

# European Branch trip to Eastern Germany

## 5<sup>th</sup> – 9<sup>th</sup> May 2005

It was 01:00 on the 5<sup>th</sup> May that I met, for the first time, the newest addition to the European movement, when, along with Augustus, he arrived at my door. Steve Spencer Parsons (a right mouthful that!) introduced himself and proceeded to drive us to Luton Airport in time to catch the 06:20, Easy Jet flight to Berlin. The other participants in this tour, Metal Mickey, Z Troop and Standback all arrived slightly later than we did, but still in time to enjoy coffee and a sticky bun before we were called on to the flight.

It's been a while since we had a new member with us and, as is the tradition with the European fraternity, Steve required a nickname (you would with a name like his!), thoughts of this were put on hold as we were called for the flight and made the standard Easy Jet 200 meters sprint for a window seat! We departed on time and the flight must have been smooth as I slept all the way through it. After performing the controlled crash, that he called a landing, the pilot welcomed us to Berlin and had us offloaded in a little under 10mins. German passport control was it's usual self but with the aid of Europcar we were underway just before 10am.

Peter had been his usual efficient self and organized a permit or two for this trip, one he failed to get was Seddin, so we ignored this depot and headed off towards Stendal. Just over two hours later we pulled down the depot drive and a full visit was granted with a minimum of fuss. A steady walk round found 22 numbers at home ageing railcars 772158/339/345/414 & 972750 were all round the turntable, but highlight was the presence of an immaculate 103235 inside the servicing shed. Prising ourselves away from here we did the short drive round to the GBF. Last time we were here over 50 class 202 diesels were stored in the yard, there are not as many now, with only 12 still stored here.

We were still a bit early for our 14:15 visit to Stendal Works, so we drove out to Möringen (Altm) station. This is just outside the city and it's where the bypass line leaves the main lines into the city. We suspect it will carry the freight, but were unable to stay long enough to find out. Soon it was time to use our first permit. We arrived at Stendal Works on time at 14:15; the nice young security lady on the gate was expecting us and raised the barrier for our entry. It took well over an hour to walk round the entire works complex. The same guide as last time, Karl – Heinz, showed us everything we wanted to see, joining the many class 202 diesels were almost as many class 212 diesels, a couple of class 204's, a 228 and a class 312! The undergrowth is just as thick as I remembered it and the bottomless pit of water is still there (Mick French, are you down there?). The sun came out and allowed many photos to be taken, Augustus got lost in the one way system round the works (the left is the one with the watch on) and the two German enthusiasts that were with us learnt how to swear in English.

We said our goodbyes and then headed off towards Magdeburg and our hotel. Before we could rest or weary heads we secured a visit to Magdeburg (Rothersee) depot. This depot has a small allocation of class 204 diesels and I became suspicious by their absence. 42 locos were at home today the V100 class was well represented with 298047/305/315/319/326/328/333 all being on the depot, but the lack of 204's was puzzling. Despite assurances from the depot foreman that these locos had not been withdrawn, we failed to find any sign of them in the extensive yards around Magdeburg and so retired to our hotel. The Inter – City hotel is built on the platform at Magdeburg HBF, we had requested 5<sup>th</sup> floor rooms, overlooking the railway as we know from experience that these give the best spotting. Our request turned into 3<sup>rd</sup> floor rooms facing the main road, and we thought our German was getting better! After an intensive de – louse, we did a short stint on the main station which netted us 16 numbers including 140044 which passed with a freight. Somehow we then managed to get lost on one street trying to find the recommended eating house and a 5min walk turned into 30mins! Eventually we found it, hid under our noses; we were expected and treated to a magnificent mixed starter, followed by large steaks and the best Tiramisu I have ever tasted. The local beer did its job and, at least in our room, even the bare naked ladies on TV failed to keep us awake.

**Stendal Depot (12:25)** 103235 218104/106/107/111/113/118/158/464 294339 364556 425001  
642223/630/699/726 772158/339/345/414 972750 Private Owner V60 SP011 **Stendal HBF Yard (12:50)**  
202231/248/297/323/324/327/340/341/351/421/518/783 with 143221 passing **Möringen (Altm) Station**  
**(13:30 – 13:50)** 101048 218103 401015/515 402016/044 **Stendal Works (14:15)** 201068 202078/109/127  
202144/166/167/209/219/220/236/237/240/241/243/254/271/286/290/291/293/294/311/312/317/331/335  
202342/345/347/354/357/368/369/374/376/383/385/390/405/406/407/412/413/423/425/427/433/442/443

202446/454/484/486/490/496/509/523/524/527/528/529/535/536/543/548/558/562/565/586/594/602/610  
202645/648/652/656/674/678/682/689/690/696/703/716/719/722/726/728/730/735/737/744/764/775/777  
202796/804/806/810/814/816/817/818/831/841/847/849/855 203004/005/502/505 204858 211042/059  
212005/017/031/042/058/066/069/074/081/083/095/100/102/105/108/109/116/121/123/130/132/133/139  
212152/158/159/161/163/169/187/188/189/205/207/222/234/250/254/256/259/261/263/270/272/273/284  
212286/288/289/295/297/305/312/313/318/351/355/357/361/364/369 228742 312166 private Owner 2403  
(ex 228???) **Magdeburg Rothersee depot (16:25)** 140236/399/404/412/465/867/871 143113/155/156/249  
155160/196 189013 232024/262/432/528/634/663 233204/285/562/705 241338/697 294163/346/686  
298047/305/315/319/326/328/333 335114 363655/677 364566 365127 **Magdeburg Yard (17:10)** Private  
Owner MGH 01/21/22 PBSV 01/06/11/14 preserved 100196 **Magdeburg HBF (19:10 – 19:45)** 140044  
143151/155/171/273/289/349/829 425002 628608/610 642171/193/198 928608/610

It is somewhat of a tradition on our trips that Metal Mickey and Standback are first down for breakfast. They achieve this by stating a time for breakfast, then creeping down 15mins before this time, in their socks so as not to alert anyone, and sitting with smug smiles on their faces as we all arrive. Well they were out bluffed this time by Augustus and Steve (still without a nickname). So, when Ztroop and I arrived all the milk had gone, Malc was on his third plate of bacon and eggs and Augustus had taught Steve German for cappuccino! A painless checkout was followed by an equally painless drive to Dessau where our second works visit of the trip was arranged for 09:30. Our usual guide had retired and I shall take this opportunity to wish Harold a very happy and long retirement, we will miss him. So we made acquaintance with Andreas, who spoke excellent English and quickly understood the purpose of our visit. Once again we sort our all the little nooks and crannies, a severely damaged 145006 had taken up residence in the same position as the long withdrawn 171015 occupied before it was cut up. Our second class 103 of the trip, 103184 was receiving overhaul inside the main hall and two of the Dresden allocated, Skoda built class 180 electrics, 180009/011 showed the changing face of Dessau's workload. We said our thanks and headed off towards Leipzig. Our next call was Halle diesel depot, we had a permit and we were expected. A full walk round produced 49 locomotives. The two narrow gauge Kof shunters, 199003/004 are still there, although the wagons that they are on have rotted through, 232002 was also present, in the scrap line, and 155006 was a welcome site as it was added to my photo collection.

Leipzig Engelsdorf was our next depot, we had a permit however the depot engineer had never heard of the man we were supposed to meet. This was no problem and we were allowed round on our own, this small freight depot produced 36 locomotives, the two class 298 diesels, 298151/156 were the subject of many photos, as were the abundance of class 155 electrics. The openness of this depot makes taking photos easy and everyone got good shots here. It was also here that Steve decided he would start collecting numbers and therefore needed something to write them down in. Here started his quest to find a pocketbook, a quest which gave him his nickname and only ended at Cottbus on the final morning of our trip! We moved on to Leipzig West depot, I must admit it had become somewhat of an obsession with me to visit here again. The last time we were allowed round this depot it was full of preserved electric locos. Once again permission for a visit was denied, the depot engineer told us the depot had closed and all the locomotives had been removed from site, do I believe him? The trip was not wasted as 11 locs were seen stabled around the depot area. Driving out of Leipzig, our final call of the day was Grosskorbetha station; here we did a two hour stint linesiding. The station is dilapidated, but passing freight and passenger services are plentiful. It was almost constant action with many private operators mingling with the DB operated trains. Infraleuna's diesel number 204 tempted Standback to stand out in one of the heavier rainstorms we experienced while here (even his socks were drenched) this produced the sight of him actually 'steaming' when the sun later came out. Class 66 diesel PB17 was stabled up all the time we were there, being one of 56 numbers we identified while there. Shattered, we were all looking forward to the hot shower and cold beer the Best Western in Leipzig was to provide. Unfortunately no one had told the Best Western. That's slightly unfair; they had a reservation for one room in our name, not the three it said on our confirmation. The hotel was full, a great deal on negotiation followed, the receptionist at the Best Western tried many other hotels before finally finding us rooms at the Hotel D'armpit. Reluctantly we had to accept as we needed to camp for the night. The new hotel was close by, the rooms large and water hot, the receptionist at the new hotel was very helpful, even booking us a table at a nearby restaurant and a taxi to get us there! Apparently her cleavage was quite large, not that I notice these things you understand, and Metal Mickey had to be rescued after he had fallen into it, (only his feet were showing,) attempting to get directions to the restaurant.

The meal was excellent, I enjoyed grilled large prawns served on rice, Z troop had a steak larger than his hat and pocketbook continued his attempt to eat all the Tiramisu in Germany. Stuffed we returned to the hotel, had a night cap and hit the sack.

**Dessau Works (09:30)** 101002 103184 110436/483/502 111119 120121 141262 143114/128/131/337/599 143899/905/930/964 145004/006 151040/074/090/110/117/131/134/161 152040/061/067 155116/266 180009/011 181202 185055/077/529/530 189005 335161 preserved E18047 Private Owner V100003 V22305 145CL031/205 **Halle Diesel Depot (11:40)** 155006/126 199003/004 232002/031/055/081/294/345 232345/391/427/430/448/499/513/532/542/576/607/611/629/645/666/692 233288 241008 290055 294658/830 298070/324 335247/249 345023/055/116/128 346659/852/927/988 362587/938 363631/703 364535 365220 **Leipzig Englesdorf Depot (13:20)** 140185/308/534 145037 151001/238 155023/029/116/122/148/197/263 185012/171 189006/016/019/067 232182/382/453/489/609 290005/039/512 298151/156 362362/926 363191 **Leipzig West Depot [View] (14:10)** 101054/140/141 101143 120151 143116/327/337 362596/937 363737 **Grosskorbetha Station (15:15 – 17:30)** 101018/039/090 120147 140185/214 143034/079/185/191/218/244/293/957/960 145056 155034/161/188 155201/217/222/232 185017/533 189017/054 232011/239/333/347/377/494/529/654/668/673 298329 411007/011/015/020/054/510 Private Owner HGK DE67 Infraleuna 134/204 MEG 210/220 PB17 & 185CL005

After enjoying a leisurely breakfast, once again Augustus and Pocketbook were first down, and a painless checkout we did the long drive to Nordhausen. Pocketbook examined the sky a predicted that it would be a sunny day and two further class 298 diesels, 298054/088 were in the yard by the HBF. A visit to the DB depot, in the rain, (good call Pocketbook!) found a strange assortment of both private and DB loks. WAB, Rail4Chem and Ingino all had locomotives here, although who exactly owned OBB 1020014 was never quite clear. In fact both Metal Mickey and Standback had to return to the depot as both of them had managed to miss this loco during there 'full' visit! The nearby 'Hartz' depot contained very little with only narrow gauge diesel 199877, a class 202 on a narrow chassis, stimulating any interest. Our next port of call was to be the preservation center at Weimar, but despite what in said in the platform 5 publication (and for that matter on the centers website) the whole place was closed. We identified what we could and then got the 6 numbers available at the HBF.

Arnstadt preservation centre came next, this one was open. We have visited here before, just as they were starting out, the progress is amazing. An English speaking guide was quickly found and he provided us with all the information we needed. He even showed us the model Railway they are building, it's got a long way to go, but if you are there go and see it. Another long drive followed as we made our way to Saalfeld depot, the rain held off and a full visit was granted. The 27 locomotives stabled here included small shunters 312183/211, a class rapidly disappearing, 298072/100 and a very photographic 232005. We drove round to the wagon works in the hope of bagging a further shunter and were surprised to find no fewer than 20 stored locomotives. In the main these were class 232 diesels, but many of these were needed for photos, 232018 in old red livery being one of them. A further drive of over an hour saw us arrive at our last call of the day Zwickau Depot. We obtained a full visit and were surprised to find the 8 class 171 electric locomotives, recently withdrawn from Blankenburg, stabled inside the first roundhouse. The second roundhouse was completely empty and is obviously no longer used but 26 locomotives were here in all including one numbered 204013. Although this was the right shape for a class 204, I'm not sure that this is the correct number.

After yesterdays 'cock up' we were unsure what to expect at the Zwickau Best Western. What we got was an excellent hotel, they were expecting us, the rooms were good and the meal provided in the hotel restaurant was magnificent. The beer flowed, Pocketbook got a further Tiramisu and the waitress did her best to teach us more German. Eventually we had to end the day and one by one we departed for bed, I never even heard Ztroop enter our room as I lapsed into a coma.

**Rossla (09:25)** Rail4Chem 145CL004 **Nordhausen HBF (09:55)** 143169 298054/088 **Nordhausen DB Depot (10:15)** 140080/432 143095/169 232480 346480 Private Owner 477914 1020014 Rail4Chem 116/138 WAB 51/52/59 **Nordhausen Hartz Depot (10:30)** Diesel 199877 DMU 187017/019 997245 **Weimar Preservation Center [View] (12:30)** Diesel 120198 229188 Electric 142151 144103 E1824 E44507 with 143572 passing **Weimar HBF (12:50)** 120111 612029/036/117/178 641031 **Arnstadt Preservation Center (13:40)** Diesel 02 100201 102965 120274 131072 202819 213334 228505/749

232004 346100 Köf 4439 V36274 V40-4 V40-5 Steam 011531 381182 441093 503688 951027 **Saalfeld Depot (15:10)** 140109 189044/065 232005/068/198/455/466/489/533/544/566/573 233373/462 290044/070/515/518/531 294276 298072/100 312183/211 Private Owner MEG 202/203 **Saalfeld Wagon Works (15:50)** 232018/287/297/406/419/420/444/445/487/520/581/626/628/646/648/649/670/681 365434/812 **Zwickau Depot (17:30)** 171003/004/005/008/009/011/013/014 204013 232135/362/409/459 232485/495/675/703 233281 294145/198/691/738/754/759/841

The breakfast the following morning was as good as the dinner the evening before, Augustus and Pocketbook did it again, and a speedy checkout had us on our way by 08:00. Our first call was to be the depot at Chemnitz where we had heard that a number of stored class 218 diesels were located. We can not confirm this as the entire depot was locked up, obviously no longer in use. So we drove round to the HBF and past 30mins scouring the station. As it was a Sunday morning very little was going on, there were a few stabled loks which kept us busy as they were scattered around and needed plenty of walking to identify.

Having waited for it to open we then visited the preservation center at Chemnitz – Hilbersdorf, this consists of two, half roundhouses, one full of steam locomotives the other full of diesel and electric. A further heavy rainstorm hammered down for twenty minutes causing an extended stay in the diesel roundhouse. While the rest of the party parted with their money in the museum shop, Standback and I walked down to the goods yard and identified the rusting hulks at the end of the sidings. The rain returned and cut short our inspection of the interesting 600mm gauge railway that operates here, it also caused me to step in a puddle that covered my feet! Eventually we departed for Dresden, the major roadwork's around the depot entrance caused Metal Mickey to loose all sense of direction but we eventually found our way in. We had a permit for this depot and we were met in the car park. From here we were moved to the depot control office and despite there being only six of us we were split into two groups. Each group received a guide and was then escorted round the depot. The group I was with managed to be inside every time the rain fell, we were shown the entire depot, inside and out, the signalbox and, much to the delight of Augustus, inside any locomotive we wanted. Later we were treated to a ride up and down the depot yard in both a diesel, then electric engine. Almost 100 loks were on shed at 11:30 this Sunday morning, ex DR electric 142001, now with WAB, was by far the highlight and I managed to find out that all the class 204 diesels were withdrawn, with the exception of 204314, which was inside the depot receiving attention before becoming a museum lok. The entire visit took a little over 2 hours, we were made to feel most welcome and invited back at anytime, I'm sure we will take this offer up! From here we drove on to Hoyerswerda and after doing battle with the squawk box secured a full visit. Our reward was 36 numbers, but the long lines of withdrawn locomotives we found here on our last visit had gone. However 8 class 155 electric locomotives provided plenty of photographic interest and, once again, we managed to dodge the rain.

From here we drove on to Falkenburg, there is a small preservation centre here with a quarter roundhouse. Peter had tried both writing and emailing but had received no response, so it was no surprise to find the entire place locked. However, in the sidings here are a large amount of dumped steam locomotives, many are rusting to the line and may well be beyond repair, but it was still quite a sight. From here we drove round to the DB depot, again this is a half roundhouse and again this is no longer in use, just 10 locos and a plinthed steam loco were residing here today. Returning to the mini – bus we stopped on the overbridge to photograph a passing locomotive. While here a car pulled up by Augustus and the window went down, Augustus was about to explain that we were English and could not give them direction anywhere when the driver of the car enquired 'Mr. Peter Ayton?' To say his flabber had never been so gasted is an understatement, Alan called Pete over and between them they managed to decipher that this was the man Peter had been writing to. After a quick conversation he asked us to follow him to the museum, obviously something got lost in the translation because he drove us to the station entrance. We were about to attempt to explain when he produced a key and asked us to follow him. He took us through an outside door into a corridor then from here into a large room. Displayed around this room were many uniforms which he explained, were from Loco drivers / guards / station staff and dated from 1917 to the present day. He then showed us badges, documents and drawings all related to Falkenburg. Having finished in this room we moved to the next, in here was a lever frame from a signalbox, I pointed to it and said I had seen one just like that in Barrow Hill, 'yes' he said, 'Barrow Hill, that's where it came from'. In a further room were telephones and block bells from years gone by and works plates from locomotives, wagons and carriages were displayed everywhere. At this point a young man with a camera arrived, explained he was from the

local press and asked to take our photo. He went on to tell us that the people who ran the museum had contacted them with regard to our visit and so we made the local newspaper. As if this were not enough we were then invited to a barbecue, in our honor, then Metal Mickey was made a freeman of Falkenburg and presented with the key to the public toilet!

After all this we drove straight to get to the hotel in Cottbus we would be using that night, alas so was the third battalion of the German parachute regiment who had taken over the entire seventh floor to practice their parachuting from. It did not disturb us at all that night and our last meal in Germany was a hearty mixed grill washed down with lashings of beer. Pocketbook failed to find Tiramisu on the menu and so, on the last night, his marathon Tiramisu eating attempt stalled, even the 'freeman' of Falkenburg could not swing this one. Eventually we headed off to bed, our last night in Germany (for now) over, but looking forward to what Metal Mickey had planned for our last day.

**Chennitz HBF (08:30)** 101018 112184 143010/157 145048 232195/228 241449 362550 363166 642697 710966 Private Owner VT516 **Chennitz Hilbersdorf Preservation Center (09:20)** Diesel 011 100211 102002/2003/187 110025 118782 120269 131060 202885 219003 V152065 V180141 V601120 Electric 242002 254059 708203 E44045 Steam 38205 411225 43001 441338 503628/3648 524924/8068/8149 573297 58261 75515 86001 99566 **Dresden Depot (11:30)** 101129 140020/047/184/320/378/401/506/634 142001 143040/047/049/081/116/173/243/338/565/828/883 145015/025/027/040/041/064 152087 155012/013/014/018/025/049/060/073/084/116/122/124/127/161/179/205/231/237/256/260/270 180002/004/008/013 185005/112 189015/057 204314 232053/061/100/142/386/498/541/700 233179/249/511 290025/026/040/059/066/506 298044/110/301 312018 362401/402/406/551/612 363043/106/149/188/192 364578/759/927 365145 **Hoyerswerda Yard (14:10)** 140801/829 **Hoyerswerda Depot (14:15)** 140293/763/873 143589 145002/008/028/045/048/076 155063/066/072/203/204/215/227 155273 189018 232093/329/421/461/500/578/584/589/708 233127/151/478/515 642127/633/637 **Falkenberg Steam Dump (16:55)** all these numbers were very worn, but this is my best guess! 22047/073 44105/154 411125/1289 441623/2140/2394 503518/3531/3557/3631/3635/3642/3693 528008/8009/8013 528021/8023/8030/8035/8036/8042/8044/8072/8085/8089/8092/8100/8102/8104/8117/8122/8126/8132 528133/8157/8175/8187/8194 Diesel 346078 **Falkenberg Depot (16:55)** 143232 145074 155044/143/203/233/261 294162/862 Steam 525679 Private Owner PBSV02

So the last day arrived and no matter what time we had decided to have breakfast it was obvious that the parachute regiment would be having it at the same time. Augustus and Pocketbook beat everyone down again, this time however Ztroop and myself also beat Metal Mickey and Standback down, that don't happen too often! The reason soon became obvious, Metal Mickey and Standback, being lazy, were waiting for the lifts, which were playing their part in evacuating the parachute regiment; the rest of us used the stairs. The spread was expansive and we ate our fill, bacon, egg, sausage, fried bread and beans joined with the usual continental spread, with full bellies we did a painless checkout and headed off to the nearby depot. We had a permit and we were met in the car park, the guide then showed us round the entire depot, being 09:00 on a Monday only 21 locos were at home, two preserved steam locos, 03204 & 231019, both in excellent condition rubbed shoulders with the latest DB electrics, Augustus and Pocketbook got a 'crash' course in driving 112109 and black liveried Kof 100846 busied it's self shunting around the depot. After saying our thanks we moved on to the works, try as we might we have yet to obtain a permit to visit here (we will keep trying) so once again we had to make do with an all angles view. It's not as bad as it sounds as the road we found last time still goes through the middle of the works. This enabled us to identify 37 locomotives including 232037, cleverly disguised as WAB31, a heavily fire damaged 298150 and newly numbered 296030/034/041. Once satisfied we drove round to the HBF, Pocketbook found a pocketbook and Pete did three rounds with the ticket machine trying to purchase tickets to Zittau for us all. The ticket machine won and, as the service was privately operated, we had to buy them on the train. A section of line we were about to travel on, the bit that runs from Görlitz to Zittau, is single line, runs in and out of Poland and closes at the end of May. The entire run was totally devoid of interest, the depot at Görlitz is now closed and the only loco we saw on the journey was 298044 in Görlitz HBF. The DMU we were on was new and had a large window for the driver, with only a glass door separating us from the driver we had a good view. I'm still not convinced this is good as the line is completely overgrown with dandelions and is about as straight as a ride at Disneyland!

We arrived at Zittau with the intention of photographing the steam locos working on the narrow gauge line in the area and to that end 99735 provided us with a subject. A major surprise was that the old DB depot is

now being used by HWB, who were quite happy to allow us in to look round. Heavy rain interrupted us more than once and it was quite a relief when the train back to Cottbus arrived. As we were returning the same way as we came in we all expected a quiet trip. While on Polish metals, Pete decided to take some photos through the glass door to the drivers cab and hence the front window. He had been at this about 5mins and we were traveling at about 15KMPH when a deer decided to feed on the line. The driver blew his horn; the deer looked up but did not move. The driver blew his horn again, once again the deer did not move, it was now time to apply the break. You would have thought that Pete, who was watching this action unfold would have been ready for this, alas he was not! The emergency breaking caught Pete by surprise, falling forward arse over elbow he tumbled through the driver's door, we collapsed in apoplexy! The driver, obviously taken by surprise, picked Pete up, dusted him down and returned him to the passenger compartment. We were crying with laughter, Pete did not share our amusement. Finally Augustus calmed down enough to ask Pete what the driver had said to him, without even breaking into a smile Pete replied 'goodness me, the mayor of Falkenburg, are you ok your honor' well, we collapsed once again. Alas the Germans traveling with us failed to see the funny side of it and spent the next half hour watching us closely just in case we did anything else.

We finally arrived back at Cottbus at 17:20; a quick look round the station was all we had time for before we were on our way back to Schönefeld airport to let Easy Jet take us home. The flight was good and we even landed at Luton early, but then disaster. A security alert meant that we were held on the plane for 30mins before being allowed off, unfortunately the passengers of every plane that landed after ours got off at the same time making baggage reclaim a fiasco. We arrived home very late!

As usual it's a big thanks to Pete and Malc for the planning, I assisted Malc with the driving so I will take this chance to thank myself and finally it's a big thanks to Jim for all the secretarial work, I'm already looking forward to the next trip.

**Cottbus Depot (09:00)** 100846 112104/109/111 114007/013/021/022/034 143013/061/356/559/809 362791 624673/678 924437 Steam 03204 231019 **Cottbus Works [view] (09:50)** 112111 142337 143863 231012 232132/313/328/481/587 233264/367 241803 290270/517 294789 296030/034/041 298150/314/335 310882 335072 362237/423 363699/706 364763/901/906 365225/426 711004/006/008 732258 Private Owner WAB31 **Cottbus HBF (10:55 – 11:35)** 112190 114020 143327/344/559/874/952 145069 155063/198 232584/618/656 233478/515 298317 362423/791/941 628643/653 928643/653 Private Owner VT617 Polish Diesel SU46 048 **Sprenburg (11:55)** 628688 928688 **Weisswasser (12:10)** Private Owner VT561 **Hähnichen (12:25)** Private Owner VT616 **Görlitz HBF (12:50 – 13:05)** 298044 642138/147 Private Owner VT610 **Krzenina Zgorzelecka (13:25)** Private Owner VT614 **Zittau Depots (13:50 – 15:07)** DB 612128/628 642173/673 701116 Private Owner VS32 VT51/52/53/56/57 VT561 Narrow gauge Diesel 199012 Steam 99735/749/757/758/760/787 **Krzenina Zgorzelecka (15:27)** Private Owner VT616 **Görlitz HBF (15:50)** 612627 642177/677 **Cottbus HBF (17:20 – 17:55)** 114007/023/033 140679 143028/344/567/848/874 155183 233232/478 362791 708318 **Berlin Schönefeld (20:00)** 101121 155265