

"WARS my camera!"

Our regular annual German trip was this year spiced-up with a nearly-new country. We had only ever visited Poland briefly whilst covering DB232's on the Angermunde-Szczecin line so decided on a few days there with Germany and a bit of Belgium thrown in for good measure. Accompanying myself and Richard Lea on this occasion were Phil Marsland (Blackwater) and André Kent. Validity was F.I.P. coupons except for André who had an Interrail and Richard who bought Priv tickets in Germany only.

Friday 22nd June 2001

A nice empty train up to London for a change saw us over at Waterloo for about 09.00. Myself and Richard met up with the Southern contingent of our trip and after buying some bits-and-pieces we were in the terminal for about 09.30. Eurostar excelled themselves once again with a 20 late start due to late inward stock! The train was pretty well loaded for a Brussels train but as ever most people were crammed into the forward facing seats in each coach (we were of course seated at the table seats as yours truly had booked the tickets!). Amusement for the journey came from the group of people sitting on the opposite side of the coach who seemed to think that they were something special as they were travelling by Eurostar! Arrival in Bruxelles was nearer 30 late but we still managed to make P8606 with relative ease. When 2613 appeared I was ecstatic, I hadn't expected to score very much in Belgium on this trip so the appearance of a 'newie' on the first train covered was a bonus. The rest of the peak was pretty much as expected, the others scooping loads of old electrics, whereas I had to be content with a new can! We headed to Gent with 2511, probably the last chance for a decent thrash off one of these old electrics before their forthcoming withdrawal. After checking into the Hotel Adoma it was a quick spin to Dampoort and back (so as to net the newcomers their first 51) before catching the tram to the most excellent Hopduvel for an evening of Belgian beer and decent food in their beer garden.

Birmingham Int'l	06.44	VT	87034	1A06	06.05	Wolverhampton	London Euston
London Euston	08.20	--	LUL	Tube	Northern Line		
Waterloo Int'l	--	10.27	EUKL	373206+	9124	10.27	London Waterloo Int'l
				373205			Bruxelles Midi
Bruxelles Midi	14.05	15.09	SNCB	2613	P8606	15.09	Bruxelles Midi
Bruxelles Schuman	15.27	15.34	SNCB	2244	P8001	15.25	Etterbeek
Bruxelles Nord	15.42	16.02	SNCB	2238	P8511	16.02	Bruxelles Nord
Bruxelles Central	16.06	16.19	SNCB	2018	P8602	16.15	Bruxelles Midi
Bruxelles Nord	16.25	16.38	SNCB	2150	P8004	16.23	Bruxelles Luxembourg
Bruxelles Central	16.44	16.47	SNCB	2749	P8401	16.43	Bruxelles Midi
Bruxelles Nord	16.51	16.56	SNCB	2210	P8722	16.50	Schaarbeek
Bruxelles Central	17.00	17.35	SNCB	2135	P8007	17.25	Schaarbeek
Bruxelles Midi	17.40	17.53	SNCB	2511	P8008	17.25	Etterbeek
Gent Sint Pieters	18.22	19.16	SNCB	5109	L769	19.16	Gent Sint Pieters
Gent Dampoort	19.25	19.35	SNCB	6307	L789	19.09	Eeklo
Gent Sint Pieters	19.44						Gent Sint Pieters

Saturday 23rd June 2001

An early start due to us being in a four-bedded room with one bathroom! We had already paid for the room the previous night so left the key in the room as pre-arranged. We bumped into a British crank at Namur when photting the 20, who then naturally was also spotted on the Nohab. It was only at Houyet that we discovered who he was – Desmond Langam! We had a riot when the dinosaur unit between Namur and Charleroi lost power and were stood in the middle of nowhere whilst the driver fiddled with the unit. He eventually got it going again but the connection into the Couvin we wanted to cover looked dodgy. Blackwater persuaded the guard to get the connection held and 6243 departed 18 late on a +19 at Jamioux! The driver looked somewhat bemused to see 4 cranks running over the level crossing in front of him whilst the barriers were down and straight onto the train in the opposite direction! This desperate move netted me neither of my 2 required GCR 62's but the others did well out of it. SNCB were holding an event at Mons today, however it was quite uninspiring with

26101 on the shuttle to St. Ghislain and there being a 4 hour wait to look round the 'box! We opted to just take photos of 5404 and 6106, obtain the necessary SNCB free pens and carrier bags and retired to the nearest bar for a beer prior to heading for the coast. Despite this being the week before the Blankenberge T-trains were due to start, Iain Dobson had quoted a driver saying he was booked to work a 51-hauled train to Neerpelt today. Sure enough .5158 was sitting on stock in the carriage sidings at Blankenberge – dud for me but a winner for the other 3. We waited around and eventually it worked – departing at 19.57 and first stop Geel! It transpires that the whole affair today was being run for the benefit of one organisation (maybe a bank?) and the trains were effectively charters. As we were booked on the Berlin overnight there was no option but to flag it.

Gent Sint Pieters	06.22	SNCB	1602	IC411	05.43	Oostende	Koln Hbf
Bruxelles Midi	06.50	07.16	SNCB	2017	EC91	07.16	Bruxelles Midi
Namur	08.10	08.50	SNCB	.5308	ICT6945	08.50	Namur
Houyet	09.35	09.55	SNCB	.5209	L6080	08.48	Libramont
Dinant	10.13	10.23	SNCB	329	IC2431	10.23	Dinant
Namur	10.50	10.49	SNCB	253	L6180	10.49	Namur
Charleroi Sud	11.35	11.46	SNCB	6243	L4661	11.46	Charleroi Sud
Jamioulx	11.55	12.05	SNCB	6277	L4682	11.14	Couvin
Charleroi Sud	12.14	12.20	SNCB	475	IC933	10.35	Liers
Mons	12.52	14.26	SNCB	773	L4184	14.26	Mons
Ath	14.54	15.09	SNCB	168	L4885	15.09	Ath
Geraardsbergen	15.30	15.57	SNCB	6264	L1886	15.57	Geraardsbergen
Gent Sint Pieters	16.46	16.51	SNCB	2705	IC424	13.14	Koln Hbf
Brugge	17.13	17.37	SNCB	565	IC1537	15.06	Liege Guillemins
Blankenberge	17.48	20.09	SNCB	2758	EXT11862	20.09	Blankenberge
Bruxelles Nord	21.30	22.00	SNCB	1343	IC543	20.14	Welkenraedt
Bruxelles Midi	22.10	22.16	SNCB	485+476	L2021	21.27	Charleroi Sud
Bruxelles Nord	22.34	22.39	SNCB	2017	EC96	13.16	Chur
Bruxelles Midi	22.46	23.38	SNCB	2730	NZ243	20.46	Paris Nord
							Berlin Ostbahnhof

Sunday 24th June 2001

Problems were encountered on the overnight when a Chinese man booked in the next couchette compo decided to invade us because the two baglets in his compo had filled it up with luggage. We directed Bruce to the couchette attendant but he came back saying that he had basically told him tough. Not really wanting to share our compo Blackwater decided to have a go and eventually the couchette attendant found Bruce a couchette in a different compo! Exhausted none of us were awake until near Berlin, so the lok change at Aachen was not viewed! Arrival in Berlin was a good 20 early so it was straight off up to Ost to ned the 180, then over to Karow to cover the 219's. The line to Gross Schonebeck was closed for extensive engineering works but there were still 4 turns out and the line to Wensickendorf was open. S-Bahn and U-Bahn to Lichtenberg to cover the Kostrzyn line. Richard preferred to go nedding electrics on the Stadtbahn whilst we did some decent mileage moves and caned in the border grip! One of the goals at Kostrzyn was to try and obtain a PKP bible so I went up to the booking office window and jibbered at Ada who shook her head. Blackwater was convinced that the book Ada was looking at next to her was a PKP bible so asked her if he could have a look at it. She looked somewhat confused – and obviously so was Blackwater until we pointed out to him that it was actually a wordsearch puzzle book!!! Back in Berlin we scratched a few electrics ourselves before the overnight, which produced yet another riot as an Asian baglet tried to claim her berth was in our compo, except it wasn't! Decent thrash off the 232 – shame it wasn't on the train for longer really!

Aachen Hbf	xx.xx	xx.xx	DB	?	NZ243	20.46	Paris Nord	Berlin Ostbahnhof
Dortmund Hbf	xx.xx	xx.xx	DB	120 118	NZ243	20.46	Paris Nord	Berlin Ostbahnhof
Berlin Zoolg. Garten	08.21	08.06	DB	112 145	IR2000	05.27	Leipzig Hbf	Ostseebad Binz
Berlin Ostbahnhof	08.18	08.33	DB	180 008	EC48	05.30	Poznan Glowny	Berlin Zoolg. Garten
Berlin Zoolg. Garten	08.48	09.34	DB	114 030	RE38207	08.01	Wittenberge	Elsterwerda-Biehla
Friedrichstrasse	09.41							
Berlin Karow		10.37	DB	219 096	RB39362	10.37	Berlin Karow	Wensickendorf
Wensickendorf	11.07	11.32	DB	219 096	RB39364	11.07	Wensickendorf	Berlin Karow
Schonwale (Barnim)	11.47	11.52	DB	219 155	RB39364	11.37	Berlin Karow	Wensickendorf

Basdorf	11.57	12.12	DB	219 010	RB39319	12.12	Basdorf	Berlin Karow
Berlin Karow	12.26							
Berlin Lichtenberg		13.35	DB	<u>219 127</u>	RB5819	13.35	Berlin Lichtenberg	Kostrzyn
Kostrzyn	15.00	15.58	DB	<u>219 012</u>	RB5824	15.58	Kostrzyn	Berlin Lichtenberg
Müncheberg (Mark)	16.45	17.09	DB	<u>219 022</u>	RB5825	16.35	Berlin Lichtenberg	Kostrzyn
Seelow-Gusow	17.22	17.34	DB	<u>219 146</u>	RB5826	17.08	Kostrzyn	Berlin Lichtenberg
Berlin Lichtenberg	18.27							
Berlin Ostbahnhof		18.43	DB	<u>114 032</u>	RE38030	17.34	Frankfurt (Oder)	Magdeburg Hbf
Alexanderplatz	18.46	18.53	DB	<u>143 111</u>	RE38437	15.19	Stralsund	Belzig
Friedrichstrasse	18.56	19.03	DB	<u>114 014</u>	RE38242	18.00	Jüterbog	Schwerin Hbf
Berlin Zoolg. Garten	19.10	19.50	DB	<u>145 079</u>	D449	19.50	Berlin Zoolg. Grtn	Krakow Glowny
Cottbus	21.28	21.46	DB	<u>232 470</u>	D449	19.50	Berlin Zoolg. Grtn	Krakow Glowny
Forst (Lausitz)	22.04	22.24	PKP	<u>SU46-037</u>	D449	19.50	Berlin Zoolg. Grtn	Krakow Glowny

Monday 25th June 2001

Another decent-doss overnight saw us arriving bright and early into Krakow. A hotel was obtained in the main square outside the station and a PKP bible finally obtained from the ticket office (at the ridiculously outrageous price of 49.95 Zl. - £10.13!!!). André realised he was missing something – his camera! After thinking he decided he must have left it in the couchette coach, so we went to the lost property office for help. As the couchettes are operated by WARS they sent us to the WARS office. Luckily Richard is somewhat of a linguist and against all the odds within the space of half an hour André had his camera back. Went out to do a few scratch moves and managed only common EU07's so retired back to the hotel for a de-rance and to plan some hopefully better moves. Went back to the station and had time for a beer before the planned move so went into the station bar – much amusement was had by all when I came back to the table with 4 bottles of alcohol-free beer!!! It transpires that they don't seem to sell alcohol on any station in Poland! The afternoon move was much better although the first train was wedged. We realised something was up when just before Jaslo we turned onto the wrong side of the triangle. It all became apparent when we stopped and an SM42 shunter backed onto the other end of the train and proceeded to drag us into the station! Some bridge reconstruction work was in progress and all the trains on table 132 were doing this manoeuvre! Made the leap onto 7033 and then there was a mega flap when I checked the timetable and thought that the train we were connecting into didn't run – we accosted the gripperess who also said that the train didn't run! However running into Krosno there was a train on the other platform so we leapt onto it – not only was the train running but there was a printing error which meant it actually left 20 minutes earlier than shown – beware!! Well pleased when we got an EU06 on the train at Jaslo and even happier when we got another from Stroze.

Legnica	00.43	00.58	PKP	<u>EU07-468</u>	D449	19.50	Berlin Zoolg. Grtn	Krakow Glowny
Krakow Glowny	06.36	08.01	PKP	<u>EU07-410</u>	53207	21.39	Olsztyn Glowny	Zakopane
Krakow Plaszow	08.07	08.31	PKP	<u>EU07-185</u>	83507	20.24	Kolobrzeg	Rzeszow
Bochnia	08.59	10.06	PKP	<u>EU07-172</u>	26104	04.56	Zamosc	Wroclaw Glowny
Krakow Glowny	10.43	12.55	PKP	<u>ET22-519</u>	73103	05.39	Zielona Gora	Przemysl Glowny
Rzeszow	15.06	15.47	PKP	<u>SP42-187</u>	827	15.47	Rzeszow	Jaslo
Snobiov S.B.	xx.xx	xx.xx	PKP	<u>SM42-1032</u>	827	15.47	Rzeszow	Jaslo
Jaslo	17.46	17.57	PKP	<u>SP32-106</u>	7033	17.57	Jaslo	Zagorz
Krosno	18.33	18.35	PKP	<u>SU45-096</u>	33502	17.19	Zagorz	Stroze
Jaslo	19.04	19.14	PKP	<u>EU06-12</u>	33502	17.19	Zagorz	Stroze (& shunt onto 384)
Stroze	20.15	20.31	PKP	<u>EU06-18</u>	384	16.05	Kosice	Krakow Glowny
Krakow Glowny	22.52							

Tuesday 26th June 2001

After two overnights we had a well deserved lie-in this morning. An excellent breakfast was taken in the hotel with a choice of about 7 options, with the menu in English. The young waitresses also spoke very good English and although they lacked in confidence they made up for it in looks!!! A long journey (on which the gripper was Roger Elliot's double!) to Wroclaw where beer and pizza was obtained for lunch. Today was very hot and sunny – in fact it was sweltering! On arrival at Leszno a fast taxi to the Hotel Centralnego was taken and two very nice and quite cheap rooms obtained. Back at the station SU45-147 on double deck stock was sampled to Wolsztyn

for a run off one of the kettles most of the way back. Blackwater and André enjoyed train surfing from the wide open sliding doors in the double-deck stock! Much needed cold beer was obtained from the supermarket at Wloszakovice as it was still boiling hot. Back at Leszno a run to Glogow and back with SU45-077 was in order, however at Glogow SU45-205 which had worked the 15.55 ex Leszno was attached to the train – excellent another winner! 205 was then promptly shut down and 077 put on top of it!!! Not content with that Blackwater attempted to butter-up the staff by telling them we were English rail staff and could they pair the engines up! They wouldn't pair them up but agreed to run them in tandem, but only from the half-way shack as they would get into trouble if they were seen!!! Sure enough at Stare Drzewce 205 was started up and a storming run was had back to Leszno!

Krakow Glowny		09.05	PKP	<u>EU07-238</u>	3602	05.23	Przemysl Glowny	Wroclaw Glowny
Wroclaw Glowny	13.23	13.49	PKP	<u>EU07-046</u>	65105	13.49	Wroclaw Glowny	Olsztyn Glowny
Leszno	15.06	15.46	PKP	<u>SU45-147</u>	33235	15.46	Leszno	Zbaszynek
Wolsztyn	16.46	16.50	PKP	<u>OL49-59</u>	33234	16.00	Zbaszynek	Leszno
Wloszakovice	17.32	18.23	PKP	<u>SU45-196</u>	33240	17.28	Wolsztyn	Leszno
Leszno	18.30	18.40	PKP	<u>SU45-077</u>	76339	18.40	Leszno	Glogow
Glogow	19.44	20.02	PKP	SU45-077	67338	20.02	Glogow	Leszno
Stare Drzewce	20.33	20.33	PKP	SU45-077+	67338	20.02	Glogow	Leszno
				<u>SU45-205</u>				
Leszno	20.58	21.15	PKP	SU45-196	7722	21.15	Leszno	Krotoszyn
Kakolewo	21.30	21.39	PKP	<u>SU45-057</u>	7735	19.45	Ostrow Wlkp.	Leszno
Leszno	21.55							

Wednesday 27th June 2001

We had booked into the hotel for 2 nights so this morning were travelling light. Headed into Poznan on one of the wedged morning commuter trains only to be greeted with the sight of the same kettle we had yesterday! Did it anyway to half way down the line where a very attractive blonde girl provided some distraction whilst we waited for SU46-033. The supposedly freight-only ET22's were in abundance today – possibly due to the scorching hot weather? ET22-279's train was wedged throughout – so we retired to the "BAR WARS" car for beer, although they only had cans. During the hour's fester at Jarocin found a bar and takeaway before the SP42 on load 2 via line 323 back to Leszno which sees only 2 trains per day. Amazingly almost every station on the line was staffed! An early finish today, so as to have a proper sit down meal (Pizza Hut!) and plenty of beer in one of the outside bars in the main square.

Leszno		07.16	PKP	<u>EU07-112</u>	390	18.00	Budapest Keleti	Szczecin Glowny
Poznan Glowny	08.03	08.55	PKP	OL49-59	4440	08.55	Poznan Glowny	Wolsztyn
Trzebow Rosnowko	09.23	09.36	PKP	<u>SU46-033</u>	4445	08.14	Wolsztyn	Poznan Glowny
Lubon k. Poznania	09.53	10.15	PKP	<u>ET22-873</u>	729	09.28	Leszno	Poznan Glowny
Poznan Glowny	10.25	10.45	PKP	<u>EU07-464</u>	71134	10.45	Poznan Glowny	Kutno
Poznan Garbary	10.49	11.21	PKP	<u>ET22-279</u>	65110	08.43	Wroclaw Glowny	Elk
Gniezno	11.59	12.27	PKP	<u>ET22-975</u>	76502	12.27	Gniezno	Jelenia Gora
Jarocin	13.46	14.37	PKP	<u>SP42-114</u>	33129	14.37	Jarocin	Leszno
Leszno	16.25	16.38	PKP	<u>EU07-012</u>	67935	14.35	Wroclaw Glowny	Poznan Glowny
Koscian	17.04	17.20	PKP	<u>ET22-162</u>	732	16.30	Poznan Glowny	Leszno
Leszno	17.47							

Thursday 28th June 2001

Up and out for the same train as yesterday morning but we stay on through to Krzyz. We are greeted with the sight of the depot with at least 3 ST43's and 3 ST44's stabled. We took it in turns to go and take photographs. Richard and I went first and whilst photographing the withdrawn ST44's Richard noticed that one of them still bore a Kolomna worksplate. He went and found one of the depot staff to see if he could bribe them into buying it. The fitter disappeared saying he would have to speak to the depot manager and came back 5 minutes later clutching a worksplate wrapped up in a bit of rag. Aware of the fact that some depots produced copies to sell we inspected it and it was the genuine article. Richard and him agreed a price and he told us to get out quick! The run down line 345 was long and tiring, especially in the heat and we were glad when we reached Kostrzyn

so we could grab an ice cream. Pleased with yet another new 219 and out of the 4 turns 2 had swapped so it meant we could have 131 later on if we wanted. Whilst discussing how you count engines (ie. for haulage/cab rides etc) Richard came out with the classic quote "I only count engines for driving that I have driven"!!! On arrival at Berlin Lichtenberg, myself, Blackwater and André said goodbye to Richard who was heading back home via Brussels for a family wedding. We checked into the Hotel Nova across the road from the station. There is literally loads of engineering work going on and SLW between Biesenthal and Eberswalde meant that the Frankfurt Oder's were replaced by a shuttle service (1 x 143 and 1 x 628) to Biesenthal for a bus to Eberswalde! Needless to say we declined the replacement bus and opted to wait for the following RB to Schwedt (Oder). We bailed at Eberswalde for the extra lok on the IR behind and on arrival at Angermünde found that the RB had terminated there and all the Schwedt (Oder) trains were replaced by a 628 shuttle – nice! Anyway we had come for the Szczecin line – knowing that it had been converted from 232's to 219's. However what was sitting on the 17.29 to Szczecin but 232 477!! We bailed at Petershagen for non other than clag monster 232 240 back – just what was going on?!! Our luck came to an abrupt end at Bernau when we had to suffer a rancid 628 to Lichtenberg before heading off to Herrensee for 219 131. Whilst waiting on the platform we chatted to 3 sociable local Berts, who couldn't believe what we were doing there at that time of night! Anyway we waited, and waited, and waited... no sign of the train by 21.30 so we retired to the local bar that one of the Berts worked in – except it was shut! Back to the shack and '131 rolls in about 40 late – cheers then!

Leszno	07.16	PKP	EU07-542	390	18.00	Budapest Keleti	Szczecin Glowny	
Krzyz	09.07	10.25	PKP	SU45-132	33325	10.25	Krzyz	Kostrzyn
Kostrzyn	12.32	13.08	DB	219 157	RB5818	13.08	Kostrzyn	Berlin Lichtenberg
Berlin Lichtenberg	14.27	15.47	DB	143 851	RB39590	15.47	Berlin Lichtenberg	Biesenthal
Biesenthal	16.17	16.43	DB	143 110+	RB38414	14.02	Dessau Hbf	Angermünde
				143 360				
Eberswalde Hbf	16.50	17.02	DB	112 117	IR2102	10.07	Frankfurt (Main)	Stralsund
Angermünde	17.20	17.29	DB	232 477	RB5930	17.29	Angermünde	Szczecin Glowny
Petershagen (Uckerm)	17.57	18.11	DB	232 240	RB5931	17.20	Szczecin Glowny	Angermünde
Angermünde	18.37	18.41	DB	143 360	RB38417	18.41	Angermünde	Dessau Hbf
Eberswalde Hbf	19.00	19.09	DB	112 165	IR2019	17.01	Stralsund	Berlin Zoolg. Garten
Bernau (b. Berlin)	19.28	19.43	DB	628 656	RB38387	19.33	Biesenthal	Berlin Lichtenberg
Berlin Lichtenberg	20.07	20.35	DB	219 012	RB5833	20.35	Berlin Lichtenberg	Kostrzyn
Herrensee	20.56	21.06	DB	219 131	RB5832	19.58	Kostrzyn	Berlin Lichtenberg
Berlin Lichtenberg	21.27							

Friday 29th June 2001

Another late-ish start today and a leisurely PYB before viewing the Szczecin which was 232 492 (dud), so decided on catching the S-Bahn to Ostbahnhof. Jumped on D448 and it seemed like an age before the doors finally shut and we were on the move. The guard must have seen us get on and came and had a rant, but we just shrugged our shoulders! To start with I needed 5 Halberstadt 219's. Fell straight onto required 219 185 and saw that 167 was out but as we went passed the depot I could see 051 and 163 – 163 was withdrawn! Leapt at Quedlinburg for dud 108 but on arrival at Halberstadt 051 had been started up and they proceeded to swap them! Cheers DB! Scooped 051 and 167 but where was 166 which was now my last one? Only one thing for it, the 6th turn had to be covered and the 13.11 to Aschersleben would connect into a Dessau to have it back. 1311 departed 15 late – thus missing the connection despite much ranting at the gripperess. Had to fester around Aschersleben but it was worth it as 166 produced! Both me and Blackwater got covered in rancid midges while standing on the platform at Giersleben which took ages to get rid of. It was off to Leipzig now, where a couple of quick out and back moves were made because the evening service between Leipzig and Berlin has been decimated, unless of course you want to catch a filthy ICE! The gripper just couldn't comprehend why we wanted to do the RE from Bitterfeld to Dessau if we were going to Berlin – why didn't we just wait there for the IR?! Strangely she did seem to understand when Blackwater called me a blatant ned! To round off a good day another new 180 was obtained across the Stadtbahn.

Berlin Ostbahnhof	07.51	DB	145 065	D448	21.10	Krakow Glowny	Berlin Zoolg. Garten
Berlin Zoolg. Garten	08.07						
Berlin Charlottenburg	08.38	DB	112 101	IR2630	08.38	Berlin Charlott'brg	Norddeich Mole

Magdeburg Hbf	09.59	10.15	DB	<u>219 185</u>	RE36008	10.15	Magdeburg Hbf	Thale Hbf
Quedlinburg	11.22	11.36	DB	219 108	RE36025	11.18	Thale Hbf	Magdeburg Hbf
Halberstadt	11.52	12.01	DB	<u>219 051</u>	RE36025	11.18	Thale Hbf	Magdeburg Hbf
Oschersleben (Bode)	12.15	12.43	DB	<u>219 167</u>	RE36010	12.15	Magdeburg Hbf	Thale Hbf
Halberstadt	12.58	13.11	DB	<u>218 114</u>	RB36669	13.11	Halberstadt	Aschersleben
Aschersleben	13.40	14.44	DB	<u>218 453</u>	RB39613	14.44	Aschersleben	Dessau Hbf
Giersleben	14.51	15.03	DB	<u>218 432</u>	RB39612	14.00	Dessau Hbf	Aschersleben
Aschersleben	15.11	15.33	DB	<u>219 166</u>	RB36484	15.33	Aschersleben	Oebisfelde
Güsten	15.45	15.54	DB	218 432	RE36111	15.44	Aschersleben	Dessau Hbf
Köthen	16.21	16.35	DB	<u>112 105</u>	IR2039	16.03	Magdeburg Hbf	Dresden Hbf
Leipzig Hbf	17.31	17.45	DB	<u>219 078</u>	RB27534	17.45	Leipzig Hbf	Meißen
Leipzig Paunsdorf	17.51	18.03	DB	<u>219 077</u>	RB27525	15.03	Meißen	Leipzig Hbf
Leipzig Hbf	18.08	18.28	DB	<u>219 090</u>	RE16215	18.28	Leipzig Hbf	Saalfeld (Saale)
Leipzig Plagwitz	18.37	18.45	DB	<u>143 049</u>	S1 97341	18.37	L'zig Miltitzer Allee	Altenburg
Leipzig Hbf	19.01	19.24	DB	<u>143 074</u>	RB36944	19.24	Leipzig Hbf	Lutherstadt Wittenberg
Bitterfeld	19.52	19.55	DB	<u>143 558</u>	RB36564	19.25	Halle (Saale) Hbf	Dessau Hbf
Dessau Hbf	20.20	20.42	DB	<u>112 129</u>	IR2006	16.02	Frankfurt (Main)	Berlin Ostbahnhof
Berlin Zoolg. Garten	22.03	22.19	DB	<u>101 110</u>	IR2547	19.09	Osnabrück Hbf	Berlin Ostbahnhof
Berlin Ostbahnhof	22.33	22.33	DB	<u>180 012</u>	EC40	16.30	Warszawa Wsch.	Berlin Zoolg. Garten
Berlin Zoolg. Garten	22.47							

Saturday 30th June 2001

Same departure time from the hotel as yesterday but as 232 287 produced on the Szczecin we did this to Bernau before seeing if the 219's out of Karow had swapped – they had and 2 winners were out! Into Alexanderplatz next to have a look at the excellent model shop there. Blackwater purchased a nice (and appropriate) 219 model. Next target was the line to Tiefensee which had been closed all week for engineering work but was open at weekends – reverse logic to that which applies back at home! Only every other train goes to Tiefensee, the other terminates at Werneuchen even though it has ample time to go through. Decided on the little imbiss outside the station (on the right) which provided 3 beers, a schnitzel and a wüurst with mashed potato for 6 quid! At this point we said goodbye to André who was going to visit his sister in Bremen before returning home a couple of days later. For Blackwater and me two more winners on the Kostrzyn line were hard to resist, although we started to regret it when RB5824 was 20 late giving us butterflies as to whether we would make the train to the airport. In the event the IRE to the airport was 10 late and then the flight turned out to be 40 late due to the late arrival of the inward flight (operated using Mr. Garrett's favourite aircraft!) – not a very good first impression of Buzz as this meant my last train out of Euston was looking dodgy. I decided not to risk it and did the tediously slow Jetlink coach back to Birmingham International, arriving at 01.40.

Berlin Lichtenberg	07.57	DB	<u>232 287</u>	RB5916	07.57	Berlin Lichtenberg	Szczecin Główny
Bernau (b. Berlin)	08.21						
Berlin Karow	09.07	DB	219 043	RB39312	09.07	Berlin Karow	Basdorf
Basdorf	09.27	09.42	DB	<u>219 081</u>	RB39359	09.32	Wensickendorf
Schonwalde (Barnim)	09.47	09.52	DB	<u>219 057</u>	RB39360	09.37	Berlin Karow
Basdorf	09.57	10.12	DB	219 043	RB39315	10.12	Basdorf
Berlin Karow	10.26						Berlin Karow
Alexanderplatz	11.41	DB	<u>112 125</u>	IRE38141	10.42	Rathenow	Cottbus
Berlin Ostbahnhof	11.44						
Berlin Lichtenberg	12.14	DB	219 127	RB39157	12.14	Berlin Lichtenberg	Werneuchen
Werneuchen	12.48	13.49	DB	<u>219 179</u>	RB39159	13.14	Berlin Lichtenberg
Tiefensee	14.01	14.07	DB	219 179	RB39158	14.07	Tiefensee
Berlin Lichtenberg	14.52	15.35	DB	<u>219 112</u>	RB5823	15.35	Berlin Lichtenberg
Herrensee	15.59	16.06	DB	219 012	RB5822	15.08	Kostrzyn
Berlin Lichtenberg	16.27	16.35	DB	<u>219 018</u>	RB5825	16.35	Berlin Lichtenberg
Herrensee	16.56	17.06	DB	219 146	RB5824	15.58	Kostrzyn
Berlin Lichtenberg	17.27						Berlin Lichtenberg
Berlin Ostbahnhof	18.15	DB	<u>143 641</u>	IRE38315	14.18	Stralsund	Hoyerswerda
Schönefeld Flughafen	18.30	19.40	Buzz	<u>G-UKID</u>	UK2547	19.40	Berlin Schönefeld
London Stansted	20.50						London Stansted

All in all a very enjoyable, although tiring week. I've cleared up a lot of my required diesel-hauled track in the Berlin area and made serious inroads into the Cottbus 219 allocation. The 232's were a nice surprise as we were only expecting to get one (on the Krakow overnight). Despite having reservations over the changes to the Kursbuch it actually worked in our advantage as, knowing we were staying in the Berlin area, we only had to carry around 2 sections all week.

Poland was an interesting country but quite expensive in comparison to other Eastern European countries. There wasn't exactly a lot of thrash but a good variety of locos nevertheless.

Matthew Reeves, Birmingham. (matthew.reeves87@blueyonder.co.uk)

Hotels Used:

Hotel Adoma, St Denijslaan 19, 9000 Gent.
Tel: 09/222.65.50 Fax: 09/245.09.37
E-mail: info@hotel-adoma.be Website: www.hotel-adoma.be
Triple Room 4000BEF. (Not including breakfast)

Hotel Europejski, 31-034 Krakow, ul. Lubuicz 5.
Tel: (48 12) 423 25 10 Fax: (48 12) 423 25 29
E-mail: he@pp.net.pl
Single Room 179 Zl. Twin Room 229 Zl. (Incl PYB)

Hotel Centralnego, w Lesznie, ul. Slowianska 30.
Tel/Fax: (065) 520 22 17
Twin Room 192 Zl. (Incl Breakfast in café next door, but not until 08.30!)

Hotel Nova, Weitlingstraße 15, 10317 Berlin.
Tel: (030) 525 24 66/60 Fax: (030) 525 24 32
E-mail: info@hotel-nova.de Website: www.hotel-nova.de