

September 2008 - EUROPEAN NEWS (Robert Brown)

28 September 2008

Germany

On the 24th, the appearance of **218343** (paired with **218193**) on IC118 the 09:10 Innsbruck to Münster (West) Hbf and IC119 the 07:27 Münster (West) Hbf to Innsbruck between Lindau and Ulm and back was well worthy of note. DB ran at least 19 special on Thursday 25th, classified as ADEX, these trains ran from all over Germany to Berlin, in connection with a protest march about the health service (or lack of it). Two of note were **110278** which worked Saarbrücken to Berlin to Saarbrücken and **110493** which did Wiesbaden to Berlin to Wiesbaden both trains of load 14!

France

Diesels **68539** and **68540** (one is blue and one is Fret green) have arrived in the Dunkerque area, I assume that they are for use on the track renewals between Dunkerque and Hazebrouck. On the 25th both locos were noted stabled at Grande Synthe. A look at planned work seems to suggest (my French could do with more work, so don't take this as read) that work is scheduled on Hazebrouck to Dunkerque line until end October, but also on Hazebrouck to Calais to Boulogne liones, so the 68s could reach other areas near the Channel coast. It is ironic that the 68s continue to eek out an existence and that they are traveling further and wider around France than at any time since the 1960s.

Belgium

Yet more peak train action, from the 22nd **1346** headed IC2115 the 15:36 Brussels Midi to Luxembourg, **2214** did P8066 the 15:45 Brussels Zuid to Gent-St-Pieters, **CFL 3005** topped IC2116 the 16:36 Brussels Midi to Luxembourg, **2371** powered P8067 the 16:23 Brussels Midi to Aalst, **1605** worked P8002 the 16:08 Schaarbeek to Oodtende, **2510** hauled P8511 the 16:02 Schaarbeek to Tournat, **2221** had control of P8723 the 16:16 Schaarbeek to Châtelet, **2224** topped P8741 the 17:00 Schaarbeek to Binche and **2303** headed P8906 the 17:05 Schaarbeek to Oudenaarde. The following day saw **2507** on P8066 the 15:45 Brussels Zuid to Gent-St-Pieters, **2125** leading P8400 the 16:09 Brussels Midi to Welkenraedt, **2002** powering P8602 the 16:15 Brussels Midi to Jemelle, **1346** in charge of IC2116 the 16:36 Brussels Midi to Luxembourg, **2371** leading P8067 the 16:23 Brussels Midi to Aalst, **2510** topping P8511 the 16:02 Schaarbeek to Tournat, **2221** again on P8723 the 16:16 Schaarbeek to Châtelet, **2224** hauling P8741 the 17:02 Schaarbeek to Binche, **2303** with P8906 the 17:05 Schaarbeek to Oudenaarde and **2204** on P8010 the 17:21 Schaarbeek to St Niklass. Our final dip into the peak trains this week comes from Friday 26th when **1353** headed IC2115 the 15:36 Brussels Midi to Luxembourg, **2507** hauled P8066 the 15:45 Brussels Zuid to Gent-St-Pieters, **1602** powered P8400 the 16:09 Brussels Midi to Welkenraedt, **1352** topped P8002 the 16:08 Schaarbeek to Oodtende, **2377** worked P8511 the 16:02 Schaarbeek to Tournat, **2221** handled P8723 the 16:16 Schaarbeek to Châtelet, **2213** lead P8741 the 17:02 Schaarbeek to Binche and **2303** powered P8906 the 17:05 Schaarbeek to Oudenaarde.

Switzerland

SBB Re4/4II **11109** has re-emerged from Bellinzona works after an R1 overhaul, retaining its Swiss Express livery. A 'snap shot' of the loco haulage available in and out of Zurich comes from the 19th when **11130** did RE2920 the 06:15 Erstfeld to Zurich, **11112+11304** headed EC151 the 07:09 Zurich to Chiasso, **11229** handled IR2259 the 08:31 Zurich to Chiasso, **11227+11116** topped IR562 the 08:34 Zurich to Basel, **11159** did EN464 the 07:10 Buchs to Zurich, **11145** came in on CNL409 the 07:10 Basel to Zurich, **421397** hauled EC193 the 09:16 Zurich to Lindau, **11144** worked IC566 the 08:09 Chur to Zurich, **11164** powered IC566 the 09:34 Zurich to Basel, **11143** did IC1015 the 08:37 Basel to Zurich, **11219** topped EC175 the 10:16 Schaffhausen to Zurich, **11195** worked RE3571 the 12:06 Olten to Luzern, **11210** handled S16148 the 13:08 Bern to Fribourg, **11125** headed S16153 the 13:23 Fribourg to Bern, **11197** topped 4787 the 17:07 Brig to Domodossola, **11138** worked 29184 the 16:50 Iselle de Trasquera to Brig and **11114** lead train 4159 the 17:10 Sion to Brig.

Portugal

Public tenders are due to be returned by November 8th for the upgrade of line between Bombel and Casa Branca, including remodeling of stations, signalling, bridges, etc as well as electrification from Bombel to Evora and the Vendas Novas east curve. The project is to last 22 months, so, by the end of 2010 we could see the cessation of 1931s on Oriente to Evora services. Who knows if a Casa Branca to Beja diesel hauled IC portion will continue.

Austria

On the 17th September EZ6399 the 08:24 Linz to Krems a d Donau produced **2043022+2143068**, but EZ5914 the 07:46 Wien sud to Passau nostalgia train had 1044011 as power, which was a bit disappointing considering **1042020** passed moments before at the head of a freight. A Saturday at St Polten on the 20th produced some interesting workings **1099014** did R6841 the 10:34 St Polten to Mariazell, **1099001** was noted stabled at Laubenbachmuhle, **1099008+1099016** headed R6832 the 11:53 Mariazell to St Polten, **1099013+1099007** topped REX6842 the 16:57 Mariazell to St Polten, **1099011** powered R6845 the 16:38 St Polten to Mariazell, **2143050** topped R6793 between Traisen and St Polten, **2016020** hauled REX6022 the 17:47 Krems a d Donau to St Polten and **2043022** had charge of EZ6988 the 17:00 Krems a d Donau to Linz. Staying in the area the 22nd found **2143050** on R6790 the 08:16 St Polten to Traisen, **1099011** headed REX6837 the 08:35 St Polten to Mariazell, **1046013** hauled EZ6994 the 07:41 Wien Sud to Krems a d Donau, **2143033** powered EZ6994 the 09:36 Krems a d Donau to St Valentin, **2043063** topped EZ6989 the 08:24 Linz to Krems a d Donau, **2016043** lead REX6018 the 13:47 Krems a d Donau to St Polten, **1099013** handled R6809 the 14:34 St Polten to Laubenbachmuhle, **1099008** worked R6832 the 11:53 Mariazell to St Polten, **1099014** did R6811 the 15:34 St Polten to Laubenbachmuhle, **2095011** turned out on R6814 the 15:02 Laubenbachmuhle to St Polten and **1099016** hauled R6845 the 16:38 St Polten to Mariazell.

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Germany

Someone was up early on Monday 25th August in order to report **110295** heading RE12123 the 06:07 Koblenz to Frankfurt (Main), **110300** hauling RE12125 the 06:13 Koblenz to Frankfurt (Main) and **110320** leading RE4093 the 06:22 Koblenz to Mannheim. At a far more sociable time, **110352** headed RE30107 the 17:53 Ulm to Kufstein and **110324** turned out on RE30059 the 18:28 Ulm to Rosenheim. Moving on to the 29th, the afternoon found a rather battered looking **110347** at the head of the 14:14 Munchen Hbf to Augsburg, **110344** hauling the 18:00 Munchen Hbf to Garmisch and **110343** doing the honors on the 22:46 Munchen Hbf to Freilassing.

Portugal

On the 31st August **1455** headed the 15:29 Pocinho to Porto SB looking 'in very nice shape' (apparently). In connection with the Red Bull racing in Porto on Sunday 6th September IR864 the 08:48 Regua to Porto C and IR961 the 19:20 Porto SB to Regua were loco-hauled, IR864 was formed of **1455+1422** + 12 coaches! What the formation of IR961 was I don't know as yet.

France

Observations from the 3rd included **72139** on the 12:32 Paris Est to St. Dizier (via La Ferte Millon), **72188** heading the 13:13 Paris Est to Mulhouse, **15038** hauling the 15:39 St. Dizier to Paris Est, **15061** with the 17:16 Chalons-en-Champagne to Paris Est and **67497** topping the 18:47 Paris Nord to Laon. The following day found **67620+67609** hauling the 06:35 Laon to Paris Nord, **15021** heading the 07:07 Paris Nord to Boulogne Ville (to Amiens), **67602** powered the 07:07 Paris Nord to Boulogne Ville (ex Amiens), **15037** had charge of the 10:46 Boulogne Ville to Paris Nord (ex Amiens), **16018** was provided for the 14:23 Paris St. Lazare to Rouen Rive-Droit with push-pull stock, **16047** headed the 16:04 Le Havre to Paris St. Lazare and **16050** topped the 14:30 Paris St. Lazare to Caen.

Austria

As predicted on the 30th August the ÖBB Nostalgie special "50 years class 2050" from Wien Süd to Sigmundsherberg was worked by **2050.04 + 2050.02**. Unfortunately **2050.02** had to be stored again after the tour as two of the driving engines have failed again! Preserved **2050.09** was displayed at Sigmundsherberg shed for the entire weekend. Noted out on the 30th were **1116143** heading the 05:05 Salzburg to Linz and **1116132** leading the 07:21 Linz to Summerau.

Spain

The ARMF preservation group at Lleida are looking for sponsors for assistance in their restoration project of DL500 ALCO **1603**, details [here](#).

Switzerland

Late news, but worth looking at was the contents of MuttENZ Yard & SP on the 16th August **Tm9459 11177/239/243/244/279/287/306/332/335/340/362/424/426/437/478/480/603/604/605/610/615/621/625/678/683 11684/689 420268/276 421384/386 610489 482026/044/046 232003/016/034/050 234203 841006/017 843001/003/013/014/019/020 SNCF 37043/054 EWS 66028/218**.

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Belgium

'P' trains noted on the 25th included **2514** on the 06:44 Aarschott to Antwerp Noorderdoken, **2371** heading the 07:44 Aarschott to Antwerp Berchem, **2503** powering the 15:40 Bruxelles Midi to Gent, **2214** hauling the 16:05 Schaerbeek to Tournai, **2221** with the 16:16 Schaerbeek to Chatelet, **2224** topping the 16:40 Bruxelles Midi to Denderleeuw, **2204** at the head of the 17:00 Schaerbeek to Binche, **2364** with the 17:05 Schaerbeek to Oudenaarde, **2507** leading the 17:12 Bruxelles Midi to Dendermonde and **2323** on the 17:32 Schaerbeek to Saint Niklaas. Also on this day **1306** was noted heading the 15:33 Bruxelles Midi-Luxembourg, this may be working in the passenger sector for mileage accumulation having been out of service for several years. On Friday 29th diesel **5529** worked IR4017 the 17:26 Liers to Gouvry, with fully operating ETH, this was possibly related to **1503** working IR121 which started from Liege.

Germany

The private operator Pressnitztalbahn Ltd (PRESS) now has a V100 in what is, essentially, original condition. Released from a full overhaul at Stendal, painted in 'Bordeaux-red' and with a fully operational steam heating boiler is **112565 (202565)**, which is now fit for the next eight years. The other V100 that was in this livery, **112326 (202326)** has now been repainted into the house blue. In the middle of August **203728 (202728)** left 'rent A rail' services and became property of 'SC rail leasing, it is currently to be found within the Thuringia steel works where it has replaced the works own V100 locomotive **201-26 (201171)**, which is now for sale. Sightings from the 23rd included **189090** leading CNL313 the 17:03 Amsterdam to Wien (Vienna) into Frankfurt, **110493** heading RB11227 the 17:45 Wuppertal to Bonn which is not in Koln 110 diagram and **120103+120155** topping IC929 the 15:46 Hamburg to Nurnberg. On the 27th **110460** headed RB37152 the 11:04 Donauwörth to Aalen, **110425** did RB37156 the 12:04 Donauwörth to Aalen, **110344** hauled RB30629 the 18:00 München to Garmisch and **110223** powered RE37042 the 21:51 München to Augsburg

Portugal

Article in press in Portugal this last week states that CP are experiencing increased loadings on the Douro and that the 09:15 Porto to Regua and 17:00 return will be strengthened by '1 or 2 coaches', this would suggest that these turns will be loco hauled on a regular basis. In the same article an increase in loadings of 18% on the Lisboa and Porto suburban services, (with Porto to Braga patronage running at the level predicted for 2014) are causing major problems as there is no more stock available. Tenders are out for around 40 new EMUs of which 34 should be dual-voltage units for

the Cascais line, the balance being extra units for Porto, plus 20-25 potentially dual fuel or dual power units (bi bi units?) for regional work. (These will, presumably be 0450/0600 replacements.) Overall this is good news for CP but with resources having been stripped to the bare minimum in recent years, it is a shame that the railway might miss an opportunity to benefit from the shift away from the roads, given the increases in fuel costs. In contrast, another article (been busy week for rail-related articles!) highlighted that the new freight branch to Coima has been used by a massive total of 2 (yes, two!) trains since it opened. This was built at a cost of 5million euro to serve a scrap plant with services to Spain planned. The downturn is the Spanish economy has been blamed. Work is continuing on the new Aveiro port branch, with opening due in late 2009.

New delivery **4704** is now out and at Poceirão, this being the first of the class to be assembled at Entroncamento. **4701** to **4704** are all based at Poceirão for tests, normally on the Vendas Novas line, but also have been know to run up to Entroncamento. On the 25th **1442** was seen heading the 12:45 Porto to Valença service, it's quite rare to get loco hauled service on that line nowadays.

France

Confirmed stock changes for September are : new **27355** Ile de France & **60065/71/74/75** Fret, Transferred **17076** Ile de France to TER Picardie & **17098** Ile de France to CIC, also, the last two Z5300 allocated to Bordeaux have now been withdrawn. On the 27th **72148** headed train 1042 the 12:46 Mulhouse Ville to Paris Est.

Austria

Sightings from the 23rd included **2143029/030/050/058/069** all on St Polten depot with **2143072** heading the 08:16 St Polten to St Aegydt, **2095011** headed the 12:34 St Polten to Laubenbachmühle and **2016002** did the 12:37 St Polten to Krems, (with double deck stock which is really not needed on this turn on a Saturday). At Krems 'historic' **2043.24** arrived with the 13:21 St Valentin to Wien Ost and gave way to **1042013**, meanwhile **2043060** worked the 17:01 Krems to Linz and **2050009** was seen on the 17:39 Pamhagen to Wien Ost.

Luxembourg

The annual 'classic Transport day' will this year be on Sunday 21st September, according to the facts currently available steam loco **5519** will only run 'in and out' of the main station. This means that it is likely that the trains on other route will be diesel-hauled. Electric 'Flatirin' **3608** is almost ready (it was noted in undercoat inside the main depot on the 27th but it is not clear if it will be ready in time. As is normal 'classic traction' will appear on regular timetabled trains with the Luxembourg to Troisvierges, Luxembourg to Kleinbettingen and Luxembourg to Esch sur Alzette / Petange routes being the best bets.

Holland

A spell at Roosendaal on the 25th saw the following leave for Arnhem, **1732** on IC3638 the 10:51 departure, **1738** IC3640 the 11:21 ex Roosendaal, **1746** on IC3642 the 11:51 service. **1741** with IC3644 the 12:21 departure and **1729** heading IC3646 the 12:51 service.