

November 2009 - EUROPEAN NEWS (Robert Brown)

News to 28th November 2009 (posted on 30th November 2009)



ITL operated electric 185902 which is stabled in the Signal Box sidings at Nardt, Germany

Germany

Köf diesel shunters **322520** and **323700** were seen in the Süddeutsches Eisenbahnmuseum Heilbronn in early November, these locomotives were bought from their previous owners (which in **322520**'s case was the Süddeutsches Eisenbahnmuseum) during September by Unirail, with the intention of them both being sold on, it is unclear, as yet, if this has happened.

Extreme loco shortages on Sunday the 22nd November saw first **113268** and then **110506** required for IC333 the 08:24 Luxembourg to Norddeich Mole and **110284** heading IC1812 the 16:26 Köln Hbf to Hamburg Altona away from Köln. There was more excitement on Monday 23rd when **110352+110343** were provided for IC2809, an 'extra' service running in place of ICE1549 the 12:11 Frankfurt (Main) Hbf to Dresden Hbf, they worked between Leipzig and Dresden!! For those who are interested in the more endangered traction, Sunday 22nd saw **218414** heading RE12083 the 13:15 Koln Deutz to Trier, **218136** working RE12085 the 15:15 Koln Deutz to Trier, **110420** with RE11491 the 15:59 Koln Hbf to Siegen, **110497** leading RE11493 the 16:59 Koln Hbf to Siegen, **218217** powering RE12087 the 17:15 Koln Deutz to Trier and **218151** out on RE12089 the 19:15 Koln Deutz to Trier. Further 'rabbit' action came the following day as **218345+218315** did the 11:53 Westerland to Hamburg, **218397+218321** powered the 14:16 Itzehoe to Westerland and **218322+218307** topped the 15:52 Westerland to Hamburg. Top diesel action occurred on the 28th when **232569** turned out on RE3353 the 05:06 Erfurt to Schweinfurt, with load 5, **234278** did EC45 the 11:38 Berlin Gesundbrunnen to Warszawa Wschodnia, **232252** headed D441 the 14:39 Berlin Gesundbrunnen to Kiev Pass and **234242** powered EC47 the 15:30 Berlin Gesundbrunnen to Warszawa Wschodnia. The following day it was **218839** which provided the entertainment, heading RE14305 the 09:47 Hannover to Bad Harzburg.

Finally, it has been rumored for a while but now we now have confirmation that the first leased class 185 for the RE trains between Würzburg and Frankfurt/M. has arrived in Würzburg, she was seen on Sunday 29th parked on the turntable. It is not, as previously assumed, a locomotive of DB Schenker, but **185555** from the MRCE Lokpool, initial tests are expected to start this coming week. This is interesting, and it could be that all the hired in locos could come from leasing companies, as

DB Schenker has stored 185s instead of overhauling them, it could be that DB Schenker has not got them to spare!

Belgium

A survey of the Brussels – Amsterdam services on the evening of Sunday 22nd November found them generally running well to time, spotted were **2842** on IC9260 the 17:54 Amsterdam Centraal to Brussels Zuid, **2836** with IC9264 the 18:54 Amsterdam Centraal to Brussels Zuid, **2843** heading IC9268 the 19:54 Amsterdam Centraal to Brussels Zuid, **1183** topping IC9257 the 20:15 Brussels Zuid to Amsterdam Centraal, **2832** powering IC9272 the 20:54 Amsterdam Centraal to Brussels Zuid, **2833** leading IC9261 the 21:15 Brussels Zuid to Amsterdam Centraal and **2842** reappearing on IC9265 the 22:15 Brussels Midi to Rotterdam Central. Antwerp 'P' trains noted on the 24th were **2377** heading P8280 the 15:57 Antwerp Haven to Aarschot, **2359** leading P8215 the 16:36 Antwerp Noorderdokken to Aarschot and **2368** hauling P8281 the 17:07 Antwerp Noorderdokken to Aarschot.

Holland

Action from Saturday 21st found **1708** on NV5645 the 13:42 Amersfoort to Zwolle while the more interesting departures from Amsterdam on the same day saw **DB 189041** working CNL401/40401 the 17:01 to Milano Centraal/Wien, **1604** heading out with EN457/EN447 the 19:01 departure for Praha/Warszawa and **1615** in charge of CNL419/40419 the 20:31 to München/Zürich. Finally on this day **1774** worked NV5176 the 2135 Roosendaal to Den Haag Central reappearing on Sunday at the head of IC1922 the 07:32 Eindhoven to Tilburg and continuing on IC1923 the 08:06 to Venlo, same day **1732** did IC3630 the 09:24 Tilburg to Zwolle,

France

Stock changes which will become confirmed on the 1st December (the dates in brackets are the actual dates) are new: **60118/124** (09/11) **75117/123** (13/11) renumbered: **66283** to **69283** withdrawn: **16050** (09/11), **72143** (26/10), transferred between Activities: **9306** TER Aquitaine to TER Midi Pyrénées, **25615** TER Bretagne to TER Lorraine (10/11), **25620/624/628** TER Rhône Alpes to TER Nord Pas de Calais (03/11, 30/10, 03/11) and **69283** Fret to Infra. Of note is that **72143** was withdrawn following fire damage sustained near Bar sur Aube in March this year and **25624** is currently being overhauled in Quatre Mares, but will go to Pas de Calais when completed. According to TEO, the last 'main line' stock TER train in Brittany will cease in December. I know it's not the most convenient time of year and not the most convenient train for riding on, but it is an unusual combination of motive power and stock, so it's worth noting the train (FO): Rennes 16:50 to Brest 19:18 and (SuO): Brest 17:25 to Rennes 19:55. On the 28th **72061** failed prior to working train 4402, which finally left 55mins late powered by 2 x 67400, this is her second failure in a week and she has only 2 weeks left before she is due withdrawal. **72064** soldiers on but **72049** has been towed off to Sotteville works, its highly ironic that the only working two left should be the two in the oldest (1980s) version of the livery! Also on the 28th recently transferred **25615** did the 06:27 Sarrebourg to Metz (train 834358) with **25598** working the 18:24 Metz to Sarrebourg. **25615** is in still in Fret livery (without the Fret markings) sporting Rennes depot stickers. Meanwhile the unique **68081** (Infra) has been seen parked at Cerbera and **67437** has been overhauled and is now in En-Voyage livery.

Austria

News came through on the 24th November that electric locomotive **1042013** had been 'switched off'. Effectively now stored unserviceable repair would seem unlikely for this veteran.

News to 21st November 2009 (posted on 25th November 2009)



EGP owned ex DR electric 109028 undergoing overhaul in DB's Dessau works and was taken during this years open day on 21st November

Germany

Reports from the DSO forums suggest that a further Class 120.1 is to leave Fernverkehr and move across to DB Regio on the Hamburg to Rostock corridor, identitie of said loco has not been mentioned, but it will be re-numbered as **120206**.

Advance news of a relief train for the Eurfurt Christmas market suggests that 'preserved' U-boat **219084** is to stretch it's legs. The train is booked to run on the 28th & 29th November, 5th & 6th December, 12th & 13th December and 19th & 20th December, departing Heilbad Heiligenstadt, on each of the stated days, at 08:40 arriving at Eurfurt at 10:25. The return working departs Eurfurt at 17:46 and normal DB tickets apply.

Diesel haulage around Köln from the 15th included **218424** on the 11:15 Köln Deutz to Trier **218217** heading the 11:59 Trier to Köln Deutz, **218151** with the 13:15 Köln Deutz to Trier and **218430** working the 13:59 Trier to Köln Deutz. The following day **218484** did the 08:05 Heilbronn to Mannheim and **218476** worked the 08:07 Steinsfurt to Heilbronn. Electrics seen later in the day included **115458** heading out with the 15:15 Berlin to Moscow, **110410** powering the 16:44 Mannheim to Bensheim and **110444** was seen passing Hanau at 16:09, it's only a guess but this could have been the 15:08 Fulda to Frankfurt, but if you know better please let me know. Worth the wait though was the appearance of **115336** at the head of EN477 the 19:10 Berlin to Prague. On the 20th **217014** departed München Nord at 15:30 heading for Mainz Bischofsheim, it is reported to be on it's way to Koblenz Lutzel for preservation in the museum there.

Belgium

On the 16th Freight allocated **1329** did IC482 the 11:09 Maastricht to Brussels Midi. A look at the Brussels evening peak the following day produced **2324** at the head of P8066 the 15:40 Brussels Zuid to Gent St. Pieters, **2352** powering P8511 the 16:07 Schaarbeek to Tournai, **2348** in charge of P8723 the 16:16 Schaarbeek to Châtelet, **2331** on P8312 the 16:18 Brussels Zuid to Hasselt, **2313** hauling P8092 the 16:25 Brussels Zuid to Dendermonde, **2335** heading P8067 the 16:40 Brussels Zuid to Denderleeuw. **2360** with P8014 the 17:02 Schaarbeek to Gent St Peters, **2316+2310** topping P8306 the 17:05 Brussels Zuid to Hasselt, **2339** powering P8095 the 17:12 Brussels Midi to Dendermonde, **2334** working P8307 the 17:34 Brussels Midi to Hasselt and **2325** handling P8010 the 17:47 Brussels Midi to Sint Niklaas. There was a severe derailment at Mons on the 19th around 23:30. Apparently excess speed plus poor track work appear to have caused IC922 the 23:03 Tournai toCharleroi,

formed of EMU **454** to leave the track on the St Ghislain side of Mons, tragically the 26 year old female guard was killed and driver severely injured. The line was closed all weekend from Mons towards Tournai also Quevy.

Holland

Two Dutch pressure groups, Foundations Stop Noise HSL and Hearing No, have petitioned the Minister Eurlings that Traxx trains should not be allowed to take the High Speed Line. The two groups claim that these trains are not suitable for this route, because they make too much noise. Minister Eurlings has now decided to adapt the trains (whatever that means!), which should reduce the noise. But according to the two groups the trains should never have been allowed to ride on the track. If the trains keep running then legal action will follow, with compensation claims submitted by the groups. Leaving Amsterdam on time on the 16th was **1615** heading EN447 the 19:01 Amsterdam Centraal to Warszawa Wschodnia.

News to 15th November 2009 (added on 23rd November 2009)

Germany

The re-activation of class 139/140 electrics continues with further units being removed from their storage sites over the weekend of 7th & 8th November including **140013 & 140024** Dresden Friedrichstadt and Hagen being their destinations.

DB have officially announced now that the new emus will not start before summer 2010 on the Cottbus to Leipzig service, this should give a good six months of class 182 haulage on these trains as **182001 - 182005** will be used on these services from December, the rest of the class will switch to DB Regio by Dec 2010 and will be used by DB Regio Nord Ost in the North eastern part of the country.

On Wednesday 11th November **101014 & 101113** top 'n' Tailed the 05:30 Nürnberg to Hamburg Altona, Trier based **110295** worked RB12204 the 06:07 Cochem to Konz, **101042** did the 06:32 Hamburg Altona to Chur and **101017** the 07:48 Koln Hbf to Norddeich Mole. Friday the 13th found **120112** heading IC2152 08:31 Berlin Gesundbrunnen to Düsseldorf, **120103** powered IC2115 the 07:02 Griefswald to Stuttgart and **120127** topped IC1857 the 15:02 Frankfurt to Halle. The following day **180020** worked EC174 the 05:28 Budapest to Hamburg Altona , between Praha and Dresden. Sunday produced **120113** with IC2355 10.43 Erfurt to Ostseebad Binz and **120145+120105** heading IC2477 the 11:09 Hamburg Altona to Stuttgart.

Belgium

A quick look at Brussels during the evening peak on the 9th November found **2366** heading P8066 the 15:40 Brussels Zuid to Gent St.Pieters, **2339** working P8312 the 16:18 Brussels Zuid to Hasselt, **2313** topping P8092 the 16:25 Brussels Midi to Dendermonde, **2308** powering P8067 the 16:40 Brussels Zuid to Denderleeuw, **2006** topping P8405 1654 Brussels Midi to Huy, **2331** working P8095 the 17:12 Brussels Midi to Dendermonde, **2321** on P8511 the 16:07 Schaarbeek to Tournai, **2348** with P8723 the 16:16 Schaarbeek to Châtelet, **2322** working P8741 the 16:59 Schaarbeek to Binche, **2314** powering P8014 the 17:02 Schaarbeek to Gent St Pieters, **2323** on P8906 the 17:05 Schaarbeek to Oudenarde, **2346+2373** in charge of P8724 the 17:06 Schaarbeek to Châtelet, **2371** leading P8010 the 17:47 Brussels Midi to Sint Niklaas and **2334** on P8307 the 17:34 Brussels Midi to Hasselt. The following day **2007** was seen on EC296 the 06:48 Basle to Brussels Midi (From Luxembourg), **2618+2621** lead IR3913 the 13:20 Binche to Louvain-la-neuve-University, **2023** hauled P8600 1554 Brussels Midi to Jemelle, **2313** did P8092 1625 Brussels Midi to Dendermonde, **2322** powered P8741 1659 Schaarbeek to Binche, **2008** headed P8405 the 16:54 Brussels Midi to Huy, **2314** worked P8014 the 17:02 Schaarbeek to Gent St Peters, **2310** had charge of P8306 the 17:05 Brussels Midi to Hasselt, **2323** headed P8906 the 17:05 Schaarbeek to Oudenarde, **2346+2373** topped P8724 the 17:06 Schaarbeek to Chatelet and **2334** hauled P8307 1734 Brussels Midi to Hasselt.

Portugal

The oldest surviving (and intact) VF 1400 used by cargo, **1404**, has apparently been overhauled and was out shopped from Barreiro last week for continued use. This may have something to do with the fact that Regional are to hire 6 Budd/Sorefame coaches from CP Frota from March to October for

Douro specials and service trains, **1413** remains with Regional for now, nominally as the steam thunderbird

France

Out on Sunday the 8th November were **67456** on train 839625 the 12:10 Laon to Reims, **66411** on train 838886 the 16:15 Charleville Mezieres to Givet, **66445** with train 838861 the 17:40 Givet to Charleville Mezieres and **72141** heading train 839821 the 20:00 Reims to Dijon. The following day saw diesels **67572** on train 30704 the 06:23 Strasbourg to Lauterbourg, **67409** leading train 30715 the 06:27 Lauterbourg to Strasbourg, **67517** topping train 8302918 the 15:55 Strasbourg to Niederbronn, **67519** powering train 30459 the 11:48 Haguenau to Strasbourg and **67510** on train 30593 the 17:45 Wissembourg to Strasbourg. Meanwhile electrics in action included **25613** with train 831958 the 09:30 Strasbourg to Mommenhiem, **25679** on train 821320 the 11:16 Selestat to Strasbourg and **25594** topping train 832322 the 13:16 Selestat to Strasbourg.

News to 8th November 2009 (added on 16th November 2009)



SNCF electric locomotive 37021
at rest in Eifeltor Yard (Koln,
Germany) on the 4th November
2009

Germany

Shortly after I said that rumors of a mass reinstatement of 140's persist when new came through of that reinstatement, officially done on the 28th October **139246/262/311** and **140018/028/043/169/218/261/291/423**, **140432/440/450/490/528/677/761/774/779/784/792/809/848/854/857/876** (Plus 6 as yet unidentified) all returned to active use.

On the 1st November **120150** was noted working IC2046 the 08:40 Leipzig to Koln Hbf, this is an easy lok to spot at the moment as it's running around with one headlamp out. Also on the 1st **111156** headed RE9022 the 13:22 Hamm Hbf to Venlo (Holland), the latest rumor is that this line is going kart from December so do it while it's there, **120146** did IC1923 the 16:03 Berlin Südkreuz to Koln Hbf, **218151** worked RE12090 the 17:59 Trier Hbf to Koln Deutz and **218414** turned out for RE12089 the 19:15 Koln Deutz to Gerolstein. On the 2nd November the former **202786**, withdrawn in July 1999 and sent to Kosovo, was re activated. After a complete overhaul at Alstom Stendal it is now allocated to that companies renting pool, numbered 203786 (or NVR number 92801203162-3) it was dispatched to Völklingen (Saar) although the hiring company is not currently known. Also re-instated on this day was **185002** (this locomotive was stored on the 14th July and returned to Kassel works, it was officially reactivated on the 28th October, but did not leave the works until the 2nd November) and blue & beige liveried **140423**, which has become one of 33 class 139/140's officially re-instated on this day (see above). For the record **140423** was moved from Mainz Bischofsheim to Mannheim, for reactivation, on the 2nd in the formation of train 52919 hauled by **155239**.

Belgium

Our first dip into the peak services this week comes from the 3rd November when **2366** did P8066 the 15:40 Brussels Zuid to Gent St.Pieters, **2023** headed P8600 the 15:54 Brussels Zuid to Jemelle, **1337** worked P8002 the 16:05 Schaarbeek to Oostende **2342** hauled P8511 the 16:07 Schaarbeek to Tournai, **2328** topped P8723 the 16:16 Schaarbeek to Châtelet, **1182** turned out on P8902 the 16:17 Brussels Zuid to Oudenaarde, **1188** had charge of P8012 the 16:23 Brussels Zuid to Gent St Pieters, **2006** did P8405 the 16:54 Brussels Midi to Huy, **2347+2316** powered P8306 the 17:05 Brussels Midi to Hasselt, **2372** worked P8906 the 17:20 Brussels Midi to Qudenaarde and **2371** topped P8010 the 17:47 Brussels Midi to Sint Niklaas.

Austria

After their accidents in 2007, **1116017** and **1116062** were finally withdrawn in September, apparently without replacements using the new body shells at Linz, which, at one time, was the intention. The latest accident victim, **1116019**, is now in Linz works with one cab completely gutted by the resultant fire from its accident. It would seem at a minimum the whole cab needs replacing, (possibly with the good cab from **1116017**?). It appears the intention is that all of the **1116041 - 1116049** batch will eventually join the MAV Cargo fleet when they have been MAV fitted, along with the undamaged lokks from **1116009 - 1116020** currently in use. Meanwhile **1116021 - 1116025** have been CFR fitted for working Rail Cargo Austria freights between Wien and Bucuresti, so clearly lokks from these Cargo pools will become scarcer on passenger trains in the future.

Noted out on Tuesday 3rd October was narrow gauge diesel **2095015** which headed R6833 the 12:34 St. Polten to Laubenbachmuhle, but more exciting was the use of **1042041** on IC601 the 18:10 Linz HBF to Graz HBF. The 'golden oldie' stayed out the following day working a 1044 diagram starting with EC253 the 05:56 Wien Sud to Spielfeld Strass. Also of interest on the 4th were the class 1014 electrics out and about, these included **1014008** which headed REX7615 the 12:05 Wien Südbahnhof to Bratislava-Petrzalka, **1014015** which topped REX2823 the 12:36 Wien Südbahnhof to Deutschkreutz and REX2826 15:01 Deutschkreutz-Wien Südbahnhof (vice 1116) and **1014004** which powered REX7617 the 13:05 Wien Südbahnhof to Bratislava-Petrzalka.

Holland

On the 1st November **1746** did IC3631 the 08:18 Zwolle to Roosendaal.

France

Yet another loco hauled route in France has finished as the last regular hauled trains on Dijon to Nevers went over to plastique at the end of October, although there may be an outside possibility of vice karts between now and the timetable change. The last (booked) hauled trains were on the 27th October when **67625** did the 06:03 Dijon to Nevers and the 17:16 Nevers to Dijon. Of the three Nevers 67400 that are nominally in this pool, **67545/546/577**, **67545** is due to go to Longueau for CIC and **67546** to Bordeaux, also for CIC.

Here are a few more changes to the SNCF loco fleet, all are planned for 01/12 except where stated (news courtesy of TEO forum), New **60111** (23/10) & **60122** (30/10) to Fret Withdrawn **66467** (25/10) & **72067** (28/10) transferred between activities **8552** TER Bourgogne to VFE, **66411** & **66445** TER Champagne Ardennes to Infra, **67545** & **67546** TER Bourgogne to CIC, **67606** TER Picardie to Infra, **75084** & **75085** Fret to Infra, **16039/053/058/061** CIC to TER Picardie, **17022/036/040/048** IDF to TER Picardie, Reinstated from Store (All for use by Infra) **67309/315/324/332/336**. The 66400 changes listed above mean that it is definite that none of the class will be left in use with TER, either with Picardie or Champagne Ardennes, from the start of the new timetable. One other change is that the dated summer only hauled train from Paris Austerlitz to Royan will not run next summer, so the line from Angouleme to Royan has already seen its last loco hauled passenger train.

Switzerland

'Cargo' lokks noted in passenger action on the 5th included **421378** on EC191 the 07:16 Zürich HB to München Hbf, **484013** powering EC132 the 08:00 Milano Central to Chaisso (this continues as IR132 to Bellinzona), **484018** topping EC131 the 08:04 Chiasso to Milano central, **421379** with EC193 the 09:16 Zürich HB to München Hbf, **11180** leading RE2928 the 17:23 Lausanne to Genève, **11283** hauling IR2639 the 17:41 Zürich HB to Luzern and **11162** heading IR1787 the 17:47 Basel to Chur.