8281 the 17:07 Antwerp Noorderdokken to Aarschot and **2345** on P8993 the Brugge to Kortrijk. On to the 8th now, P7215 the 06:43 Hasselt - Antwerpen Berchem was **2310** and P7283 the 07:44 Aarschot to Antwerpen Noorderdokken produced **2378**. Evening peak services employed **2331** with P8066 the 15:40 Brussels Zuid to Gent St. Pieters, **2348** on P8511 the 16:07 Schaarbeek to Tournai, **2363** heading P8312 the 16:18 Brussels Zuid to Hasselt, **2362** leading P8067 the 16:40 Brussels Zuid to Denderleeuw and **2347** powering P8906 the 17:05 Schaarbeek to Oudenaarde. Of note is that the 27th June 'Limburg' tour will mark the return of **5183** after overhaul and re-paint into original livery.

Luxembourg

The 1st May saw **1604** play a starring role in the filming of 'Nous trois' starring Emanuelle Beart with Esch sur Alzette masquerading as Hemmighausen station.

Switzerland

As of 30/04/09 **11411** (at Erstfeld) and **11425** (at Olten) have been transferred to SBB Historic for preservation. SBB-H have also acquired **11416** but this is only to provide parts for the other two locos (**11416** is currently in Olten). The majority of the Ae 6/6 stored at Rangierbahnhofflammatal (RBL) have been moved to storage at either Erstfeld Depot or Biel, with some of the locos at Erstfeld then being moved on to Biasca. A provisional list, compiled from several Swiss sources, is here (and is subject to confirmation) Biel **11414/417/421/428/436/449**, **11451/457/471/474/491**[stopped ca 29/04/09]**493/494/498/503/510 610447/489** Biasca at least the following: (and likely some of those listed as Erstfeld) **11441/454/504/511**[stopped ca 29.04.09]**515** and Erstfeld **11405/441/443**, **11444/445/454/460/461/468/476/478/483/504/505/509/516**.

GDe 4/4 **6003** has been repainted in a gold livery for push-pull work on the "train du chocolat" from Montreux to Broc. It is expected to start working with coaches Ar 101, As 102 and Ast 117 (a driving trailer to simplify reversals at Montbovon and Bulle). Noted in action on the 5th were **11301** on the 06:22 Salzburg Hbf to Zurich HB (from Buchs SG), **11147** heading the 08:02 Zug to Zurich, **11237** (Cargo allocated) with the 09:40 Zurich HB to Wien Westbahnhof (to Buchs SG), **11227** leading the 10:03 St. Gallen to Chur, **11214** powering the 10:22 Chur to St. Gallen and **11221** in charge of the 11:03 St. Gallen to Chur.

Austria

Just read on Elektrolok that OBB may have finally been able to pull out of the lease agreement for 1014 locos and if approval is given they could end up working in Germany with EVU?.

News to 2nd May 2009 (Updated 8th May 2009)

Germany

Recent additions to the ever growing list of 'z' stored loks are: **110507 143003/008/163/582/808 151047/089** ...and **185050** (which was involved in an accident in at Neumarkt-Kallham, Austria) **155200** may join the list in the not too distant future. Sadly it looks like **110321** and **110474** are the next candidates for the chop. No info yet as to whether they have reached a scrapyard anywhere, finally **218185** has had a further life extension and is now 29/04/10.

On the 27th **232205** worked the Feldkirch portion of the diverted EC464/414 München Ostbahnhof to Lindau via Kempten. On the 30th April **218834+218835** worked D448 the 21:18 Warszawa to Berlin, 2 hours late, after the **232349** failed, while the 1st May produced **218 85+218344** hauling IC2314 the 05:11 Koln to Westerland (Sylt), **218117+218369** powering IC2311 the 09:26 Westerland (Sylt) to Stuttgart Hbf, **218321+218319** on IC2171 the 11:56 Westerland (Sylt) to Frankfurt (Main) Hbf and **218322+218380** heading IC2077 the 15:52 Westerland (Sylt) to Dresden Hbf. Worthy of note from the 2nd were **181124** heading IC333 the 08:24 Luxembourg to Norddeich Mole into Koblenz where it gave way to **120125**, **181215** hauling IC335 the 10:24 Luxembourg to Norddeich Mole into Koblenz for **101048** forward and IC330 the 13:54 Norddeich Mole to Luxembourg produced **101094** in Koblenz for **181219** to take over.

Holland

All the class 186 electrics are reported to have been to the Bombardier works at Berlin Hennigsdorf software tweaking after numerous failures, it is reported that this seems to have had the desired effect and the locos are performing better.

Belgium

Peak services from the morning of the 27th included (as they were seen arriving) **2017** on P7403 the 05:43 Huy to Brussels Midi, **2363** leading P7305 the 06:18 Hasselt to Brussels Midi, **2318** powering

P7092 the 06:46 Dendermonde to Brussels Midi, **2303** topping P7312 the 06:20 Hasselt to Brussels Midi, **1356** hauling P7400 the 05:41 Welkenraedt to Brussels Midi, **2355+2333** with P7600 the 05:56 Jemelle to Brussels Midi, **2330** leading P7094 the 07:15 Dendermonde to Brussels Midi, **2316** with P7307 the 07:17 Hasselt to Brussels Midi, **1354** powering P7402 the 06:43 Welkenraedt to Brussels Midi and **2018** on P7602 the 06:52 Jemelle to Brussels Midi. Same day, but terminating at Scharbeek, services included **2301** on P7012 the 06:15 Gent St Pieters to Scharbeek, **1337** leading P7003 the 06:17 Oostend to Scharbeek, **2375** powering P7905 the 06:38 Oudenaarde to Scharbeek, **2311** topping P7722 the 06:35 Chatelet to Scharbeek, **2326** hauling P7514 the 06:41 Binche to Scharbeek and **2379** heading P7010 the 07:19 Sint Niklaas to Scharbeek.

France

SNCF **CC6570** appears to be doing a charter on 16th and 17th May from Avignon to St Chely via Beziers, for anyone interested. A link (which I stress I have not checked personally) is given for more info: <http://pagesperso-orange.fr/apcc6570/>

SNCF loco changes for May, withdrawn **9290 16588/640/732/753 66077** transfers between activities **8587** TER Bourgogne to VFE, **25656** TER Nord Pas de Calais to TER Rhône Alpes, **25597** TER Rhône Alpes to TER Bretagne, **88523/526** TER Bourgogne to VFE, **69264** Fret to Infra, **67320/349/352** TER Pays de Loire to TER Rhône Alpes and **67438** TER PACA to TER Picardie renumbered **66291** to **69291 66297** to **69297** new **60100/103/106 75107/109**.

Notes on the above the withdrawal of **16588 & 16732** leaves just **16742** as the only 16500 at Paris Est for ECS's, the transfer of **25656** cancels a reallocation that never occurred in the first place. I believe this loco is still stored at Oullins. The transfer of **67320/349/352** are the last of the Rennes allocated locos that were out-based at Nantes, although in practice **67320** was already on loan to Chambéry.

Other Bits & Pieces

16018 is stored out of service at Achères, and has been since late Feb, **16055** is imminently due to be switched off and is the last Béton liveried 16000 still running. **16644** has suffered an accident on depot and will be withdrawn. The hire of **22256 & 22370** by TER Bourgogne is until 30/06, the list of Fret 22200 stored GBE at Lens about a week ago was **22276/288/290/303/366/368/369/375/385/388. 25192/193** have been transferred from Chambéry to Vénissieux. These locos have been downgraded to ECS locos, and join **25255/256** that have already been downgraded. **25186** should follow on 05/05, but for the time being **25186** is still active, working the 17:15 Modane to Aix les Bains and the 19:53 Aix les Bains to Chambéry on the last day of April. These locos replace the SBB hire's and hence **25603** and **25670** have now gone from Strasbourg to Lens, although they haven't appeared on any list as transferred, so I'm not sure why this has happened. On hire to VFLI are **27116/117/118** and stored GBE at Thionville are **27001-005, 27063-066** although it is not expected that these will be stored long term. On the diesel front **67315 & 67324** are on hire from Fret to Infra, **67307/08/13/19/21/29/34/35/37/62/68** ex Fret are now stored out of service (RD), of which I know **67307 & 67334** are in the line of dumped & withdrawn locos at Amberieu that also includes **67311, 67327 & 8603/01/02/36. 67312** is due to be switched off on 25/05 and **67333** was also stored RD, but has since been returned to stored serviceable status (GBE), TER **67387** is also stored RD. The situation with the Nevers 72000 as of 28/04 was in traffic Fret **72033/35/81**, CIC **72042/49/61/64/65/74**, On hire to VFLI **72026/67/91**, stored serviceable(GBE) **72013/16/31/69/70/84** and stored un-serviceable(RD) **72002/05/24/32**.