

October 2010 - EUROPEAN NEWS (Robert Brown)

News to 31st October 2010 (posted on 3rd November 2010)

Germany

Pairs of rabbits seen out on the 14th were **218380+218322** heading IC2072 the 05:54 Dresden Hbf to Westerland (Sylt) (between Hamburg and Westerland), **218385+218345** on IC2311 the 09:26 Westerland (Sylt) to Stuttgart Hbf (as far as Itzehoe), **218341+218344** with IC2181 the 11:56 Westerland (Sylt) to Hamburg Hbf, **218381+218364** powering IC2315 the 13:26 Westerland (Sylt) to Frankfurt Main Hbf (as far as Itzehoe) and **218397+218321** topping IC2170 the 14:48 Hamburg-Westerland (Sylt). Interesting haulage the following day included **182010** on IC1931 the 12:02 Munster (Ortze) to Berlin Sudkreutz (from Uelzen), **186130** leading D443 the 15:07 Berlin Zoo to Moskwa & Kiev and **232240** with IC145 the 18:39 Angermunde to Szczecin. Saturday 16th found **182006** heading EC174 the 15:04 Dresden to Hamburg Altona and **182011** leading RE28186 the 19:03 Cottbus to Leipzig Hbf. More 'rabbit' action now, this time from round Munich and on the 17th (Sunday) when **218360** did RE32677 the 12:40 Memmingen to Munchen, **218435** headed RE32610 the 12:51 Munchen to Fussen, **218458** hauled RE32682 the 13:51 Munchen to Memmingen, **218488** worked RE32986 the 14:19 Munchen to Kaufbeuren, **218464** topped RE32990 the 16:19 Munchen to Kaufbeuren, **218419+218445** doubled up on EC192 the 16:34 Munchen to Lindau, **218467** did RE32616 the 16:51 Munchen to Fussen, **218469** had charge of RE32688 the 17:51 Munchen to Memmingen and **218416** turned out for RB27061 the 17:07 Munchen to Muhlendorf.

Further to the last posting ICE unit **406585** was on display at London St Pancras (International) on the 19th October. On Wednesday the 20th **111072** was noted with RE4830 the 05:43 Heilbronn to Mannheim (which is a Ludwigshafen diagram, so a class 111 is unusual to say the least), **182007** did IC2278 the 06:15 Karlsruhe to Frankfurt, **110431** worked RB15321 the 09:36 Geissen to Friedberg, **110404** headed RB15320 the 09:50 Friedberg to Geissen, **218420** powered RE15026 the 11:44 Frankfurt to Stockheim and **115332+115383** top 'n' tailed IC2862 the 11:54 Hamm to Bonn the IC2863 the 14:25 Bonn to Hamm. A short line of 'withdrawn' class 140 electrics were noted on the 21st October in Bremen Neustadt, these are (in order) **140760+140683+140871+140830+140870**, I don't expect they will be there long! On the 24th October a 'bent' **155254** was noted in Düsseldorf Derendorf yard, details are sparse but it appears to have run into a stabled diesel locomotive while arriving on a freight working. The driver had to be rescued by the fire brigade and it appears the locomotive will go straight to Opladen for scrapping. On Friday 29th October **103235** worked IC1806 the 14:39 Köln Hbf to Hamburg Altona, the first 2 coaches were in traffic Red, with the rest of the set formed of heritage coaches. Finally on this posting, Herr Bender's cutting torch has disposed of **110472** (officially on the 27/10) with **110451** the next in (a long) line.

Austria

A dip into the loco haulage from Monday the 18th produced **1144263** on REX5372 the 05:46 Kufstein to Innsbruck, **1144238** topped REX5300 the 06:13 Kufstein to Innsbruck, **1144093** headed REX5363 the 06:15 Landeck to Innsbruck, **1144205** worked REX5365 the 06:26 Landeck to Innsbruck, **1216023** handled REX5374 the 06:44 Kufstein to Innsbruck, **1216008** powered REX1871 the 07:00 Innsbruck to Lienz, **1144247** hauled IC515 the 08:24 Innsbruck to Selzthal, **1144093** did REX5360 the 16:27 Innsbruck to Landeck, **1144263** did REX5362 the 17:23 Innsbruck to Landeck, **1216005** topped REX1873 the 18:01 Innsbruck to Lienz and **1216024** handled REX5313 the 18:13 Innsbruck to Kufstein.

Belgium

A selection of the evening peak services around Brussels on Wednesday the 20th October included **2335** on P8312 the 16:18 Bruxelles Midi to Hasselt, **1192** with P8904 the 16:32 Schaarbeek to Oudenaarde, **2341** headed P8067 the 16:39 Bruxelles Midi to Denderleeuw, **2374** powered P8741 the 16:50 Schaarbeek to Binche, **2330** topped P8014 the 17:02 Schaarbeek to Gent, **2333 & 2326** worked P8724 the 17:05 Schaarbeek to Châtelet, **1185** headed P8906 the 17:05 Schaarbeek to Oudenaarde, **2316** did P8306 the 17:06 Bruxelles Midi to Hasselt, **2356** did P8095 the 17:07 Bruxelles Midi to Dendermonde, **2372** worked P8010 the 17:32 Schaarbeek to St Niklaas, **2130**

hailed P8307 the 17:34 Bruxelles Midi to Hasselt, **1182** powered P8907 the 17:35 Schaarbeek to Zottegem, **2368** topped P8352 the 17:45 Bruxelles Midi to Landen and **2365** did P8308 the 18:05 Bruxelles Midi to Tongeren.

Private Owner

Four days after it's release from the Bombardier factory in Kassel, Hungarian state railways (MÁV) officially presented Traxx electric **480001** at Budapest-Nyugati station on the 21st October. It is still waiting the fitting of the Hungarian safety system (EVM) so was a static display in front of the former Royal Waiting Room. Not strictly European news but on the 29th October Siemens released this press-statement: 'Amtrak, the U.S. passenger rail operator, has finalized an agreement with Siemens for the delivery of 70 Amtrak Cities Sprinter electric locomotives worth round EUR 338 million (US \$466 million). By securing this order, Siemens has succeeded in selling its locomotives to the American market for the first time, the first vehicles will be delivered in 2013.'

France

Confirmed stock changes to 20th October are withdrawn: **9243** (08/09) **9321** (10/09) **66032** (08/09) **67341** (06/09) reinstated: **67516** (31/07) transfers between depots: **7269/74/75/76/78** Villeneuve to Tours, **7360/86/87** Bordeaux to Dijon, **8623** Toulouse to Villeneuve (for ECS), **67416/611/616** Bordeaux to Nevers, **67496/554** Marseille to Bordeaux, **67546** Bordeaux to Chambéry, **69402/403/409/416/427/448/466** Dijon to Thionville and transfers between sectors **7221** Fret to TER Centre(Tours), **8604** TER to CIC (Villeneuve) & **75089/090** Fret to Infra

Luxembourg

Observations of the class 3000 electrics around Luxembourg main station on the 19th October found **3011** heading IR115 the 10:55 Liers to Luxembourg, **3017** on IR112 the 11:15 Luxembourg to Liers, **3012** with IR117 the 12:55 Liers to Luxembourg, **3002** hauling IR114 the 13:15 Luxembourg to Liers, **3006** topping RB5936 the 16:08 Luxembourg to Arlon and **3019** powering RB4716 the 16:20 Luxembourg to Athus.

Holland

On the 20th October the stored locomotives at Maastricht were identified at 16:30 as **1610** **1729/34/54/62/70/75** **1830/31/34/39/50/53/57/58** while **1743/44/53/72/73/79** were all in the station on various workings.

News to 18th October 2010 (posted on 22nd October 2010)

Germany

Herr Bender has had his cutting torch out again, **140115** (on the 5th October) and **140807** (on the 7th October) being the latest reported demises. Two rows of stored / withdrawn class 115 electrics have formed in the yard at Dortmund-Scharnhorst, the rows (in order) consist of **115116+115178+115224+115148+115230+115355+115159** and **115331+115323+115302+115211+1153279+1103760+ 115336**. The leaf fall season (that's autumn to you and me) has brought out the rail clearing trains. These have been seen in various areas around the system, the majority in the hands of class 212 diesels, **212323** (owned by SBB Cargo) in Nordhessen & **212265/298/310** (all owned by DB Fahrwegdienste GmbH, Berlin) all in areas around Munich. Bizarrely **181210** worked IC187 the 13:55 Stuttgart to to Zürich HB into Singen on the 9th October, where **120138** was waiting to head IC184 the 15:10 Zürich HB to Stuttgart Hbf. Also on the 9th, **146113** which was propelling RE5152 the 08:48 Basel to Offenburg was involved in a fatality a few km's south of Freiburg, eventually arriving into Freiburg at 12:00. There were many cancellations and delays as a result.

And the BIG NEWS is, according to the Eurotunnel website ICE units **4610** and **4685** carried out configuration trials in the tunnel on the 13th October.

France

Seen on the 9th were **67576** with train 13020 the 08:32 Caen to St Pierre des Corps and **15012** on train 3308 the 13:46 Cherbourg to Paris St Lazare.

Belgium

There have been a few changes in Belgium recently, so it may be a good time to bring things up to date. It is with great regret that PFT have announced the scrapping of **6003** at Ronet. It's state, the lack of spares and the shortage of manpower, had become so bad that restoration had become impossible. A list of things known scrapped recently are **4304** (Bertrix Aug), **6003** (Ronet July) **7311/53/56/67/68** (Courcelles Aug) additionally **7365** was sold to Gleisfrei (Italy) in July and **8204/09/10/11/14/17/35/45(U)/48/63/64/70** have all been sold to private operator 'On Site Rail' (OSR). Put into store have been 5201/05/12/15/17 and **7734/44/89 7804** at Stockem (05/07/10) while returned to service have been **7402 7701/10/18/72 7815/34/55/65** Re Allocations (all shown as being on 05/07/10) **7711/12/60/61/62/63/64 7850/51/52/53/54/55/56/57/58/59/61/62/63/64/65** to Merelbeke, **7733/43/44/45/46/47/48/49/50/51/52/53/54/55/56/57 7791/92/93/94/95/96/97/98/98 7800/01/02/03/06/07/08/09** to Antwerpen Noord, **7758/59 7813/14/15/16/17** Charleroi, **7810/11/12/34/36 – 49** to Kinkempois and renumbered is **682 to 976**. In general news the transfer of the Class 11's to Merelbeke has again been pushed back (now to December), this will also tie in with the Transfer of the Class 13's (**1301 to 1331**) to Antwerp, 2226/29/48/50 have now arrived at Coucelles for scrapping, this leaves just **2201** (owned by PFT) as a whole locomotive. Finally it has been announced that the class 41 DMU's will no longer go to Mechelen for overhaul, this will now take place at Salzinnes with **4109/17/31** being the first three allocated there. On the 12th October the Liege bankers were identified as **2315/81/82** and a dip into the Brussels peak services saw **2357** heading P8066 the 15:40 Brussels Midi to Gent St Pieters, **2350** powering P8511 the 16:06 Schaarbeek to Tournai, **2306** hauling P8092 the 16:07 Brussels Midi to Dendermonde, **2341** topping P8312 the 16:18 Brussels Midi to Hasselt, **2316** on P8067 the 16:40 Brussels Midi to Denderleeuw, **2340+2326** on P8724 the 17:05 Schaarbeek to Châtelet, **2349** leading P8010 the 17:32 Schaarbeek to St. Niklaas, **2329** with P8308 the 18:05 Brussels Midi to Tongeren and 2614 (front) with 2627 (rear) on IR3937 the 15:41 Louvain-La-Neuve Université to Binche.

Private Owner

Despite recently 'borrowing' batches of class 145 and 189 locomotives DB Schenker have still found themselves short of electric traction. To offset this they have now got hold of the electrics from Neuoffingen, this time class 185. There are eight in total, numbered **185607/609/610/611/612/613/614/615**. Additionally DB's final order class 185, **185399** has now been released from Bombardier at Kassel. It was noted (and pictured, below, by myself and around 50 other photographers) on the 7th in Kassel Rbf, wearing DB's house red with 'side high' 399 numbers in the centre of the locomotive.



Two Efw operated class 260 (ex DB class 360) diesel shunting locomotives were noted in Ingolstadt Rbf on the 8th October. Looking good in their house dark red colours were **260770** (ex DB **360770**) and **260773** (ex DB **360773**).

Switzerland

Bombardier-Siemens currently has an order for 113 low floor second class coaches (26-73 001 to 113) from SBB. As these are delivered each one will replace the second class coach (26-33 xxx) in an Re 450 set, the surplus coaches will then be made up into 13 sets which will be powered by top and tail Re 4/4 II, 35 of the coaches will be converted to First + Standard accommodation.

Additionally 30 locomotives will get a major overhaul, including fitting additional push-pull equipment and re-numbering **420201** to **4202300** to work these trains. The overhaul will allow them to remain in service for another 20 years and the first Re 4/4 II plus double deck push-pull is scheduled to enter service in December 2011. Although they will be mainly used with the double deck trains it will still be possible for them to work all types of train and to work in multiple with other locos. There is a detailed article about the new double deck coaches, plus the Re 4/4 II sets, in the 10-2010 issue of Schweizer Eisenbahn Revue.

Cargo Lok **11331** was pressed into passenger action on the 12th October when it was seen heading IC282 the 09:10 Zurich to Stuttgart into Singen.

Czech Republic

DB **180016** worked CNL459 the 19:44 Zürich to Prague into Prague on the morning of the 7th October morning, it went back dead inside **371002** on EC174 the 05:28 Budapest to Hamburg Altona.

News to 7th October 2010 (posted on 7th October 2010)

Germany

On the 27th September IC145 the 10:49 Amsterdam Schipol to Szczecin Główny produced **120151** from Berlin to Angermünde which gave way to **232601** for the run to Szczecin. Tuesday 28th September 28th saw **218429** topping RE15070 the 19:15 Frankfurt (Main) Hbf to Glauburg-Stockheim and **218498** leading RE15076 the 19:49 Frankfurt (Main) Hbf to Glauburg-Stockheim. Also on the 28th and not a often reported class, **701017** passed through Köln Deutz at 14:29 heading for the nearby depot at Deuterfeld. A short session at Salzbergen (on the line between Emden and Rheine) from 15:40 to 18:30 on the 29th September was productive for freight with **140169** (car train towards Emden), **155257** (oil train towards Rheine), **189065** (light towards Rheine), **140680** (car train towards Rheine) **ES64F4088 (189988)** (car train towards Rheine), **139132** (car train towards Rheine), **189096** (Pro rail train towards Rheine) and **140024** (car train towards Emden) all passing between the many passenger services. On the 30th September **110284** was noted (and pictured below) stabled in Leipzig Hbf. Apparently it had been there for a day or two!



Noted working on the same day (30/09) was the Minden Works test train, which was seen passing Niederhone, (close to Eltmannshausen) at 10:58 headed by **103222+217001+114501**. More 'mundane' workings included **101096** on IC2145 the 05:10 Köln Hbf to Leipzig Hbf, **101070** leading IC2025 the 09:32 Hamburg Altona to Frankfurt (Main) Hbf, **120143** powering IC2054 the 15:54 Frankfurt (Main) Hbf to Saarbrücken Hbf and **120122** heading IC2094 the 16:49 München Hbf to Ulm Hbf. After me saying it was rare, **103184** again did IC1806 the 14:39 Köln Hbf to Hamburg Altona, this time on the 1st October, that's two weeks running now! Now it's back in the standard DB red livery **101001** does not really stand out in a crowd, but she was noted leaving Bremen on the 4th October powering IC2039 the 11:35 Oldenburg Hbf to Leipzig Hbf. Electric **185090** is back from its first main overhaul, being noted in the yard at Weil am Rhein on the 4th October. It has had the 'Railion' logos removed, being replaced once again by DB logos, but the special single-sided Bombardier locomotive vinyl remained. On the morning of the 7th October **110487** worked RB24006 the 07:34 Bremen Hbf to Bremerhaven Lehe, **110489** did RB14808 the 08:15 Bremen Hbf to Oldenburg but the big news of the morning was **110403** being used on RE4411 the 09:18 Bremen Hbf to Hannover vice 146/1.

Holland

There are quite a number of 'stored' Railion 64xx diesels in what appears to be an army camp outside Amersfoort on the line to Utrecht. If anyone has any further details can they let me have them please. On the 25th September **1705** was seen on IC1532 the 10:53 Amsterdam Schothorst to Enkhuizen as it passed through Amersfoort.

France

Infra, ex Channel tunnel freight, and 200km/h electric **22399** worked for the passenger sector over the weekend of 2nd & 3rd October, heading train 5771 the 22:25 Paris Austerlitz to Nice on the 2nd and train 5770 the 21:01 Nice to Paris Austerlitz the following day. Also on the 3rd **22378** was seen hauling train 5959 the 13:01 Paris Lyon to Clermont Ferrand. PASE de Calais allocated diesels **67617** and **67632** have recently been withdrawn. As a consequence one of the diesel diagrams is now booked for one of the handful of remaining 16500, namely: (Monday to Friday) train 846405 the 06:04 Arras to Dunkerque (07:34), train 844724 the 07:48 Dunkerque to Hazebrouck (08:22), train 846428 the 08:56 Hazebrouck to Arras (09:59), train 842231 the 17:26 Lille Flandres to Lens (18.14) train 842237 the 18:44 Lens to Lille Flandres (19:34) and train 843264 the 19:42 Lille Flandres to Lens (20:22). Noted on the 4th October were **72141** with train 1043 the 13:13 Paris Est to Mulhouse, **26141** leading train 96252 17:47 Basel-Strasbourg, **72163** on train 1046 the 18:19 Mulhouse to Paris Est, **67514** heading train 30595 the 18:59 Wissembourg to Strasbourg and **67603** powering train 30748 the 20:23 Strasbourg to Lauterbourg. Noted around Strasbourg during the evening of the 5th were **67464** powering train 30595 the 18:59 Wissembourg to Strasbourg and **67569** on train 30748 the 20:23 Strasbourg to Lauterbourg. The following day **26141** did train 96217 the 08:51 Strasbourg to Basel, **26149** headed train 96226 the 11:17 Basel to Strasbourg, **26055** powered train 4215 the 11:47 Strasbourg to Lyon, **26144** headed train 96233 the 11:51 Strasbourg to Basel and **26150** worked train 96236 12:17 Basel-Strasbourg.

Belgium

The 4 class 91s that were at Culoz in France have returned to Belgium. During July this year **9117/18/31/37** were transported to Charleroi and will be reconditioned for further use with Inter Ferry Boats, one at Genk ALZ, one at Tertre and one at Clabecq. On the 6th October a couple of the Antwerp 'peak' services were seen, these produced **2314** on P7282 the 06:44 Aarschot to Antwerp Noorderdokken and **2352** on P7283 the 07:44 Aarschot to Antwerp Noorderdokken. The following day, down at Brussels **2630+2611** top 'n' tailed IR3916 the 16:20 Binche Louvain-La-Neuve Université, **1191** headed P8904 the 16:32 Schaarbeek to Oudenaarde, **2329** did P8067 the 16:40 Brussels Midi to Denderleeuw, **2350** worked P8741 the 16:59 Schaarbeek to Binche, **2316** hauled P8306 the 17:05 Brussels midi to Hasselt, **2349+2340** doubled up on P8724 the 17:05 Schaarbeek to Châtelet, **2363** powered P8095 the 17:12 Brussels Midi to Dendermonde, **2326** did P8010 the 17:32 Schaarbeek to St. Niklaas, **2314** worked P8307 the 17:34 Brussels midi to Hasselt, **2308** topped P8352 the 17:45 Brussels Midi to Landen and **2335** had charge of P8308 the 18:05 Brussels Midi to Tongeren.

Austria

On Monday 27th September 'old timer' **1042036** (defying its advertised withdrawal date) headed REX5927 the 17.19 Passau to Wien FJB, how much longer these will soldier on is anyone's guess. Round at St Pölten narrow gauge diesel **2095009** arrived with R6836 the 15:04 Laubenbachmühle to St. Pölten. The following day a study of the narrow gauge system found **1099008** heading R6809 the 10:34 St. Pölten to Mariazell, **1099001** on R6804 the 11:51 Mariazell to St. Pölten, **1099014** working R6833 the 12:34 St. Pölten to Laubenbachmühle, **1099004** powering R6813 the 13:34 St. Pölten to Mariazell, **1099011** topping R6835 the 14:34 St. Pölten to Laubenbachmühle, **1099013** leading REX6810 the 15:01 Mariazell to St. Pölten, **1099016** on R6837 the 15:34 St. Pölten to Laubenbachmühle and **2095009** hauling R6841 the 17:36 St. Pölten to Laubenbachmühle. Additionally **1099002/007** and **2095013** were stabled at St. Polten Alpenbahnhof, leaving just **1099010**, of the serviceable fleet, unaccounted for. Heading for Timelkam, ÖGEG owned **1110522** passed through Linz at 08:40 on the first day of October, hauling EMU **4010009**.

Private Owner

Rhein-Sieg-Eisenbahn (RSE) operated **335 – CL - 109** (Ex DB **332109**) was noted shunting the sidings by Bonn Hbf on the last day of September. Deutsche Privatbahn GmbH (DP) have recently added three further ex DB Köf locomotives to their expanding collection, **332010** (from Salzgitter Flachstahl GmbH), **332144** (from Verkehrsbetriebe Peine-Salzgitter GmbH) and **332178** (from Graphite Cova GmbH) have all arrived at Altenbeken for overhaul and re-use. On the 30th September Alstrom locomotive services at Stendal secured five V100 diesels from DB Schenker namely **212063/075/302/358/376**. All of these are to make their way to Stendal for assessment pending re-use, indeed **212302+212358** have already left their long term home at Mainz Bischofsheim. An extensive period of testing with **203701** (ex DB **202490**) has led to the Central German Railways GmbH (MEG) ordering four of these hybrid locomotives from Alstrom for delivery by the end of 2011.

Portugal

On the 5th October **5608** was noted on IC620 the 07:43 Guimaraes to Lisbon A, meanwhile **1551** and **1907** are getting overhauls at Barreiro and **1911** is now the Campolide thunderbird, vice **1907**.

Hungary

The first two Traxx locomotives for Hungarian state operator (MAV) have been outshopped from Kassel. Designated **480001** and **480002**, they carry a fetching dark blue livery.

Poland

There were problems with EC341 the 07:30 Lüneburg to Krakow Glowny on the 4th September. Arrival at Cottbus was over 3hrs late behind **DB182003**, hauling just three coaches, one of which was locked. While the station staff found the key, PKP Cargo **SU46-048** took over the train (pictured below). After packing in the waiting passengers the train was finally allowed to depart at 15:21 a full four hours behind it's advertised departure time!

