

European Branch trip to Northern Germany

9th – 14th June 2010

Report by Bob Brown

It was around 17:30 when the party for this, (only) our second trip of the year 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 hired a car from GT Ford at Worksop and we were making our way to Harwich for the 23:45 sailing to Hoek van Holland. The early start was to allow us to stop for dinner, which we did, at the Milton Arms in Cambridge. It is a 'Hungry Horse' pub (chain) and we pulled into the car park behind a lady who had obviously just eaten the horse! The pub was 'buzzing' so we can forgive them for getting the order wrong, twice, but dinner was of a decent quality and filled us for the rest of the totally uneventful trip to Harwich. We arrived in plenty of time for the ferry, check in was painless, customs showed no interest and Metal Mickey gave us a guideless tour of our deck before (after walking past it) we arrived in our cabin around 22:30. The exiled Brummie had booked a four berth and we were upgraded to an outside cabin complete with television. We quickly got settled in, which allowed time for a beer before bed. As I said earlier departure was at 23:45, we actually departed at 23:30, it was too dark to see any class 66's in the yard so we headed for bed and some well earned ZZ's.

We were woken by the very nice Dutch lady around 06:30, who told us that breakfast was now being served. Use was made of our cabin shower and breakfast take. All this activity saw us arrive back at the car just in time to get in and drive off the ferry. Our first call today was to be the steam preservation centre at Rotterdam, traffic blocked our direct route and Clara's diversion round this jam saw us arrive 50mins behind our scheduled time. I use the term arrive loosely, because Metal Mickey actually insisted we turn (the turn before we should have done) into a Garden Centre! After passing the bedding plants he attempted to redeem himself by taking us through the block paving, eventually a nice Dutch man guided us out and showed us how to get where we wanted to go. The preservation center is operated by Stoom Stichting, and was a hive of activity. A guide was found who spoke excellent English, he showed us all the locomotives there, these included ex NS electric 1315, ACTS1251, RRF1, (Ex NS 684) ITL102 (Ex DB 202369) and two class 66 diesels, ERS 6612 (266035) & Veolia 561-5 (266042) which were being serviced. The place only opens Wednesday & Saturday, but it only costs 3euro to get in and is well worth the effort! After saying our 'goodbyes' we headed into Germany, DB electric 189065 was passed as we approached Deventer and we arrived at Osnabrück Hbf at 13:25. We stayed around 40mins and I must say it was enjoyable, MWB V1253 (Ex DB212285) was stabled in the station 155065/180/241 and 335227 all passed with freight trains, 203305+203307 top 'n' tailed a rail measurement train and 185-CL-007 was stabled in the yard.

Time dictated we moved on, so we did, ex DB 323004 was located inside a locked shed at Preussisch-Oldendorf, along with steam locomotives 86 744 & 89 6237, then Ex DB 335108 was seen and, courtesy of a very nice man, photographed. After this we headed into Minden, to our amazement we found someone in at the preservation site and he opened the shed to show us the ex DR steam 74 231 & 92 638 and Kof diesel numbered MEM V3, which is not Ex DB. We circumnavigated the station, stabling point, test centre and yard finding 7 further numbers before it was all ahead to Hannover. After booking into our hotel we walked to the Hbf and stayed around 80mins. There was plenty to go at, 140808 & 140855 (having 8 & 38 days respectively left on their tickets) were stabled here, 218832 was acting thunderbird and 363114/182 were also present. In addition 120137 worked IC2379 the 15:06 Stralsund to Hannover Hbf and 101019 did IC2276 the 15:10 Karlsruhe to Hamburg Altona before it was time to eat. The hotel provided this service, pork steaks in cheese and tomato sauce washed down by excellent Bitburger beer, all that was left was a good nights sleep, I attempted to update my computer with the days photographs while Horizontal Harry did his Grandpa Simpson impression (I'm tired, I think I'll just go to sl..ZZZZ), so I gave in and joined him!

Hoek Van Holland (08:10) 2134/37 2417 **Rotterdam Sparta (09:00)** 9573
Stoom Stichting, Rotterdam (09:40) diesel 658 1251 1315 2225 266035/042
ITL 102 (Ex DB 202369) RRF 1 (Ex NS 684) steam 011075 41105/241 501255
65018 8811 **E30/A1 approaching Deventer (11:20)** DB 189065 **Osnabrück Hbf**
(13:25 – 14:05) 101026/027 152021 155065/180/241 185265 203305/307
295058 335227 429003 MWB V1253 (212285) V2103 VT501/03 709 185-CL-
007 **Preussisch-Oldendorf (15:05)** ex DB steam 86744 896237 diesel 323004
Besta, Lübbecke (15:30) Ex DB 335108 **Minden Railway Museum (16:15)** ex
DB steam 74231 92638 diesel MEM V3 **Minden Station (16:45)** 110507 111136
152095 296080 **Minden Test Centre (16:50)** 101070 110169 **Minden SP**
(17:05) 701099 **Hannover Hbf (18:50 – 20:15)** 101007/019/122/125
111090/092/136/143/152 112129 115198 120137 140808/855 146104/515
185221 218448/451/474/832 363114/182 401009/045/060/070/509/545/560/570
402020/040 424011/012/013/018/023/034/518/519/522/523/540
425155/280/282/625/651/777 612018 628545/547 703102 928545/547
ES64U2071.

Day two started quite late for us with a 07:15 breakfast for a 08:00 departure. Breakfast was good, with a decent choice, but it did not tempt us to stay, so we departed 'on time' heading for the nearby Klinkum yard, which was empty save for 425777. Leaving here, we headed to the harbor area where in Städtische we located ex DB 335231. Next, we called at Misburg Yard, finding 295067 before moving on to Lehrte. An unscheduled call at the SP found four electrics at home before we spent 90min 'line-side' which was excellent! The sun came out (so did Metal Mickey's legs) the catering department sprang into life and there was plenty of action. In all 43 trains passed, 29 of which were loco hauled, freight was regular with 16 trains during our stay and members of classes

101/110/111/112/139/140/145/151/152/155/212 & 294 all put in an appearance. It was nice to see the 110 still on passenger traffic, but equally nice to see the 139 & 140's still on freight, the undoubted highlight though was the passing of 212329 in a fresh coat of blue paint!

We left just before midday and headed towards Celle. The south yard held two electric locomotives, 152118 & 185531, both at the head of freight trains and two diesel locomotives, MRCE's 5001676 & OHE's 23042 and it was to the nearby OHE depot that we went next. OHE have an operations base in the old Celle (Nord) depot and an ask got us the nod for a walk round. We were after the ex DB locomotives they operate and to that end 216123 and 345228 were both here. There were 9 numbers to be had in total and we got some good photographs to boot, before saying our goodbyes and departing for Soltau. OHE also operate two yards here, both of which were devoid of locomotives at the time of our visit, so it was time to head to Hamburg Harburg. The drive was straightforward and finding the hotel was easy enough. We used the Panarama, about 10mins walk from Harburg Hbf, here the party split, with the exiled Brummie and Horizontal Harry heading into Hamburg while Metal Mickey and myself spent the next (give or take 5mins) 4 hours on Harburg itself. In bright sun and with a very warm temperatures, we witnessed approx 120 different locomotives on both freight and passenger traffic. Harburg is famed for the amount of freight passing through and in the time we were there we saw 71 freight movements, that's over 17 per hour!

The majority were worked by the newer classes of electric, the 145 or 185 but, occasionally a class 140, 151, 155, 233 and ever a 202 would appear. There are also a few private operators and their colourful locomotives make excellent photographs. Everyone had their own highlights, for me 115114 on passenger stock and the sight of 233683+233616 on a freight stood out. I was a bit sad to see that the DSB electrics, which are numbered in the 31XX series are getting running numbers of 1031XX, the DB 103 electrics will be a hard act to follow. I also enjoyed the sight of EVB 420 01 (Ex DB 219001) powering through on a freight. Eventually the party came back together and we retired to the hotel for a much needed de-louse and then dinner. Smoked Salmon starters and mixed grill main courses left no room for pudding, but the beer, although not as good as last nights, went down easy! Bed came late, Horizontal Harry found some bare naked ladies to watch while I caught up with this report (honest), but once the lights went out I was asleep before the room went dark!

Hannover Klinkum Yard (08:15) 425777 **Städtische Häfen, Hannover (08:40)**
Ex DB 335231 **Hannover Misburg Yard (09:17)** 295067 with RBH 206 passing
Lehrte SP (09:45) 152139 155201/217 185051 **Lehrte [lineside] (10:15 – 11:55)** 101042/046/063/111/116/143 110473 111143 112123 139132
140681/856 145064 146101 151100/118 152123 155030/220 182013
185176/332/371/531/536

212329 294876 402005/007/015/021/026/033
424001/011/013/022/023/026/522/525 425278/282 703102 **Celle Süd Yard**
(12:30) 152118 185531 MRCE 5001676 OHE 23042 **Celle Nord (OHE) Depot**
(12:40) 200087 (Ex DB 216123) 270082 330092/093 Köf 0607 V1001033/1041
VT508 Ex DB 345228 **Hamburg Harburg (15:50 – 20:00)**
101026/034/040/055/065/103/106/113/123/124/125/126/133/137/139 115114
140537/594 145001/005/013/071/100/931
146501/502/505/507/509/511/514/531/532/533/534/535/536/537/538/539
151058/100/112/113/118 152017/071/122/131/147/160 155065/131/160/243/262
182016/573
185169/174/203/234/237/255/328/329/334/336/356/368/372/402/406/521/566/56
8/673 189016 203127 233005 (PET) 233264/616/683 246005/006/007/009
263003 266028 285104 295062
401008/012/019/065/071/079/084/085/086/508/512/520/565/567/571/579/584/58
5/586 402014/019/028/011 OBB 1016004 DSB 3108/10/12 SBB
482009/015/025/029/044/045 EVB 42001 (Ex DB 219001) MWB V2304 unknown
ES64U2015/037

My nights sleep was interrupted (more than once) by someone starting a chainsaw in our room, so at 06:15 I gave in and hit the shower. Amazingly, the chainsaw stopped when Horizontal Harry woke up. We joined the others at the well stocked breakfast buffet and indulged in all things bad for you. Checkout was painless and we headed out to Nordstedt yard. On the way, while attempting to attach the traffic warning system to Clara, Metal Mickey turned the screen of the GPS from colour to black and white. He insisted that he meant to do this, he was a magician and we should call him 'Marvo,' but the truth came out when he tried to change it back to colour and we started to call him 'the great bellendo'. Seconds later there was a picture of a clown on a poster by the roadside, 'hey look there's Pete', came the call; the Exiled brummie had to stop to change his underwear! When we arrived at Nordstedt it was totally devoid of anything, so we moved on quickly to Kaltenkirchen. Here, the private operator AKN have a depot and in here we found a handful of their DMU's. Next, we tried for a plinthed steam locomotive in an adventure park, in Tolk, the park was closed but a chance encounter with a (plastic) T-Rex pointed the way to the gate and a very nice lady let us in to see the steam train, I think she felt sorry for us.

The drive to Flensburg took less time than we expected, but the old depot has now been demolished and the yard lifted (this is progress folks) so we tried the Hbf. This is also a shadow of it's former self, 101040 was stabled on the through line, 101056 & 143839 were at the head of stock and 605003 worked in from Denmark, a glance at the timetable showed the next train was over an hour away, so we moved on. We had been promising ourselves a visit to Niebüll for a while and at least this was a bit more interesting. First, as the weather had turned for the worse, myself and the Exiled Brummie had to get out of our shorts and into trousers, (I'm glad to say we were not arrested) and then we set off to explore. For some reason CFL Cargo locomotive 1151 (ex DB 202242) was

stabled in the station, along with 218376+218386, which were stabled at the head of an 'autozug' rake. We bought tickets to Westerland, as we waited 218345+218315 appeared on IC2315 the 13:26 Westerland (Sylt) to Frankfurt Main Hbf, just as NOB diesel 251005 arrived with our train, NOB80612 the 14:01 departure for Westerland (Sylt). It's only a 35min run, but it's across the causeway linking the mainland to the island, so it's very scenic, at least it would have been if the rain had stopped! We were surprised to find Westerland depot not just closed, but boarded up and fenced off also, there were three pairs of class 218 diesels stabled around the station area, but that was it. We caught the next train back to Niebüll, waited for the arrival of IC2310 the 06:30 Frankfurt Main Hbf to Westerland (Sylt), which was headed by 218397+218341, then, in torrential rain we visited the autozug depot for three further 218's (I'm glad I'd brought my broolly) before departing towards Husum.

The old DB depot here has been taken over by NOB, the old roundhouse is just a store now, with no rail connection, but they have built a 3 line shed on the old depot yard which they kindly allowed us to visit. Among their stock were MWB V255 (ex DB 335059) and 'North Rail 20, (ex DB 335143) so it was well worth the time to visit. We stayed in Bredstedt, in the 'Die Friesenhalle' hotel, a small, family run place, north of where we actually wanted to be, but the nearest we could find. Bredstedt is quite a sleepy town, with cobbled, narrow, streets and laid back residents. The hotel was very nice, our rooms large with excellent views of the town square. Unfortunately the glass in the bathroom windows was not frosted and, on stepping out of the shower, Horizontal Harry caused the fruit delivery man's horse to bolt, scattering apples and little old ladies aside as it ran through the streets, cursing it's owner for not fitting blinkers! Our meal was very nice too, we opted for the local sea food available on the menu, (although the North sea prawns served in beaten egg, with potato and leak turned out to be shrimp omlette, with sliced potato and leaks fried in butter, or cholesterol surprise at it became known. followed by the local fruit. This was done in a kind of 'crumble' and served with chocolate mouse. With nothing else to do we retired to bed, Grandpa Simpson did it again, (I think I'll try to sl ZZZZZ), so I fitted my ear plugs and nodded off myself.

AKN Depot, Kaltenkirchen (09:50) 33/5/7/9 44/5 52/6/7/8 60 VT3.07
Freizeitpark, Tolk (11:20) Ex DB steam 50794 **Flensburg Hbf (12:05)**
101040/056 143839 605003 **Niebüll (13:25)**
218311/315/345/359/372/376/379/386 CFL 1151 (Ex DB 202242) NOB 251005
626044 **Keitum (14:30)** NOB 2000-02 **Westerland (Sylt) (14:40)**
218313/319/340/342/363/381 MRCE 1509-9 NOB 2000-01 251008 **Keitum**
(15:35) Dispolok 20.014 **Mursum (15:40)** 218374/385 **Niebüll (16:00)**
218341/397 NEG DL2(209101) 627103 **Niebüll Depot (17:00)** 218362/366/389
Hattstedt (17:40) NOB 12 **NOB Depot Husum (18:05)** 251003/010/011
VT304/08 730 MWB V255 (Ex DB 335059) North Rail ex DB 335143 **B5,**
outskirts of Husum (18:55) dispolok 123001

Along came day four, I remembered the bathroom window and ensured the blinds were drawn, not wanting a repeat of yesterday. The 'delicious breakfast ink' (I don't know, that's what it said in the information pack, honest) was nowhere to be seen so we settled for the muesli, fruit and cheese that was laid out for us. Checkout went smoothly and we were away before 08:00. Our first call today was Kiel depot, I drove passed the entrance necessitating a U turn in the tram lines, and parked by the uncovered turntable. The foreman was only too happy to agree with our request for a visit, providing a guide to boot and a total of 27 numbers were 'on shed'. Just round the corner, in the station yard, we found both the station and Nordhafen yard pilots, in the shape of 363141 & 363650, so we moved on to Meimersdorf Gbf, which, although full of wagons, contained no shunter. Ex DB 323270 was found at the North Rail site at the main harbour and the Voith Turbo plant produced 260001, before we left the Kiel area. I thought Eutin Yard might produce something, I was wrong, it's closed, but Skandinavienkai yard, in Lübeck, contained 363635 along with North Rail owned V60.001 carrying the running number 345397. Next came Nordlandaki yard and this had 295090 and 363425 both stabled by the small signal box, it was nice to find a few 'outstabled' shunters (not to mention working yards) with the way things currently are.

Lübeck depot was next and talk about shadow of it's former self, there was not a class 218 diesel in sight, the only resident was a DMU in the shape of 648344+648844, even the 232 diesels that used to stable by the old roundhouse are no longer there, it's a small line of electric locomotives now, but at least this contained 140169. We drove round to the Gbf, where we found the Bahn police, along with 295014 & 362805 before we turned our noses towards Hamburg. The drive, punctuated only the catering departments insistence on coffee and apple pie, took less time than we expected and after the shambles at Lübeck, the sight of all the stabled locomotives at Maschen was most welcome. With it's vast array of running lines I never expect to be allowed a visit here, but, as usual we experienced no problems, the foreman just asking that we return to tell him when we were leaving. It took over one and a half hours to identify the 129 locomotives stabled around the complex, there were very few big diesels with only 232909 233264 & 233616 flying the flag. There was a line of 'withdrawn' shunting locomotives containing a very bent 363734 (a cop!), I say withdrawn but the works date had actually expired on them all and, with the exception of 363734, they had all been made water proof, and 'celebrity' class 140 electric, 140423 in blue and cream livery, was also there.

We were still a little ahead of time so we 'threw in' some of the yards that surround the area, Mooreburg held 8 including MWB V663 (Ex DB 360572) and EVB 410 04 (Ex DB 211024), Waltershoe held a gaggle of privately owned locomotives, including Regental Cargo D06 (Ex DB 231012), Süd yard had 295020/024 and two North Rail diesels and Hohe-Schaar had North Rail, HGK and DB diesels all stabled. Our hotel, the Leonardo, was under 5mins away and the waiting de-louse was welcome. England, well Rob Green actually, did their

best to put a damper on the day by throwing away the football, but the excellent pork steaks and Bitburger beer kept us going. Eventually Grandpa Simpson could take no more so we whisked him off to bed, the nearby motorway did not hamper our sleep and even the chainsaw had a silencer fitted tonight.

Kiel Depot (09:00) 112140/150/154/167/172/181
143261/295/340/352/557/616/872 218104/130/329/399/407/413 335109
648002/346/348/502/846/848 **Kiel Station Yard (09:30)** 112155/175 363141/650
North Rail, Uferstrasse, Kiel Harbour (10:40) Ex DB 323270 **Voith Turbo, Uferstrasse, Kiel Harbour (10:43)** 260001 **Eutin Station (11:50)** 648345/845
Lübeck Skandinavienkai Yard (12:40) 363635 North Rail V60001 MRCE
ES64U2029 **Lübeck Nordlandkai Yard (13:20)** 295090 363425 **Lübeck Depot (13:55)** 112171 140169 143276/813 145032 152118 185162/179
648344/351/353/844/851/853 **Lübeck Gbf (14:30)** 295014 362805 **Maschen Yard (16:00)** 140037/229/423/537/656/789/801/806/843
145005/008/013/015/019/029/030
145031/033/034/043/046/054/055/056/057/064/066/073/074/078
151002/046/091/095/107/116/119/122/166
152024/108/117/119/125/129/132/144/151
152158/160 155031/055/070/086/101/116/121/187/208/212/217/220/260/267
182018/025 185171/172/238/264/283/314/321/328/329/330/361/368/406
189007/013/017 232909 233264/616 291010/031/032/036/038
295014/015/017/021/023/025/026/028/029/030/045/060/065/066/084/086/087/090/100 296037 335120/129/201/234 362559/574/799
363162/229/622/632/734/736/818 365181 DSB 3107/13 LDS 203127 Dispolok
ES64F4083 ES64U2033/064 **Hamburg Moorburg Yard (17:55)** 291034
295018/019/063 363216 EVB 410004 (Ex DB 211024) MWB V2304 V663 (Ex DB 360572) **Hamburg Waltershof Yard (18:10)** SBB 482010/041 private owner
loks 185534/566/672/676/678 ES64U2024 EVB 42012 JWB 41551 Regental
Cargo D06 (Ex DB 231012) **Hamburg Süd Yard (18:55)** 295020/024 North Rail
274104 275025 with 424015/028/040 passing **Hamburg Hohe-Schaar Yard (19:20)** 295016/099 HGK DH711(271028) DH712(271029) North Rail 274103.

Sunday, day five, arrived far too early. Breakfast was taken along with the 3 coach loads of the over sixty, naked leapfrog association, so it was a bit of a 'scrum down' at the well stocked breakfast bar. The beautiful checkout lady had turned into a tall, bald man overnight, but checkout was painless. The drive to Seelze depot was just as painless. In total contrast to yesterday we started with over 100 numbers. The depot engineer was happy to allow us to walk round without the aid of a safety net and we explored every inch of the depot. We experienced our second lineup of de-activated locomotives, this one contained 140653/825/866 151019/027/044/057/115/121/159/162. In contrast HSL operated V60.01 (carrying the running number 345230, but not Ex DB) along with 716522, a further V60, and 152005 (in it's green livery) provided a splash of colour. After saying our thanks we moved on to Rinteln, where we expected to find a small preservation society, well, we found an empty shed building so Metal

Mickey decided to go to the other end of the line, at Stadthagen to see what was there. This 25 mile round trip found us another locked shed, but at least this one held a steam loco, 52 8038 and there was a Köf, 6803 (Ex DB 323323) stood outside. Steam locomotive 52 8083 has an interesting past, it was built in Poland in 1943 it quickly moved to Germany where it saw out the war. After the war it served in East Germany and was completely refurbished in 1961, allowing continued service, in the area around Dresden, until 1981 when it was finally withdrawn. Stored in various locations, it was then purchased in 1996 by Vereins "Dampfeisenbahn Weserbergland" and now it runs between Rinteln and Stadthagen several times per month.

Moving on we headed for Altenbeken, the catering department provided Tea and sticky buns to all and we arrived at the Egge museum in no time at all. Plinthed outside this museum is ex DB steam locomotive 044 389 in surprisingly good condition, which is more than can be said for the young man who could not understand what we were doing! Around the corner, and slightly up the hill is Altenbeken Hbf, as we arrived here we were greeted with photographers on two platforms, thinking it may be a steam special we decided to ask, it turned out to be a freight train and 185345 duly arrived. From here, we walked to Altenbeken depot, now owned by Deutsche Privatebahn (DP), and this turned out to be rather like the man we met at the Egge museum, the lights were on, but know one was at home! We circumnavigated the depot building finding just two things outside DP22 (carrying the running number 345220, but not Ex DB) and 477911 (ex DB 142197), through the windows plenty more could be seen including 364786 still carrying DB livery. We walked back to the station just in time to see 101013 departing at the head of IC2359 the 11:20 Köln to Stralsund and taking its lead, we also departed, heading for Padderborn. The yard here is usually good for a class 294 diesel and today was no exception with 294723/772 and 363206 all stabled by the signal box. Also here were 151082, SBB 482023 and extensive, disruptive roadworks! Our next call, should have been Vorhalle yard, but we arrived at the same time as an engineers train, so we thought we'd better ask. The man we did ask decided he needed to phone for permission to give us permission (I hope you are following this) and then the person he phoned, decided he'd better phone someone higher in the chain, well, when someone finally made a decision it was no! Disappointed, we drove round to the nearby Hagen Wagon Works and found 363720 stabled here.

It was time to head to Oberhausen and our hotel, but first we called at the main depot. Here we were given permission to visit, by someone we suspect had nothing to do with the depot at all, we think he may well have been a German enthusiast, but his English was good enough for us to understand 'help yourself.' The depot was almost deserted, with just 35 numbers (the probable reason for this was the newly relayed set of points on the depot yard) and the lack of class 232 diesels was shocking. There were two ECR class 66 diesels here, in the shape of 77039 & 77041 and the class 225 diesels are always worth a photograph. When we had finished here we did the short drive up to the yard

where we found 12 active class 294 diesels, 1 active class 335 diesel and a small line of de-activated locomotives namely 140506 225120 232174/377 333679 & 362766. Final call today was Oberhausen West, when we called here the first time it was a decrepit old roundhouse with a couple of shunters parked outside, now, in total contrast to everywhere else in Germany, there is a new building, which was manned, a foreman, who gave us permission to visit and 24 locomotives. There was a gaggle of 232 diesels and Bombardier Traxx loco 33523, or 185515 which is now on hire to DB. But our attention was dragged away by EFW shunter 260311 in it's distinctive deep red livery. Spotting was over for the day, so we did the 4min drive to our hotel, we used the Mercure, it was almost empty and the restaurant was closed! The receptionist pointed us in the direction of the promenade, unfortunately the arena here was screening the football (Germany v Australia) live and the total population of Oberhausen had turned out to watch it. We found a table in a reasonable steak house and enjoyed a pleasant meal, the cheers told us Germany were 2-0 up by the time we had finished eating and we returned to the hotel for a beer, catching Germany's two further goals on the big TV, I hope the England team were watching, this is how smaller teams should be dealt with! Despite Oberhausen celebrating like Germany had actually won the world cup, we slept well tonight.

Seelze Depot (09:00) 139132/137/222/559

140218/459/537/585/590/627/653/681/825/843/845/866 145079

151001/019/027/032/037/044/057/059/108/115/121/140/159/162

152005/064/075/113/141/154

155006/007/040/042/048/085/095/111/123/135/151/187/237/244/257

182009/013

185009/073/142/154/170/204/215/232/242/256/298/313/341/350/371/375/378/38

0 189002/005/010 294631/870/892/952/959 295059/069/074/078

296028/041/044/048/058/060 333525 335213/238/244 363111/114/441 SBB

482013/029/042 HGM V60.01 (345230) HSL 716522 private owner 145-CL-204

(145100) railcars VB142218 VS98080 VT9979 96901 **Rinteln (11:00)** MWB

VT4.11 **Stadthagen (11:45)** Ex DB steam 528083 diesel Köf 6803 (Ex DB

323323) **Altenbeken Egge Museum, (13:30)** Ex DB steam 044389 **Altenbeken**

Station (13:40) 101013 185345 428114 643311/811 650409 943311

Altenbeken Depot (13:45) DP5 (Ex DB 323104) DP11 (Ex DB 323216) DP22

DP25 (Ex DB 228719) Köf 5750 (Ex DB 310950) 364786 477911 (Ex DB

142197) DBG V22.03 SZAG 6 332-114 with 643301/801 943301 passing

Padderborn Yard / Hbf (14:40) 112137 151082 294723/772 363206 425650

643316/816 943316 ET5.02 (428601+828301+828201) SBB 482023 **Vorhalle**

Yard [view] (16:20) 152015/019 155149 189020 294604 296045 **Hagen Wagon**

Works (16:40) 363720 **Oberhausen Depot (17:35)** 140028/838 151060/139

155036/056/087/096/168 185241/277 225011/020/117/150

232117/201/230/259/595/901 294154/713/769/855/888/890/897 335082 362545

363660/739 365145 ECR 77039/041 **Oberhausen Yard (18:10)** 140506 225120

232174/377 294649/667/674/693/773/782/789/793/831/853/891/896 333679

335079 362766 **Oberhausen West (18:45)** 145039 151004/068/085 152060/100

155084/192/238 185208/224/310/515/ 189025/049/069/079/089
232283/379/388/469/587 EFW 260311 (Ex DB 360311)

The breakfast selection on our final day was the best of the whole trip and we all fully indulged. The last day is always a long run back for the ferry and today was to be no exception. There are a few yards around Duisburg that are privately operated and we thought we may try one or two of these, so we made our way to Hambron and worked hard to see 504 & 524, both operated by Eisenbahn und Häfen GmbH. Next, in the Eisenlegreungen yard in Duisburg, we looked for ex DB 323773, only to find it left in November 2006, but just down the road at the Euromaint (formally Westdeutsche Rail Service) wagon works we were allowed to walk down the yard to photograph ex DB 332117. Before leaving Germany we visited the Euromaint depot in Duisburg, where we received permission to visit and found ex DB locomotives 202718/796 360215 & 361197. It was time to head home, we broke our journey with a two hour break at Antwerp Luchbal, where regular, but not constant, freight services provided plenty of interest. Diesel 5703 passed light engine, 'oldies' 2610+2603 headed a mixed train which had diesel 7738 as part of it's load and a much newer 2837 passed with a block oil train. We had to drag ourselves away and the scheduled 2 and a half hour drive to Calais took, well 2 and a half hours!

The returning 'La Mans 24 hour endurance race' drivers did their best to make our ferry crossing entertaining, playing football on the dock side before boarding, blasting their car horns every time they moved and generally filling the air with very loud exhaust noise. The sailing home was smooth and Horizontal Harry stayed awake long enough to get us home, with a totally un-eventful drive, at least as far as Blyth. The party disbanded and went our separate ways, I for one can not wait until once again we all come together for our next adventure.

Duisburg Hambron Yard (08:30) 504/24 **Euromaint Wagon Works, Duisburg (09:30)** Ex DB 332117 **Euromaint depot, Duisburg (09:40)** 203003 (Ex DB 202718) 203006 (Ex DB 202796) 360215 361197 **Antwerp Docks (12:50)** 7835 **Antwerp Luchbal (13:00 - 15:00)** 190 771 810/22/24/27 1203 1320/22/27/31/50 2008/24 2331/69/75 2603/10 2727/34 2834/35/36/37 5703 7738/83/86 7816 SNCF 36005/023/025 Crossrail Benelux DE6302 (266034) MRCE 635-05 (266115) Thylas 4322 4535