

December 2009 - EUROPEAN NEWS (Robert Brown)

News to 31st December 2009 (posted on 7th January 2010)

Germany

According to Lok Report online, DBAG has published an invitation to tender in the EU journal asking for up to 200 new diesel locomotives for both passenger & freight use. The specifications to meet are as follows, passed for operation in Austria, Switzerland, Denmark, Poland and the Czech Republic, capable of operating with 5 double deck coaches and a driving trailer up to 140kmh, tier IIIB emissions from the power unit giving a maximum speed of between 140 to 160Kmh, fitted with ZMS, ZWS & FMZ multiple working systems with an option of fitting with a central auto coupler. Based on this, I reckon the Austrian 2016 would be in with a good shout!

Class 218 diesels notified as withdrawn recently (withdrawal date in brackets) are **218117** (19/12), **218128** (20/12), **218163** (29/11), **218164** (16/12), **218185** (19/12) and **218194** (17/12) additional to this **218476/477/479** were (officially) transferred from Karlsruhe to Frankfurt Griesheim, on the 30th December, although **218479** remains under protracted repairs on Ulm for now.

Belgium

Peak hour Brussels services are still attracting loads of attention, on the 21st December **2341** worked P8066 the 15:40 Brussels Midi to Gent St Pieters, **2350** powered P8511 the 16:07 Schaarbeek to Tournai **2310** did P8312 the 16:18 Brussels Midi to Hasselt, **2322** hauled P8067 the 16:40 Brussels Zuid to Denderleeuw, **2365** headed P8741 the 16:59 Schaarbeek to Binche, **2146** handled P8906 the 17:05 Schaarbeek to Oudenaarde vice a class 23, **2323** did P8307 the 17:34 Brussels Midi to Hasselt, **2357** hauled P8010 the 17:47 Brussels Midi to Sint Niklaas and **2303+2337** 'top 'n' tailed' P8308 the 18:05 Brussels Midi to Tongeren. The following day **2604+2624** did IR3937 the 15:41 Louvaine to Binche, **2365** headed P8741 the 16:59 Schaarbeek to Binche, **2355+2367** powered P8306 the 17:06 Brussels Midi to Hasselt, **2006** hauled EC295 the 17:15 Brussels Midi to Basel SBB **2323** worked P8307 the 17:34 Brussels Midi to Hasselt, **2355** headed P8352 the 17:45 Brussels Midi to Landen, **2357** worked P8010 the 17:47 Brussels Midi to Sint Niklaas and **2304** turned out on P8308 the 18:05 Brussels Midi to Tongeren. On to Wednesday the 30th December and **2345** was on P7282 the 06:44 Aarschot to Antwerp Noorderdokken while **2326** did P7283 the 07:44 Aarschot to Antwerp Noorderdokken. The last day of the year found **2834** head out on IC9229 the 13:18 Brussels Midi to Amsterdam, **2623+2601** on IR3913 the 13:20 Bibche to Louvaine (14:21 off Brussels Midi), **2842** working IC9233 the 14:18 Brussels Midi to Amsterdam, **2601+2623** powering IR3937 the 15:41 Louvaine to Binche, **2346** leading P8312 the 16:18 Brussels Midi to Hasselt, **1182** on P8904 the 16:32 Schaarbeek to Oudenaarde, **1360** heading P8003 the 16:29 Schaarbeek to Oostende and **2345** hauling P8281 the 17:07 Antwerp Noorderdokken to Aarschot.

Switzerland

Action from the 28th December included **11145** on IR2173 the 12:03 Basel to Locarno into Luzern, **11149** with RE2628 the 16:48 Lausanne to Geneve and **11211** heading IR1791 the 19:47 Basel SBB to Chur from Zurich HB to Chur. The following day **11153** did EC163 the 08:40 Zurich HB to Buchs, **11193** headed RE3809 the 09:03 St Gallen to Chur, **11194** worked RE3822 the 09:22 Chur to St Gallen, **11133** powered IR2178 the 11:45 Locarno to Basel into Luzern where **11187** took over for the run to Basel, **11211** did IR2271 the 12:09 Zurich HB to Locarno, **11128** turned out on IC781 the 16:07 Basel to Zurich and **11200** hauled IR1982 the 17:36 Zurich to Basel. A survey of the BLS 'Brownies' on the 30th December found the following (number order) allocated passenger workings, **167**, RE3126 the 15:30 Zweisimmen to Interlaken Ost, **190**, RE3127 the 15:08 Interlaken Ost to Zweisimmen, **191**, R5775 the 17:42 Spiez to Frutigen, **192**, R5721 the 13:29 Interlaken Ost to Spiez, **194**, R5722 the 13:09 Spiez to Interlaken Ost and **195**, R5878 the 16:59 Wimmis to Spiez.

Luxembourg

After approx 18 months out of service with fire damage, electric locomotive **4011** has returned from Dessau works (Germany). It returned to revenue earning service on the last day of the year, heading train 66120 the 12:25 Luxembourg to Volmerange.

News to 19th December 2009 (posted on 7th January 2010)

Germany

This year's reallocations at the timetable change were quite small, Trier and Nuremberg have given up their full allocations of 112s, Cottbus has gained three 112s and returned the three 143s that it had hired and the last 143 hired by DB Schenker has returned to Braunschweig. Reallocations are as follows **112138/139** from Dortmund to Magdeburg, **112157/164** from Trier to Dortmund, **112169/170/174** from Nürnberg to Magdeburg, **112185/186/187** from Magdeburg to Cottbus, **143352/616/872** from Braunschweig to Kiel, **143278** from Cottbus to Dresden, **143295** from Cottbus to Kiel, **143575** from Kiel to Stuttgart, **143641** from Cottbus to Rostock, **143886/920** from Kiel to Stuttgart and **143936** from DB Schenker to Braunschweig. Further reallocations saw electric **111030/042/045/069/072** moved to Ludwigshafen on the 12th December to take over the RE Mannheim to Heilbronn service and **182001/002/003/004/005/008** have been transferred to Regional for Leipzig to Cottbus services. Further transfers came through on the 13th and these were **110416/425/446** Stuttgart to München, **110426/470** Dortmund to Braunschweig, **111056** München to Nürnberg and **111177 - 181** Nürnberg to München, additionally **110420 143078/272/579/960 180002/007** were stored unserviceable. Noted out on the 13th were **232413** on the 09:48 Erfurt to Altenburg & 12:14 return, **232569** on the 14:48 Erfurt to Altenburg and **145036** working EN477 the 19:25 Berlin Hbf to Budapest-Keleti. The following day found **110401** working RE3861 the 16:13 Mainz to Karlsruhe.

Electric **182517** is back in traffic, shopped in MRCE black livery and has taken over the CNL Basel diagram, presume **182573** has come off lease and **752005 (120005)** is to become an active museumlok and will be outshopped in TEE livery.

Belgium

A dip into 'P' train action on the 15th December found **2338** on P8066 the 15:40 Brussels Midi to Gent St Pieters, **2360** on P8902 the 16:02 Schaarbeek to Oudenaarde, **2352** with P8511 the 16:07 Schaarbeek to Tournai, **2303** powering P8092 the 16:25 Brussels Midi to Denderleeuw, **2304** topping P8312 the 16:18 Brussels Midi to Hasselt, **2334** leading P8067 the 16:40 Brussels Midi to Denderleeuw, **2357** working P8741 the 16:59 Schaarbeek to Binche, **2354** in charge of P8014 the 17:02 Schaarbeek to Gent St Pieters, **2318** heading P8010 the 17:32 Schaarbeek to Saint Niklaas and **2359** with P8307 the 17:34 Brussels Midi to Hasselt.

Austria

Wien Sdbahnhof is now just history. After an official ceremony in the evening when politicians and OBB managers and a big party the station officially closed at 00:05 on the 13th December after the arrival of IC350 from Maribor. For the record the very last workings on the 12th were, the last international train to leave the station was **1044089** on EN235, the last local service was **1144123** on OIC757, the last train ever to leave was preserved **4061.13** at 23.59 on a special train to Mrzzuschlag and with the last ever arrival **1116147** which brought in IC350. On the 17th train 6813 the 13:34 St.Pölten to Mariazell and train 6816 the 16:58 Mariazell to St.Pölten were worked by diesel **2095011** with load 3 because of problems with the electricity. Presumably this is the first diesel working on the mountain section between Laubenbachmühle and Mariazell since the double traction in May 2008. Although there have been snowy conditions the 2095 worked this section 4 minutes faster as the schedule for the booked 4090

France

Confirmed stock changes for December are: new **60132/135** to Fret, withdrawn **8609 9324 16108/109/110 16661/709/715/726/729/746 25546/547/549/550/553/554/585 68524 72065** transferred **67301/357** TER Rhône Alpes to CIC additionally **7203/04/12/14/19** have all gone in to Oullins for conversion to 160 km/h, while **7328/81** have joined the list of those being downgraded to 100 km/h.

The above list of withdrawals contain all remaining Petite Cabine 25500 that were in use with SNCF. This presumably means the use of 25500 on Genève to Bellegarde has finished.

There were various regional strikes in protest at changes in the winter timetables, (Rule number 1 - France should never change), the Charleville 66400 farewell was a bit of a damp squib as a result with **66411** doing the 12:25 Charleville to Givet and the 13:58 return and that was it. Electric **16628** hung up its boots on the Friday the 11th ending 16500 operation on Champagne-Ardenne.

The class 72000 diesels bowed out on the 12th December with **72061** on train 4406

Luxembourg

On the 12th December **4014** worked IC335 the 10:24 from Luxembourg to Norddeich Mole into Trier, for DB's **110326** to take it forward to Koblenz, this was due to the rostered 181 being otherwise engaged on CNL451 which was about 4 hours late. On the same day steam loco **5519** worked the Luxembourg to Saarbrücken Xmas special and the following day worked the annual LTHAH charter top n'tail with electric **4005** from Diekirch to Troisvierges, Petange, Rumelange (rare curve), Dudelange and back to Diekirch. Due to the failure of **181214** on the 14th December while working IC338 the 09:24 Koblenz to Luxembourg, the 181 was removed at Trier and replaced by CFL electric **4002** going forward 40mins late into Luxembourg. On the historic front 'Flat Iron' **3608** is currently in works for overhaul with an anticipated completion date of 1 May 2010.

News to 12th December 2009 (posted on 20th December 2009)

Germany

So far **185552/554/555/556/557** are in the pool to start working Würzburg to Frankfurt RE services from Sunday 13th December, there are 4 needed for the two hourly service. Meanwhile the Nürnberg to Würzburg service will be top n tail 111s to maintain 440 timings introduced in new timetable. Plenty to report from Frankfurt from the 7th, so here goes, (in order of appearance at Frankfurt) **218429** on RE15014 the 08:31 Frankfurt (Main) Hbf to Glauburg-Stockheim, **218103** with RE15027 the 09:06 Glauburg-Stockheim to Frankfurt (Main) Hbf, **218420** topping RE15018 the 08:31 Frankfurt (Main) Hbf to Glauburg-Stockheim, **101119** leading EC319 the 12:20 Frankfurt (Main) Hbf to Graz Hbf, **111095** powering RE4066 the 12:20 Mannheim Hbf to Frankfurt (Main) Hbf, **101051** on IC2279 the 05:27 Stralsund to Karlsruhe Hbf (departing Frankfurt on time at 13:38), **101125** with IC2370 the 09:38 Konstanz to Hamburg-Altona (departing Frankfurt at 14:23), **111059** heading RE4069 the 14:33 Frankfurt (Main) Hbf to Mannheim Hbf, **111157** hauling RE4068 the 14:20 Mannheim Hbf to Frankfurt (Main) Hbf, **143019** with RE15221 the 15:30 Frankfurt (Main) to Aschaffenburg Hbf, **218108** on RE15686 the 16:15 Frankfurt (Main) Hbf to Nidda, **218498** powering RE15052 the 16:15 Frankfurt (Main) Hbf to Glauburg-Stockheim, **218128** leading RE15688 the 17:15 Frankfurt (Main) Hbf to Nidda, **218102** with RE15058 the 17:15 Frankfurt (Main) Hbf to Glauburg-Stockheim, **218420** on RE15067 the 16:58 Glauburg-Stockheim to Frankfurt (Main) Hbf, **218415** topping RB15969 the 18:29 Frankfurt (Main) Hbf to Dieburg and **101015** with IC2375 the 14:14 Hamburg-Altona to Karlsruhe Hbf (departing Frankfurt at 19:38). On the 9th 'rabbit' **218838** (ex **218373**) was out on the Eifelbahn, Top & Tail with **218425**, on driver training duties for DB Fernverkehr, it worked at least RE12080 the 11:59 Trier to Köln. On the same day **218477** was transferred from Karlsruhe to Frankfurt Griesheim. On to the 10th now **218130** did RB18317 the 10:21 Heidelberg to Eppingen, **218480** worked RE4836 the 12:05 Heilbronn Hbf to Mannheim Hbf, **218484** powered RE4837 the 12:34 Mannheim Hbf to Heilbronn Hbf, **218483** headed RE4838 the 14:05 Heilbronn Hbf to Mannheim Hbf, **218461** worked RE32996 the 18:19 München Hbf to Kempten Hbf and **103245** was used on CNL482 the 19:00 München Hbf to København (works as far as Nürnberg). Further transfers, this time from the 12th December, are **111121/127** from Köln to Trier, **111123/148** from Köln to Nürnberg and **111159** from Dortmund to Nürnberg. Finally, on the 12th **232569** did the 05:06 Erfurt to Schweinfurt.

Belgium

Bright and early on the 7th, **2371** did P7996 the 07:13 De Panne to Gent Sint Pieters and **2343** had charge of P7993 the 07:15 Kortrijk to Brugge. Later, the Brussels peak produced **2308** on P8066 the 15:40 Brussels Zuid to Gent St. Pieters, **2023** heading P8600 15:54 Brussels Midi to Jemelle, **2356** with P8511 the 16:07 Schaarbeek to Tournai, **2345** hauling P8723 the 16:16 Schaarbeek to Châtelet, **2359** powering P8312 the 16:18 Brussels Zuid to Hasselt, **2303** leading P8092 the 16:25 Brussels Zuid to Dendermonde, **2334 topping** P8067 the 16:40 Brussels Zuid to Denderleeuw, **2355** with P8741 the 16:59 Schaarbeek to Binche, **2354** on P8014 the 17:02 Schaarbeek to Gent St Pieters,

2360 in charge of P8906 the 17:05 Schaarbeek to Oudenarde, **2335** topping P8306 the 17:05 Brussels Zuid to Hasselt, **2372+2314** leading P8724 the 17:06 Schaarbeek to Châtelet, **2328** did P8307 the 17:34 Brussels Midi to Hasselt and **2318** worked P8010 the 17:47 Brussels Midi to Sint Niklaas.

Austria

The 'new' **1116017** has returned to an operational pool from the 3rd December. Just to save the questions the original **1116017** was cut up in September, along with **1116062**, and the one running around now is a new shell fitted with parts salvaged from the original locomotive.

France

Some changes to the SNCF loco fleet reported as the 5th December are: New **60123/-/60129** and **75122 & 75124** to Fret, withdrawn **9311/34 16101/103/104/105/111/112/113/115 67343/359/384/385/387/390** Transferred between Activities **7216** Fret to TER Aquitaine, **9316/27** TER Aquitaine to TER Midi Pyrénées, **9333** CIC to TER Midi Pyrénées, **15038** VFE to CIC, **25600** TER Rhône Alpes to TER Bretagne, **25627/630/649/666/675/680** TER Rhône Alpes to TER Nord Pas de Calais, **67345/354** TER Rhône Alpes to CIC, **67408** CIC to VFE, **67409/433** TER Alsace to Infra and **67612/624** TER Rhône Alpes to Infra.

Switzerland

Freight lococ working for the passenger sector on the 7th December included **421372** with EC191 the 07:16 Zürich to München Hbf, **421374** heading EC193 the 09:16 Zürich to München Hbf, **11330** powering RE2622 the 13:48 Lausanne to Genève, **11248** leading EC486 the 15:10 Zürich to Stuttgart (to Singen), **420186** with R7170 the 17:38 Solothurn to Biel/Bienne, **11264** topping RE2630 the 17:48 Lausanne to Genève, **420178** hauling RE3829 the 18:03 St Gallen to Chur and **11167** in charge of RE2641 the 18:21 Genève to Lausanne.

News to 5th December 2009 (posted on 12th December 2009)



Ex-DB steam locomotive 50 3654 on the turntable in the Dutch preservation site at Beekbergen on the 23rd November 2009

Germany

On the historic front the new year will see the return to traffic of steam .loco **01 509** and electric **E94.052**, try this link for planned workings: <http://www.sem-chemnitz.de/index.php> the website advises that 31st July 2010 will be a 'farewell' to **E94 052**, so if you want this German Krokodil you want to be on their annual trip from Chemnitz to Spreewald. (This includes boat trip, museum visit and some freight line in the Spreewald area). Also electric **E94.580** will be released from Neustrelitz in blue/cream livery (which has only previously been worn by **194178**).

A day trip from Frankfurt to Montreaux is being advertised as running on 17th April 2010, with a class 103 throughout. This is almost certain to be **103184** as it's the only one with the required SBB pantograph! Details are here http://www.z-et.de/navigation-home-tee_nach_montreux.html

There are some new diagrams for the winter timetable and amazingly **103245** will still have booked work, although it will be reduced to working the Kobenhavn overnight between München and Nürnberg on a Friday night / Saturday morning only. There is to be a near daily working for a class 120 electric to Tübingen on the 06:11 Tübingen to Düsseldorf and the 14:51 Düsseldorf to Tübingen (although there is variation to this at weekends). One other train of note is that a 120 is booked to work between Hannover and Padborg on the Kobenhavn overnight in the early hours of Sunday mornings, **but** the diagrams show the 120 being dragged on the rear between Hamburg Altona and Flensburg Weiche Süd, which suggests it is being diesel hauled via the avoiding line at Kiel and then the 120 working to Padborg via Flensburg avoiding line. This diversion happened for a few Sunday mornings last summer, but there are no notes or any other information on the diagrams to suggest it doesn't apply every Sunday morning from the new timetable. This may be an oversight on the diagrams and clearly there is no information about what the diesel traction will be, but it could be worth watching.

On the 30th November **115154** worked the Dresden Hbf to Berlin Wannsee part of EN476, the 19:58 (29/11) Budapest-Keleti to Berlin Wannsee. Observations from later in the day included **111135** with RB14835 the 20:09 Oldenburg to Bremen Hbf, **110473** heading RB14832 the 20:15 Bremen Hbf to Oldenburg, **110488** leading RB14834 the 21:15 Bremen Hbf to Oldenburg, **110506** powering RB14839 the 21:37 Oldenburg to Bremen Hbf and **146127** on RB4483 the 22:53 Bremen Hbf to Osnabrück Hbf. On the 1st December **115205** worked IC2056 the 14:55 Stuttgart to Saarbrücken Hbf and **115332** spent all day stabled at Bremen C S, coupled to a rake of I/C stock which was presumably from a FO working. 'Preserved' diesel **219084** had an additional turn on Friday the 4th when it did RB16705 the 12:02 Arnstadt to Saalfeld and RB16706 the 13:07 Saalfeld to Arnstadt. Electric **120148** worked RE4012 & RE4015 the 13:05 München to Nürnberg and 15:08 return on the 5th December and **218194** (death date 16/12/09) enjoying an outing from Tübingen to Maulbronn Stadt on the Christmas Market special.

Belgium

NMBS celebrates 175 years of railway operations in 2010. An NMBS event is planned from 30th April to 2nd May, details to be announced later.

Leaving Brussels Nord bang on time on the 30th November was **2006** heading EC97 the 13:09 Brussels Midi to Zürich. Later in the day **1355** hauled IC1215 the 15:33 Brussels Midi to Luxembourg, **2346** did P8066 the 15:40 Brussels Midi to Gent St Pieters, **2321** worked P8511 the 16:07 Schaarbeek to Tournai, **2359** topped P8312 the 16:18 Brussels Midi to Hasselt, **2303** powered P8092 the 16:25 Brussels Midi to Denderleeuw, **2354** had charge of P8014 the 17:02 Schaarbeek to Gent St Pieters, **2335** left with P8306 the 17:05 Brussels Midi to Hasselt and **2328** worked P8307 the 17:34 Brussels Midi to Hasselt. Further peak hour observations, this time from the 2nd December, included **2337** with P8723 the 16:33 Schaarbeek to Chatelet, **2334** on P8067 the 16:40 Brussels Zuid to Denderleeuw, **2355** heading P8741 the 16:59 Schaarbeek to Binche, **2354** topping P8014 the 17:02 Schaarbeek to Gent and **2339** leading P8095 the 17:12 Brussels Zuid to Dendermonde.

France

The (very) end is nigh for SNCF's un-modernised red & cream 'Caravelle' DMUs, part and parcel of the SNCF scene since 1963. currently the two at Sotteville, **4763 & 4777**, are both stopped and the two at Lyon Vaise, **4692 & 4718** are slated for withdrawal on the 15th December, so, in reality, are likely to run for the last time on Saturday the 12th December making them the last to run in France in national commercial service. The last 4 Nevers X4500 will also end on the 12th December. None of these 4 are in red & cream because they were partially refurbished, but they are in a selection of 'faded grandeur' regional liveries, 2 in Rhone Alpes, 1 in Basse Normandie and 1 in Picardie. Electric **16114** was out on the 5th December working (at least) train 848566 the 09:30 Amiens to Paris, this is an increasingly rare outing for one of these electrics as most of the jobs are now in the hands of 15000's

Austria

From the new December timetable the Hamburg to Berchtesgaden Königsee remains a OBB Taurus working throughout and, as before EC112 / EC113 are a 'top & tail' pair through from Frankfurt to Siegen via Gießen.

Switzerland

Euro City (EC) action on the 30th November included freight locos **421374** on EC191 the 07:16 Zürich to München Hbf, **484005** with EC132 the 08:00 Milano Centrale to Chiasso, (which continues as IR132 to Bellinzona), **484015** powering EC131 the 08:04 Chiasso to Milano Centrale and **421372** topping EC193 the 09:16 Zürich to München Hbf.