

September 2009 - EUROPEAN NEWS (Robert Brown)

News to 27th September 2009 (added on 4th October 2009)

Germany

Of note on the 18th were **232191** which headed the 06:10 Szczecin to Angermunde, giving way to **120154** to work forward into Berlin Hbf. Elsewhere **218311+218316** did IC2171 the 11:56 Westerland to Hamburg Hbf, **218341+218369** handled IC2310 the 14:16 Itzehoe to Westerland, **218366+218379** hauled IC2315 the 13:26 Westerland to Itzehoe, **218315+218397** powered IC2170 the 14:49 Hamburg Hbf to Westerland and **218213+218385** topped IC2077 the 15:52 Westerland to Hamburg Hbf.

I picked up this lament from the V160 forum and thought the 'literal' translation may amuse, here goes:

'So slowly the lights go out at Karlsruhe, the shortage of 218s is getting worse, due to many failures. **218479** is already in Bremen, because of loss of coolant in the engine, the **218484** can't heat any more, **218483** is no longer running, **218130** has expired, high transmission oil, and in **218478/481** there is excessive coolant loss'.

And Hull Trains think they have problems! However, on to the 21st **218130** was reported as working the 10:34 Mannheim to Heilbronn and **218483** the 12:05 Heilbronn to Mannheim so it seems these two lokks have made a rapid recovery.

Belgium

Liege Guillemins station was officially opened, after being rebuilt, on Saturday the 20th September, there are still a few bits to finish off, notably the footbridge at the German end of the station, but apart from that, it is mostly complete. The station is a very impressive structure, all facilities are located beneath the platforms including 2 ATMs hidden under platforms 8 & 9 (a rarity in Belgium!).

Austria

Electric **1014002** is back in service after not having worked since the end of May, it did 2699 - 7933 - 2698 on Saturday 19 Sept. and Sunday 20 Sept.

Holland

A collision this morning of the 25th September between two freight trains and this resulted in the death of one of the Drivers. The collision was at Barendrecht near Rotterdam, it involved a freight hauled by ERS **6615** (Class 66), which collided, head on, with another hauled by NS **6514+6415**. One of the freight drivers was killed and a passenger train on an adjacent line hauled by SNCB **2835 (E186227)** nearly hit the wreckage, just managing to stop in time.

France

A session hunting diesels at Strasbourg on the 18th September found **67513** topping train 830536 the 14:55 Strasbourg to Haguenau, **67433** hauling train 830728 the 15:23 Strasbourg to Lauterbourg, **67514** powering train 830540 the 15:40 Strasbourg to Haguenau and **67434** in charge of train 832918 the 15:55 Strasbourg to Niederbronn les Bains and 17:22 return. Observations from the following day included **67589** on RE 42304 the 05:19 Boulogne Ville to Arras, **67450+67484** working train 2008 05:38 Boulogne Ville to Paris Nord as far as Amiens, where it gave way to **16020, 16032** topping train 12001 the 06:34 Paris Nord to Amiens, **15010** leading train 2003 the 07:07 Paris Nord to Boulogne Ville into Amiens where it gave way to **67413, 16021** with train 12010 the 08:47 Amiens to Paris Nord and **16583** on RE48867 the 08:33 Amiens to Albert. Saturday 19th September found **72049** heading train 4504 the 09:04 Lyon Perrache to Tours and **72061** on train 4402 the 06:58 Nantes to Lyon Perrache, apparently **72061** is now looking very ropey, with exhaust fumes coming from underneath!

Luxembourg

A session at Luxembourg on the 16th September found **181213** on IC336 the 08:34 Emden to Luxembourg, which it did from Koblenz to Luxembourg, **3009** heading RB5715 the 15:47 Luxembourg

to Kleinbettingen, SNCF **15018** with EC97 the 13:09 Brussels to Zurich, which it worked between Luxembourg and Basel, SNCF **15016** arrived with EC90 the 11:37 Zurich to Bruxelles Midi, which it took over at Basel, **4014** working RB3667 the 17:09 Luxembourg to Diekirch, **3004** on RE5899 the 'direct' 18:43 Luxembourg to Arlon, which called at all stations due to RB3938, the 18:23 'all stations' Luxembourg to Arlon being cancelled and SNCB **2006** in charge of EC295 the 17:27 Bruxelles Midi to Basel into Luxembourg where it gave way to SNCF **26142** for the run to Basel.

Portugal

Subject to a special ceremony on 28th August, to mark completion of the build, **4725** is now out and about. It was noted heading a load of containers into Alcantara Terra on the morning of the 21st September. The 29th found **1946** heading IC696 the 18:10 Lisboa Oriente to Evora and **1940** leading TH335 the 22:30 Lisboa Santa Apolonia to Madrid Chamartin, which it did as far as Valenca de Alcantara.

News to 20th September 2009 (added on 4th October 2009)

Germany

Vattenfall Europe Mining & Generation AG are in the process of giving V100 diesel locomotive VE110-11 a complete overhaul. This locomotive is ex DR **110148** and has been in industrial service since withdrawal from Neuruppin on the 30th June 1990, it will receive a completely new engine and a shiny coat of blue paint. Sightings from Friday 4th September included **110437** heading RB18108 the 06:52 Mannheim to Frankfurt, **181207** powering IC2058 the 07:49 Frankfurt to Saarbrücken, **110440** topping RB15449 the 09:06 Frankfurt to Heidelberg, **218206** in charge of RE12085 the 15:15 Köln Deutz to Trier and **218217** with RE12090 the 17:59 Trier to Köln Deutz. Monday the 7th saw the new order still in charge with **112179** heading RE21406 the 07:11 Hamburg to Lubeck, **112175** powering RE21559 the 07:41 Lubeck to Hamburg, **143861** topping RE21506 the 08:01 Lubeck to Lubeck Travemünde Strand, **218453** leading RE21606 the 08:03 Lubeck to Kiel and **218330** on RE21610 the 10:03 Lubeck to Kiel. I have received word that RE3861 the 16:13 Mainz to Karlsruhe has been dropping a class 110 recently, with **110401** turning out at least twice in the last week. The diagram may be worth 'keeping an eye on' so here it is

RB18608 the 06:15 Karlsruhe to Mannheim then RB18014 the 07:11 Mannheim to Mainz and finally RE3861 the 16:13 Mainz to Karlsruhe.

Large dumps of locomotives have appeared at Bremen Neustadt, in the shape of

139145/164/166/315/560

140003/013/024/036/354/368/491/544/569/572/585/594/627/643/646/647/668/673/683/760/761/792/809/810/826

140830/846/854/855/857/870/869/871/873 and a further dump at Braunschweig Carriage Sidings holds **362574/605 139255/552**

140115/173/187/216/300/345/369/381/383/434/435/443/497/499/632/657/674/682/692/766/771/807 140820/828/874 143936

Belgium

More than 25 examples of class 18 have been completed so far but their introduction into service has been delayed by a compatibility problem with the I11 and M6 coaching stock, Siemens are currently looking into this problem. An unsubstantiated rumor, but I have heard that the 11s are to take over ICH Schaarbeek to Mouscron. Sightings from the 13th included **1339** heading IC2140 the 17:20 Luxembourg to Bruxelles Midi, **1347** powering IC2118 the 18:33 Bruxelles Midi to Luxembourg, **1330** in charge of IC542 the 19:14 Eupen to Oostende, **2836** hauling IC9257 the 20:15 Bruxelles Midi to Amsterdam, **2832** on IC9261 the 21:15 Bruxelles Midi to Amsterdam and **2801** in control of IC2965 the 22:15 Bruxelles Midi to Rotterdam. I have not seen anything specifically mentioned but the inference is that **2801-03** and **2832-40** are the 12 locos to replace the 12 class 11's. Electric **1337** was in a pair with **1314** in Bettembourg yard so I assume this is now in the freight pool. The open day at St Ghislain attracted many visitors over the weekend, locomotives on display on Sunday 13th September were **1603 1805 2201 5001 5128/49/83 5926/41 6077 6289 7833 8061 8320 9209 202020 & 270005**. The following day Ostend Depot held **1601/02/03/04/05/06/08 2102/04/54/58 2756 7795**.

Austria

News has come through that **1014012** has suffered a major engine fire (apparently at Neusiedi) and is now stored unserviceable. This leaves just **1014001/004/005/007/011/012/014/017** in regular service, I suspect the time is near when these locomotives will no longer perform for OBB, so get them while you can.

Switzerland

Bahnforum reports Re 4/4' **11141** has been seen outside Bellinzona works (presumably almost ready to return to service). It has been fully repainted in standard red livery. For the record the loco was officially withdrawn on 01/10/07 and reinstated on 10/08/09.

France

Confirmed stock changes for September are New **75118/119** withdrawn **16015 16754/770 25176/186/213 63248/590/879 64001 64722 66105/131 68522** transferred between Activities **7206/30** Fret to CIC, renumbered **66261** to **69261 66278** to **69278**. All remaining 25150 are now ECS locos at Lyon, along with **25255/256**, also imminently due to be withdrawn from Pas de Calais are **16616/617/618/741/760** (of which at least **16741** is still in service on 15/09, Picardie **16583/592/594** are also at risk, but withdrawal plans are yet to be confirmed.

Luxembourg

On the 7th September electric loco **4020** worked EC/IC337 the 14:24 Luxembourg to Emden vice a DB class 181. It was allowed to get as far as Trier before being replaced by **110300** which worked to Koblenz returning on IC332 the 11:36 Norddeich Mole to Luxembourg (17:23 ex Koblenz) as far as Trier where she was replaced by **181220**.

News to 6th September 2009 (added on 4th October 2009)

Germany

SGL GmbH returned **V150 05** (ex DB **212161**) to Alstom locomotives service at Stendal on the 1st September for modernization, receiving a fully modernized ex DR **201619** as a replacement. On the same day it was reported that **212017** has been hired for use in France. It will carry the UIC number **91806212017-8** and work out of Mézy.

'Rabbits' noted out on Sunday 30th August included **218411** on RE12165 the 0802 Koblenz Hbf to Emmelshausen, **218412** with RE18816 the 11:33 Wissembourg to Neustadt Hbf, **218425** leading RE18818 the 12:33 Wissembourg to Neustadt Hbf and **218481** hauling RE18827 the 14:36 Neustadt Hbf to Wissembourg.

Belgium

On the 2nd September electric **2148** headed the 06:08 Liege to Quievrian with **2382** providing banking assistance, **2333** powered P7305 the 06:18 Hasselt to Brussel Midi, **2308** turned up on P7012 the 06:15 Gent St Pieters to Schaarbeek, **1304** had charge of the 06:43 Oostende to Eupen, **2316** arrived at Brussels heading P7312 the 06:20 ex Hasselt and **2342** was pressed into action with P7514 the 07:04 Tournai to Schaarbeek. Peak train action from around Brussels on the 3rd included **2356** on P8066 the 15:40 Brussels Midi to Gent St Pieters, **2011** with P8600 the 15:54 Brussels Midi to Jemelle, **2303** heading P8511 the 16:06 Schaarbeek to Tournai, **2004** leading P8602 the 16:15 Brussels Midi to Jemelle, **2357** in charge of P8723 the 16:16 Schaarbeek to Châtelet, **2333** powering P8312 the 16:18 Brussels Midi to Hasselt, **2312** with P8092 the 16:25 Brussels Zuid to Dendermonde, **2002** heading P8403 the 16:39 Brussels Midi to Huy, **2310** on P8067 the 16:40 Brussels Midi to Denderleeuw, **2008** leading P8405 the 16:54 Brussels Midi to Huy, **2342** topping P8741 the 16:59 Schaarbeek to Binche, **2308** leading P8014 the 17:02 Schaarbeek to Gent St Pieters, **2353** with P8906 the 17:05 Schaarbeek to Oudenaarde, **2347+2377** together on P8724 the 17:06 Schaarbeek to Châtelet, **2304** in control of P8095 the 17:12 Brussels Zuid to Dendermonde, **2320** powering P8010 the 17:32 Schaarbeek to St Niklaas and **2318** at the helm of P8307 the 17:34 Brussels Midi to Hasselt.

Austria

Electric **1116003** has now lost it's 'France' livery from the world cup football, returning to the 'Cargo' red of OBB, officially on the 4th September.

Holland

On the 3rd September SNCB **2836 & 2803** (or if you prefer **186228 & 186125**) departed Amsterdam Central on time with IC9232 the 10:54 to Brussels Midi.

Switzerland

BLS locomotives noted in action around Bern on the 3rd September included **420508** which hauled train 16121 (on the S1 route) the 06:43 Thun to Fribourg, **420504** which headed RE3031 the 08:30 Neuchatel to Bern, **465009** which powered RE3036 the 10:54 Bern to Kerzers, **420511** which worked RE3321 the 12:37 Bern to Luzern, **465010** which did RE3323 the 13:37 Bern to Luzern, **465017** which turned up on RE3325 the 14:37 Bern to Luzern and **465014** which had charge of RE3327 the 15:37 Bern to Luzern. There are reports that 420507 to **420512** are shortly to be withdrawn, 420510 is reportedly a write off in any case after a fire at Entlebuch in early July and **420509** has serious electrical defects. All 6 locos are reported to be in poor condition, this is the reason for the increased use of 465s on passenger trains, apparently, due to a massive fall in freight traffic, between 5 and 10 Re 425 can be found at Spiez Depot at any time with nothing to do!

Bahnforum reports R/e 4/4 **11158** worked train 1835, the 10:12 Bern to Biel, on Thursday 3rd in place of the booked class Re460, it was hauling the normal IC2000 double deck set, which is interesting as I thought IC2000 double deck sets are only compatible with Re460!

In connection with the Oktoberfest in Munich the following extra trains will operate and be worked to or from Lindau by an Re 421 18/09, 25/09 & 02/10 train 33955 the 15:16 Zurich HB to Munchen (arrive 19:44) and 20/09, 27/09 & 04/10 train 2468 the 14:06 Munchen to Zurich HB (arrive 18:38). Rather than leave the empty coaches in Munich they will be returned to Zurich attached to EC192 and on the Sunday morning taken to Munich attached to EC195, this will result in a PAIR of Re 421 working EC192 Lindau to Zurich on 18/09, 25/09 & 02/10 and EC195 Zurich to Lindau on 20/09, 27/09 & 04/10 if anyone is in the area a photo would be nice.

France

On the 31st August commercial services for 25500 started off of Lens, the first service was train 843255 the 16:30 Lens to Lille which was worked by **25636**. Currently in the pool at Lens are **25629/631/636/647/660/662** with **25603** on loan until December. I'm not sure how many of them have as yet been returned to running condition but **25598** and **25670** have returned to Strasbourg (Lorraine).

The Winton Train

I am sure that most of you will have followed the progress of this remarkable train over the past week, even if it was only on the rather poor BBC news coverage which failed to convey the magnitude of the logistics and organisation which went into this event, not to mention the huge emotional involvement of scores of people, but I hope it serves as an adequate factual record.

So 'for the record' the train departed Praha at 09:01 on Tuesday 1st September and ran on the main line to Plzen, then via Domazlice to Furth im Wald. The locomotives involved were **486007 "Green Anton"** piloting **498022 "Albatros"** and the stock was **51 54 89-40 080-1 + 50 80 03-43 102-2 + 51 80 03-50 103-9 + 61 55 88-40 252-4 + 80 55 11-79 054-7 + 80 55 11-79 017-4 + 80 55 11-79 006-7 + 80 55 11-79 002-6 + 61 55 99-42 362-8 + 61 55 99-40 002-0 and 51 54 89-40 016-5**. The front vehicle was the "President Masaryk" Saloon, the next 2 vehicles were old DB coaches from UEF, the next 5 vehicles were from MAV Nostalgia, then came 2 MAV Nostalgia staff cars, and finally the support coach for 498022 on the rear. The oldest passenger carriage dated from 1903, and was certificated for 120kmh running. Alas some of the more modern (1940s) coaches limited the train to 100 kmh! At Furth im Wald (13:55 to 14:30), the Czech locos were detached, together with their support coach and oil-burning **41.018** was attached on the front, with it's support coach and diesel **BOB V126 (Ex DB212089)** attached on rear. The train continued via Hersbruck Rechts Pegnitz to Nurnberg arriving at 19:02.

Wednesday the 2nd September saw the train composition unchanged, other than the 212 on the rear, which was replaced by **139133**. The route was Nurnberg (06:45) – Wurzburg – Gemunden – Wiesbaden Ost – Linz am Rhein – Koln Sud – Koln. At Linz am Rhein, **41.360** was attached (with 2 tenders) inside **41.018**. (**41.360** was originally booked as a standby engine in case of **41.018** failing, so to return it towards Oberhausen it was decided to use it on the train rather than simply run it light engine). So to Thursday, again the train composition was unchanged from the start of the previous day, **41.360** having returned to Oberhausen from Koln the previous evening. The route was Koln (11:02) – Opladen – Dusseldorf Hbf – Dusseldorf Rath – Duisburg Wedau – Oberhausen West – Emmerich (13:39), (note the use of the freight-only route between Dusseldorf and Duisburg). At Emmerich **41.018** was detached from the front, and **139133** detached from the rear (together with **41.018's** support coach). SSN's **01 1075** worked the train from Emmerich (14:24) to Hoek van Holland (16:50), arrival here was about 20 minutes late, then overnight on the Stena Britannica from Hoek van Holland to Harwich. Finally Friday 4th September and **60163 "Tornado"** worked the Riviera Trains stock from Harwich International (09:12) to Liverpool Street (10:37).

There is nothing I can say, that has not already been said, about how this one man who, 70 years ago, saved the lives of so many children but I hope that this event will be remembered for what it celebrated for many, many years to come.