

## Germany, July 2006

It was just before 4am on Thursday the 27<sup>th</sup> July when I arrived at Metal Mickey's door and proceeded to load him and his luggage into my car for the short journey to Doncaster's Robin Hood Airport. We were booked on the 06:30 Thompson Air flight for Amsterdam Schiphol and were to be joined on this trip by the exiled Brummie (at Doncaster) and Toby (in Holland). We had a loose plan, we wanted to re-visit Hamburg Harburg station to photograph passing freight, re-visit Rostock Seehafen depot to try and 'pin down' their elusive class 291 diesels and also visit Osnabrück Depot to try and get some final photos of the class 212 diesels that worked from there.

It was so nice just to have to drive for 20mins before reaching the airport, it was to be our first flight from here and we were looking forward to it. The exiled Brummie arrived about the same time as we did and together we headed for check-in. This proved to be totally painless and before long we were all enjoying a full English start to our day in the departure lounge. Our flight departed on time, was under half full and arrived, 45mins later, bang on time at Schiphol, so I guess you could say it was a good one. We negotiated the long walk to passport control, the short wait in the queue to get through and the even shorter wait for our luggage, (Stanstead take note) before Europe car had us on our way in under 20mins.

As Bremen was to be our overnight stop tonight we had made arrangements to meet Toby in Arnham, we headed out in that direction and camped out on the main freight route at Zevenaar. Shortly after our arrival a loco train consisting of 6432+6491+1601+6494+6452 passed heading into Holland, after that picking were slim, with just 1604 heading into Germany during the rest of our stay. (We later found out that the line from Emmerich to Oberhausen was closed and the majority of freight was being diverted via Venlo) After two hours it was time to get Toby, his flight from Norwich (no excuses now Bryan) had arrived on time and our plan worked perfectly as we arrived at Arnham the same time as his train did. Arnham station area is currently a building site and finding parking was a work of art, but, despite Pete having to accompany a young lady into her office, we managed it. With Toby safely installed we did the drive to our hotel, the Ibis, in Bremen. After a quick beer we made the Hbf for 18:00 and a stay of 90mins produced 54 numbers before the call of the steak house won. We filled our bellies on large steaks, large puddings and large beers, then did a final 45mins on the station during which the exiled Brummie fell asleep sat on the base of an electrification stanchion, and MWB G1700 diesel V2301 passed with freight, before the day's final beer called and we headed off to bed.

**Zevenaar (11:05 – 13:00)** NS 1601/04 6432/52/91/94 Syntus 21/22/23/25/27/37/38/43/45/54/58  
DB406010/507 **Bremen Hbf (18:00 – 19:30)** 101012/070/111/118 110452/487  
111083/089/131/137/143/144 120144 140856 143162/163/203/206/335/616/839  
146102/106/108/124/131/132 152058/129 155180/263 182011 185093 295008/049/094 363185  
402010 425318/815/816/817/820 614061/062 628619 914028 928619 Connex 185-CL-001  
Metronome ME14604/05/07 MWB VT514/15 **Bremen Hbf (21:20 – 22:05)** 101070  
110452/455/465/486/493 111083/143/144 120107/112/502 143163/839 146124 152058/113/129  
362852 401067/567 402030 425315 614057/058 628545 914036 928545 Dispolok ES64U2012/038  
Metronome ME14601/06 MWB V2301 VT527.

A very laid back breakfast, followed by an easy checkout and a very straightforward drive saw us walk onto Hamburg Harburg station at 08:50. We had promised ourselves a return visit here earlier this year and once again, we were not disappointed with the outcome. Numerous freights and almost as many passenger workings passed during our time on the platform. Private owner loks mixed with the DB loks and old mixed with the new, it's a superb place to view a wide variety of different traction. We were not interrupted by anyone during our stay, no police, no station staff, no nutters, and no other spotters. The sun shone and Warwick supplied large amounts of cold water during his many walks for the carriage numbers. We left after about 5 hours and scoured the nearest yards, Hohe-Schaar produced 5 numbers, Mooreburg a further 6 but Sud was a disappointment with just D+D owner 1403 (ex DB 201577) + 1404 (ex DB 202735) present, we made a mental note to find the missing shunting loks later, before hitting the road to Rostock.

A further easy drive saw us arrive at the hotel shortly before 4:30pm, so we quickly stored our bags and headed off to the Hbf depot. Just like last time, our visit caused a major incident, many phone calls were made before we got the nod and a guide was then provided. Despite this, the visit was excellent and the guide went out of his way to make sure we got what we came for. After a quick de-louse we did an hour on the main station, where, just like last time, a class 115, this time 115211 allowed it's photo to be taken, before the call of dinner got the better of us. A very palatable pork casserole washed down with an equally palatable beer, followed by 'after eight' ice cream filled our bellies and brought sleep along easily.

### **Hamburg Harburg (08:50 – 13:45)**

101007/012/020/021/023/043/053/067/072/082/089/098/104/118/130 101145 115198  
120119/129/130/141/142 139314/554 140327/540/737 143018/186/651/936 145019/028/035/068  
151041/115/122/165 152023/033/038/098/139 155007/038/065 185012/171/202/222/229 189070/078  
218108/209/218/386/473/474 232259/329/519/600/663/673/675 233127/458 295087 363176  
401002/007/008/015/016/052/059/063/081/083/084/086/090  
401502/507/508/515/516/552/559/563/581/583/584/586/590 402014/031/036/037 OBB 1116027/170  
SBB 482027 private owner Dispolok ES64F4020 ES64U2023/039/043 EBW 27006 EVB 42011  
62201 HGK 145CL011 Metronome ME14601/02/04/05/07/09/10/14/16 **Hohe – Schaar Yard (14:00)**  
140737 295084 362769 Private owner RAG 202 V1405-03 **Kattwykbücke (14:10)** 152033  
**Mooreburg Yard (14:25)** 291031 295017 363425 701100 Private owner Connex 185515 TNT  
145001 **Sud Yard (14:46)** Private Owner D+D 1403/04 **Rostock Depot (17:10)** 112165/188  
144012/016 143080/118/251/261/271/631/860 333670 362757 628634 642048/049/052/053  
642548/549/552/553 646011 928634 946011 946527 with 101036 passing. **Rostock Hbf (18:40 – 19:40)** 101037/120 112102 114039 115211 120140/141 143080/812/827/852/947/966 362757/900 628640 642054/185/554/685 928640.

We have always enjoyed breakfast at the Inter – City chain and Rostock did not let us down. With no Standback the bacon and eggs were ignored in favour of a more continental start to the day. We experienced no traffic on the drive to Seehafen depot and no problems getting permission to visit. I was on particular look out for Rostock allocated 291011 which had eluded my efforts to find it for years. The rain stayed off today (unlike last time) and we all enjoyed the walk round, you need to be careful here as a main passenger line passes through the middle of the depot's holding sidings. This morning 43 locos were enjoying the hospitality of the depot, these included 298308/309/331 and former East German shunting loco 346811 but no class 291's. We went to say thanks and ask about the location of my 291, 'it's in the yard' the foreman told us, 'go see it if you like'; you just can not turn down that sort of invitation. The foreman then tried to provide us with a list for the yard, alas the fax had no paper so this failed, and it did not stop us from exploring the yard which produced 57 further numbers, including 291011!

We called at Wismar because it was close, we knew the depot had long since closed but the last time we called there were 3 shunting loks on the docks. Today just 232464 was stabled in the station area but a significant amount of clearing work had taken place on the trees around the depot area, is it likely to be used again in the near future? Schewerin came next, the depot here is closed but the former running shed is now a preservation site, it's well worth the 2 Euro entry fee. We moved on to Lubeck where disaster struck as the tunnel entry was gated off and locked, as we do not know an alternate entry we had to make do with a view which netted just 28 numbers, about half of what was on, These did however include Ostthannoversche Eisenbahnen AG's 200085 (ex DB 216121). Slightly deflated we drove on to Hamburg and revisited the Sud yard, 5 shunting locos and D+D private owner 2403 (ex DB 228758) had joined Friday's residents. We next tried the old depot at Wilhelmsburg, it's closed and out of use, so we moved onto to Maschen Yard. Despite the many traffic movements we were allowed to visit the depot but we were asked not to cross the running line to the holding sidings, in all we missed about 20 further numbers to add to the 88 we managed to get.

The long drive to Celle was a positioning move for our final day, we arrived at the hotel in time to dump our bags and do an hour on the Hbf, and it was not overwhelming but had enough to keep our interest with 5 freights passing in the time we were there. We enjoyed the hospitality of the hotel restaurant before walking into the old town. It's a magnificent place, the old wooden building are a sight to see, a wine festival was taking place with live music playing and many countries wines represented, we did our best Mr Chairman, but stalled after South Africa. We had a last beer, then a

coffee, then a further last beer, in the 'Rising Sun Inn' before stumbling our way back to the hotel. Pete turned the lights off but I was asleep before the room went dark.

**Rostock Seehafen Depot (08:00)** 139165 140572 145055/066 152020/081  
155060/115/123/168/183/244 155253/257/270/272 189003/060/081/094 232409/438/471/584  
233112/219/285/322/441/452/486 290532/561 298308/309/331 310281 333669 346811 362791/896  
363218 Kof 4858 **Rostock Seehafen Yard (08:40)** 140074/075/111/271/357/543/606/629/838  
155010/016/017/020/033/040/068/073/075/077  
155080/081/084/085/086/089/095/101/103/109/110/112/113/114/118/120/122/125/128/130/133/146/1  
48 155150/171/194/213 232052/212/400/432/518/603 290068/522/524 291011 Private Owner MEG  
801 **Wismar (09:57)** 232464 **Schwerin Preservation Site (10:50)** Steam 03 1090 64007 89008  
91134 Diesel 120001 V180118 V23082 Ko 5752 DMU VT137099 947052 **Lubeck Depot [view]**  
**(12:35)** 218103/104/105/106/185/197/278/291/315/333/407/432/462/465/466/492 232502/519/686  
628215/610/648/685 928215/610/648/685 Private Owner OHE 200085 **Hamburg Sud Yard (14:57)**  
295029/086/090 362769 363712 Private Owner D+D 1403/04 2403 **Hamburg Maschen Yard (15:30)**  
139311 140187/300/613/845 145021/031/078  
151007/012/032/033/036/053/061/066/080/097/113/115/128 151149/156/165 152068/115  
155006/107/202/224/230/231/234 182001 185068/070/114/129/132/159/171  
185173/179/184/190/199/207/250 189019/052/066 232259/600/658/663/673/675/686  
233127/179/586 291032/033/035/036/037 295019/020/023/046/078/087/098/100 335160/234  
362559/799 363162/220/445/622/633/714/728 365181 Dispolok ES64F4020 Private Owner RAG 204  
**Celle Hbf (18:15 – 19:15)** 101007 140187 143007 151051 152030/150 185126 401068/076/568/576  
424010/505 Metronome ME14617

We all enjoyed another Inter – City breakfast, this time Warwick enjoyed more than one bacon sandwich. After winning the battle with the car park exit barrier we did the drive to Braunschweig depot, the engineer was pleased to allow our visit, unescorted for a change. Although not looking full 84 numbers were 'on shed' this morning. 141381 had made it's self photographic since our last visit and 218455 could not have looked any better standing in the sun. It took a good hour to complete our visit; we said thanks and moved on. The SP at Lehrte, once again, contained no shunting loks, which is surprising considering the size of the yard. However today 7 electrics graced the old depot including 139310 which filled a nice photographic gap in my book.

We drove on to the depot at Seelze, this tunnel was not locked and. as usual, and the depot engineer was pleased to allow our visit. The sun shone, 3 further class 139's made it into our camera's, 182009 showed off it's new livery and 185263 showed off a delivery date of 27/07/06 making it just 3 days old. The sprawling depot makes a full visit a good walk and we were all grateful for the use of the cold drinks machine. In a line back towards Amsterdam comes Osnabrück Depot so it would have been rude not to call. I'm so glad we did, Osnabrück provided what could be our last sight of the class 212 diesels, 5 members of the class, 212075/280/310/317/323, were positioned round the turntable and I indulged in many a photo. The rest of Osnabrück's residents, 28 in all, were almost ignored but made for quite a full depot. We dragged ourselves away and did the drive to Rheine, here we found 6 numbers on the Hbf before, as we were running ahead of time, deciding to visit Emmerich. The 'cross country' drive seemed to last for ever and when we did arrive it was very disappointing to find just 146013 in the station. We were going to leave for Schiphol when Pete spotted a yard on the local area map displayed on the station wall, so we headed for it. It contained three further loks, two of which are owned by Bocholter – eisenbahn, both of which were duly photographed. Visit over we headed for the airport, Toby left us to catch his earlier flight to Norwich and after dropping off the luggage we managed a final 40mins on the airport station before a smooth flight returned us to Doncaster.

There is something to be said for walking into your house 30mins after touchdown and I recon we will try this route again. With just one more trip to look forward too this year I'm already planning next year's tours.

**Braunschweig Depot (09:20)** 110284/328/329/331/332/464/476/495 111134/136 112128 141381  
143090/286/302/911 146107/108/123/125 218450/451/452/455/464/490 335124 614019/020/037/038  
614053/059/061/062/075/076/081/082 628202/204/545/549/553/562/617/618/619/624  
648254/260/262/269/271/272/274/754/760/762/769/771/772/774 914010/023/028/030/038/039

928202/204/545/549/553/562/617/618/619/624 Preserved DMU VM08510 VT08503/512/520 Private  
Owner DRE 10702 **Lehrte SP (10:45)** 139310 140299/649/853 145001 155227 185166 **Seelze**  
**Depot (11:30)** 139222/255/558 140005/098/110/151/337/379/609/611/679/824 145020/041/069  
151008/032/056/061/074/077/132/152/163 152041/077/094/098/166  
155031/061/078/198/209/212/220 155228/231/237 182001/009 185029/138/167/171/195/215/263  
189022/071/077/092 225017 232414 290137 294097/187/376/577/761/763/795/823  
295027/048/057/079 296023/029/030/041 335213/238/250 360315 362574 363134/632/820/830  
**Osnabrück Depot (13:40)** 139132 140390/501/645/677 151064 152099/147/170 185064/066  
189013 212075/280/310/317/323 232149/371/377/379/527/660 295039/044/056/058/061/072/075  
296006 335244 363114 **Rheine Hbf (14:50)** 110507/510 111125 155250 185157 425060 **Emmerich**  
**(16:45)** 110420 120135 146013 Private Owner 360608 361661 **Amsterdam Schiphol (19:50 –**  
**20:30)** 829/36/39/42 904 1724 2972 4040/66/75/92/94 4207/13 7715/20/25/35 8652/61 8732 9401  
9504 SNCB 1187 TGV 4307