

Germany, March 2006

Shortly after 02:00 on the 23rd March, the exiled Brummie arrived at Blyth to collect my luggage and myself then begin our latest tour. Apparently, after our last visit report, the exiled Brummies wife, Sue, was so pleased with the mention, she made even more shortbread biscuits than usual, so Hi Sue! After collecting Metal Mickey (and the kitchen sink) we headed down the A1 towards Stansted. We were due to fly with Ryanair on flight 434 the 06:25 to Hamburg (Lübeck) for which we had paid the princely sum of a full 29p!

No problems were experienced with the trip down and for once Standstill airport allowed us through quickly giving us time to indulge in breakfast before being called to the gate. The flight was not full, far from it and at exactly 06:25 we were in the air, it must have been smooth as I remember nothing until we were asked to put our seatbelts on for landing. I wish I could say the same about the landing, the controlled crash had us on the ground at 09:26, then 09:27 and finally 09:28. We were spared the rubber glove and Hertz had us away at 09:55, this could be some sort of record! We were using a younger version of Clara for the first time (you know, shorter skirt, more make up...) and she had us at Hamburg Harburg Gbf in a little over 20mins. A quick view here and we moved on to the Hbf. We had heard a lot about this place, but on our only previous visit we had found very little action, today was different. Constant freight and passenger action was the order of the next 2 hours, 101's, 143's and 218's were all noted with passenger workings, freight brought in examples of many more classes including an ex works 151119 and a mega noisy 233616. Sprinkle in a few private owner locos and some bright sunshine, you can see why it was difficult to leave.

Our map showed a yard at Buxtehude, we had never been before so we gave it a go, we will probably never go again, it's lifted. Diesel 218218 passed with a passenger service and EVB DMU 153 put in an appearance before we headed for Buchholz. The closed depot is now a replacement window shop, the yard is still used with 182015 and a DMU being there today. Next came the long drive to Bremen Rbf Depot and we were surprised by the lack of locomotives. The lack of interest by the foreman compounded this and we were all surprised by the rusty rails of the old roundhouse. Our last visit here produced over 40 numbers but today only 15 were at home. The nearby wagon works produced it's usual three shunting locos, 335126/186/251 being here this time, before we checked into our first hotel, the Ibis in Bremen. After a quick de-louse we walked to the station where a stay of 1hour 40mins produced a further 53 numbers. These included 140539, 155231/248 and 185008 all with freights, which made for some good photos in the low evening sun. Hunger got the better of us and we ate at a nearby restraint, the one we generally use when in Bremen. It provided us with large steaks in mushroom sauce and excellent Caramel dream puddings. We waddled back to the station for a final 30mins then, ignoring the 'shaggall' pub, returned to the hotel for a final beer and bed.

Hamburg Harburg Gbf (10:20) 708330 **Hamburg Harburg Hbf (10:30 – 12:30)** 101040/055/071
101118/119/130 120154 139135 140337 143174/203/834/838 145016/020/039/067/069/073
151098/099/101/119 152051/054/069/105/159 155006/154/210 185165/182/227 218208/380/473
232682 233616 295022 401014/017/071/078/087/088/514/587 402011 Private owner
ES64U2004/022/026 EVB 42001 Metronome ME 14603/04/06/07 Wiebe lok No 4 (ex DB 212107)
V60SP015 SBB 481006 **Buxtehude Station (13:10)** 143314 218218 EVB 153 **Buchholz Yard
(13:50)** 182015 628625 928625 **Bremen Rbf (15:20)** 140012/389/476/506/539 152077/118
155034/037/044/091/137 185008 295007/074 **Bremen Wagon Works (15:45)** 335126/186/251
Bremen Hbf (16:40 – 18:20) 101031/032/046/059/091
101116/118 110449/455/475/480 111081/085/091/131/143/144 140539 143163/326/335/651/916
146102/104/106/107/108/123/125 155231/248 182025 185008/235 295041 363438 401060/560
402014 425317/318/319 628551/614 928551/614 Private owner Metronome ME 14604/05/09 NWB
VT 500/03/21 **Bremen Hbf (20:35 – 21:05)** 111085/091/143 143163 146106/125/129 152020 182025
185226 295074 362852 363438 401057/557 402010 425315/318 Private owner, NWB VT 505/29

Morning Sue. The usual Ibis breakfast awaited our arrival in the morning and we shared this with the entire Canadian under 25 Judo team (they had first choice of everything!). A painless checkout allowed us to depart at 07:30 and an equally painless drive found us at Seelze depot at 09:00. We secured a full visit and a gentle stroll round found 58 numbers at home. These included 4 class 139

electric locos, 151130, which I copped, 291031, a very rare species now and a private owner shunter numbered 106560, close inspection of which lead us to believe it belongs to a company called PRW (any ideas anyone?). After saying our goodbyes we headed off to Lehrte where, once again, we failed in our attempts to view the yard and had to settle for what could be found on the SP and in the station. Braunschweig Depot came next, we were provided with a guide who kept us well away from the running line, but did take us all the way down the holding sidings. I have never seen this depot so full, it was packed with old DMU's, which according to our guide, had been sold to Poland. A further surprise awaited us at the rear of the depot where we found a nest of class 141 electric locos. 141083 was inside the shed bearing a 'headboard' (well, sticker really) proclaiming the last run for the class and a further 12 members of the class were parked outside by the traverser. After saying thanks we moved on to Magneburg for a visit to Rothensee depot. Once again no class 204 diesels were here, so alas I must now accept they have been withdrawn. In fact very little was 'on shed' 19 numbers being a meagre return for this depot, 298071 eased the pain by giving me a 'cop' and 232902 made an excellent photo.

The Holiday Inn at Berlin Schonfeld was to be our overnight base and this is a real step up in class for us. It is positioned 3mins from Schonfeld Hbf, where, after checking in, we spent an excellent hour watching passing trains, a liberal sprinkling of freight mixed with almost constant passenger traffic, which included Berlin S-Bahn units, much to the delight of the exiled Brummie. We decided to try for a visit to Seddin depot, as we were so close, and had to carry Warwick, kicking and screaming, off the platform with a promise to return sometime, in order to get there in the light. Getting round Seddin on spec had only happened once before, so it was somewhat of a surprise to get a yes. A full, un-escorted visit followed and 53 numbers were our reward. I have often wondered where the Seddin allocated class 298 diesels were, I found out as 14 were 'on shed' this evening, it was a photo fest! Even the 'workmaster' in the main halle was pleased to allow our visit, offering coffee in his office to round it off.

We returned to our hotel and enjoyed the pleasures it had to offer, the meal was good but a word of warning about the sauna, it's mixed and if you are not expecting naked German ladies it catches you by surprise (even if they are in the over sixty, naked, leapfrog association).

Seelze Depot (09:00) 139214/264/315/562

140046/098/110/151/292/382/476/516/539/621/678/679/820

140866 145017/032 151071/130/142 155018/034/141/268 185026/074/154 189008/095 218182

233458 290058 291031 294074/097/172/375/376/743/832/858 295060/071 296023/028/030/041

335213/238 363111/676/834 701170 711711 Private owner PRW 106560 **Lehrte SP (10:00)**

145047/068/071 152002 232388 **Lehrte Hbf (10:15)** 402004/007 and plinthe steam loco 528015

Braunschweig Depot (11:10) 110284/329/331/332 111089/134/145 112130

141083/183/344/349/350/363/371/381/387/404/423/425/433 143007/062/090/299/345/813/835/958

146103/105 152060 218108/450/452/455 335109 614025/026/050

614055/056/057/058/073/074 628205/546/547/550/552/554/563/573/613/616/621/623

634607/608/610

634613/617/621/627/633/651/654/655/656/657/659/661/665 642220/258/720 648268/756/758/768

914013/024/033/036 928205/546/547/550/552/554/563/573/613/616/621/623

934422/441/443/445/449

934450/454 Preserved DMU VT08503/512 **Magneburg Rothensee Depot (13:40)** 143156/918

155049/142/266 232205/635/694/902 233636 241449 294686 298071/315/332 335114 362587/903

364566 **Berlin Schonfeld Hbf (16:00 – 17:00)** 101083/145 112124/146/186/189 114021/040

140383/648 143346/877/947/966 145016 155061/220 232592 411031/063/064/531/563/564

481273/316/321/327/332 485010/042/055/061/078/094/095/117/126/137/141 **Berlin Seddin Depot**

(17:55) 140053/432/470/662 145004/007/010/026/044 155028/052/088/121/140/144/203/224

185243/248 189050/054/099 232494/531 233326/493/643 290003/051/060

298060/062/099/303/306/307/310/317/318/325/327/334/336/337 333666/681 362419/423/757/916

363446/816 with 946004 passing.

Breakfast at the Holiday Inn was excellent, with continental bacon and eggs supplementing the usual continental breads and jams, we ate our fill and headed of to Angermund. The depot is closed, but locos still stable in the old depot area, the only person we could find to ask was an engine driver who gladly granted us permission to visit. We had quite a hard job shaking him off, he told us about two preservation centres nearby and all about the locos preserved in each one, even following us around

as we were taking photos, suggesting better angles for each one. They obviously don't get too many visitors in this part of the world. Two further class 298 diesels, 298161 & 298330 were stabled here and SBB 482006 passed giving us a total of 13, not a bad start to the day.

We moved on to Naustralitz, here we found that the old depot has become somewhat of a preservation site, the two guys inside were happy to let us look round and they even managed to identify the two former class 346 diesel shunters that reside there. If you are in the area go along and give them your support, they have some interesting items of stock there. The works at Naustralitz is in private ownership and generally closed at weekends so we were quite surprised to find the main gate open when we went to view it. We were not going to pass up this opportunity, so we went to ask, the foreman considered our request, told us not to go outside but otherwise help ourselves, we did. Most of the work here seems to be on the class 7XX departmental electric units, however ex DB locos 221136 and V160003 were both being restored and shunters 310763 & 312124 were both active during our visit. The only downside to the visit was the presence of at least 6 ex DB class 221's outside the back of the works, they are obviously the ones recently returned from Greece, but only one was identifiable from inside.

The catering department sprang into action during the drive to Stralsund, the recently built motorway made the drive quicker and the new link road goes right over the depot, which is now abandoned! The Hbf now houses any locos that are stabled here and 12 were here today. It was now time to find the Loco dump at Mukran, which was far easier than we thought it would be, it was kind of given away by the hundreds of stored coaches that are also here. Much to the disappointment of the exiled Brummie, we concentrated on the locos and 69 class 232 diesels were stored here today. Metal Micky went into full photo over-ride capturing everything he could on 'film'. Mukran depot can never be described as an anti-climax and despite containing just 14 locos today was no exception. All the broad gauge shunting locos were here, 3 of which are obviously stored, 291038 was inside the shed and oblivious to their withdrawal 312055/153/179 were happily ticking over. With a wind chill of about -6 we were happy to get back to the car and head off to Rostock and the Inter City hotel, which as with most of this chain, is right by the main station.

Getting out of the warm bath was hard, but I managed it in time for dinner, which filled a hole. Wrapping up warm we then did 30mins on the Hbf where 115154 (ex 110154) excited Metal Mickey's camera before the cold beat us and we returned to the hotel. It is always rude to refuse to drink with your hosts so (once again Mr Chairman) we did our best for our society! Sleep came easy tonight.

Angermund Depot (09:25) 114006 140497/648 155093 232230/252/686 233281/478 298161/330 private owner 250006 with SBB 482006 passing **Naustralitz Depot / Yard (11:30)** 152136 232229 646010 708200 946010 private owner Inter Connex 009 preserved Diesel 262286 346659/692 DMU 172001/601 **Naustralitz Works (11:50)** 221136 310763 312124 628641 701167 703001/007/008 725001 726001 798598/629 928641 996683 V160003 V300003 VT650-71 **Stralsund Hbf (14:00)** 101043/064/079/128 120122 143227/564/841/849/889 362853/941 646101/128 946601/628 **Mukran Loco Dump (15:20)** 232044/051/070/085/106/108/114/121/123/134/137/178/187/194/202/208/216/218/221/272/286/301/315 232350/354/356/363/372/378/383/397/407/408/418/425/434/459/465/477/482/488/491/492/496/497/503 232530/537/557/563/570/577/590/604/605/615/620/623/631/633/640/642/650/655/672/677/679/687/688 **Mukran Depot (16:00)** 232342/361/411 290046 291038 312055/153/179 347036/079/096/140/141/975 **Leitzow Station (16:41)** 143110 passing **Rostock Hbf (18:15)** 101073 143868 **Rostock Hbf (21:00 – 21:30)** 112115 115154 143107/271/952 362911 628637 642185/685 928637

None of last night's drinking party made breakfast with us, but then who wants to get up at 07:00 on a Sunday morning, especially as the clocks had just gone forward an hour!. We had the full run of the breakfast table and indulged in all provided. Checkout was painless but it had started to rain by the time we had reached the Hbf depot, a full 3min drive from the hotel. The depot engineer accompanied us during our full visit and was happy to answer our questions. The depot consists of two, half roundhouses, one covered one not and 23 numbers were 'on shed'. We said our goodbyes and headed off to Seehafen depot, the freight depot for Rostock, it was raining heavily by the time we got there. Despite a main running line passing through the middle of the depot we were allowed to visit

un-accompanied, the depot provided us with 37 locomotives including two further class 298 diesels, 298080 & 298308 and one of Rostock's elusive class 291 diesels 291010. There is a bucket load of stored locos in the nearby yard and despite the, now torrential, rain these had to be identified, 44 numbers later Metal Micky was soaked, but we were all happy. In the planning stage (yes it does happen) we had noticed that a steam departure was booked away from Bad Doberan at about the time we should pass and as we were on time it was too good to miss, so that's where we ended up. We got some nice shots of 99 2321 coming off the shed, but some excellent ones of it running through the streets. During the long drive to Lübeck the rain stopped, a full visit was granted on our arrival and 57 numbers were identified on the depot. I have always enjoyed visiting here and today was no exception, the depot was packed out with class 218 diesels, I filled many gaps in my photo list. We headed into Hamburg and, despite the extensive roadworks, Sud yard produced 6 locos, Hohe Schaar 4 and Moorburg 7 all of which we visited on the way to Maschen. This place is legendary among European Rail fans, as usual we received a friendly welcome and as all the lines were closed for engineering work we were told to 'help yourself'. The stroll round took over an hour and produced 103 numbers, there was a nice nest of 21 of the photographic class 151 electric locos, a further class 291 diesel, 291036, and two OBB class 1116 electrics, 1116153 & 1116249. Once we were sure we had seen everything we said our goodbyes and headed back towards Bremen. We called again at Bremen Rbf depot and this time found 21 numbers at home, a far better haul than Thursday evening. We were well ahead of time so called at the Hbf depot next, it held just 8 electric locos, which is actually quite full.

We checked back into the Ibis and ate large mixed grills in the same restaurant as Thursday before spending the compulsory late night session on the main station, until, once again, the cold beat us and we just had to retire to the hotel bar. Absolutely shattered we all hit the sack early that night and, in our room anyway, slept soundly.

Rostock Depot (08:00) 112101 114013/016/036 143110/251/631/860/861/889 333670 362594/911 628435/635 642049/051/185/549/551/685 928435/635 **Rostock Seehafen Depot (09:00)** 140013/018/111/838 151132 152021 155011/017/038/053/149/180/208/233/249 189064 232128/329/424 232567/682 233264/450/625/696 290522/524 291010 298080/308 310281 333673 335047 346811 362869 363218 Köf 4858 **Rostock Seehafen Yard (09:30)** 140001/074/075/271/357/543/606/629 155010/016/020 155040/068/073/075/077/080/081/084/085/086/089/095/109/112/113/114/118/122/128/130/133/146/148 155150/171/194/213 232052/212/400/432/518/603 **Bad Doberan Hbf (10:15 – 10:40)** 642184/684 and steam 99 2321 **Lübeck Depot (12:10)** 218106/158/170/176/185/197/209/256/260/265/278/291/315/321 218329/339/345/347/349/355/365/371/374/377/378/380/386/399/432/433/434/435/453/458/460/461/463 218487/488/490/493/494 232014 233206/511/683 628203/210/683/685 928203/210/683/685 Preserved Köe 6042 795240 Private owner 330091 **Hamburg Sud Yard (13:55)** 295017/028/090 362400 363425/698 **Hohe Schaar Yard (14:10)** 295022/087 Private owner 185544 HGK DE63 **Moorburg Yard (14:30)** 291035/037 295066/086 362769 363445/626 **Maschen Depot / Yard (15:15)** 140044/176/179/585 140800/849 145003/037/046/054/061/064/065/073/076 151002/003/013/018/019/024/036/040/041/045 151066/073/081/082/093/114/131/140/146/152/153 152001/004/005/017/036/042/050/052/054/060/070 152084/087/102/111/118/139/143/144/149/155 155039/055/111/120/143/214/224 182003 185079/155/183 185193/227/235 189012/030/042/092 232093/204/403/505/568/685 291036 295013/014/016/021/024/025 295030/046/084/099 335227/234 363220/229/714/726/728/830 365181 OBB 1116153/249 **Bremen Rbf (17:20)** 151014/145 152031/100/113 155091/110 185009/019/236 295007/008/041/043/044/051/052/059 295074/093/095 **Bremen Hbf Depot (17:55)** 110451/500 143018/326/340/348/838 146108 **Bremen Hbf (20:35 – 21:15)** 101068 110484 111092/141/142/144 146123/126/129/131 363438 401053/553 402018 425818 614053/055/056/059 914024/030 Private owner NWB VT 500/03

The lay in was needed today and the offer of an 08:30 breakfast was gratefully received. We were heading for a pre-arranged visit to the locomotive works at Bremen, we were expected and the same guide as on our last visit, greeted us at the gate. A very pleasant tour followed; our guide was in great form, talking about the World Cup, the new stronger Becks beer and even the noble game of cricket, we were not allowed to take photos inside the works, which was a shame with the ex DB class 211's that were there, but our friend 'arranged' for 229126 to find it's way outside for us. We left, with an invitation to return anytime, and with no fixed plans, except to make it back to Lübeck for our flight, a unanimous vote found us heading back to Hamburg Harburg.

So our final two hour spotting took place where we started on Thursday and it was excellent. Constant traffic movement, freight, passenger and light engine, flowed freely. Inter city services worked by DB class 101 electrics would be followed by Metronome locos on Bremen workings. Ageing class 151 electrics mixed with the new class 152's and examples from many private operators passed at regular intervals. Heavy Haul's class 66, 29002 making a particularly good photo hauling a loaded oil train. It was a shame to leave but we had too. No problems were experienced in returning the car, but the check in and 'over the top' security checks made getting as far as the departure lounge a pain. The flight was packed with hormone fuelled teenage boys, who, about 15mins into the flight, were getting on the nerves of both myself and the entire aircrew until a strong bout of air turbulence turned them very green and had the air stewardess holding tightly to the drinks trolley. The rest of the flight, which actually consisted of just the landing, passed smoothly. Standstill made the usual bolognaise of returning our luggage, but we got home safe and sound, another trip over.

Having had time to reflect on this trip it is obvious that the amount of loco haulage available in Germany is getting smaller, two depots visited have closed since we were last in the area and the rest have vastly reduced amounts of locomotives on them, the inevitable march of progress is taking it's toll. However this remains a fascinating area to visit with a large variety of locomotives available for those who are prepared to look for them.

Austria is next, in May, or request to visit the locomotive works at St Polten has been turned down so we will just have to do something else, now I wonder if...

Bremen Works (10:00) 211051/308

218119/124/175/245/248/252/253/284/290/298/302/323/332/408/420

218902/906 225004/005/006/009/020/032 229126 295055/057/058/077/081/096 324023 363185

701077 Private owner V100 1041 and plinthed V36 107 **Harburg Hbf (12:00 – 14:10)**

101016/035/068/072/073

101135 143018/083/203/340 151040/098/101/119/145/166 152058/075/088/118/136/155

155087/218/272 189031 218430/465 232093/505 233616 295014/099 363626

401006/011/019/056/059/062/081/084/506

401511/520/556/559/562/581/584 402032/040 711711 Private owner ES64U2030/042 EVB420012

Metronome ME14601/03/04/05/08/09/11 D&D 2403 Heavy Haul 29002 ITL 250007 EBV Cargo

V15002 V60SP015