

# Belgium, Holland & Germany October 2009

Photos from this trip can be viewed on our [Fotopic site](#)

This, the last trip of 2009, started (for me) at 03:45 on the morning of the 2<sup>nd</sup> when Standback, Metal Mickey, Augustus Winthrop and a branch virgin, Peter Jones from Skegness, all arrived at Blyth within minutes of each other. After a quick exercise in car parking we loaded up the mini-bus and headed for Dover and the 08:30 sailing to Calais. We had planned this trip around the proposed open day at 'Nedtrain' Tilburg works, which had since been cancelled, would you believe, due to the threat posed by Swine Flu (if that's the case surely the whole system should be shut down), a poor excuse. We had a trip planned so we decided to slightly adapt it and do it anyway. The journey down to Dover must have been easy, I would tell you all about it, but I was fast asleep for most, if not all of it, as we arrived in Dover with plenty of time to spare. The 'rubber glove' shed showed plenty of interest in us, exploring the back of the van and the P&O check in told us who we were as they handed over our boarding pass. A 15min wait and we were on the ferry, all without having our passports checked! We enjoyed a 'full English' start to the day, Metal Mickey was somewhat distracted by a lady with 'nutcracker' legs and a frontage who's foundations were built by Wimpy, before we were invaded by coach loads of teenagers on their way to Paris. As usual with teenagers they moved around in groups, all following the lead lemming, the lead lemming just happened to have a fetish for Standbacks aftershave, so we spent the entire ferry ride surrounded by them. I suggested a 'cull' was in order (I only wanted to remove the weak and lame) just to thin them out a little, but instead we sort refuge at the rear of the ship, hiding in the dark shadows.

French border control took less interest in us than their English counterparts and we 'hit the road' for Antwerp, hoping to catch 'on film' the class 23XX electrics on the peak hour services that originate there, along with the new class 28XX electrics on the 'high speed service'. The catering department swung into action with coffee all round and the journey flew by. We arrived at Luchbal station at 13:20, just as 1183 headed into the central station; this was followed almost immediately by electric locomotive 2843 hauling a freight. We knew, from past experience, that this place saw plenty of traffic and expected to be busy with our cameras, it proved to be a false dawn though as only 2333+2340 & 2016 passed with freights in the first hour. We were considering 'cutting our losses' and heading into Holland when at 14:42 7866 showed its face, this signalled the start of an amazing 60mins as 31 trains passed us, 11 of which were freight and a further 7 light engine movements. The new class 23XX electrics now seem to have most of the work, along with the class 77XX diesels, but occasionally the older classes do appear with 1209, 1308+1328 and 2021 all putting in an appearance. Even though locomotives repeat themselves, going on and off the docks as they do, they keep your camera busy. The 'peak' trains arrived in the shape of 2344 on P8280 the 16:09 Antwerp Noorderdokken to Aarschot, 2317 on P8215 the 16:36 Antwerp Noorderdokken to Aarschot and 2376 on P8281 the 17:07 Antwerp Noorderdokken to Aarschot. The departure of 2376 signaled our departure and we loaded ourselves into the Mini-bus and headed into Holland. It took a little under 40mins to reach Roosendaal and as we walked onto the platforms DLC operated class 66, PB13 passed through with a freight. The yard here proved to be interesting with NS diesels 6423/31 SNCB electric 2830 and Rotterdam Rail Feedings 21 (ex DB 202407) & 102 (ex SNCB 7392) all at work in it. Augustus also met fellow English enthusiasts in the shape of 'Fat Man' Phil, Ian & John, who had also come for the works open day and were, by coincidence, staying in the same hotel as we were!

As the light faded we headed off to our hotel, the Ibis at Tilburg, for a de-louse and a feed. Metal Mickey was surprised by the fact he had a bath in his room, so he used it (and all the towels, we had to borrow one from next door). Before we all enjoyed the delights of the hotel restaurant, not to forget the bar, where, in an 'attempt' (and I use this word loosely) to buy us a beer, Standback cracked the combination on his wallet, only to discover that his euro's were so old they were in fact Guilders. Overcome with disappointment and tiredness we all departed for bed before the 10 O'clock news!

**Antwerp – Luchbal (13:20 – 17:20)** 803/08/13/18/22/23/25/30 912/30/34/41 1183/85/91 1209  
1308/12/14/15/25/28/32 2016/19/21 2306/09/17/33/36/40/44/76 2624/27 2709/15/16/23/33  
2803/05/06/20/22/23/27/38/42/42/43 7781/03/87/89/90 7813/56/64/66/68/69 Thayls 4305/43/44

4533/37 DB 266101 SNCF 6601 DLC PB05 **Roosendaal (18:15 – 18:50)** 469/82 903/31 1756  
6423/31 8729 SNCB 1183 2830 RRF 21 (ex DB 202407) 102 (ex SNCB 7392) DLC PB13

Day two started far too early, breakfast can best be described as a 'little dry around the edges' and checkout painless, which was better than our escape from the car park. After circumnavigating the car park, allowing Augustus to 'bow before his God' we finally got out and made for the station. There were very few people around this early on a Saturday morning and very few trains to boot. We managed to peer into the works, which was full of class 66 diesels, two freights in the shape of Acts 7104 on a 'binliner' and NS 6404 and two loco hauled services, 1766 on the IC3625 the 07:27 Zutphen to Roosendaal (09:03 off Tilburg) & 1733 on IC3630 the 08:51 Roosendaal to Zwolle (09:22 off Tilburg), before we departed for Venlo. The journey here was made longer by Clara's inability to adapt to the new road system, but at least it allowed the catering department to spring into action. Our arrival at Venlo yard (or dog shit ally as it is affectionately known) we were greeted by the sight of a lady in a short skirt carrying a whip, no, no sorry that's Amsterdam. We were greeted by a yard full of DB locomotives, out of the 24 numbers available only 5, diesel 6413, electric 1771 and EMU's 8671, 8723 & 9564 were actually operated by NS, yes I know 6413 is DB now, but it will always be NS to me. Some sort of get together was beginning to totally bung up the roads, so we made our escape from the land of yellow and headed into the land of red. Our first call was unusual to say the least, we all went back to school, Paul-Moor-Schule, Mönchengladbach Hardt to be precise (who's the most unpopular person at a Mönchengladbach football match? The person that shouts, give me an M, give me a....) as this is where ex DB Köf 322009 is now located. I dread to think what a mini-bus load of camera wheeling Englishmen, turning up at a school would lead the locals to believe, so we made it quick and departed for Oberhausen West. We expected this place to be devoid of staff, but it was not. Amazingly a new 'signing on' point has been built and there was a foreman to boot! He was quite happy to allow our visit and this netted 16 numbers, the most we have seen here for a long time. Included in these were 140791/797/834/850 and 225020/150, two classes of locomotive I'm always glad to get on camera, highlight though was ADAM 11 (ex DB 202597) a class we all like to see. Usually we just head for Oberhausen depot at this point, but we had noticed that today was a day that Landschafts Verband Rheinland's industrial museum at Oberhausen was actually open and as it contained an ex DB steam locomotive, well, it would be rude not to! The Museum is opposite Oberhausen Hbf and costs 4 Euro to get in, we did not do it justice and it is worth an hour of anyone's time, with many, varied exhibits, we just got what we came for, ex DB steam loco 50 2429 and left.

Now we made for Oberhausen depot, which was strangely deserted of life, the only person we could find was a driver and he told us to 'help ourselves', so we did. A slow walk round produced just over 50 locomotives, including blue liveried shunter 364762 and a very photogenic 232686. During our walk round we noticed signs of life in the nearby preservation site, so we made for there next. The people here were somewhat surprised by our arrival, but allowed us to walk round anyway. One of the guys working there spoke excellent English and told us about his recent trip to York Railway Museum. He explained that they did not encourage visitors, but thought, as we had come all the way from England, it would be wrong to say no to us. We were glad he did not, there were 5 ex DB Köfs on the site, a V200 in the shape of V200116 and 215049, but pride of place here goes to their ex DB steam locomotive 41 360, which was being prepared for an outing the following week. Our 'guide' explained that their other steam locomotive was away in Rotterdam, where a Dutch preservation group was trying to rebuild it, using parts from the one they owned. We said thanks and left, our guide locked the entrance door behind us, and headed for the nearby yard. Extensive rebuilding has taken place here, with a result that the yard shunters now park a lot closer to the entrance, we found 16 here today. You will not believe what we went to see next, in a town called Marl, there is a Arts Theater, this theater has, outside it, a ex DB steam Locomotive, positioned, upside down as a work of art! 'Can you tell me where to find the upside down steam locomotive' (können Sie mir erklären, wo man die gedreht Dampflokomotive findet) came out one below 'Mein wombat hat Verstopfung, kann Sie erklären mir, den die Weise zu den nächsten Tierärzten gefallen' ('my wombat has constipation, can you tell me the way to the nearest Vets, please') on my list of essential German phrases. However, find it we did and upside down it was. For the record it still carries its DB number, 52 2751. Our final call today was Wanne Eickel, the old depot. Shunter SP and station SP held a total of 28 numbers and provided us with our best shots so far of 232's, in the shape of 232902/905/906. It was time to head to the hotel; we stayed on the outskirts of Dortmund, in the Best Western 'Park Hotel Wittekindshof.' The hotel was excellent, although too far away from the station to walk. We enjoyed (honest we did) the Swede and Parma Ham soup, followed by roast lamb and finished with cherry compote (Pâté to me and you!) washed down with a glass or two of the local brew. We even managed the English football results on

the TV in the bar, as PJ, the Jolly Fisherman, entertained us with stories of charter trains and empty toilets. Sleep came easy again tonight.

**Tilburg Station (08:20 – 10:00)** 451/52/56 850/72/81/88/89 902/04/07/42/48 1731/33/66 6404 8636/60/62 8719/45 9479 9549/52/53 Acts 7104 with NS 1622 ECR 77011/031/036/039/042 and CrossRail DE6310/12/13 visible in the works yard **Venlo Yard & Station (11:20 – 12:05)** 6413 8671 8723 9564 Veolia 201/02/03/04/05/06/09 353 MRCE L032 Stuckron 302270 (ex NS 2270) unmarked CB1001 (class 66/77 loco) DB 151097/099/109/115/116/166 155252 363633/825 **Paul-Moor-Schule, Mönchengladbach Hardt (12:35)** ex DB 322009 **Oberhausen West (13:25)** 140791/797/834/850 145068 151004/014/103 152026/078 185159/255/307 225020/150 ex DB Adam 11 (202597) **Landschafts Verband Rheinland's Museum, Oberhausen (14:05)** ex DB steam 502429 **Oberhausen Depot (14:30)** 139557 140506/838 145029 151010/021/043 155122/135/263 185002/084 189052 225021/023/028/029/051/120 232174/201/203/230/280/377/428/575/587/595/686 294154/614/667/693/700/793/806/853/896/906 333679 335082/160 360608 362415 363625/649 364762 365109 **Oberhausen Preservation Society (15:20)** ex DB diesel 215049 323083/264/274/332 324044 V200116 steam 41360 **Oberhausen Yard (15:50)** 294630/694/769/789/831/848/857/861/881/888/890/891 363160/444/655/660 **Theater of Arts, Marl (16:30)** ex DB steam 522751 **Wanne Eickel SP / Station (17:10)** 155105/123 185192 225011/018/101/109 232117/241/553/654/902/905/906 290509/569 294649/713/792/803/852/860/897 363122/128/191 RHB 803/09 with 425082 passing.

So to Sunday, the hotel had provided a vast choice for breakfast and Standback was well into his second plate of bacon, sausage and egg by the time we arrived (he would later make an attempt on his own world record, by returning for a third, Billy the Goat, where are you?). A painless checkout followed and then an 11min drive to Dortmund depot. Totally opposite to Oberhausen, this depot was buzzing with life (even at 08:20 on a Sunday). The foreman, who was a lady (if that's not a contradiction in terms), was happy to allow our visit and even found us an English speaking Guide. Once he understood the purpose of our visit, he entered into the spirit of things and showed us everything. There were 49 numbers available today, 189024/026 being a surprise, 120125 being less of one and the 7 class 110/115 electrics a real bonus. Our guide explained that all of this class would be removed from service by the end of the year and that two of the locomotives here today (he thought 110236 and 110501) were to become heating units. Near the end of the visit we had an encounter with security, complete with large dog, our guide explaining that the depot had been suffering from Graffiti recently and now needed to employ security to try and prevent it.

From here we headed to Vorhalle, we found the depot and guess what, it was devoid of life! Once again we had to revert to asking a driver and once again we got a 'do what you want'. The Depot and yard held 38 locomotives, blue liveried 335128 proved popular as did the class 155 electrics. For me, however 151020+151117 filled two gaps in my photo list, they had obviously been running around together for a while as I had not seen either one, either in a pair with another loco, or alone! A quick visit to the nearby Hagen Wagon Works found 363720/824 stabled over the weekend, before we headed out into the country and the tourist line at Hüinghausen, where they were having a potato festival. We did not know this of course and thought the entire crowd was there to see ex DR steam locomotive 99 7204 like we were.

We called next at Seigen, the old DB roundhouse which houses preserved locomotives now and although it was not an 'operating' day, we were welcomed inside and allowed to take any photographs we wanted, which was easier said than done, of course. Along with the steam engines were electric 141248 and diesel 212372, both looking as though they had just been switched off, which made a good comparison to the three Köfs, 311188, 322119 & 323606 which were all in bits! Stabled in the sidings by the depot was 110373, on a rake of stock, but 'locked down', we had to venture into a private car park to capture this on film. Once happy we moved on. On our route to Cologne (Köln) was Dieringhausen, there is a preservation site here and although it was not a 'booked stop' the smoke in the air attracted our attention. They were holding a 'steam operating day' and although no ex DB steam locomotives were actually 'in steam', just an ex industrial tank locomotive, some of their preserved items had been removed from the roundhouse and placed outside. Augustus got 'sucked in' by the second hand model railway stall and Metal Mickey got a 'miss wet T shirt' photograph, before it was time to leave. We have visited Köln Gremberg depot on many occasions, but after our experiences in September we feared the worst, however the foreman (another lady) was quite happy

to allow our visit. A steady stroll round brought in excess of 70 numbers, there were 18 class 189 electrics, 4 Belgium class 28 electrics, Köln's own 290371, in original dark red livery, a 'dispolok' in the shape of ES64U2011 and recently withdrawn 333681. In a 'sign of the times' there was only one class 139, 139316 and one class 140, 140538 and these were parked with a line of withdrawn class 225 diesels. Once we were all happy with our photos, we said thanks and headed round to the nearby yard and the locomotives it contained, which on this day numbered 10 including 335107. Finished at Gremberg, we headed out to Eifeltor yard. The locomotives here are all spread out, with both DB and SBB stabling points. A good walk round produced 19 numbers, ex DB 203558 (202558), now working for SBB and carrying its livery, was the subject of many photos, as was SNCF's 37017 and EFW's ex DB 232088, the second time we have seen this in as many months.

Our final call today was Liblar, because Standback was not on the trip that located ex DB steam locomotive 50 3559 and he was driving! The loco has 'won' a shade of 'army surplus' green, which made a change from the tatty black it was wearing when we last saw it, and Metal Mickey's camera bag won the undivided attention of a small dog, no doubt he will be selling the puppies at a later date! Our hotel tonight was the Mercure at Köln West, which is nowhere near Köln West station! We had, probably, our best value meal here, in the shape of a 16 Euro, all you can eat buffet and we got probably, the best beer of the trip. Sleep would have come easy, if Metal Mickey had not spent 45mins looking at his photographs!

**Dortmund Depot (08:20)** 110210/236/376/423/501 111011/151 112134/139/160 115211/302 120125 143581 146012/025 189024/026 335079 362766 363206/702/739 403525 425057  
628207/517/518/528/660 640008/020/024/025/026 648104/110/119/604/607/610/617/619  
928517/518/528/660 **Vorhalle Yard (09:25)** 140516/601/789 145039 151020/114/143/150/178  
152014/045/098 155009/061/117/198 185064/233 189068/082 232904  
294604/772/774/790/794/800/847/865 296045/046/055 332294 335128/217 HWB VL9 **Hagan Wagon Works (10:05)** 363720/824 **Hüinghausen (10:50)** V1 VB2 VB3 VB4 Ex DR steam 997204  
**Sigen Depot (12:10)** 141248 212372 311188 322119 323606 701099 998172 E441170 steam  
381772 501724 528106 573088 **Sigen Station area (12:10)** 110373 640002/006/009 648206 Abello  
ET22.001/002 ET23.007/009 **Dieringhausen (13:25)** ex DB diesel V36.316 323462 995409 electric  
E41006 ex DR diesel Ko6020 ex DB steam 032155 41186 44168 950009 industrial V18.02 **Köln Gremberg Depot (14:55)** 139316 140538 145061 151002/015/018/040/142/160 152161  
155033/099/107/158/171/271 185061/143/185/201/218/305

185317/364/389 189025/034/036/039/040/047/048/070/071/074/076/077/079/080/081/087/089/098  
225040/053/059/060/091/145 290371 294715/758/801/807/832 296052 333681  
335026/133/140/142/185/218 362390/915 363675 365203 SNCB 2804/05/10/11 dispolok  
ES64U2011 with 101077 passing **Gremberg Yard (15:50)** 152005/017/077 294845  
296042/050/051/059/060 335107 **Eifeltor Yard (16:25)** 145031/052/078 151039 152110/118/126/129  
185020/193 294692/714 SBB 203558 (ex DB 202558) 482007/008/012/019 SNCF 37017 EFW  
232088

Uninterrupted sleep would have been nice, but in my ignorance I left our window open and at 4am the road outside turned into a playground for p\*\*s taking lorry drivers (they are not allowed on the road unless they are carrying perishable goods on Sunday) who decided to rev their engines and hoot their horns to celebrate their new found freedom! The time between closing the window and the alarm going off passed too quickly, but breakfast was well worth the effort. Once again Standback was 'tucking in' to bacon, egg & sausage as we arrived (it's good to see his diet is still in full swing) and a painless checkout was followed by a 25min (but only 3.7 mile) drive to Köln West station. After doing battle with the automatic ticket machine, the party split, Augustus and PJ, the Jolly Fisherman, stayed at West while the rest of us went, via the Hbf book shop, to Deutz. I still don't know why I keep letting them talk me into this, in a session just short of 2 hours in excess of 150 numbers entered our books, and I had to throw water on my pen to stop it catching fire! Locomotive hauled services still appear, mainly class 101 (long distance) or 111 (local services), but we did get the odd class 120 thrown in. Pride of place however went to 218136 which departed at the head of RE12077 the 09:15 Köln Deutz to Trier, after being recorded on camera of course. As our time in Germany drew to a close, the party became whole again, on West station, where we all spent the final hour photographing whatever passed, this included 218217 on the 11:25 to Trier, a silver liveried 101034 and 151166+151115 with an ore train.

At midday we departed, the 4 hour drive to Calais was done in constant rain, we passed more than one accident and nearly had a green Peugeot 307, driven by a blond lady, reverse into us, on the motorway, (don't ask). As usual we made for the cheap beer shop and loaded the mini-bus for our return to England. We made the early ferry, just, being the very last thing on it. This, of course, stopped Standback from having his dinner until 45mins into the return crossing, if you have ever suffered 45mins of Standback's belly rumbling you will have total pity on us! Dover customs took their usual interest in us and the drive home took the same time as the drive down.

Having said in the last report that we were turned away from every major depot we asked at, this time we were allowed access to every depot we went to, Dortmund even providing an English speaking guide, so maybe all is not lost. It's a big thanks to Metal Mickey & Standback for the planning and driving, the final trip of 2009 over, I can not wait to start again.

**Köln West (08:00 – 08:20)** 120145 294703 460002/003 644034/057 **Köln Deutz (08:40 – 10:30)**  
101001/004/012/026/043/053/087/126/135 111010/014/123/127/146/151/152 112138/156  
120108/110/132 143030/031/129/259/353/553/601/637/870/970  
146005/008/010/019/022/025/029/030 189032 218136 402008/010/016/022/033  
403001/002/019/020/022/023/026/027/055/061 406001/003/081/504 411553  
423037/038/039/042/046/050/051/053/054/055/057/095/194/196/251/254/262/293/294/296/298/299  
423548/551/554/697/746/794/796 425030/031/032/054/093/094/095/096/098/102/105/107  
425528/593/600/603 460002/004/011/014 623215/223 628497/508 643037/215/223/247  
644002/004/007/009/012/013/014/018/022/028/029/030/032/038/039/040/042/043/044/046/052/055/0  
56

644060/062/063 928497/508 Thylas 4307/46 **Köln West (10:45 – 12:00)** 101034/054/137  
120119/120 146024/030 151115/166 185148 218217 294703/832/878 402037 425032/037/100/603  
460002/004/011/012 644034/051/058 SBB 482012 HGK DH711