

November 2008 - EUROPEAN NEWS (Robert Brown)

23 November 2008

Germany

Supporting a 'death date' of 14/11/08 **218349** was seen heading RE21637 the 20:44 Kiel to Lubeck on the 14th, as it then spent the following day sitting on Lubeck depot, it would be safe to assume that this was it's final working. On the 16th **203115(202450)** and **203701(202490)** were both released from Stendal works, initially to Regensburg. **203115** had been in the works for accident repair is returning to it's allocated base while **203701** is being tested by Central German railway GmbH in Regensburg east before joining DB Regio in Nuremberg where it is to be employed shunting in the main station. Out of interest the Railion (Germany) AG rented Rail Technology & Logistics GmbH (rt& l) are now distributed as follows, in black livery **203376(202376)** is at Magdeburg Rothensee, **203385(202385)** is at Saalfeld, **203719(202719)** resides at Großkorbetha and **203818(202818)** at Halle (Saale). The red liveried ones **203115(202450)** is mentioned above while **203118(202656)** is also at Magdeburg Rothensee. On the 19th OBB **1216239+101100** (DIT) left Berlin Hbf at the head of EC177 the 12:46 Berlin to Vienna.

France

Noted on the 16th were **22362** leading train 17706 the 07:02 Marseille to Lyon, **7267+22342** at the head of train 17705 the 07:25 Lyon Part Dieu to Marseille, **67564** on the 08:58 Clermont Ferrand to Lyon Perrache, **22362** topping train 17713 the 11:11 Lyon PD to Marseille and **67370** hauling train 17357 the 11:23 Lyon to Valence. On the 17th Fret Nord allocated **67583** did train 1642 the 14:43 Troyes to Paris Est returning on train 1643 the 19:11 Paris Est to Troyes.

Austria

The class 4010 units will finish in regular service on December 13th however a few will work extra trains in the Christmas period. The final Booked class 4010 working will be on IC15630 the 16:34 Villach Hbf to Wien Süd bhf (arrival 21:08) on 28th December.

12 November 2008

Germany

Noted on the 1st was **234180** heading EC446 the 07:25 Warsaw to Berlin and **233373** leading EC445 the 11:34 Berlin to Warsaw. Same day EC440 the 16:13 Warszawa Wschodnia to Berlin Lichtenberg arrived in Berlin with **234242+232371**, both working, at it's business end. The following day **233373** again headed EC445 while EC446 the Warszawa Wschodnia to Berlin Lichtenberg arrived with **234551+232245** powering it.

Driver training started on Monday the 27th and will continue to the end of November on certain EC trains between Dresden and Prague and Brno and Prague using 1216 Taurus locos on hire from OBB. On the 16th **110450** was out on RE11491 the 15:59 Koln to Siegen, **110497** headed RE12522 the 16:59 Koln to Siegen and **110507** powered RE10933 the 18:00 Aachen to Dortmund. The weekend of the 18th /19th marks the start of the eagerly awaited 2 month long diversion of the Berlin - Warszawa ECs via the Ostbahn with premier Kolomna power. This diversion is in connection with the replacement of the bridge over the River Oder and should be on now until the December timetable change. **180017** was the last class 180 to work these services on Friday the 17th and ran with a suitable message on it's body side to say this.

As there should now be only four Class 234s left in service there will be plenty of potential for 232s and 233s working over the coming weeks when you bear in mind that the Angermunde to Szczecin Kolomna turn (IC143/144) is now running again after the summer digging work, there will be 4 or even 5 different locos available most days. This could well be the last time that Ludmillas are available in such numbers in Germany so sample them while you still can!! On the 22nd **110493** worked IC2894, vice ICE 614 the 05:20 München to Dortmund, as far as Köln, meanwhile **110450** was provided to

work IC2889 (an ICE Vice) from Dortmund to Koln, where ICE615 the 18:38 Dortmund to Munchen actually started from! This is op mainline running for these oldies in the last few months (or maybe even weeks) of service. It looks like **103245** was also out again on a substitute service from München to Stuttgart, it left Munchen at 17:23 local time. On the 29th an accident occurred between Pelkum and Bergkamen resulting in heavy damage to locomotive **VL13** (ex DB **202373**) of Hochwaldbahn Servicegesellschaft mbH (HWB). This locomotive was only released from the HWB base at Hermeskeil on 28th June this year after receiving a full overhaul and repaint into weinrot (wine red). On the 30th **103245** came out to play again, the continuing problems with the ICE fleet requiring it's use on IC2492 the 05:31 Munich to Nuremburg and back on IC2493 (vice ICE1503) the 09:31 Nuremburg to Minich.

France

For the record, fret allocated (and still quite spruce in its pure 1985 blue livery) **72081** worked Clermont Ferrand to Paris and back to Clermont Ferrand Teoz trains, 5966 (arrived Paris at 13:52) and 5975 back on November 5th, following the failure of **26030**. Diesel **67481** was also at Gare de Lyon at 14.00 having arrived sometime earlier on an unknown working.

Confirmed stock changes this month are New **27357/58/59** (Ile-de-France), **60079** (FRET), **75091** (FRET, hired to VFLI), **75092/093** (FRET) Renumbered **66238 66274** to **69238 66274** Withdrawn **8601/02 16708 67327**. Transferred between Activitie, **17105** Ile-de-France to TER Picardie (loco currently stored), **22353** TER Pays-de-la-Loire to TER Rhône-Alpes, **25629/662** TER Rhône-Alpes to TER Nord-Pas-de-Calais, **63932/975** Ile-de-France to Corail Intercités, **67304** TER Pays-de-la-Loire to TER Rhône-Alpes, **67355/361** TER Pays-de-la-Loire to TER Bretagne, **69274** FRET to Infrastructure. Of note is that TER Bretagne have regained a couple of 67300 neither of which are push-pull fitted, and this could be a problem if, as rumored, they are to replace the X4500 on Rennes to Chateaubriant service.

There is mixed news for loco fans coming out of France this month, BB17000 +RIO/RIB push pull sets are taking over from 1960s Z6100 EMUs, but the RIO/RIB sets are transferred from the Provsins services as more and more BiBi units are introduced there. St Lo will gain a direct out-and-back loco hauled service to Paris for the first time in the 2009 timetable. It will run at `business/commuter timings (06h51 up, 18h45 back) Monday to Friday only.

The Perpignan to Villefranche line was due to be closed from 1st September to late December for complete renovation of the overhead. After 80 years as an electrified railway, the juice has been switched off on Pau to Oloron line electrified since 1928, Z2 EMUs had been replaced by DMUs.

The reopening of the Haute Bugey line is likely to be delayed until early 2010, (or even December 2010) for the TGVs. Unexpected problems were uncovered in places when vegetation was cleared from the old trackbed. Legal issues surrounding the decontamination of the site of the new Bellegarde station also slowed down construction.

Finally the number of class 75000s now delivered is rapidly approaching 100. On the 20th ex Channel Tunnel infra loco **22379** could be found covering a Dijon 7200 turn, namely train 891016 the 05:56 Dijon to Paris Lyon and train 891027 the 19:04 Paris Lyon to Dijon.

Portugal

It is now confirmed that **1404/16/34** are stopped in Barreiro.

Apparently, **2567** has now been stopped at Entron, so the active fleets of old electrics now stands at 4x 2501 (**2501/07/12/14**) and 11x 2551 (**2551/52/53/57/60/62/63/64/66/68/70**). Until the 4701s are accepted into traffic, it is expected that around 10 examples will remain in service. Unconfirmed as withdrawn, but still stopped in Barreiro are **1404**, **1416** and **1434**.

Austria

OBB have just reintroduced a page on their website for the lok finder for those of you wanting to phot not only the Footie liveried locos but now it also includes the rest of their colourful fleet. The address is <http://www.oebb-werbecenter.at/de/Loks/index.jsp>

On the 18th October, DB's **103245** rolled in to Jenbach heading EC88, the 07:05 Milano Centrale to Munchen, if you were lucky enough to get a photo, share it please!

Spain

At around 06:40am on the morning of the 24th a freight train hauled by **269268** derailed at Moncofa (Castellon), The 269 ended up on its side.

The driver, although trapped in his cab, was released by firefighters with only minor injuries. In a separate incident **334020** collided with **334019** at Linares-Baeza station on the evening of the 24th, it appears that 334020 which had worked up on the Talgo from Almeria went to stable and hit **334019** which was parked up. I have no information as to the damage to the loco's.

Holland

On the 1st **1604** worked CNL 40408 the 20:42 ex Zurich HB into Amsterdam Centraal, it was diverted via Venlo and ran 90 minutes later than normal.

Bulgaria

Ex BR locos 87010/22/28 are en route from the UK to Bulgaria by barge. Photos of preparation for the road movement to Hull Docks, and loading the87s into the barge, are available here: <http://www.wnxx.net/mg2008/0810/251008/index.htm> (Photos provided courtesy of Rail Europe UK Limited, hosted by the "End of the Line" website).