

September 2010 - EUROPEAN NEWS (Robert Brown)

News to 27th September 2010 (posted on 3rd October 2010)

Germany

On Friday 17th September **103184** made a rare appearance on IC1806 the 14:39 Köln Hbf to Hamburg Altona. Seen heading IC1863 the 12:51 Hamburg Altona to Ostseebad Binz on the 24th September was **115261**, filling in for a unavailable class 120. While waiting the passing of **101112**, heading EC172 the 05:27 Villach to Hamburg Altona, at Cossebaude (near Dresden) on the 27th September, diesel **233562** passed light engine heading into Dresden. Our correspondent then waited for EC175 the 08:17 Hamburg Altona to Budapest-Keleti, which was headed by **101052** noting **145032** (mixed freight), **189004** (containers) and white liveried **223144** (steel flats) in the process. On the same day a visit to the little Island of Wangerooge saw both (narrow gauge) **399106** & **399107** in action, pictured below is **399106**, on the 27th September, about to be coupled to a short freight train.



Also on the 27th a 'Testzug' (test train) formed of **218139+225101+225023** spent the day passing over Mungstener Brücke while engineers monitored the bridge's stresses, it made for some very interesting photos!

France

On the 17th September 'Fret' allocated **67597** worked (at least) train 848734 the 17:37 Amiens to Creil then train 847765 the 19:03 Creil to Beauvais. Other members of the class in noted in action on the 17th included **67388** on the 06:56 St Etienne to Bas Monistrol and **67377** heading the 09:41 Roanne to St Etienne. Saturday 18th September found **67590** in action with the 12:21 Boulogne to Calais and then the 13:27 Calais to Rang du Fliers, **67620+67348** heading the 14:38 Boulogne to Paris (to Amiens) where **16010** took over for the remainder of the run to Paris, **67450** powering the 16:57 Amiens to Abbeville and **16005** working the 17:04 Paris to Boulogne giving way to **67620** at Amiens.

Switzerland

Em 3/3 diesel **18822** is now owned by Draisinen Sammlung Fricktal, it was delivered to their Koblenz depot on 15th September. Endangered electric **11515** was noted passing through Pratteln light engine on the 27th September (pictured below)



During the same session green liveried Re4/4 **11161** passed with an unidentified IC service and green liveried Re6/6 **11364** passed on a freight working.

Belgium

On the 20th September **2329** did P8280 the 16:12 Antwerp Lutchal to Aarschot, **1335** worked IR616 the 16:37 Antwerp-Noorderkempen and **2367** headed P8281 the 17:10 Antwerp Lutchal to Aarschot.

Austria

The Zell am See - Mittersill – Krimml line reopened on 11th September, after a 5-year-long closure (on the end of the line). The 09:00 departure from Zell am See is booked for a former class 2095 until 03/10/2010. On the 18th September SLB **V72** (ex OBB **2095004**) had the honor to work train 3318 to Krimml and train 3313 back from Krimmla, which it managed as far as the 13Km post where it failed! **V73** (ex OBB **2095006**) was sent from Tischlerhäusl depot to perform the rescue. Defying the advertised withdrawal date **1042013** was noted out on the 19th September with REX5914 the 07:29 Wien Franz-Josefs Bahnhof to Passau Hbf. Narrow gauge action from the 20th September included **1099013** heading REX6807 the 08:34 St Pölten to Mariazell it then turned back round and piloted a failed **4090001** on R6806 the 13:02 Mariazell to St Pölten which, for some reason, terminated at Laubenbachmühle. Meanwhile **1099010** did R6809 the 10:34 ex St Pölten to Mariazell, **1099014** headed R6804 the 11.51 Mariazell to St Pölten, **1099011** powered R6813 the 13:34 St Pölten to Mariazell, **1099002** worked R6835 the 14:34 St Pölten to Laubenbachmühle, **1099008** headed R6837 the 15:34 St Pölten to Laubenbachmühle and **1099004** topped R6815 the 16:41 St Pölten to Mariazell.

News to 19th September 2010 (posted on 21st September 2010)

Germany

After over 40 years of service **110505** met its end on the 6th September after an appointment with the cutters torch at Herr Bender, Opladen. Next in line, **151010** (life expired) was in the cutting area by the 13th (see picture below) and probably history as you read this are **151054** (accident 1999), **151120** (accident 2003) and **151137** (fire damage 2008).



In the early hours (00:58) of the 14th **181215** departed Saarbrücken Hbf at the head of CNL451 the 20:20 (13th) Paris Est to Berlin Südkreuz and at a more sensible time **101102** departed Frankfurt (Main) with IC2293 the 10:18 departure for Stuttgart Hbf.

France

On Sunday 12th September **25664** headed the 16:00 Nancy to St Die and **25663** worked the 17:56 Nancy to St Die, the same day found **25657** on Jarville and **25603/605** on Metz.

Holland

The class 1800 electrics seem to have worked their last. A large collection is appearing at Maastricht and checking reveals that they have not been reported active since 07/09. The last known passenger working days for the remaining 14 locomotives were **1839** - 31/08, **1840** - 06/09, **1843** - 06/09, **1844** 03/09, **1845** - 20/08, **1846** - 06/09, **1847** - 03/09, **1849** - 06/09, **1853** - 03/09, **1854** - 06/09, **1855** - 07/09, **1856** - 02/09, **1857** - 25/08 and **1858** - 20/08. I have nothing official so if any of our Dutch friends would like to add anything, I'd be glad to receive it.

Belgium

On the 15th September two AM96s on IC services collided today just north of Arlon station injuring a number of passengers. I will post more details if I get them.

Luxembourg

The enhanced Longwy to Belval to Thionville service started on 6th September enabled by the delivery of new Z2 sets **2213** and **2214** (these are on order up to 2222). As they are slightly behind schedule

the 06:58 Hayange to Luxembourg service (Mon-Fri) is reported to be booked for a CFL Corail until 8th October.

Austria

On Sunday 12th September REX1990 the 07:54 Wien FJB to Emmersdorf produced **1042013** (allegedly it's last day in service) as far as Krems, here she gave way to **2143055** for the run to Emmersdorf, however it arrived over 2hrs late due to accident at Klosterneuburg (apparently single line working was in force but one S-Bahn didn't take any notice) necessitating a diversion via Stockerau. Later in the day **1144.40 (1144040)** turned out for REX1633 the 13:21 St Valentin to Wien West (despite being converted to push/pull, she is still in heritage livery) and **2143037** was noted on R6793 the 16:30 St Aegydt to St Polten.

Exploring the narrow gauge St Polten to Mariazell line on Monday 13th September was well worth it, active locomotives spotted were **1099004** on R6802 the 07:55 Mariazell to St Pölten Hbf, **1099001** with R6809 the 10:34 St Pölten Hbf to Mariazell, **1099002** heading R6804 the 11:51 Mariazell to St Pölten Hbf, **1099014** hauling R6813 the 13:34 St Pölten Hbf to Mariazell, **2095011** topping R6836 the 15:04 Laubenbachmühle to St Pölten Hbf, **1099008** powering R6837 the 15:34 St Pölten Hbf to Laubenbachmühle and **2095009** leading R6841 the 17:36 St Pölten Hbf to Laubenbachmühle. Additionally **1099007/011/016 & 2095013** were all 'on shed' at St Pölten leaving just **1099010/013** not accounted for. Standard gauge action from the same day saw **1044015** heading REX5927 the 17:19 Passau to Wien FJB.

Private Owner

'Northrail' owned ex DB **322520** is currently hired out to Abellio Rail North-Rhine/Westphalia GmbH and is in use at their workshops in Hagen where it was seen on the 11th September. Another ex DB locomotive on the move is **323286**, withdrawn from DB service in October 1990 it was sold to Basalt AG, for use at their works at Stockum-Püschchen. It was removed from service again in late 1998 and was seen as recently as July 2009, on it's side, well away from any rail connection within the Basalt site. However the locomotive was bought by Unirail on the 3rd September and removed, arriving at Recke by the 6th. It is intended to overhaul the locomotive and (eventually) return it to service.

News to 12th September 2010 (posted on 13th September 2010)

Germany

On the 9th September 110320, with a death date of 24th September, worked RE30102 the 07:00 Kufstein to Munich Hbf and 110333 headed RE30103 the 16:07 Munich Hbf to Kufstein, 110333 then returned the following day at the head of RE30002 the 04:51 Freilassing to Munich Hbf while 103235 again did IC1806 the 14:39 Köln Hbf to Hamburg. Saturday 11th and observation of the Sylt diesel haulage found 218389+218369 with IC2314 the 05:10 Köln Hbf to Westerland Sylt, 218342+218363 heading IC2310 the 06:38 Frankfurt to Westerland, 218322+218374 leading IC2170 the 10:17 Frankfurt to Westerland, 218380+218341 on IC2171 the 11:56 Westerland to Frankfurt and 218321+218345 hauling IC2075 the 15:52 Westerland to Berlin Sud. Finally this week, on Sunday 12th 120104 did IC1856 the 17:00 Halle to Frankfurt and 120137 topped IC1854 the 17:43 Leipzig to Frankfurt.

France

Latest stock changes are: new **27367** (to Ile de France) **60144/145 & 75407/408/409/410** (to Fret) withdrawn **16603/745/773/786 17022/048 63136/940 64002** transferred **22237** Fret to Corail Intercités, **22245** Fret to TER PACA and **22260** Fret to TER Rhône Alpes.

On Friday 10th **16651** turned up on RE44959 the 17:45 Lille Flanders to Dunkerque passing **16751** at Bergues which was heading RE46486 the 18:45 Dunkerque to Arras, that's a third of the active fleet!

Switzerland

A few workings from the RhB on Monday 6th September, **633** did RE1224 the 08:40 Scuol-Tarasp to Disentis-Mustér, **652** headed train 905/907 the 09:17 St. Moritz to Zermatt (from Chur), **619** powered

RE1228 the 09:40 Scuol-Tarasp to Disentis-Mustér, **611** hauled RE1237 the 09:45 Disentis-Mustér to Scuol-Tarasp, **643** topped RE1132 the 10:02 St. Moritz to Chur, **607** worked train 911 the 10:41 Davos Platz to Zermatt (to Chur), **701** did RE1133 the 10:58 Chur to St. Moritz, **631** on train 1433 the 11:08 Chur to Arosa, **651** with RE1137 the 11:58 Chur to St. Moritz, **647** topped RE1140 the 12:02 St. Moritz to Chur, **646** lead RE1144 the 13:02 St. Moritz to Chur, **641** turned out on train 1828 the 13:04 Filisur to Davos Platz, **608** hauled train 1941 the 13:34 Scuol-Tarasp to Pontresina, **601** powered train 1948 the 14:02 Pontresina to Scuol-Tarasp, **623** did train 1945 the 14:34 Scuol-Tarasp to Pontresina, **620** worked RE1248 the 14:40 Tarasp to Disentis-Mustér and **645** topped RE1049 the 14:47 Landquart to Davos Platz. On the 7th SBB cargo lok **11176** surprisingly turned up heading S19072 the 1840 Zürich HB to Arth-Goldau (via Wohlen). Moving on to the 11th and **101963** worked the 07:57 Luzern to Interlaken Ost into Meiringen where it gave way to **110022** for the remainder of the trip to Interlaken Ost, train 31276 the 16:12 Goppenstein to Bern produced **465007** and the Goppenstein to Kandersteg car shuttles were being worked by BLS 'brownies' **161**, **168** and **189**.

Holland

Loco haulage from Friday 10th September included **1760** on IC1928 the 08:19 Venlo to Den Haag, **1740** with IC1932 the 09:19 Venlo to Den Haag, **1706+1719** heading S2228 the 10:22 Dordrecht to Amsterdam, **1712** leading S2232 the 11:22 Dordrecht to Amsterdam, **1720** powering 'stoptrein' 6347 the 12:07 Haarlem to Den Haag, **1738** powering IC1947 the 12:51 Den Haag to Venlo, **1772** with IC3657 the 14:48 Zwolle to Roosendaal, **1758** on IC3557 the 15:44 Amsterdam Schiphol to Maastricht, **1773** topping IC1962 the 16:49 Venlo to Den Haag, **1750** leading IC1964 the 17:19 Venlo to Den Haag, **1745** at the helm of IC1966 the 17:49 Venlo to Den Haag and 1742 with IC1969 the 18:21 Den Haag to Venlo.

Belgium

On the 8th September 2010 IR3916 the 16:20 Binche to Louvain-La-Neuve Université produced **2608+2611**. Early morning services around Antwerp on the 9th September included **2367** with P7215 the 06:43 Hasselt to Antwerp Noorderdokken, **2326** on P7282 the 06:44 Aarschot to Antwerp Noorderdokken and **2372** heading P7283 the 07:44 Aarschot to Antwerp Noorderdokken. The evening 'peak' at Brussels found **2359** on P8066 the 15:40 Brussels Midi to Gent St Pieters, **2130** heading P8901 the 15:53 Schaarbeek to Kortrijk, **2006** topping P8600 the 15:54 Brussels Midi to Jemelle, **1190** leading P8012 the 15:56 Schaarbeek to Gent St Pieters, **2108**, with **2124** dead on the rear, powering P8002 the 16:05 Schaarbeek to Oostende, **2373** with P8511 the 16:06 Schaarbeek to Tournai, **1336** hauling P8602 the 16:15 Brussels midi to Jemelle (vice a class 20), **2306** heading P8312 the 16:18 Brussels Midi to Hasselt, **2356** leading P8067 the 16:40 Brussels Midi to Denderleeuw, **2325** with P8741 the 16:59 Schaarbeek to Binche, **2369** on P8014 the 17:02 Schaarbeek to Gent St Pieters and **2342** hauling P8010 the 17:32 Schaarbeek to St.Niklaas.

Portugal

Interestingly, Lisboa SA Passenger pilots on the afternoon of the 9th September were **1408** and **1411** this would lead me to suspect that **1411** is either a permanent or temporary replacement for **1457** which is now at Barreiro, (due intermediate exam?). Same day the Carga pilot was **1435**, which had replaced **1465** sometime after the 6th September, **1465** had been in store at Entron of late, but this confirms that it's return to service. It is also interesting to note that **1427/42/57** had 'held the fort' solidly at Lisboa SA for 2 years or so, then, in the space of two weeks **1408** replaced **1442** and **1411** replaced **1457**.