

October 2009 - EUROPEAN NEWS (Robert Brown)

News to 1st November 2009 (added on 3rd November 2009)



NS electric 1733 departing Tilburg with IC3630 the 08:51 Roosendaal to Zwolle

Germany

Owned and operated by Elbe Weser GmbH (EVB), **410.03** (ex DB **211324**) is currently undergoing a heavy general overhaul in EVB's own workshops in Bremervörde, it was noted there on the 26th October. Recently released from Alstom Stendal after overhaul and re-paint in 'Bordeaux Red', Regio Infra Services (RIS) operated **112798** (ex DB **202708**) has been loaned to the Chemnitz Erzgebirge 'railway nostalgia' group and is expected to operate various special trains up until Christmas. Bad, but inevitable news is that **103132**, a previous source of spares, has gone to Dessau for dismantling.

On Sunday 25th **218489** worked RE37701 the 00:46 Nürnberg to Otting-Weilheim, **218460** hauled RE91203 the 07:03 Füssen to München Hbf, **218492** did RE32679 the 07:03 Lindau to München Hbf, **218403+218444** brought home EC191 the 07:16 Zurich to München Hbf, **218390** did RE32671 the 08:38 Memmingen to München Hbf, **218464** powered RE91204 the 08:52 München Hbf to Buchloe, **218494+218456** hauled IC2012 the 09:45 Oberstdorf to Leipzig, **218486** handled RE32680 the 09:51 München Hbf to Memmingen and **218471** topped RE32675 the 10:37 Memmingen to München Hbf. Same day **212310+212298** were seen 'Top & Tail' on the water cannon train in München Hbf around 09:30. Electric locomotive **111027** has lost its distinctive '850 years, Munich' livery, it was seen in plain red on 26th October, in, would you believe, Munich! **110401** was still on the RE3861 the 16:13 Mainz to Karlsruhe Hbf when noted on the 27th, there are rumors that this service will be 218 hauled from the December timetable. On to the 28th and 'interesting loco haulage at Köln included **218151** on RE12079 the 11:15 Köln Deutz to Trier, **218414** with RE12083 the 13:09 Köln Deutz to Trier, **218137** on RE12085 the 15:09 Köln Deutz to Trier, **110415** heading RE11491 the 15:59 Köln to Siegen and **110373** powering RE11493 the 16:59 Köln to Siegen. On the 30th RE26183 the 17:07 Leipzig to Cottbus was worked by **182001** with a load three push pull set, also on this Friday 218491 was deputizing for a Kart when noted on RE22315 the 17:11 Rottweil to Neustadt (Schwarzw). Finally in DB land Saturday 31st found **218494+218499** topping IC2013 the 04:36 Leipzig Hbf to Oberstdorf, they were seen leaving Stuttgart.

Belgium

Brussels peak services noted on the 26th included **2366** which headed P8066 the 15:40 Brussels Zuid to Gent St.Pieters, **2323** which worked P8511 the 16:07 Schaarbeek to Tournai, **2328** on P8723 the 16:16 Schaarbeek to Châtelet, **2331** which powered P8312 the 16:18 Brussels Zuid to Hasselt, **2355** which hauled P8092 the 16:25 Brussels Midi to Dendermonde, **2312** which topped P8067 the 16:40 Brussels Zuid to Denderleeuw, **2334** which did P8300 the 16:43 Brussels Midi to Genk (vice a class 21/27), **2368** on P8741 the 16:59 Schaarbeek to Binche, **2358** heading P8014 the 17:02 Schaarbeek

to Gent St Pieters, **2347+2316** working P8306 the 17:05 Brussels Midi to Hasselt, **2354+2373** hauling P8724 the 17:06 Schaarbeek to Châtelet, **2310** topping P8095 the 17:12 Brussels Midi to Dendermonde, **2372** with P8906 the 17:20 Brussels Midi to Qudenaarde, **2330** leading P8307 the 17:34 Brussels Midi to Hasselt and **2341** on P8010 the 17:47 Brussels Midi to Sint Niklaas. A further look at the peak services on the 28th saw P8066 the 15:40 Brussels Zuid to Gent St.Pieters was hauled by **2366**, P8306 the 17:05 Brussels Midi to Hasselt used **2347+2316**, P8095 the 17:12 Brussels Midi to Dendermonde employed **2310**, P8307 the 17:34 Brussels Midi to Hasselt was worked by **2331**, P8723 the 16:16 Schaarbeek to Châtelet had **2328** at it's head, P8741 the 16:59 Schaarbeek to Binche employed **2322**, P8014 the 17:02 Schaarbeek to Gent St Pieters used **2358**, P8906 the 17:20 Brussels Midi to Qudenaarde produced **2372** and P8010 the 17:47 Brussels Midi to Sint Niklaas was worked by **2341**.

Austria

OBB electric **1116066** has been transferred to the GYSEV fleet as cover for **1047502** which is kaput, **1116066** currently does not have the fittings for Hungarian signalling systems, so no doubt will be found on GYSEV IC working in OBB Land

Holland

Noted leaving Amsterdam on the evening of the 25th were DB **189028** heading CNL401 the 17:01 Amsterdam Central to Milano Centrale, **1611** topping CNL419 the 19:01 Amsterdam Central to Warszawa Wschodnia and **1613** leading EN447 the 20:31 Amsterdam Central to München Hbf.

News to 25th October 2009 (added on 3rd November 2009)



SBB electric 482012 at Koln West on 5th October 2009, with a short oil train

Germany

Filling in for absent ICE trains on Sunday 18th October were **185096** which worked IC2802 (for ICE282) the 09:10 Zurich to Stuttgart, which it acquired at Singen and **110425** which headed IC2803 (for ICE187) the 13:55 Stuttgart to Zurich, to Singen, giving way to SBB **11108** to Zurich. Pairs of 'rabbits' noted out on the 21st October included **218321+218380** which worked IC2072 the 06:04 Dresden to Westerland (from Hamburg Hbf), **218342+218345** which headed IC2311 the 09:26 Westerland to Stuttgart (to Itzehoe), **218117+218341** which powered IC2181 the 11:56 Westerland to Göttingen (to Hamburg), **218374+218397** which lead the 13:26 Westerland to Frankfurt (to Itzehoe) and **218372+218185** which did IC2170 the 13:01 Hannover to Westerland (from Hamburg Hbf).

Belgium

The word is that ALL class 23 will be withdrawn by Dec 2010, their last duties will be passenger, one more year left of them on the P trains, you have been warned! Now, on that note, on the 19th October **2354** hauled P8723 the 16:16 Schaarbeek to Châtelet, **2380** did P8066 the 15:40 Brussels Zuid to

Gent St.Pieters, **2373** worked P8511 the 16:07 Schaarbeek to Tournai, **2006** topped P8602 the 15:54 Brussels Midi to Jemelle, **2313** powered P8312 the 16:18 Brussels Zuid to Hasselt, **2355** headed P8092 the 16:25 Brussels Midi to Dendermonde, **2312** had charge of P8067 the 16:40 Brussels Zuid to Denderleeuw, **2346** lead P8014 the 17:02 Schaarbeek to Gent St Pieters, **2314+2325** did P8724 the 17:06 Schaarbeek to Châtelet, **2372** headed P8906 the 17:20 Brussels Midi to Qudenaarde and **2341** topped P8010 the 17:47 Brussels Midi to Sint Niklaas. The following day **2330** turned out for P8307 the 17:34 Brussels Midi to Hasselt

Austria

It transpires that MAV Cargo operated 'Taurus' **1116019** was involved in a collision with a car on Saturday 17th October, apparently the collision occurred between Ebes and Debrecen resulting in heavy damage to the locomotive including a burnt out cab.

Switzerland

The 'RailAway' tour to the NEAT tunnel works at Pollegio on 17th October produced Ce6/8 **14253**, Ae8/14 **11801** and Ae6/6 **11402** all powering from Arth Goldau to Pollegio in the morning and from Airolo to Arth Goldau in the afternoon. The stock for the tour was worked from/to Olten by Ce6/8 **14305** and was available to the hardy few in attendance. As it was only load five it was pointed out that there were more wheels on the locomotives than the train over the Gotthard!! On the 18th October the 'Swisstrains' trip operating in conjunction with the railway exhibition at Nyon was worked by diesel **18438** and Ae4/7 **10950**.

Holland

Spotted working on the 19th were **186112** with FYR1046 the 14:45 Amsterdam CS to Rotterdam CS, **186122** on FYR1050 the 15:45 Amsterdam CS to Rotterdam CS, **186117** heading FYR1054 the 16:45 Amsterdam CS to Rotterdam CS and **186118** topping FYR1058 the 17:45 Amsterdam CS to Rotterdam CS

Portugal

On Friday 16th October **1151** was cut up at Entroncamento.

Poland

PKP 'Taurus' locomotive **183601** began revenue earning services on the 14th October when it appeared on various IC services between Warsaw and Gdynia. For the record PKP gave authority for this class on the 8th October.

France

A few changes to the SNCF loco fleet that have taken place within the past month, summarised as follows:

New **60115/120/121 75120/121** (all to Fret) Withdrawn **16583 16601/616/617/618 16741/750/757/760/766** 63895/905/993 Transferred between Activities **7202** Fret to TER Midi Pyrénées **7205/11/15** Fret to TER Aquitaine

7218/29 Fret to CIC **8608/09/13/14** TER Aquitaine to TER Midi Pyrénées **15016/017/019** VFE to CIC **16614/705/786** TER Nord Pas de Calais to TER Picardie **25598/670** TER Nord Pas de Calais to TER Lorraine **25601** TER Rhône Alpes to TER Pays de Loire **25660** TER Rhône Alpes to TER Nord Pas de Calais **63947** VFE to Infra **67405/482/558** TER to CIC **75083** Fret to Infra Renumbered **66201 to 69201 66254 to 69254 66268 to 69268 66276 to 69276 66290 to 69290** (all five transferred Fret to Infra).

The above transfers mean that there are no longer any 8500 booked to work off of Bordeaux, although I think these transfers are only reflecting the situation that has existed on the ground for several months now. In addition, at the start of November, **25603** is due to return south from Nord Pas de Calais (to TER Lorraine?). It is planned that it will be replaced by **25620 & 25628** from Vénissieux. By this time next year there should be no 67300 or 67400 allocated to Pas de Calais, all their diagrams being taken over by nouveau plastique.

All of the above compiled from various postings on TEO forum.

News to 18th October 2009 (added on 24th October 2009)



SNCB Electric 2016 heading a freight away from Antwerp docks through Antwerp Luchbal on the 2nd October 2009

Germany

At the end of September the second locomotive for the French society E-Génie was ready for delivery at Stendal works, ex DB **212102** will be transferred during October into its new operational area. With the current plans to transfer freight locos to the Passenger sector, it is a little surprising, to say the least, to find that from the 9th October **143007/911/936** have gone the other way on loan.

Belgium

A quick look in at Angleur PW depot on the 10th at 14:40 found **6241/67/74 6329 7351 8252** all at home. On the 12th **2380** did P7995 the 06:25 De Panne to Gent St Pieters and **2303** handled P7996 the 07:13 De Panne to Gent St Pieters. The following day **2316** worked P7215 the 06:43 Hasselt to Antwerp Berchem, **2376** did P7282 the 06:44 Aarschot to Antwerp Noorderdokken and **2331** hauled P7283 the 07:44 Aarschot to Antwerp Noorderdokken. A 'snap shot' of P train action from the 14th included **2380**, P8066 the 15:40 Brussels Zuid to Gent St.Pieters, **2373**, P8511 the 16:07 Schaarbeek to Tournai, **2358**, P8723 the 16:16 Schaarbeek to Châtelet, **2347**, P8312 the 16:18 Brussels Zuid to Hasselt, **2355**, P8092 the 16:25 Brussels Midi to Dendermonde, **2312**, P8067 the 16:40 Brussels Zuid to Denderleeuw, **2308**, P8405 the 16:54 Brussels Midi to Huy, vice a class 20, **2368**, P8741 the 16:59 Schaarbeek to Binche, **2346**, P8014 the 17:02 Schaarbeek to Gent St Pieters, **2310**, P8306 the 17:05 Brussels Midi to Hasselt, **2373**, P8906 the 17:05 Schaarbeek to Oudenaarde, **2314+2354**, P8724 the 17:06 Schaarbeek to Châtelet, **2349**, P8095 the 17:12 Brussels Midi to Dendermonde, **2325**, P8010 the 17:32 Schaarbeek to St. Niklaas and **2330**, P8307 the 17:34 Brussels Midi to Hasselt.

Austria

On Friday 9th October a collision occurred between EMU **4020215** and civil engineers operated **X628005** in Vienna Matzleinsdorf. **X628005** was involved in 'building work' on a section of line supposedly isolated from the running lines, both electrically and physically, the cause, somewhat unsurprisingly, is a mystery at the moment!

Switzerland

SBB took delivery of their latest Vossloh G1700 2 locomotives on the 25th September, numbered **843041/042** they were put straight to use with the passenger division. Electric **11141** has returned to traffic, as expected, and was noted on the 21:12 Zurich to Chur on Sunday the 11th October. The following day BLS locos noted in action included **420506** on the S3 line with the 06:50 Lyss to Bern, **420505** also employed on S-Bahn services, heading the 07:06 service from Signau to Bern, **465011** did RE3024 the 07:54 Bern to Neuchâtel, **465009** powered RE3315 the 09:37 Bern to Luzern, **465016**

powered RE3320 the 09:57 Luzern to Bern and **465001** handled RE3322 the 10:57 Luzern to Bern. On the SBB front **421381** did EC196 the 07:12 München to Zürich (from Lindau), **421387** headed EC194 the 12:34 München to Zürich (from Lindau), ex works **11141** was out again, now on RE3823 the 15:03 St Gallen to Chur and **11330** did the 17:40 S-Bahn service between Zürich and Arth Goldau (via Muri).

Holland

On the 7th October DB's **363825** was transferred from Venlo to Lutdm, this was accomplished by including it in train 45734 headed by **6413+6515**. Moving on to the 11th, loco hauled services noted were **1745** with the 09:51 Den Haag to Venlo, **1724** heading the 11:20 Rotterdam to Amsterdam via Gouda, **1709** powering the 15:39 Den Haag CS to Haarlem and **1714** topping the 18:20 Rotterdam to Amsterdam via Gouda. On the 12th **1745** was still working, this time noted on the 05:49 Venlo to Den Haag. Others noted in action were **1731** topping the 06:49 Venlo to Den Haag, **1778** on the 07:19 Venlo to Den Haag, **1765** with the 07:21 Den Haag to Venlo, **1719** powering the 08:20 Rotterdam to Amsterdam via Gouda, **1743** leading the 08:49 Venlo to Den Haag, **1846** hauling the 09:20 Breda to Amsterdam, **1710** with the 09:20 Rotterdam to Amsterdam via Gouda, **1705** heading the 09:28 Den Haag to Dordrecht and **1706** on the 10:20 Rotterdam to Amsterdam via Gouda.

News to 11th October 2009 (added on 14th October 2009)



Brand new Class 185 electrics Kassel Rbf on 11th October 2009

Germany

Further to last weeks report of the DB class 333 'switch off' this has now been confirmed. With these locomotives becoming due for overhaul and with the declining need for their use the decision was taken to effectively 'switch them off.' As mentioned the radio controlled class 335 will take over their duties, where these still exist. For the record there were eight locomotives still in use at the time of switch off and these are now stored as follows, **333648** sold to Layritz (and will be re-sold to Italy), **333658 & 333662** are at Nürnberg Gbf, **333669 & 333673** are at Rostock-Seehafen, **333679** is at Oberhausen and **333680 & 333681** are at Köln Gremberg. I know of two other class 333 locomotives still in one piece, these are **333536** which is being used for spare parts at Offenburg and **333671** which is in Cottbus works and may well be a replacement for **335072** which is due overhaul (although it is in the right place for it.) After the completion of it's overhaul at Infraser, Wiesbaden **212133** was released back into service with BSM GmbH at Mannheim at the end of September.

Belgium

The 6th October saw a return to action of a class 16 electric when **2703+1605** worked P8003 the 16:29 Schaarbeek to Oostende. Other 'peak' trains noted on this day were **2371** with P8723 the 16:16 Schaarbeek to Châtelet, **2329** heading P8312 the 16:18 Brussels Midi to Hasselt, **2314** hauling P8741 the 16:59 Schaarbeek to Binche and **2372** powering P8095 the 17:12 Brussels Midi to Dendermonde. On the 7th October **1065** re-appeared, this time alone on P8005 the 16:45 Leuven to Oostende, it was on a rake of M6 stock and it could well be in preparation for PFT's farewell tour in a couple of weeks. Nice to see one out again all the same!

Austria

Ex SNCF DMU's **4662/83/87 8569/80/84** were seen in Vienna central yard on the 8th October, they are part of an export order for Rumania and remained there over the weekend.

Switzerland

It has been confirmed that following electrical wiring problems with Ae6/6 **11403 'Schwyz'**, the group of private investors concerned have returned the locomotive to SBB Historic and received **11421 'Graubunden'** in its place. This locomotive is in a much better condition internally and is to be repainted soon, then will be available for charter work. On the 10th October ASM's BRe 4/4 No **116** (a restaurant EMU) worked St Urbani Ziegelei-Melchnau Unterdorf shuttles in conjunction with a local produce show, the shuttle was free and hence it was extremely well loaded despite torrential rain.

France

On the 7th October two of the rebogied ex freight electrics were noted on passenger work, these were **7205** on train 17725 the 17:25 Lyon Part Dieu to Marseille St Charles and **7218** with train 4662 the 14:59 Bordeaux St Jean to Marseille St Charles.

A posting on TEO forum details where (it is planned that) the former 100km/h Fret only 7200 should be allocated to from the Dec timetable change **7201** TER Aquitaine (Bordeaux), **7202** TER Midi-Pyrénées (Bordeaux), **7203** (Accident damage), **7205** TER Aquitaine (Bordeaux), **7206** CIC (Marseille), **7211** TER Aquitaine (Bordeaux), **7215** TER Aquitaine (Bordeaux), **7217** TER Aquitaine (Bordeaux), **7218** CIC (Marseille), **7219** TER ? **7220** (Accident damage), **7229** CIC (Marseille) & **7230** CIC (Marseille). Of these **7206/18/29/30** are already in use from Marseille, and so (for the moment) is **7205** although this may only be temporary. **7201/02/11/15** have already been re-bogied to 160km/h and **7217/19** are in works for this conversion at present, **7203** had a collision with a lorry on a level crossing on 25/09, and repairs are to be evaluated. A further 14 of the **7201-35** batch should eventually be transferred to Ile de France, (although that may still be some way in to the future). Note that the transfer of these 7200 to TER at Bordeaux is likely to be to replace 9300 and on the flip side, the list of 160km/h 7200 downgraded to 100km/h is now **7307/13/29/33/34/36/82/85/92 7401/06**.

News to 4th October 2009 (added on 14th October 2009)

Germany

Electric **182001** has been transferred to Cottbus and is the first loco of the class to be used by DB Regio from (I guess) December. On the 28th September **232568** did IC145 from Angermunde into Berlin where **120117** took over. Reports from Germany suggest that the remaining class 333 diesel shunters were withdrawn from service of the 1st of October. Any duties that these locomotives still have are to be taken over by class 335. On a brighter note 'rabbit'**218389** was reinstated on the 2nd October after overhaul, it was released from Aw Bremen, it's destination is thought to be Niebull.

Belgium

A report from 'Railpassie' suggests that from the 13th Dec the following are booked for a class 11; (some of these trains have already produced class 11 this month): P7968: Zottegem to Bruxelles-Midi, P8969: Bruxelles-Midi to Zottegem, P7013: Gent-Sint-Pieters to Schaarbeek, P8013: Bruxelles-Luxembourg to Gent-Sint-Pieters, P7907: Oudenaarde to Schaarbeek, P8907: Schaarbeek to Oudenaarde, P7909: Kortrijk to Schaarbeek, P8902: Schaarbeek to Oudenaarde, P7095:

Dendermonde to Schaerbeek, P7022: Gent-Sint-Pieters to Etterbeek, P8012: Schaerbeek to Gent-Sint-Pieters, P7903: Oudenaarde to Schaerbeek and P8904: Schaerbeek to Oudenaarde.

On the 28th September **2631 & 2634** were seen working 'top and tail' on IR3913 the 13:20 Binche to Louvain la Neuve, both powering. The latest 'Todays Railways' reports that the December timetable change will see trains IR3905/6/13/16/29/30/37/40 on the Binche-Bruxelles-Louvain la Neuve circuit will be formed of M6 stock with Class 26 in top and tail formation, this suggests a second set will be required for a second diagram.

Peak services seen on the 29th included **2023** on P8600 the 15:54 Brussels Midi to Jemelle, **2371** heading P8723 the 16:16 Schaarbeek to Châtelet, **2003** powering P8403 the 16:39 Brussels Midi to Huy, **2317** with P8067 the 16:40 Brussels Midi to Denderleeuw, **2011** leading P8405 the 16:54 Brussels Midi to Huy, **2368** topping P8741 the 16:59 Schaarbeek to Binche, **2308** on P8014 the 17:02 Schaarbeek to Gent St Pieters, **2346** hauling P8906 the 17:05 Schaarbeek to Oudenaarde and **2354+2310** paired up on P8724 the 17:06 Schaarbeek to Châtelet.

Austria

On Wednesday the 30th September **1042007** was reported to have worked IC158 throughout from Spielfeld - Strass to Wien Sud Bhf.

Switzerland

SBB Cargo Re4/4s **11234+11264** worked train 33415 the 05:35 Rorschach to Chiasso and train 33476 the 17:55 Chiasso to Rorschach on the 27th September, both these are cycle extras, the train originated and returned to Zurich behind **11156**.