

European Branch trip to Bremen and Hamburg 10th – 14th June 2004

The sun had not even shown its face by the time I loaded myself into the exiled Brummie's car at 03:45 on the 10th June for the start of our latest trip. We were joined by Metal Mickey and Z Troop, not necessarily in that order, and made our way to Leeds / Bradford Airport. Once there we let Jet2 do the hard work by carrying us (and our luggage) aboard their 07:00 flight to Amsterdam. Once there, Europcar provided us with our tour transport and we were underway just before 09:30, heading for Bremen, in Germany. DB had kindly provided us with a permit for the diesel locomotive works here and we had built a trip round this permit.

It was a good three-hour drive to our first call, Emden depot, and we were all happy to stretch our legs once permission had been granted for a visit. We had decided that, to go with the works visit, we would try and locate as many class 291 diesels as we could. This class is rapidly being converted to class 295 with the fitting of automatic couplers and radio control, so seeing (and photographing) these locos is becoming harder by the day! Two dozen numbers were our reward for our walk round this small depot, included in these were 291901/902/903, a good start. Round the corner, at the main station, we introduced Z Troop to steam loco 043903 and I was pleasantly surprised to find 212323, which I copped, stabled in the small yard, if this was a taste of things to come it was going to be a good trip.

We called in at Oldenburg Hbf next, 14 numbers were available in all, and these included a colourful 101014 and 295056, a recent conversion. After this brief stop we headed for our hotel, the Ibis in Bremen, we have stayed here before and new our way, even if Clara did throw a minor wobbler. Once we had freshened up we did the short walk to the Hbf and spent just over two hours on the Leipzig end of platform 3 collecting 63 numbers, before hunger got the better of us and we retired for dinner in one of the many dining houses available on the station concourse. During dinner we watch it rain heavily, the police arrests a drunk and a young lady relive herself in full view of the restaurant, it fair put you off your pudding! As is usual with us, we then returned to the main station for a further 25mins before we finally made our way to bed.

Amsterdam Schipol Airport Approach (09:55) 896 1707/021 4211 7732 8662/67 **Emden Depot (12:45)** 120134 140061/349/605/676/745/816 145023 152016/036/085 155133/201 291901/902/903 332168 360177/255/278/616 362766 363438 701127 **Emden Station (13:25)** 101091 141185/246/354 212323 363736 634603/658 934446 private owner ESU2011 steam 043903 **Oldenburg HBF (15:15)** 101014 111141 141246/322 232461 295056 701162 private owner VT501/04/07/13/16/27/28 **Bremen HBF (17:35 – 19:50)** 101030/065/091/093/105/108 111081/085/089/090/135/140/142/143/144/145 120`9/152/156/160 140100/102/465/712 141262/267/319/363/365/385/404/412/415/423 146102/107/108 151153 152190 155260 182025 185049 295007/039/059 363622 624645/649 634610/659 934444/448 SBB 482033 private owner ME146-02/04/07/09 VT506/24/26. **Bremen HBF (21:30 – 21:55)** 101090/105 110492 111081/090/135 140042/421/866 141168/319/322/363/365 145020 146102 363146 private owner ME146-06 VT511

The usual Ibis breakfast awaited us when we made it out of bed on day two. For some reason I always find the start of this day arrives too early! Powering up Clara we headed off to Osnabrück. We should have been heading to Wangerooze, but our attempts to find a ferry to this island had hit a brick wall, coupled with the fact that we were unsure about what locos were actually working this system, we had decided to leave our visit here until later. Osnabrück proved no problem for Clara and we were soon parked in the depot car park. We were made very welcome and a full visit was granted, Osnabrück usually produces a class 212 and today was no exception with 212075/077/280 all being 'on shed'. I was somewhat disappointed to find that there were no class 291's but it was slightly tempered by the fact that there was a line of withdrawn class 216 diesels lurking in the undergrowth. Passing the Hbf we noted 101030 passing stabled 140146 and 146101 before we scoured the Gbf for just two shunters. Leaving Osnabrück behind we now headed off towards Minden, someone, who will remain nameless, introduced a small amount of obnoxious gas into the breathable atmosphere requiring a fresh air stop to be made, before Warwick out navigated Clara and we found the small SP. Five numbers were our reward here, which is about right. We moved on, the main depot at Seelze came next and was no problem to find. After we had negotiated the tunnel and received the OK from the foreman for a full visit, a walk round produced over 50

locos, surprisingly there were no class 212 or 291 diesels, more evidence, if it was needed, that these are fast disappearing classes. At this point I'd like to say we stopped for lunch, I'd like to but I can not!

Lehrte was our next port of call, we are obviously missing something here as the 7 locos present did not include any shunting locos, if you visit here at the weekend you would usually find two of them, a further exploration is needed when time permits. Next came the main depot at Braunschweig, after crossing the running line to gain entrance, Metal Mickey went off in search of the foreman, we were quite concerned when he had not returned in 15 mins, only to discover him coming back from the direction we had just entered! We now know where the tunnel entrance to the depot is. A full visit followed and 75 numbers were in residence, these included 218903/906 and preserved unit VT08503+08510+08512+08520. Visit over we headed back to Bremen, freshened up and enjoyed a beer in the Hotel before finding a steak house. We can highly recommend this eating place, portions are generous, prices reasonable and English is spoken. Large beers being the order of the day we were soon deep in conversation with the locals. France had not yet beaten England in the European Championships and many good will messages were exchanged (I got the impression that the French are not over popular with the Germans, can't think why?) Stuffed, we made our way to the Hbf and spent an eventful 55mins in the late evening spotting 49 numbers, including 8 passing freight trains. Eventually we headed off, ignoring the numerous sex shops we called for a nightcap in a nearby bar then said our goodnights, switching the lights off, I was asleep before the room got dark.

Osnabrück Depot (09:55) 140028/043/349/350/497/612/756/782/816/854 141356/756/854
145006/042 152045 212075/077/280 216069/076/077/079/080/081/082 232055/359
295074/096 335015/019 335244 360008/163 363137/425/709 364421 624637 **Osnabrück
Hbf (10:30)** 101030 140146 146101 **Osnabrück Gbf (10:40)** 295093 363137 **Porta (11:52)**
141066 passing **Minden (12:05)** 141066 146029 294763 362523 701121 **Seelze Depot
(13:05)** 140038/040/112/233/272/321
140330/410/489/656/663/712/773/826/855 145016/048/052/065/077/080 151025/069
152049/069/079/105/152/158/166 155028/052/134/167/214/250 182003 185016/146/163
189004 232117/328 290056/058 294097/243/261/316/376/392/858 295068 335139/248
362910 363215/892 **Lehrte SP (14:45)** 140609/717/761 152150/157 155138 232376
Braunschweig Depot (15:40) 110284/324/328/376/377/487/493 111138 112108/113/131
141170/236/284/314/325/351/373/397
141408/414/419 143090/136/299/335/911/916/958 146105 218108/448/903/906 294338
295049/067 335124/250 614053/059/062/065/066/069/070/074/080 628554/616/620/621
634613/618/619 701080 914030/031/037 924402/407/408/411/412 928554/616/620/621
934202/443/452 VT08503/510/512/520 **Bremen Hbf (21:00 – 21:55)** 101014/025 110455
111087/090/091/144/145 120152 139246 140149/480 141194/322/349/376/385/412/415/427
145020 146107/108 152069/099/105/152 155190/263 182015 295056/095 363622
401063/070/563/570 614002/057/058 624646 634651 914025/036 934449 private owner
ME146-05 VT512/22 ES64U2041

The usual Ibis breakfast was followed by the usual Ibis painless checkout, firing up Clara we headed off to the Hbf Depot at Bremen. Despite sitting just off the station we had not even been able to get a view of the depot before now due to stabled coaching stock. Finding the appropriate billboard we parked and followed the path to the depot. Once on site a full visit was secured and this produced 22 numbers, including 218320 still in blue and cream livery. Next came the short drive to Bremen Rbf depot, Clara took us in a new way and a class 335 eluded our efforts to spot it as it ran towards the depot. Amazingly the depot foreman remembered us from our last visit (whish I could say the same about Thornaby!) and our request for a visit was granted. Thirty locos were at home this morning including no fewer than 15 class 295's (where have all the 291's gone, long time passing.....). The five class 335 present, 335101/188/190/194/237 were all distinctly withdrawn, so the one we had seen earlier had eluded us again. The drive to Bremerhaven took less time than we expected, even with the extensive roadworks caused by the extension of the Sheffield Supertram! Finding someone to ask here took longer than the drive but eventually a visit was secured. On spotting two private owner loks right at the end of the yard we made a big mistake, we ignored the gathering rain clouds! The rain knew when we had reached the point farthest away from the depot then it started. It did not let us off lightly either, thunder and lightning

followed by the heaviest rain I have seen in a while pounded us. In seconds we were drenched, the pleasure in getting back to our car can not be measured and the sight of Z Troop ringing out his socks will not be forgotten in a hurry. It was still raining as we drove to the Rangerbahnhof and after circumnavigating the signal box, twice, we spotted the two shunters that were at work there (without leaving the comfort of the car).

We were now heading towards Hamburg and because we were literally passing we called at Bremervörde. It look like a good place to call as three lines come together here, we did not know at the time but we had stumbled across the main depot of Eisenbahnen und Verkehrsbetriebe Elbe-Weser GmbH (EVB). There was no one at home here but we managed a good, all angles, view of the depot yard. EVB own many ex DB locos including class 211 and 232 diesels, examples of both were at home today in the 13 numbers we identified. Dragging ourselves away we called next at Stade Hbf yard, 5 locos were present here and a conversation with a driver allowed us to find 363836 in Butzflether Yard (try pronouncing it, it was easier than finding it!) Next came Hamburg Moorburg Yard and this was our next encounter with a class 291, two examples 291032 and 291037 were hard at work here and we had to work hard too in order to photograph them. Höhe Schaar Yard was to be our next call, but before we got there we were stopped at Kattwybrücke, a shared road / rail bridge to allow 152123 to pass. Now some of you may be used to it, but the sight of a locomotive, coming straight at you, on a road, is "amazing" (pass my clean underwear please). When we finally found it 295028 was hard at work in Höhe Schaar. We were booked to call next at Wilhelmsburg Depot, but we had heard rumours that this was now closed with all work transferred to the new depot at Maschen, we ignored these rumours and we are glad we did. Despite the remnants of the Bremerhaven rain returning a walk round Wilhelmsburg Depot found 29 locomotives. Included in these were 291036 and a very photographic 333005. A further hunch paid off when we called at Hamburg Sud yard, despite not being in Herr Piece's book we found 8 locos stabled here, the call was made more worthwhile when steam loco 503682 passed with a special tour of the dock complex.

A drive through the centre of Hamburg, on a Saturday afternoon is not recommended at the best of times, throw in a road closure, an accident and a Gay pride march (don't even think it Bryan!) and you could imagine what we were up against. We were all glad to reach our hotel; a quick scrub down was followed by an equally quick beer and then a 2 hour session on the Hbf. Once we had worked out where the numbers were on the many S-bahn units that passed us we were fine and the fact that many services in and out of here still use class 218 diesels kept our cameras busy until darkness arrived. Hunger finally won the battle and we returned to our hotel to discuss our 'plan of attack' for Eidelstedt depot, we were thwarted last time by the jobsworth on the entrance gate. Later we enjoyed a basic, but tasty, dinner a large, but tasty, beer and conversation with two young, but tasty, ladies. Enough said, goodnight all.

Bremen Hbf Depot (08:10) 110322/452/469/492/500 111081/136 140494
141298/315/319/363/404

141423/427/433 143175 218320 363185 365159 614057 private owner ME146-03 passing

Bremen Rbf Depot (08:45) 139552 140172/465/494 151025 152064/134 155028
295001/004/005/006/008/039

295042/047/054/055/056/057/059/061/095 225101/188/190/194/237 364902 365435

Bremerhaven Depot (09:55) 110329/455 146106 152135/162 155135 295040/041

323099/521 private owner VT21 ES64U2012/016 with VT106 passing **Bremerhaven Rbf**

(10:30) 295053/088 **Bremervörde Hbf / Depot [view] (11:45)**

EVB150/152/154/164/166/281/30 651/410 01(211323) 410 02(211330)

410 04(211024) 410 05(211061) 410 51 (211252) 62 201(232103) VT104 **Stade Hbf (12:40)**

141359/371/422 218210 295029 **Butzflether Yard (13:10)** 363836 **Hamburg Moorburg**

Yard (14:05) 151100/117 152148 291032/037 295030/063 362799 363220 **Kattwybrücke**

Bridge (14:35) 152123 **Hamburg Höhe Schaar Yard (14:50)** 295028 **Hamburg**

Wilhelmsburg Depot (15:15) 291036 295015/078/081/098 333005/028/050/649

335080/210/215/222/223 360251/253/267/271/320/908

363626/632/633/728/830/833/834/649 with 152133 passing **Hamburg Sud Yard (16:05)**

145048 185530 295014/018/023/085/099 365181 with 411501 and steam loco 503682

passing **Hamburg Hbf (18:00 – 20:00)** 101006/016/043/054/124/128 112141/149/176

114002/039 120147/150 141156 185172/515/516

218121/180/197/210/250/282/325/331/347/377

218383/459/461/485/499 401004/018/067/074/082/567/574/582 402043 411023/032/523/532
472001/002/003/005/006/007/011/012/015/016/017/021/022/024/025/026/030/032/036/041/0
43/049
472050/055/056/057/058/059/060
474002/003/004/005/009/011/013/016/018/019/020/021/023/024
474025/029/030/032/033/036/040/042/047/050/051/052/053/056/058/063/064/065/068/069/0
70/073
474074/078/082/085/086/087/088/089/092/093/094/096/098/100/102 808043 private owner
ME146-01/03/06/07/09

We were greeted with bright sunshine on Sunday morning and we had plenty of company for breakfast. After our painless checkout we headed for Hamburg Altona, another depot that we had heard had closed. Alas we cannot confirm this as the entrance tunnel was locked and we could not find a way in, beaten we headed off. The carriage sidings / SP at Langenfelde was our next call, we had decided that once we had completed our visit here we would ask if they would phone Eidelstedt Depot to ask if we could visit. To this end our cause was helped by the fact that the first person we encountered had just finished a 3-year course in English at Oxford University! He guided us to the foreman and made our request, the foreman was straight on the phone and after a brief conversation nodded to us, great we thought, sorted. "Please follow this man," the foreman said and we did, thinking we had a guide for our visit to the SP, we were wrong. He walked us to 101075 and asked us to get in the cab, he then proceeded to talk to the signaller and shortly after that we headed onto the main line. Ten breathtaking minutes later we entered the depot yard at Eidelstedt, weaving our way through many ICE units we came to a stop at the depot approach signal. Our 'cab' driver was straight on the intercom and the signal came off, at the same time door 515 at the depot began to open, "this is like a ride at Disneyland" commented the Exiled Brummie, as we moved slowly forward and entered the depot. Once parked he guided us to the depot foreman, talked briefly with him and he told us we were ok to walk round and take any photos we wanted. Hardly believing what was happening we made our way round the entire depot, the most enjoyable part was of course passing jobsworth leaving the main depot to photograph locos in the holding sidings, then re-passing him coming back into the depot, the look on his face, you just had to be there! Once we had finished we made our way back to the foreman's office, he saw us enter, said something to the man that had driven us there and gave him a book. Our driver asked us to follow him again, this time he took us to 101056, which was parked behind door 505, after talking with the signaller we got a clear signal and the door opened. We went round the outside of the depot, coupled up with 101075, went back through the yard, out onto the main line again and re-traced our steps to Langenfelde. Once parked up our driver left us to walk round and take any photos we wanted, I'm glad I've got these photos, because I remember very little of this walk round, my mind was somewhere else! How do you top that? Next came Lübeck depot, the drive seemed to last forever, the building work around the Hbf is still not completed so finding the depot took a bit of imaginative navigation, but find it we did. Lübeck is a diesel depot, so it was a bit of a surprise to find 141430 & 141444 among the 51 numbers at home. The short drive round to the Gütterbahnhof found 295025 & 295070 stabled up before we headed back towards Hamburg, heading for the large yard at Maschen. We have a good relationship with the staff here and after sharing a joke or two we were granted a full visit, to both sides of the running line and without the aid of a safety net. There is a small depot under construction here and it may well take the work currently being carried out at Wilhelmsburg, stabled round this were 45 locos, the holding sidings held a further 51, 7 more were found in the secondary SP and an ICE passed, quite a haul. It didn't even rain! Among these were 291031/034 by the new depot and 291033 in the secondary SP, it's not very often anyone would say that a visit to Maschen is an anticlimax, but it kind of was today. Heading back to Bremen we called at Buchholz, this is now closed as a SP, with only a passing DMU stopping us from blanking. Our next stop was Bremen Rbf depot, the same foreman was on duty as was here when we visited on Saturday, so securing a visit was no problem, a further 41 numbers now found their way into our books, including OBB 1116189, I had noticed, however, that there was still no serviceable class 335 diesel, meaning the one we had seen earlier was still in the yard somewhere. We had a bit of time so we decided to track it down. We are glad we did, it was not alone holding company with two others in the small wagon works. We managed to identify 335126/186/251 and take photos of them to boot.

Finding the Ibis was no problem, it should not have been, we only left there on Saturday morning! After a de-louse, we really enjoyed our first beer. What a day we had just had, it was, and still is, almost unbelievable. We returned to the Steak house we had used on Friday night, Metal Mickey surprised us all by ordering ribs, which arrived accompanied by a large bib! Our late night session on the Hbf was spoiled by France, but even this did not make us too downhearted after the day we had just had.

Hamburg Langenfelde (08:20) 101054/075/133 112120/154 120125 141441
218371/489/494 363176 401082/582 402008 474021 808008 **Hamburg Eidelstedt (09:10)**
101009/010/011/056/136/141/143
101144 112177 335228 401001/005/055/061/066/079/081/085/088/501/555/574/579/581
411014/032
411514/532 474066/093 **Hamburg Langenfelde (11:00)** 101005/016/045/054/092
110318/501 112124/126/154/177/182/184 120125/130 141402 218119/120/261
363216/441/668/714/719/818 401056/556 **Approach to Hamburg Hbf (11:52)** 472017/050
Lübeck Depot (13:00) 141144/430
218177/180/184/185/186/208/221/256/260/278/286/323/327/328/334/335/345/347/370/374/3
77/379
218407/434/459/490/493 232024/253/469 628209/211/214/218/219/220/221/684 795240
928209/211
928214/218/219/220/221/684 995019 Kof6268 **Lübeck Gbf (13:35)** 295025/070 **Maschen
Yard (15:00)** 140303 145023 151016/035/058/097/116/122/142/146/155 152029/037/120
155033/138/262 182008 185017/018/044/047/064/065/101/102/121/155/156/158/172 189024
232189/377/395/432/470
232514/688 291031/034 295016/027/084 **Holding Sidings (15:35)** 140799/806
145012/014/017/064
145071 151024/026/028/030/031/037/044/045/046/047/048/055/061/080/129/140/160
152007/018/021
152023/025/026/035/039/076/086/102/126/140/161
155014/085/112/175/180/206/231/247/263 182006
182013/024 232024 **Secondary SP (16:00)** 110224 140197 151112/119 203310 291033
295080 with 401512/553 passing **Buchholz Hbf (16:30)** 624644 634655 934451 **Bremen
Rbf Depot (17:50)** 140028/172/494/721 151067 152005/064/079/102/109/139/146/148
155028/273 185124 295001/004
295005/006/008/039/042/047/051/052/054/055/056/057/059/061/095
335101/188/190/194/237 364902 365435 OBB 1116189 **Bremen Wagon Works (18:15)**
335126/186/251 **Bremen Hbf (21:25 – 22:00)** 101001/055 111085/089/135 120130
141194/267/319/344 146101 363146/622 private owner ME146-10 VT102/05 512

Our final day did not require us to start until 09:45, so a lay in was available. I'm glad to report that in true European branch fashion we had enjoyed breakfast and were on the station by 07:45. The hour and a half we spent here produced 38 numbers, but as it was a Monday only 1 freight passed hauled by private owner 145CL202. Returning to the hotel we did the painless checkout, powered up Clara and headed off to the locomotive works at Bremen. We had a permit for 10:00 and arrived spot on time. We were expected and the guide provided for us spoke excellent English. He was quite interested in our hobby and spent some time talking with us about how we went about it. He certainly entered into the spirit of the day by showing us every locomotive in the entire complex, these included electric lok 141442, prototype 218001 and a freshly painted 215022, is it on it's way back or was it just a paint trial? Once our visit was completed we had our photo taken by the plinthed diesel shunter and said our goodbyes, with an invite to visit again whenever we wanted, I think we could take them up on this.

Our time in Germany now over we headed back into Holland. Finding Zwolle station was harder than we thought it would be, it's obviously moved since the last time we visited it. Once there we spent just over 2 hours on the platforms. Not much passed in the way of freight, just 6438 with a short trip working, but there was lots of passenger action and 89 numbers were noted in all. Our deadline arrived too soon and we were forced to make our way back to the airport. Dropping the car off was no problem and Jet2 had us underway bang on time. Another excellent trip over, they get better. Thanks go to Warwick for the driving and to Pete for all the organisation, he did us proud again.

Bremen Hbf (07:45 – 09:15) 101048/113/119/133 110329/455/473/479
111087/089/134/136/137/143
111145 141146/346/365/385/423 146108 363146/622 402033 614057/058 624647 634621
708313 808033 914036 924409 Private owner 145CL202 ME146-02/05 VT502/03/19/25
Bremen Locomotive Works (10:00) 141442 215019/022/119/132/199 216032
218001/112/126/132/140/142/144/154/171
218172/173/179/257/258/259/284/292/361/391/405/482/491 294187/402/706
295004/007/050/066 335235 363676/684 365160/183/221 701077/162 714002/014/015
EVB42 001 preserved V36 107 **Zwolle Station / Depot [view] (14:50 – 17:05)** 452/80/82 515
702/04/05 833/37/73/80/82/98 939 1610/21 1713/37/48/67/80 2101/02/03/04/05/06/07/09
3402/04/06/12/16/21/26/38 4011/13/15/22/24
4025/27/29/31/32/37/39/40/45/49/56/62/70/73/77/83/85/86/89/94/95/96
4206/07/09/10/15/16/23/25/35
4239/48 6411/14/38 6509 7732/45 8206/50 8415 8635 9431/43 9518