

Germany & Belgium March 2010

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

With a scheduled Ferry time of 04:20 from Dover the party for this, the first tour of 2010 came together at Blyth at 23:00 on the evening of the 18th March. The party, in this case was the Standback Fusilier, Metal Mickey, The Exiled Brummie, Horizontal Harry and Myself. This was not quite the whole party as Metal Mickey had bought along a new Clara von co-pilot (the sat nav) who actually spoke the road names, she also had a wide screen display leading to the comment 'she has widened a little round the rear, as all women do with age'. The group had received a message from 'beyond the grave' from our old sparing partner Jim (Z Troop) Marriott, wishing us well and reminding us he was still alive! The drive to Dover normally takes in the region of 3hrs 40mins but we had allowed the extra time because the Highways Agency had 'advertised' (on their website) a closure of the M11 between junctions 10 & 11 but no further hold ups. We thought this 'make up time' may be a little excessive and give us a chance of catching the earlier, 03:30, sailing; we did however fail to bargain for the complete incompetence of the Highways agency. Without telling anyone, i.e. on their web site or with the numerous illuminated road signs that litter the A1, they closed the A1 at the junction with the A607. I would like to offer an excuse of say, maybe an accident, but can not as the diversion was clearly signposted along its entire route. It's entire route in this case being a 48 mile of minor roads in a round trip that brought us 20 miles further down the A1. Why would they need to close 20 miles of the A1? To make matters worse they then allowed a set of road works to operate, on this diversion route, completely closing one side of the road. The whole diversion ate up 55mins of our contingency time, I'd like to know which Jackass was responsible for this whole fiasco, but then what should you expect from people whose role in life is to dig holes and lift heavy things?

The promised closure of the M11 happened, as did extensive roadwork's on the M25 and there was no time to relax because all this accumulated to an arrival just 18mins before the last check in time. We need not have bothered as P&O now told us the 04:20 sailing was not operational and we would be using the 05:30. They could have told us this earlier (as they insist on having contact details when taking a booking) but chose not too and so, courtesy of two sets of blithering idiots, we were an hour late before we actually arrived in France!

We managed to make up a bit of this lost time actually arriving at Aachen a little over 45mins late and this was despite Metal Mickey turning off the satellite receiver within Clara and having to be rescued by myself. We obviously had to abandon the idea of an hour observation on the Hbf; instead we headed straight for the Institut für Schienenfahrzeuge und Fördertechnik at Aachen West. Here, in a pre arranged visit we were met by Daniel Anselm, who is head of the institut's railway system and he took us into the workshop where ex DB 323201 now resides. Daniel told us all about the locomotive, its history and their plans for its future. Apparently nobody actually knows how this locomotive came to be here, the best answer he could give was that it has been 'borrowed' from DB. Also here were the ex DB cargo sprinter class 690001+690501, which were being modified for remote control working, and a unidentified steam locomotive (works No 7899, ex Munich 1921). Once we had said our farewells we headed to the SP at Aachen West which (unsurprisingly) contained no diesel locomotives and only a 'slack handful' of electric locomotives, four of which were Belgium, 2804/18/20/22. Once we had collected what was on offer we programmed Boppard into 'new Clara' and left town.

We had never stopped at Boppard Hbf before, but thought it would be a good idea today as it may be our last chance to see a class 218 diesel on the Emmelhausen branch. It's quite a drop down into the town from the Motorway and the views are fantastic but still being slightly behind time we actually missed the Emmelhausen trains departure. It mattered little as we were always going to wait for it to return and the 35mins we spent here was very entertaining with 145037, 185147 and 203313 (202825) passing on freight workings. Also we had our first encounter with the new Voith diesel, when 264009 arrived light and stopped in the station. Not content with all

this, Brohltal-Schmalspureisenbahn (BEG) owned diesels V65 and 360573 (ex DB) trundled past and all this before 218414 came back from Emmelhausen! Back on time now, we headed off to Mainz Bischofsheim to 'see out the light'. As usual freight trains passed regularly and our 90min stay here produced 52 numbers, the highlight for me being a light engine 140850 but we also saw 6 class 294 diesels, 155267 and a further Voith diesel, this time 264003. Once the light faded we headed for our hotel, Clara 'threw a wobblier' repeating herself and then speaking in Darlek for a short while before returning to normal and finding our hotel, the Inter-City in Mainz.

After a quick de-louse and a distinctly average buffet dinner, we did 'an hour' on the nearby Hbf. This is always worth the effort, 101095 & 101063 'top 'n' tailed' IC2029 the 21:43 departure for Nürnberg, 143267 did RB15733 the 21:44 to Darnstrat, Wincanton operated 203131 (ex 202689) passed with a freight, 120147 headed EN421 the 22:12 to Wien West and finally, just before I actually dragged them away, 101030 left with IC2215 the 22:40 to Frankfurt (Main) Hbf.

Institut für Schienenfahrzeuge und Fördertechnik at Aachen West (12:00) ex DB 323201 690001/501 **Aachen West SP (12:20)** 145030/070 155194/232 185199/208/361 SNCB 2804/18/20/22 with 120155 passing **Boppard Hbf (14:40 – 15:15)** 101011/097/129 143661/925 145037 185147 203313 (ex 202825) 218414 264009 460003/014 Private Owner V65 360573 **Mainz Bischofsheim (16:45 – 18:15)** 101033 140850 143181/242/267/825/925 145020 152130 155267 185147/199/208/305/363/542 264003 294634/718/802/808/872 411057 420277/297/302/321/323/360/389/760/764/767/786/793/807/814/818/821/823/832/844/860/878/85/888/889 612122/124/638/639 **Mainz Hbf (21:30 – 22:45)** 101030/063/095 120147 143248/267 203131 (ex 202689) 218411/412 411009 420302/314/318/326/332/384/792/826/850/884 425267 612122/123/141/618 628454/486/904/905 629004/005 703104 928454/486.

Day two started (as always) far too early, for some reason someone had parked a class 218 diesel in our room and left the engine switched on! The breakfast buffet was far better than last night's dinner buffet and we all fully indulged. Not having to check out caused slight confusion and the fact that we were off to a golf course raised an eyebrow. We got held up at a level crossing just outside Biblis for 185299 to pass with a freight before we arrived at the 'Golf Park' at Biblis Wattenheim where ex DB steam locomotive 50 3658 now stands at the head of a coach which seems to be a bar! In the sheer excitement of it all Metal Mickey suffered a camera failure and then left his camera bag at the side of the locomotive necessitating a jog back to get it. Now we were after an ex DB Köf at Worms, it was supposed to be at the old depot, well the old depot was locked and the place deserted, so we have no idea if it was there, we did see electric locomotive E44 1180 through the boarded up windows. I hoped this did not set the tone of the day. We did the short drive to Mannheim, ignoring anything remotely DB we headed for the Landesmuseum and the 'preserved' locomotives it holds. It held a surprise in the shape of DB diesel 365715, and this, along with the regular locomotives, was crossed off our list. Passing Mannheim Hbf 294757 was seen in the yard, but we did not stop, instead heading for another 'preservation' site at Neustadt (Weinstr). This site was open and among its exhibits was ex DB electric 103220, its right by the station and this produced 21 further numbers including 218130.

Excitement over Metal Mickey guided us to another closed 'preservation' site for 3 more ex DB Köf's, of which we saw one, before, after intervention from the catering department, we headed off to the open Preservation site at Heilbronn. At least this one was worth it, the 4 Euro entry fee providing excellent value and among its usual exhibits were a few surprises in the shape of Ex DB 'Warships' 221101/120, electric 150186 and three recently withdrawn Shunting loks 333096 335123 & 335130, which are now all owned by Jöstingmeier. Round at the nearby Rbf we found 4 actual DB locomotives and a visit to the station produced 9 further DB numbers. At this point Metal Mickey left his spotting book at the end of platform 3 and a further quick sprint was needed as it was about to be destroyed by the book disposal squad. The sight of all these working locomotives was too much for Standback and Metal Mickey and our next call was a further redundant kettle in the shape of 'plinthed' 99 7202 which is actually in a supermarket car park in Mudu (Edeka, the German version of Netto) if anyone is (remotely) interested. Our final call today

was the depot at Mannheim, there was a distinct split on if we would get a yes or no, alas the no vote won. We had to make do with a walk on the over-bridge and a view, this produced just 47 numbers at least 30 more we could not identify. This was a rather disappointing end to the day and as it began to rain we left and headed for the hotel. We went into the old town tonight and enjoyed a steak, which seemed to come with many a Beck's beer on the side, followed by caramel cake. When we eventually found our way to the station EN421 the 22:12 to Wien West was arriving, headed by the same locomotive as yesterday. We did not stay for IC2215, it was running about 25mins late, Metal Mickey decided to go get the flasks from the van and the elastic band between him and Standback became stretched, causing Standback to scuttle after him, whimpering slightly. The hotel bar was closed and nobody could drum up the enthusiasm to return to town for a last beer so we all retired to bed.

Biblis level crossing (08:36) 185299 Golf Park, **Biblis Wattenheim (08:45)** ex DB steam 503658 **Worms Depot (09:10)** E44 1180 **Landesmuseum, Mannheim (09:50)** Steam 18 316 DR diesel 202004 DB diesel 365715 **Mannheim Hbf [passing] (10:40)** 294757 **Neustadt (Weinstr) Hbf (11:10)** 218130 425217/223/228/732 628205/221/281/290/307/611/636 642092/592 928205/221/281/290/307/611/636 **Neustadt (Weinstr) Museum (11:20)** steam 18505 887306 987508 electric 103220 332114 E17113 E44150 diesel 332114 V36116 DMU 1900a+1900b **Sinheim Stn (12:30)** 425254 628219/272 928219/272 **Sinheim Depot (12:35)** Ko 0229 **Heilbronn Museum (13:10)** steam 01173 011102/066 012104 023105 383119 441315/1378/1489/1616 503031 528098 573597 64208 7294 7318 80014 86457 897531 diesel 39264 221101/120 323052 333096 335123/130 364514 V20042/101 V60366 **Heilbronn Rbf (14:00)** 294680/681 363196/719 **Heilbronn Hbf (14:20)** 111069/075/078 143140/965 146209/216 425757 426009 **Edeka supermarket car park, Mudau (15:40)** steam 997202 **Mannheim Depot [view] (17:15)** 139222 140848 145042/080 151033/065 152053/063 155236/252 185020/028/035/037/053/096/107/111 185115/119/147/221/250/264/276/284/307/340/356/368/373/376 186162/163/166 290516 294651/683/705/798 296038/039/043 333647 363045/666 365825 **Mainz Hbf (22:10 – 22:30)** 120147 143238 406007 420760/807/844 425113 704003.

So to day three, the class 218 had been joined by an echo of a class 232 (I later realised this was Standback, who was only two doors away, far to near). Metal Mickey 'liberated' some sticky buns from the well stocked breakfast buffet (their freedom was short lived as he eat them all steadily throughout the day, as usual without offering them round) and checkout was totally painless. We headed first to the nearby Mainz Hbf yard and found V100-SP-007 (202536) & V100-SP-008 (202529) by the fuelling point. Next came Mainz 'old' depot, the roundhouse has been converted into an exhibition centre, but plinthed outside was what we came for, ex DB 310439. It was now redundant kettle time and this came in the shape of 503576 on the tourist line at Wiesbaden Dotzheim, it was completely covered in canvas, eliminating any chance of a decent photograph. The short(ish) drive to Limburg passed quickly and ex DB 381201 is plinthed on a traffic island just outside the station. The station it's self held a smattering of both DB and Vectus numbers before a drive to the yard produced 363832 and 225001 among the 5 we could find. The old works here is still used to stable / service DMU's and among these we found 332195 & 333135. Just outside Limburg is a cement works, Schaefer Kalk GmbH & Co, at Steeden and it was in here that 332059 was located, the second locomotive today covered in canvas! The meticulous planning failed (and Clara got the hiccups, turn le le le left) next as the Frankfurt HBB preservation group was not open, so our intrepid planners (Metal Mickey and Standback) were forced, by the rest of us, to visit the nearby Frankfurt Ost yard, where we got 5 proper locomotives. They even tried to pull a fast one here, telling us to go stand on the footbridge over the yard while they filled the bus up with diesel. The extended 'filling up time alerted me that something was afoot and the rest of the group walked back to the bus to find they trying to hide the crates of beer they had just bought! We dragged them off to Frankfurt FF1 depot next, although closed as a depot locomotives still stable here, with no depot foreman to ask one of the assembled drivers told us to do what we want and a walk around the outside found over 60 numbers, our best haul of the trip. There was a bit of quality here too with 7 class 110, and 6

class 181, plus green liveried 141068. Plinthed, just round the corner at Denkmal, Adlerwerke, Frankfurt (Main), is 332304 and this was our next call. It was also, probably, the best of the ex DB locomotives we found, it was in a nice new coat of paint and in bright sun. Again, about 5mins away, is the 'depot' at Frankfurt Griesheim, the place that has taken over the work formally completed at FF1. This was all locked up and although 103235 was visible, very little else was. A scene from 'Benny Hill' followed as further rusting kettles 99 3313 & 99 3351 were tracked down at Frankfurt Historic Felbahn. They have a hatful of locomotives here, but these are the only two ex DR ones, they were also the only two we actually saw, with the aid of a stepladder (don't ask) and a large crack in the depot door, as the whole place was deserted. A return to the real world followed as we visited the depot at Mainz Bischofsheim, the foreman played ball and allowed a full visit and 43 locomotives were at home. These included long withdrawn 212302/358 and 215135 along with 139222 and 140070 two classes rapidly disappearing from the system. As we sat in the bus putting our next destination into Clara, it dawned on me that the hotel we left at 07:45 this morning, it was now 15:00, was just over 5 miles away, this must be some sort of record! The catering department did its bit next, coffee all round, as we headed for another abandoned kettle in the Euromaint Gas works at Kaiserslautern. This one, 50 2652, was in excellent condition and allowed it's self to be photographed easily. We called next at the Regio Depot at Kaiserslautern, which, as expected, held only DMU's but 45 numbers made the call well worth it.

We raced the light to Trier, it was just starting to get dark as we arrived. The depot engineer had no problem allowing a visit, we were quite quick, we had to be to get the photos before the light faded, there were probably more locomotives on today than I have ever seen here before with 3 class 110 electrics 110295/300/326 and 3 class 218 diesels 218137/217/414 rubbing shoulders with the usual batch of class 143 electrics and the obligatory shunters. Once we had completed our visit it was time to head to the hotel, which was actually under 5mins away. This turned out to be one of the best hotels we have ever stayed in Trier, the rooms were spacious, Standback got the honeymoon suite complete with pink double bed and pink carpet (he did not get the beer in though), the food excellent, we all indulged, Garlic snails, goats cheese, large steaks and lamb medallions and the (bitburger) beer flowed freely. A 'last night' well up to our usual standard, despite the class 218 that was constantly 'ticking over' in our room, sleep came easily.

Mainz Yard (07:55) V100-SP-007 (Ex DB 202536) & V100-SP-008 (Ex DB 202529) **Mainz Old Depot (08:05)** Köf 4439 (Ex DB 310439) **Wiesbaden – Dotzheim (08:20)** ex DB steam 503576 **Limburg Station Front (09:10)** K4071 (Ex DB 381201) **Limburg Station (09:15)** 143021/228/231/803 185103/104 612125/625 648153/155/653/655 Vectus VT252/64 **Limburg Yard (09:35)** 225001/005 294578/608 363832 **Limburg Depot [view] (09:55)** 143141 332195 333135 628326/446/448/644/689/697/698 928326/446/448/644/689/697/698 Vectus VT207/08/57/58/60/63/64/66 **Steeden Cement works (10:30)** 322059 **Frankfurt Ost Yard (12:10)** 151042 152078 155224 185200/384 with MWB V2102 passing **Frankfurt FF1 Depot (12:40)** 101086 110200/329/404/409/435/441/444 111188/189 115166/261 120101/113 141068 143132/170/197/227/269/321/580/862/897 146244 181203/204/213/218/219/224 185554 218111/155/442/449/498 363699 406001/083 411080 420271/306/314/322/324/332/771/782/792/856/860 421292 423082/426/801/882/910/931/934 425053 946203 VT2012 **Adlerwerk, Frankfurt Main (13:15)** Ex DB 332304 **Frankfurt Griesheim [view] (13:30)** 103235 218218 335200 363707 403032 423440 **Historic Felbahn, Frankfurt (13:50)** Ex DR steam 993313/351 **Mainz Bischofsheim Depot (14:35)** 139222 140070/850 151151 155116 185035/045/207/237/252/294 212302/358 215135 225002/081 290127 294096/579/582/583/634/718/737/755/802/808/828/899 335224 360775 362412/874 363220/679/717/730 365148 381020 Köf 6748 **Euromaint Gas Works, Kaiserslautern (16:20)** Ex DB steam 502652 **Kaiserslautern Depot (16:35)** 628478/486/541/602/906 629006 642001/007/024/029/073/105/108/187/501/507/524/529/573/605/608/687 643003/008/019/021/025/029/503/508/519/521/525/529/608 928478/486/541/602 943003/008/019/021/025/029 **Trier Depot (18:10)** 110295/300/326 143194/216/637/647/905/910/919/925/932/953 218137/217/414 335103/150 425056/139/141 426043/540 612007/507 628463/592/673 928263/305/463/592/673

The final day arrived, the class 218 was at it again, opening and closing draws with the 'sound' of its 'tick over'. Breakfast was not as extensive as the last hotel but there was plenty to be going at. The exiled Brummie was a little late in joining us (apparently it takes him longer to make himself look beautiful now he's a touch older) and there was a severe shortage of sticky buns for Metal Mickey to pilfer. After a painless checkout, we 'checked out' the depot holding sidings finding 6 further class 143's and a few DMU's. We were heading into Luxembourg now, but there was just time for a further abandoned kettle, this time Ex DB 64 393 at Konz before we actually crossed the boarder. Numbers were noted as we passed Munsbach and the main Luxembourg station before we actually arrived at the main depot. As usual here we had to sign disclaimers absolving CFL of all responsibility if we should have an accident while on their site, but then we were free to help ourselves (maybe our 'powers that be' should adopt this in England, could you just imagine it at Toton??). The depot held over 50 numbers, 'flat iron' 3612 is still here and once again the shell of 3001 was inside. It also seems that 1802/05/07/10/12/14/16/20 are all stored, 1815, the only other original CFL diesel we saw, was actually shunting in the nearby yard. Luxembourg's preserved steam loco 5519 is back 'home' after it's overhaul in Germany, I say 'home' as it is actually of German origin, it's old DR identity being 42 2718, built in 1947 (the other steam locomotive, 5621, being originally Austrian, OBB No 52 3504) and a further ex DB locomotive was also inside, this time diesel 1152 (ex DB 202430). We were surprised to find some of the old, American design, diesel shunting locomotives still at the depot but it all added up to a good mixed bag.

Time to turn our noses home now, we called at Arlon, because we were passing, the civil engineer had dug a huge hole in the track on the Stockem side and just two electric locomotives 2005 & 2306 were stabled here today. Next came the depot at Ronet, there is extensive work being undertaken in and around the old wagon works and new concrete paths have been laid around the depot, if anyone knows why (Railway Museum?) could they drop me a line. The depot engineer kindly allowed our visit and we found 16 locomotives in total, electric 2142 was in ex-works condition and contrasted nicely with a dilapidated 6243 who now carries all over yellow (the green has faded out of existence) liberally sprinkled with rust patches. Also here were diesel shunters 8221 & 8223 both of which had snow ploughs fitted each end. Back on the move Standback ignored the requests of his colleagues and, therefore, ignored Salzeens works, instead heading straight for Calais. EWS diesel 66214 was noted as we passed Dunkerque and a quick look at Fréthun depot found just 7 numbers at home before we visited the (not so) cheep beer shop and onwards to the ferry. We actually caught, just, an earlier sailing and so missed the Highways Agency closing the A1 again, by about 6mins. As usual it's a big thanks to Metal Mickey & Standback for the planning and driving of what has become known as the 'rusty kettle tour 2010'.

Trier Depot Holding Sidings (07:45) 143025/078/147/164/184/255 628504/671 928313/504/671
Konz (08:15) Ex DB steam 64393 **Munsbach (Luxembourg) (08:45)** 4013 **Luxembourg Station [passing] (08:55)** 2008 SNCB 51/17/19 **Luxembourg Depot (09:05)** 804/06 904/07 1001/02/22/23/33 1061 1104 1152 1501/03/04 1581/86 1604 1802/05/07/10/12/14/15/16/20 2003/09/10/17/18/22 2203/07/09/11 3001/08/09/10/12/17 3612 4005/07/12/14/16/17/18 Preserved steam 5519 5621 Preserved P-Way inspection car PV6 DB electric 181223 **Arlon Station (10:30)** 501/05/24 987 2005 2306 **Namur Station [passing] (11:50)** 488 511/16 ES505 **Ronet Depot (12:00)** 1301/07/10/25/32/33 2142 6215/116/43/57 6305/09/19 8221/23 **Dunkerque Yard (14:40)** EWS 66214 **Fréthun Depot [view] (15:10)** 27120/157/178 63750 Y7297 Y8831 X76614