

Railtalk

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Slugs in the hills

Welcome

From The Editor

Welcome to the Railtalk Magazine Xtra, which aims to fit in all the bits that we can no longer fit in Railtalk Magazine, plus a bit extra. We aim to concentrate on Mainland Europe, with News, Pictures and a few Archive shots.

This month we see another excellent collection of excellent pictures from our friends in Europe, but we have to admit that owing to space there are probably not as many as some would like. This is owing to our Glorious Devon feature.

This issue wouldn't be possible without: Pavel Šturm, Vít Voráček, Ron Halestrap, Pavel Martoch, Richard Hargreaves, Brian Battersby, Steve Madden, Steve Thompson, Petr Lux, Josef Petrak, Julian G, Richard Jones, Robert Dylewsk and Petr Zavadil.

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Front Cover: 749.218-4 is seen working
Petrov u Prahy - Luka past Medníkem on August
23rd. [Pavel Martoch](#)
This page: Class 751.364 and 751.066 are seen at
Vsetaty. [Ron Halestrap](#)

Pictures



In the summer sunshine, CD Electric 163.006-0 works between Hr. Horní Mokropsy - Černošice - Mokropsy on August 25th. [Vít Voráček](#)



Looking a little tired, CD Class 121.017 is pictured outside Decin Depot. [Ron Halestrap](#)



Solo Class 810.056-2 is caught between the trees as it passes Jevíčko on August 21st. [Petr Zavadil](#)

This was just one of those shots where we went “wow” as soon as we saw it.

The colours are fantastic and location has to be simply fantastic. The river running below just adds to the photo.

The unfortunate thing is that it is not really suited to a landscape format magazine, however rather than crop it we have decided to show the full photo.

A pair of DB Class 185s pass Wassen on July 23rd.

Petr Lux





Very brightly painted Class 340.055-3 is pictured at Ceske Budejovice in May with a two coach train. [Ron Halestrap](#)



A superb reflection shot of 111.032-9 at Praha ONJ. *Josef Petrak*



A line up of stored SU45's at Bialystok Depot on 20th June. [Steve Madden](#)



A Eurocity service departs Hranice na Moravě. *Josef Petrak*



HCP 123N No.2096 Tram No.24 Goclawek at the Nowe Bemowo Tram/Bus Interchange. [JulianG](#)



Koleje Mazowieckie EN57-1717 and EN57-1716 approach Warszawa Ochota with KM 217 12:50 Warszawa Wschodnia-Skierniewice. [JulianG](#)



Passing through scenic Eire unit 8326 is seen on the coastal section at Bray Head whilst working a Dublin - Greystones service. *Richard Jones*



Looking very similar to a UK Class 156 unit, Irish unit 2611 is seen working a service from Arklow to Dublin seen here at Dun Laoghaire on July 14th. [Richard Jones](#)



Irish Dart unit 8613 is seen working a service from Greystones - Dublin. [Richard Jones](#)

Glorious Devon Special

Every Summer, one of our most respected photographers, Richard Hargreaves, packs his suitcase and goes on holiday to Devon. This year was no exception, but as an added bonus we have also another great photographer, Steve Thompson, who also holidays in the Devon area. It is our great privilege to be able to show you some of their photographs. This collection shows that there are still some sunny days to be enjoyed in the South West and like last year, still a significant variation in liveries.



South West Trains Class 159 106 passes a very sunny Cockwood Harbour on July 30th. [Richard Hargreaves](#)



Another shot of Cockwood Harbour, this time with a CrossCountry HST heading northwards, power car 43304 leading. [Richard Hargreaves](#)



Above: The majority of services in the South West are operated by First Great Western and use High Speed Train sets like this one, most of which have been recently refurbished. Power car 43133 speeds along the edge of the Exemouth estuary bound for Plymouth.

Richard Hargreaves



Right: A few miles along the coast FGW HST power cars 43037 and 43017 near the end of their journey with a Paddington - Paignton service.

Richard Hargreaves



Every summer additional services are run for holidaymakers travelling to and from the South West. This year National Express regularly hired a HST set to CrossCountry. Top: NatEx 43307 and 43317 pass along the seafront at Dawlish with a Manchester - Newquay service.

Richard Hargreaves

Left: With some of the old GNER liveried stock between two National Express power cars, 43295 leads the Newquay - Manchester Piccadilly afternoon service through Dawlish Warren. The mileage that these trains cover is huge. This set will have worked from Inverness to London Kings Cross and then to Hull before working ECS to Leeds on the Friday. Then on the Saturday it works ECS to and from Leeds - Manchester Piccadilly before working a return trip to Newquay.

Richard Hargreaves



Some of the different types of multiple units that can be seen in the area.

Above: New to the area for 2009 are the Class 143 units. Previously found on the Cardiff Valley lines, these have been refurbished and reliveried before heading south.

Class 143 611 pauses at Starcross with a Paignton bound service.

Richard Hargreaves

Top Right: On hire Arriva liveried Class 150 267 is led along the sea wall by FGW Class 153 305.

Richard Hargreaves

Right: A pair of Class 153s in FGW "Local Lines" livery are seen at Dawlish Warren.

Richard Hargreaves





More unit varieties.

Above: Class 150 247 arrives at Dawlish Warren Station whilst working a service from Exeter - Paignton. It can be noted that whilst the unit types vary, the majority are working to and from Paignton.

Richard Hargreaves

Top Right: Recently repainted Class 142 030 stands at Exeter St. Davids station. The majority of the Class 142s are retaining a plain blue livery to reflect that they should be soon transferred to another operator.

Richard Hargreaves

Right: Looking towards Dawlish Warren and Exemouth, Class 142 064 passes Langstone Rock.

Richard Hargreaves





Above: On August 5th, of the few remaining daytime freight workings in Devon shows the occasional cement working from Earles to Moorswater. 6Z21 passes a distinctly damp Dawlish in the charge of Class 66 547.

Steve Thompson

Top Left: Under a clear blue sky on the morning of August 11th, Arriva-liveried Class 150 278 departs Dawlish working 2T08 Exmouth-Paignton. *Steve Thompson*

Left: On August 11th, the once-a-week train of loco fuel, 6V62 Fawley - Tavistock Jct., passes in the evening sunshine behind Class 66 065. *Steve Thompson*



With the beach almost deserted, a Class 150/Class 153 combination head towards Dawlish with a Paignton bound service. [Richard Hargreaves](#)



Above: Freightliner Class 66 604 passed through Dawlish with 6Z60 Bow - Hackney Yard sand empties, the closer, more desirable shot being totally bowled by a badly-timed HST on the Up line moments later.

Steve Thompson

Top Right: In the low evening sun Class 142 009 heads for Paignton.

Richard Hargreaves

Right: EWS Class 66 021 passes through Starcross with a loaded China Clay service, heading north.

Richard Hargreaves





Sun, Sea and Sand as CrossCountry HST 43301 and 43384 pass through Dawlish heading for Plymouth. [Richard Hargreaves](#)



Above: Highlight of August 12th was the appearance of Network Rail Class 31 285 with test coaches 6262, 999605 and DBSO 9702 on Exeter Depot for fuelling. Here we have the ensemble departing the depot prior to stabling in nearby Riverside Yard.

Steve Thompson

Top Left: A slightly different view on August 13th shows CrossCountry Class 221 136 on 1S43 Penzance-Glasgow approach the 205 yards long Kennaway Tunnel.

Steve Thompson

Left: The remains of the Pumping House at Starcross dominates the view of a FGW HST with power cars 43127 and 43140 working the 1A91 Penzance - Paddington.

Steve Thompson



Above: Class 150 234 is seen at Newton Abbott working 2T20 Exmouth - Paignton.

Steve Thompson

Top Right: Class 143 611 and 143 618 departed Dawlish Station on 2T15 Exmouth-Paignton. The pair are seen crossing the Colonade Viaduct.

Steve Thompson

Right: CrossCountry HST 43321 and 43378 work 1V54 Glasgow - Newquay through Dawlish.

Steve Thompson





Above: First GBRf Class 66 707 hauls a couple of barrier vehicles along the sea wall. The loco will probably have taken a HST coach from repair back to the main depot at Plymouth Laira.

Richard Hargreaves

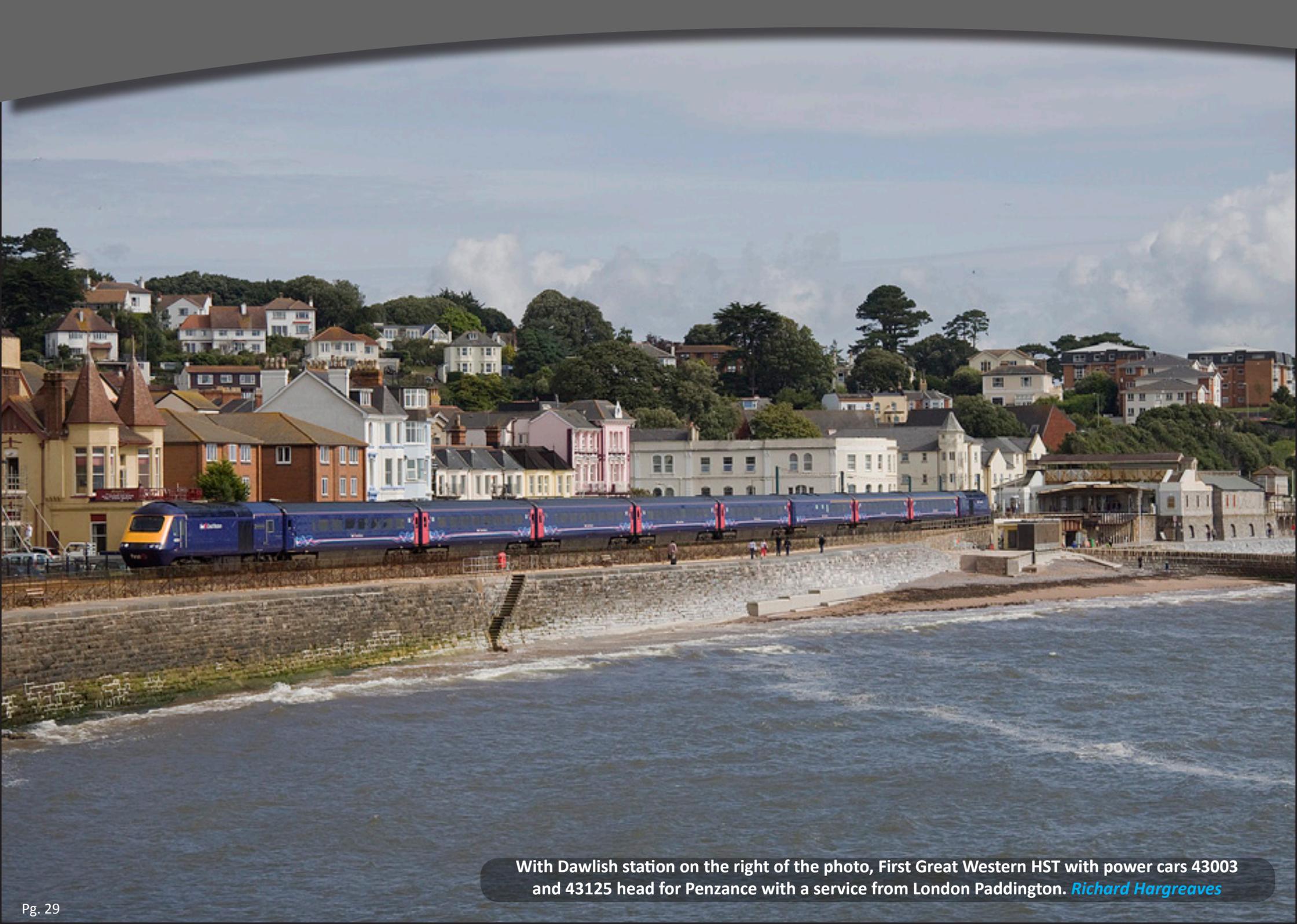
Top Right: On August 11th FGW 43179 and 43122 make their way between Parson's and Clerk's Tunnels with 1A77 Penzance- Paddington, with the Horse Rocks prominent in the foreground.

Steve Thompson

Right: Cross-Country HST 43285 and 43304 approaching Sprey Point with 1V48 Newcastle - Penzance..

Steve Thompson





With Dawlish station on the right of the photo, First Great Western HST with power cars 43003 and 43125 head for Penzance with a service from London Paddington. [Richard Hargreaves](#)

Warsaw Railway Museum faces an uncertain future

by Andrew Goltz

Poland's shock therapy transition to free-market economics did not deal kindly with the nation's industrial heritage. Factories, which once worked 24 hours a day producing war materials for the Warsaw Pact, became industrial wastelands reminiscent of a Doctor Who TV set. The nation's railways suffered a Beeching-style axe and Polish State Railway's (PKP's) plans to develop a number of regional transport museums were quietly forgotten. Rusting steam engines and rotting railway wagons still lie abandoned in various parts of the country waiting for their inevitable meeting with the oxyacetylene torch.

A fledgling railway preservation movement developed to fill the gap. Railway societies sprang up, items of rolling stock, or in some cases complete narrow-gauge railways, were rescued. Sadly many of these schemes failed as the new societies struggled with Polish bureaucracy of Kafkaesque proportions or lost the battle as developers and greedy council officials cast greedy eyes on disused railway land.

While independent preservation schemes faced a bumpy future, the National Railway Museum in Warsaw seemed secure. Set up in 1972, in the former main line terminus of Warszawa Główna in the centre of Warsaw, its mission was to teach future generations of Poles about the role played by the 'iron road' in shaping the history of their country. Originally established under the auspices of PKP, the Polish state railway company, responsibility for the museum was transferred to the Ministry of Transport in 1995 and in 1999 it was transferred to the custody of the Mazowsze provincial government.

The new legal arrangements suited both parties. PKP got rid of a massive potential liability - some of the Museum's 80 items of historic rolling stock are listed and there is a legal obligation on the owner of a listed monument to maintain it in good condition. At the same time, the local government of Mazowsze province acquired an asset - slap in the centre of the City - with enormous tourist potential. Or at least this is how it was meant to be. In practice things turned out rather different.

The museum was repository of tired former PKP officials who looked forward to their retirement rather than to the future of their collection. The locomotives and rolling stock - stored in the open - began to deteriorate. Cab fittings and connecting rods vanished. Meanwhile the director of the museum, Janusz Sankowski, concentrated on building up a collection of scale models.

Storm clouds first gathered over the museum in 2003 when PKP entered into discussions with a developer. The covered ways from the station building to the former low-level platforms were demolished and all the rolling stock collection was dragged several hundred yards northwards to make room for the planned development. Mr Sankowski and the developers discussed co-existence. His collection of scale models might even become the centrepiece of the new development. A few locomotives could be left outside while the rest could be farmed out elsewhere or sent to a remote siding. So, when an opportunity arose to move the museum to covered accommodation in the historic Praga South locomotive sheds, Mr Sankowski did not feel it was worthwhile to pursue the matter.

The original development plans for Warszawa Główna came to naught. PKP and the developers started a series of legal wrangles regarding the future of the site and the Museum stayed where it was. A new director, Ferdynand Ruszczyk, was appointed earlier this year. The Museum and its rolling stock received a much needed coat of paint. Special events were organised to promote the Museum and

its attractions. The future of the Museum looked brighter than ever. Then the blow came!

PKP's long drawn out court actions were finally resolved and the company felt free to resume its plans for the redevelopment of the Warszawa Główna site. In April this year, PKP started putting pressure on the provincial governor's office to relocate the Museum PKP to some sidings on the East side of the River Vistula. Ironically these are located close to the former locomotive sheds at Praga South, but lack any office buildings for the Museum's small items collection and their staff.

....continued on next page

Photo: MUZKOL Pacific 055, ©Robert Dylewski.



Warsaw Railway Museum faces an uncertain future

by Andrew Goltz

Continued.....

Adam Struzik, the provincial governor's decided to tough it out. His thinking seems straightforward – the provincial government is funding the Railway Museum – an institution which benefits Polish State Railways. If PKP wants to relocate the Museum, they should fund the move and ensure that the new facilities are at least equivalent to the existing accommodation.

PKP's thinking was summarised by their press spokesperson, M i c h a l W r z o s e k. "Polish State Railways S.A. – the owner of the former Warszawa Główna station site at ul. Towarowa – 1 is preparing to use this land for the purpose of development. Polish State Railways S.A. has allowed the Railway Museum to use this site on a free of charge license since 1996. PKP SA – in accordance with its strategy for its land holdings – is obliged to rent land at this location, only and exclusively, on a commercial basis."

In an ideal world, a new national railway museum would be established, with proper covered accommodation, workshops and facilities to service steam-hauled special trains. This is exactly the sort of project for which EU funding for the former communist countries was designed to assist. But instead PKP and the provincial governor's office seem determined to tough it out. Who will blink first? This strategy might just lead to a successful resolution, but it is more likely that the locomotives and vintage rolling stock at Warszawa Główna will end up like their brothers and sisters elsewhere – in some forgotten siding – mysteriously shedding pieces of metal year by year. After all with the high price of scrap steel you don't have to work particularly hard to earn yourself the price of a bottle of Vodka.

A statement from PKP on the museum is as follows

Polish State Railways S.A. – the owner of the former Warszawa Główna station site at ul. Towarowa – 1 is preparing to use this land for the purpose of development. PKP SA has been taking court action against a number of bodies, who have been preventing the site from being exploited commercially. The claims of the third parties have now been disposed of by court decisions favourable to PKP SA. This clears the way for the development of this part of Warsaw.

Polish State Railways S.A. has allowed the Railway Museum (an organisation funded by the local government of Mazowsze province) to use this site on a free of charge license since 1996. PKP SA – in accordance with its strategy for its land holdings – is obliged to rent land at this location, only and exclusively, on a commercial basis.

For these reasons PKP SA terminated the Railway Museum's current license in July 2009. This does not preclude the Railway Museum from obtaining a lease of the property on a commercial basis until the Museum has been transferred to another location.

The termination of the license and the need to transfer the Museum to another location was previously discussed with the bodies responsible for the Museum. In October 2008, PKP SA and the authorities of the provincial government (the Governor and a senior official) signed a memorandum in which it was specified that the Museum will be relocated from its current location to a site provided by PKP SA on Grodzińska street in Warsaw (near the junction of Grodzińska street and Radzimska street) with an area of 1.8 hectares [4.45 acres].

Representatives of the local authority and the Railway Museum were again informed about the importance of relocating the museum at a meeting which took place on 16 April 2009 between representatives of PKP SA and the local government of Mazowsze province.

On 25 June 2009, once again PKP SA informed the provincial authorities of the necessity to relocate the Museum to the site being made available by PKP SA.

Polish State Railways supports the Railway Museum in carrying out its functions. This is reflected in the agreements

that have been in place up to now between the two parties and the technical assistance PKP SA has provided to assist the running the Museum. The need to regulate the legal status of PKP's real estate PKP SA and its use for development does not permit the free use of a plot of land of over 7 hectares [17.3 acres] in the heart of Warsaw. PKP SA maintains regular contact with the Museum and the local government.

Sad statement from the museum's director

"We regret to inform you that on 30 July 2009 Polish State Railways SA formally served a notice on the Museum terminating the Railway Museum's lease of our buildings at No 1 Towarowa St. and, at the same time, giving us notice to quit our headquarters not later than 31 August 2009.

The Railway Museum will be challenging this termination, as being in contravention of our lease, but the fact that it has been served by PKP SA may mean that August 2009 will be the last month in which we will be able to have our exhibits on public display, and that this unique place will permanently disappear from the map of Warsaw.

Unfortunately, despite earlier assurances, PKP SA has not provided a suitable new location. The siding proposed at Warsaw's Grodno St. is only a disused track, without any other facilities. Moreover, because of the specific nature of our collection, especially the vintage rolling stock, the cost of its transportation to a new location would be enormous.

Thus we face the end of the Railway Museum in Warsaw, the only institution in Poland on this scale which collects, archives and make available to the general public the legacy of over 150 years of railway history on Polish territory."

Ferdynand B. Ruszczyk, Director of The Railway Museum in Warsaw



An aerial view of the PKP museum in Warsaw. *Robert Dylewski*

Bombardier and LNVG Sign New Maintenance Contract for Locomotives and Double-deck Coaches

Bombardier Transportation has received a maintenance contract from the Landesnahverkehrsgesellschaft Niedersachsen mbH (LNVG) in Lower Saxony, Germany for two BOMBARDIER TRAXX locomotives and 34 double-deck intermediate and driving coaches. This order is worth around 19 million euros (\$26 million US) and will run until 2022.

The duration of existing maintenance contracts between Bombardier and LNVG have now also been standardized. They will run until 2022, increasing the value of these contracts by approximately 41 million euros (\$57 million US).

Altogether, the LNVG fleet, to be maintained by Bombardier Transportation, will consist of 40 TRAXX locomotives and 220 double-deck intermediate and driving coaches.

The fleet will operate in regional transport on various routes in Lower Saxony.

“Bombardier Transportation has done a great job and its high levels of availability and reliability have contributed to passenger satisfaction. Passenger numbers have, as a result, also increased substantially. Our follow-up order is due to this excellent partnership,” said Hans-Joachim Menn, spokesperson for LNVG management.

“This is a great achievement for us. With this order, LNVG is once again showing their trust in Bombardier as a quality manufacturer and service provider,” commented Laurent Troger, President of Bombardier Transportation Services Division.



Attention, high voltage! Hazard kills

Czech Railways launched in the first half of July, the first part of a preventive campaign to alert the public of dangers associated with careless movement on rail. The first posters appeared on the children in the form of angels. From 2007 the Czech Railways commenced showing across the country other posters, this time with a picture of a burning man affected by electric current from the train conductors.

“Angels to alert the parents to the potential danger to their children’s movement on a rail in places where they have nothing to do. We deliberately chose a visually accessible form, we did not want to shock but to highlight what can happen” said Zbynek Honys, Director of Communications at Czech Railways. “But now we come with a theme of burning man by trolley, and it is shocking. but not the other way. still encounter cases where children or young people climb onto the roof of the car, hit an electric discharge.

Last year there were nine, six this year already!

The campaign will culminate with the beginning of the school year, when the Czech Railways will also hold talks and other educational events aimed at school children.



Czech Railways announced a tender for 100 vehicles

CD has announced that it is looking to purchase 100 carriages. They are for national and interstate trains and InterCity EuroCity a backbone route from Prague to Olomouc over southern and northern Moravia, and possibly more in Slovakia. Upgraded cars now used on these routes will then move to other main national

routes, which will replace older cars produced in the GDR in the 70s and 80s. such as the route from Prague to the Ceske Budejovice. Delivery of the first vehicles is planned for the beginning of 2011.

“We need to expand the number of cars for long-distance trains mainly at InterCity level, so we decided to tender for purchase of 100 used cars from abroad,” said Director of rolling stock Rostislav Novák. “We require air-conditioned cars at a speed of at least 160 km / h, for long-distance expresses and some of them must also have space for the transport of bicycles.”



Hard to believe that this very modern looking unit from the SNCF fleet is actually photographed at Rennes on August 22nd 2002. [Brian Battersby](#)



From the SNCF Fret fleet 467349 was working a passenger service on August 20th 2002, working a cross border Belgium - France service. [Brian Battersby](#)



In superb early morning summer sun a tram trundles through the quiet streets of Lyon. [Class47](#)



A TGV unit speeds north through Amberieu on September 17th 1993. *Class47*