

Holland, Germany, Belgium - October 2008

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

The trip actually started on the final day of September when the party came together at Blyth; the party in this case being, Metal Mickey, The Exiled Brummie, Horizontal Harry and Myself, the ex Branch Official. We had been devoid of trips this year as the 'credit crunch' has hit us all (no doubt it is the same for many of you) and there would be no further trips this year at the completion of this one. Once again we had opted for the overnight sailing from Harwich and that's the heading we took. Being truly European we noted EWS's 66085 at Cromwell (just outside Newark), otherwise the journey was totally un-eventful.

We went straight on the ferry at 22:30 and were in the bar by 22:40, the actual sailing time was advertised at 23:45, we can not tell you if we made that as we were fast on in our cabin, some of us more fast on than others I might add, mentioning no names! A breakfast of coffee and toast was followed by a slow exit from the boat and with Dutch passport control obviously taking lessons from the English we were down on our proposed schedule upon arrival at Tilburg. Our programmed 2½ hour stop here was shortened to a little under 2 hour, the rain was almost constant, along with the passage of trains, which made taking photographs very difficult. Within the works complex were brand new 'class 66' diesels ECR 03, 14, 19 & 20 along with withdrawn diesel 2368 and withdrawn electric 1622. Plenty passed through, 6517+6405+6493 heading towards Venlo with an ore working was closely followed by 6497+6410+6486 doing likewise, Volkrail 203-3 (ex DB 202783) also passed along with 1774+1840 'top 'n' tail' on IC1936 the 11:25 to Den Haag Central, 1835+1839 'top 'n' tail' on IC1939 the 12:07 to Venlo and 1759 with IC1926 the 12:25 to Den Haag Central & 1737 heading IC3639 the 12:37 to Roosendaal which both arrived side by side onto platforms 2 & 3 respectively. In one of the small breaks in the cloud, we left and headed off to Venlo, which we found with ease despite the closure of the motorway we were going to use. The inclement weather reduced the inclement smell on 'dog poo lane' and our adventure into Venlo yard found 5 numbers at home, including German shunting locomotive 363825. The station held more, with 7 numbers available here, Dutch diesel 6509 providing the main excitement for our Cameras. We moved on to a 'new' place for us, Gelsenkirchen Zoo, we have passed this place many times and the vast yard in the area had lead us to believe it may be some sort of freight hot spot. For freight it was excellent, however we found it impossible to find a place where we could take any decent photos from due the 'overgrown' nature of the surrounding area. Despite 139313, 155117, 155199 & 189023+189089 passing in the 15mins we were there, we thought moving to Wanne-Eickel may be better, we should have stayed. The hour at Wanne-Eickel produced no freight trains, PRESS 204022 (ex DB 202317) was in the yard, 101052 on IC2014.the 12:09 Stuttgart to Emden and 101053 on IC430 the 13:54 Norddeich Mole to Luxembourg provided the only real interest. Cutting our losses we visited the nearby SP, which produced 12 further numbers, including 139135, then headed into Cologne and our first hotel, the Best Western at Kalk. It was pitch dark on our arrival and during our excellent meal we heard freight after freight rumble past outside, a trend that continued all through the night!

30th September **Cromwell (18:40)** 66085 1st October **Tilburg Station (10:50 – 13:00)** 455/64/78 810/35/40/58/59/62/63/79/89/93/99 900/26/28/31/39/46/47 1622 1729/37/42/44/46/52/53/55/56/59/60/71/74 1835/39/40/48/53 2368 6405/10/86/93/97 6517 9502/57 ECR 03/14/19/20 9 Volkrail 203-3(202783) **Venlo Yard / Station (14:15)** 203/04/06/09 1763/66 6464/80 6509 DB 111112 232904 363825 **Gelsenkirchen Zoo (15:40 – 16:00)** 139313 155117/199 189023/089 **Wanne-Eickel Hbf (16:15 – 17:15)** 101052/053 111009/156 140783 143613/856/949 146001/008 185322 363128/147 425520/521/525/527 NWB VT0012 11001/03 PRESS 204022(202317) **Wanne-Eickel SP (17:20)** 139135 140794/874 225081 232055/201/252/280/377/502/528 294855

Day two started with an excellent breakfast which included bacon & eggs for some of our party, then an un-scheduled de-tour to Carl Schurz Strasser and a 'plinthed' ex DB steam locomotive 50 3559, resulting in an arrival at Bonn – Beuel as we were scheduled to depart. We stopped for an hour anyway and freight passed at regular intervals, unfortunately most of it required us to look directly into the Sun, so no photos there then! Also here is a small private operator RSE who have a workshop in the old goods shed. After waking up the only person here, we found a Köf and a pair of DMU's all of which never worked for DB. Cutting our losses now, we headed for Koblenz. Freight was strangely quiet here in our stay of just under two hours with just 151008, 155261 & 203313 (202825) Northbound and 140809 Southbound, however passenger services kept our interest with 110435 on RE15423 the 11:55 to Frankfurt, 101118 on IC2114 the 09:37 Stuttgart to Hamburg and 120106 on IC2028 the 07:19 Passau to Hamburg Altona. Add to this no fewer than three class 181 electrics, 181215/222/223 and you can see our cameras were busy. When we were bored we moved on, a 'blip' in the navigation system found us on the wrong side of the river for Rüdeshheim and necessitated the use of the Bingen to Rüdeshheim ferry, which at 1 euro 50 per person was an absolute bargain! This also set the exiled Brummie off in a blind panic and resulted in him attempting to 'drive' the car while we were actually on the river, We were here for the freight and it did not disappoint us, we moved around to get the best photos and had a beer in a nearby bar (surprise, surprise I hear from all our regular readers). We also saw our first 101 on a freight service when 101062 passed Southbound but the undoubted highlight was the passage of 113267, which I believe to be the last working member of the class with an un-identified passenger working

After booking into our hotel, the Novatel in Mainz we did a final 50 minutes on the Hbf platforms, this proved very entertaining despite heavy rain which set in for the entire evening, 218424 worked a passenger service and 101132 appeared on EC114 the 09:36 Klagenfurt to Dortmund that was spot on time leaving at 18:48. Dinner was taken in the hotel and was good despite the service being slow, none of us fancied venturing into the rain again so bed was attained before the midnight news.

Köln, Carl Schurz Strasser (08:35) plinthed steam loco 50 3559 **Bonn – Beuel Station (09:30 – 10:30)** 143168/837 145068 151046/062 296051 425065/096/593/601 ES64U2006 **Koblenz Hbf (11:20 – 13:20)** 101032/050/062/066/069/118 110435 120106 140809 143009/133/184/216/255/637/825/873/919/932/953 146024/026 151008 155261 181215/222/223 203313 (202825) 218414 294840 363710 425033/063/070/107/564/598/603/608 612624 705001 725005 726005 private

owner VT252 **Rüdesheim (Rhein) (14:50 – 16:50)** 101062 110430/431/436/437/440
113267 139309 140435/656 143035/197/269 151080 152145 155236 182009
185163 189995 ES64F4093 SBB 482044 **Mainz Hbf (18:05 – 18:50)**
101016/132/143 110333 120142 143194/637/825/873/906/910/932 218412/424/425
294623 411028/551 415004 420317/794/806/826/850 425763
612008/135/136/140/146/508/635/636/640/646
628465/468/474/479/483/485/494/904 629004 928465/468/474/479/483/485/494

From a weather point of view Friday was our best day, but I'm jumping ahead here. Breakfast was better than the day before, the choice was enormous. We had a leisurely start but were surprised by the lack of traffic as we emerged from the hotel at 08:00. Our first call today was for a game of 'spot the Köf' at Mainz Zollhafen. The fact that none of the local businesses were open allowed us to get a decent photo of 310201 when we located it. From here we moved on to Mainz Bischofsheim station, here we were expecting lots of freight movements, but the first thing we found out was that today was actually a bank holiday. If this made any difference to the freight I'd like to see it on a 'normal' operating day! Train followed train, in both directions almost constantly in the 3 hours we stayed. There were local passenger workings (which repeated themselves after a while) and long distance workings too, which supplemented the freight action and two 'special' workings passed OBB 1042520 on an 'Eisenbahn Kurrier' railtour and SBB 482021 on some sort of beer drinking day out, this was greeted by a huge cheer from a large group of people who had congregated on the platform, followed by a larger groan when they saw the queue for the bar! As I said, freight was constant, in both directions with now fewer than 28 passing in our time here.

The movement of the sun caused our movement (if it had been as cloudy as the rest of the trip we would have stayed (and probably still been here now) but as it was the sun stopped us taking photos so we moved on to Hanau. Here we encountered an instant problem, the station has two distinct halves and you just knew that you would be in the wrong half every time something good happened, which proved to be the case early on when we missed two ex-works class 212 diesels! The 'old' station has an excellent array of semaphore signals, but the freight seemed to be passing totally through the 'new' station. After chasing around for a while, the Exiled Brummie and Horizontal Harry caught a train into Frankfurt (allegedly they were going to 'bash' the S-Bahn units, but, judging by the 'happy' state of them on their return the S-Bahn obviously runs through a number of bars), Metal Mickey walked it to the nearby preservation site and I perched myself on the end of platform 6, in the 'new' station, to photograph the passing freights, this worked well until 212047 trundled through the 'old' station, followed closely by an unidentified class 221 which caused a few choice words to escape from the 'swear jar'.

Once the party became whole again we headed back to Mainz Bischofsheim and secured a visit to the depot. This provided us with a further 47 numbers, both the 212 diesels that were here on our previous visit were still here, 212302 & 212358, but both the class 216 diesels had gone, this did provide us with a bonus as 215135 was now photographic. After saying our thanks we parked the car in the hotel car park and walked it down to the Hbf, this was not as exciting as yesterday but did produce 101070 on EC6 the 11:16 Chur to Hamburg (running 25 late) and 101107 on IC2029 the 11:32 Hamburg Altona to Passau. Once we were overexposed to trains, we

headed back to the hotel for a de-louse, then into the old town for dinner. It's surprisingly good, with some excellent traditional German bars and restaurants to choose from. We enjoyed grilled prawns followed by pork steaks in mushroom sauce, washed down by many a large beer. The walk back to the hotel was quicker than we expected, but we all passed on a 'night cap' preferring instead the waiting beds.

Mainz Zollhafen (08:05) 310201 **Mainz Bischofsheim station (08:40 – 11:40)**
101041/064/083/131 120101/119/127/134 139132 140435 143181/198/346/906
145076 151017/022/026 152037/067/124 155256/257/261/263
185027/031/043/066/071/076/162/163/174/179/193/262/296/590 294808
401004/504 406001 411017/070 420216/224/225/260/288
420292/303/317/321/344/367/716/792/820/821 423407/885
612004/006/123/135/136
612137/139/144/147 OBB 1042520 SBB 482021/023 Private owner ERS 6608 MWB
1252 VT107 **Frankfurt Hanau Hbf (12:40 – 15:00)** 111059/096/097/100/191
143132/167/561 145037 146120/247 152157 155035/147 185014/027/246/281/579
212047 232550 294873 362412
401001/005/015/066/071/074/085/086/501/505/515/563/566/571/574/585/586
403229 411062/070/506/562 415023 420225/321/366/760/792/803/820/850 423337
private owner VT109 306 **Mainz Bischofsheim Depot (16:15)**
140542/653/779/789/792 152120/145 185027/031/066 212302/358 215135
225017/091/100/811 294623/628/642/724/734/735/817/819/837 335153/224 360775
363194/220/679/717/730 364403/524/767/851/869 365140/148/227 381020 Köf
6748 private owner ERS 6609 **Mainz Hbf (17:20 – 18:10)** 101070/107
143031/198/873 218412 411028 420245/260/288/303/304/305 425751/760/885
612136/623/625/637/643 628465/471/476/479/486/523/696/901/904/905
629004/005 643029/529 928465/471/476/479/486.

Breakfast today was as expansive as yesterday, we indulged fully and after a painless checkout headed to Darmstadt. We found the depot far easier than finding someone to ask, we had to walk round the entire depot before we found a fitter who could not give us permission to visit, so we left, with our books heavier by 20 numbers. We found someone to ask at Mannheim, who covered up the 'no photographs' sign then granted our visit.. Only 64 numbers were 'on shed' today, a far cry from the days of 120 or more a few years ago. Blue liveried 152135 made a nice photo, in the pissing down rain, fresh out of the box were 185340/341/342, so fresh out that they had not got 'revision' dates on them, 151127 was still here (didn't look like it had moved since our last visit) and 232093 was also here, it's not often you see mainline diesels 'on shed' here. Once we were totally soaked through we said thanks and moved on to Ludwighafen depot. Here we sidestepped the security dog, pushed through the rioting drivers and secured a full visit. The contents of the depot were mainly diesel units today, which was disappointing as I thought we may get one or two class 146 electrics, there was a single class 110 electric, 110373, a pair of class 218 diesels, 218130 & 218480 and also a pair of 294 shunting loks, 294751 & 294775, but out of a total of 32 numbers this was pretty poor pickings. We were on the road back to Köln (Cologne) now and our next call was the DB museum at Koblenz Lutzel.

If you are in the area this is well worth the 2 euro entrance fee. There are many 'historic' locomotives here, 141001, 181001/206, 182001, 184003 are all of interest, also here was 113311 and 'Lady in Red' 103233 which has joined 103113. In the holding area we found 216067 & 216173 which are the ones I previously mentioned as 'missing' from Mainz Bischofsheim. The drive to Cologne took far less time than I expected so we 'threw in' a visit to the yard at Eifeltor. The foreman here knew we were English before we said and knew what we wanted, he was happy to oblige. It's always a walk to collect everything here and today found 14 numbers, including SBB 482002/023 & SNCF 37019/021, allowing us further photos of French Engines (please note French Police!). Once we had finished here we went to Gremberg depot, permission was granted and around 60 further numbers entered our books. Once again we struggled to find anything out of the ordinary, although black liveried 189089 and silver ES64U2101 were exceptions. Even the once plenty full class 140 electrics were thin on the ground, although the class 139 derivative seems to be favoured with 139165, 139222 & 139316 all here today.

We were early and I let them talk me into a session on Cologne Deutz, why do I allow them to do this? Trains come one after the other, eventually you get bored of writing down the numbers. Taking photos means you will miss at least two passing trains and you can often get two or three trains running together in the same direction. I haven't counted the total number of numbers we saw, you can do that yourself, I stopped writing them down when my pen ran out! Metal Mickey and myself tried to cross the bridge into the Hbf, only to be caught in the Cologne (naked) fun run, necessitating a diversion, in an attempt to get a photo of a train passing under the fantastic Gothic cathedral, we failed. Eventually we had all had enough so made our way to the hotel, the same Best Western we used on our first night. Once again we ate in the hotel, the dinner was again excellent and with full bellies bed came easily, even the slightly dodgy 70's porn movie could not keep us awake.

Darmstadt Depot (08:45) 110408 143097/275/328/369/648/649/811 185135
218215/366/449 294759/809 420295/316/797/801 628691 928691 **Manheim Depot**
(09:45) 145014 151127 152039/077/089/113/135 155087/091 182010
185016/024/025/027/028/034/096/098/101/102/105/110/117/123/129/132/141/170/1
73
185196/221/237/238/242/245/246/253/255/260/304/316/340/341/342 232093
290557 294100/573/610/764/888 296039/068 332081 333647 363144/200/666
702148 BLS 485003 Private Owner ES64U2098 **Ludwighafen depot (10:45)**
110373 151083 218130/480 294751/775 425117/123/219 612640/646
628274/280/284/286/306/312/599
628636/646/699 928274/280/284/286/306/312/599/636/646/699 **DB Museum**
Koblenz Lutzel (12:50) preserved steam 7851 electric E1603 E6010 103113/233
110348 113311 118003 141001/055/366 144002 145044 150091 181001/206
182001 184003 diesel 216067/173 323852 with 225006 294840 701155 795240 all
in the surrounding yards. **Köln Eifeltor Yard (14:35)** 145538 151047/059/076
152124/128 155057 185013 294832 SNCF 37019/021 SBB 482002/023 private
V1001-21 **Köln Gremburg Depot (15:30)** 139165/222/316
140585/678/716/737/834/872/873 145028/046 151003/023/122/130/149/154
152034/145 155103/125/236 185071/157/214/223/233/281
185286 189028/029/065/068/073/083/086/088/089/090
225023/025/040/053/059/060

225145 290567 294714/715 296042/053/059 335026/156/218/236 363675/722
365203 SNCF 37021 Private owner ES64U2101 **Köln Gremburg Yard (16:20)**
152058/087/095 294777/787 296051/052/060 **Köln Deutz Station (16:50 – 18:00)**
101002/014/022/063/112/118/135 111127/155/159 112138/158/163/166
120106/115/145/165 143073/184/584/660/822/842/964
146011/015/018/019/021/028 218136/137 401017/517 402037/038
403001/009/030/055/060/509/534 406053/054/504/554
423036/038/039/041/051/052/054/057/196/197/253/261/262/263
423299/543/552/692/699/751/754/755/762/794
425028/030/037/067/093/095/099/100
425105/108/570/591/598 628503/508
644003/012/017/032/035/041/045/046/507/511
644514/517/522/535/553 928503/508 SBB 482002/043 Thalys 4322/46

The final day started in rain, a trend that continued all through the day. Breakfast was very nice, but not up to yesterdays standards, checkout painless and we were away before 08:00. First call today was Düren and the headquarters of the Rurtalbahn, in a 'hunt the Köf' exercise. This failed, we managed to establish it was inside the workshop but we could not get in (no keys on site on Sunday) and we could not see it through the windows. We were compensated when we found ex SNCB diesels 5922 & 5930 stabled in the small yard, along with some of the Rurtalbahn DMU's. Because we were in the area we called at Düren Hbf, there was items of stock scattered around the station, 11 in all, but we had to work hard to identify it all.

We moved on to Stolberg and found the two class 294's stabled in their usual place. Today 294692 & 294758 were here and we got the car right along side them, we were glad of this as the rain was still pouring down. Next call was Archen West, the heavy rain had given way to a light monsoon, we all got wet and in all identified 17 numbers, 8 of which were class 225 diesels. It was still monsoon conditions when we walked on to the bridge at the Hbf, luckily there was not much to identify, 362540 & 363445 were both here and SNCB EMU 161 passed, otherwise it was not worth getting wet for. Heading home now we moved into Holland and called at Maastricht, the yard was quite full and stored electrics 1607/10/17/18 were all there along with serviceable 1609. The rain had stopped and in all 21 numbers were identified, making the call well worth it. Back in the car we moved into Belgium and the main depot at Liege Kinkempois. The rain returned, the foreman could not understand why we wanted to walk round in this weather, but gave his permission anyway. I had to borrow an 'underwater' pen in order to record the 79 numbers here today. The long withdrawn 1802 & 1804 are still here but only 8 class 5500 diesels were here today, none of which were needed for photos, which was just as well because I didn't have an underwater camera with me! We tried to call at Anglur, but the gate was locked and our attempts to identify the Liege banker failed (it had been taken over by the Halifax!), so, soaking wet headed for Calais.

The rain never stopped, the Ferries were in total disarray and when we (eventually) got going the sailing was so full it was very uncomfortable. The drive home was just as bad, but these things happen every now and again and I don't think we will be put off by it. Thanks go to the Exiled Brummie, with whom I shared the driving, Metal

Mickey for the organisation and Horizontal Harry for stepping in with the catering. No doubt we will be at it again next year.

Düren (Rurtalbahn) (08:40) DMU 6.008/16/17 diesel 20 BOB DMU VT107 ex SNCB 5922/30 **Düren Hbf (08:50)** 406007 423039/042/057/194 Rurtalbahn DMU 6.005/006/011 diesel V104/05/51 **Stolberg Hbf (09:30)** 294692/758 **Archen West (10:00)** 140692/827 145026/068 151150 152082 155259 225018/020/024/026/027 255028/029/051 241803/805 **Archen Hbf (10:25)** 111121/148 146009 362540 363445 425578 643212/218/219 SNCB 161 **Maastricht Station (11:05)** 458/63 841/43/44/49/58 903/28/47 1607/09/10/17/18 1758/72 8668 SNCB 164 253 **Darse Sud (11:42)** 7715 passing **Leige Kinkempois Depot (12:10)** 166 248/69 304/45/61 414/29 637 776 1504 1802/04 2113/36 2250 2335/37/69 2608/28/33 2701/06/08/10/44/57 4601 5142/78 5513/21/28/31/32/35/36/39 6041 6211/25/67 6306/24 7351 7711/50/56/58/60/61/65/66 7768/70/73 7852/67 8212/15/16/21/24/26/27/31/37/40/45/52/55/59/61/69 9146/56/5