Railtalk
Magazine Xtra

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All that way and it's a shed !

Welcome

Welcome to the Railtalk Magazine Xtra, which compliments the main Railtalk Magazine and means that we can put even more pages together every month.

As always in Xtra, we concentrate on life outside the UK, and once again we have some excellent shots from some of Europes finest photographers. Our "From the UK" section has a look at the Great Central Railways Diesel Gala.

Once again I have to say a really big thank you to all our contributers, this has been a really great month for photography and as we cannot possibly include all your photos in the magazine we really and honestly do appreciate each and every one that is sent in. I hope that you all enjoy the ones we have chosen.

Once again many thanks to the many people who have contributed this month, it really makes our task of putting this magazine together a joy when we see so many great photos. This issue wouldn't be possible without: Colin Gildersleve, Steve Madden, Brian Battersby, Richard Hargreaves, John Coleman, Julian Churchill, Pavel Kopec, Tomáš Kubovec, Stephen Beardwell, Martin Grill, Martin Válek, Pavel Šturm, Bea Želtvayová, Pavel Martoch, Jon Jebb and David Dawson.

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Front Cover: This is Egyptian Railways loco number 2150 with an overnight service from Cairo - Aswan on April 2nd. *Julian Churchill*
This Page: Australian Railroad Groups DBZ2308 heads east through Beckenham with empty grain hoppers in a downpour. *Colin Gildersleve*

Pictures

I make no excuses for having another shot of this train this month. Imagine having a cruise along the Nile, and having some spare time at Aswan. Off you go to find the station, but unfortunately with all the high security equipment plus armed police, they won't let you on the platform! So off to a public bridge over the station with lots of interest from the locals! and this is what you see! Egyptian Railways loco number 2150 with an overnight service from Cairo-Aswan on April 2nd. *Julian Churchill*

SNCF Alstom-Siemens built Prima diesel loco 675082 is seen at Limoges on April 12th, wearing the livery of SNCF Infra. ***Stephen Beardwell***

SNCB/NMBS AM66 unit No 617 is seen arriving into Brussel Midi station on a dull and grey March 15th. ***John Coleman***

Recently reliveried into the new CD blue livery, Class 843.009-2 is seen working between Bělá u Staré Paky and Stará Paka on April 17th. *Pavel Šturm*

OBB Class 4024.093-9 makes a brief appearance into the sunshine as it works high in the hills between Hochzirl and Leithen. *Martin Válek*

Pacific National's NR69 & an unknown AN class take the afternoon Melbourne Automotive/Intermodal service from Perth through the wine producing district of the Swan Valley on February 13th. NR69 is in the new Pacific National "stars livery". *Colin Gildersleve*

Some of the units in Belgium do look a tad scruffy,
SNCB unit No 832 is seen departing Brussels Midi station on a local service on the March 15th. ***John Coleman***

On February 6th Pacific National's NR27 in "Indian Pacific" livery has just turned on the Woodbridge triangle, and creates some dust from the newly laid ballast, as it returns to Forrestfield Yard, in preparation for the following days Indian Pacific departure from Perth to Sydney. *Colin Gildersleve*

The delightful location of Vsetaty is always a pleasure to visit. Class 854.009-8 waits to depart on March 23rd with a service to Praha. *Class47*

A view of the maintenance sidings at Limoges, France on April 12th sees several TER regional diesel units along with some SNCF 69000 series shunters. *Stephen Beardwell*

On February 6th a 2 car diesel Prospector unit runs through Hazelmere, in the eastern suburbs of Perth, on its ECS trip to its base at Kewdale, for servicing. These 2 car units were built by United Goninan in Perth in 2004 and travel the 657km between East Perth and Kalgoorlie. *Colin Gildersleve*

Slovakian freight as Class 140.042-3 and 182.072-9 with 140.076-1 on the rear are seen working between Poprad and Tatry on April 18th. ***Bea Želtvayová***

Sporting the new CD blue livery, Class 371.002-7 is seen working an express train between Řež and Libčice nad Vltavou-Letky on April 24th. ***Tomáš Kubovec***

Czech Freight Class 731.058-4 diesel shunter ambles through Kolin on March 22nd. *Class47*

Australian Railroad Groups narrow gauge S3302 passes a loop just north of Picton in Western Australia's south west at speed, with a train of hoppers bound for the Alcoa Refinery site at Pinjarra. *Colin Gildersleve*

DB Class 181.215-5 is seen waiting to depart Koblenz with the 09.24 to Luxembourg on March 16th. *Steve Madden*

Passengers disembark this Class 5047 unit just arrived at Attnang-Puchheim, Austria on February 24th. *Andy*

ICE Train 4611 is seen arriving at Koln Hbf with a service from Frankfurt on March 15th. *Steve Madden*

An impressive line up of steam locos outside the roundhouse at Villanova i la Geltru, Spain. Well worth a visit if you are in the Barcelona area. ***Class47***

Electric locomotive 278 (ex-7807) known popularly as "Panchorga" at the Museum of Vilanova i la Geltrú, Spain
These locos saw out their days hauling tank trains around Santa Cruz de Mudela. ***Class47***

Eco-friendly trains for Austria: Siemens concludes master agreement with ÖBB

Siemens has reached an agreement with Austrian Federal Railways (ÖBB) on the supply of up to 200 regional passenger trains over the next five years. During that period ÖBB will be able to call for delivery of Desiro ML type multiple units that are specially equipped to meet the needs of the operator. The relevant master agreement includes the option that assigns responsibility for the maintenance of the ordered trains to Siemens. If all the services in the agreement are ordered, they will amount to a total order volume of about one billion euros. These electric multiple units are expected to be built in the Siemens plants in Vienna, Austria or in Krefeld, Germany. This agreement can also be extended by ÖBB even beyond 2015.

"We are pleased to have come out on top in one of Europe's largest invitations to tender for electric multiple-units for regional rail service. It shows how successful our new designs are on the market and underscores our innovative strength," said Hans-Jörg Grundmann, CEO of Siemens Mobility Division. The Desiro trains for ÖBB are designed for a top speed of 160 km/h and are to be used in cross-border regional rail service between Germany and Austria. Recently, the National Railway of Belgium (SNCB/NMBS) ordered more than 300 of this type of train from Siemens.

Based on a self-contained train design ensuring reliability and flexibility, Desiro ML multiple units can be adapted individually and easily to changing passenger numbers. An enhanced propulsion system, which has once again cut power consumption compared to previous models, makes these trains especially eco-friendly. The train design also specifies the use of environmentally compatible materials, such as for the paintwork and interior furnishings.

ÖBB has decided in favor of a basic Desiro ML vehicle, which consists of a three-car standard unit and has 217 seats satisfying 2nd Class comfort requirements. Its interior design integrates a high number of predefined furnishing variations and is therefore capable of meeting the most diverse requirements for commuter and regional rail service. Werner Kovarik, Director of the Management Board of ÖBB-Personenverkehr AG: "As the result of our objective contract award procedure, Siemens has been named as the best bidder with its Desiro ML. This train sets itself apart on the strength of its excellent price-performance ratio and its ability to fully satisfy the requirements of our bid to operate in the Werdenfels rail system in Germany. Our customers can look forward to the Desiro ML train more than fulfilling all of their expectations in terms of comfort and speed."

Repeat order – more trams for Bergen, Norway

Stadler Pankow GmbH delivers another five trams to Bergen. In 2008 the city of Bergen placed its first order with Stadler for 12 Variobahn trams – the first 3 vehicles are already in place and will be starting passenger service in the days to come. The Variobahn trams will serve the approximately 10-kilometre-long, newly built route between Bergen town centre and Nesttun.

Last weekend, during an event celebrating the upcoming start of passenger service, Stadler Pankow GmbH received a repeat order from Bybanen for a further five Variobahn trams. The order is worth around EUR 12 million and results from the exercising of an option. From 2012, these vehicles will be in operation on the planned route extension beyond Nesttun. These bidirectional vehicles are the same as those from the initial order and are 100% lowfloored.
The vehicle, which is 2.65 metres wide and 32.1 metres long, has seats for 84 people and standing room for 128. Air-conditioned passenger and driver cars, spacious articulation joint transitions and four outside doors on each side ensure a pleasant journey.
The Variobahn trams are manufactured at Stadler Rail Group's competence centre for trams in Berlin.

Stadler Rail Group, system supplier of customer-specific solutions for rail vehicle construction,has locations in Switzerland (Altenrhein, Bussnang and Winterthur), in Germany (Berlin-Pankow and Velten), in Poland (Siedlce), in Hungary (Budapest, Pusztaszabolcs and Szolnok), in the Czech Republic (Prague), in Italy (Merano) and in Algeria (Algiers). The Group has a workforce of over 3,000 people around the world.

The best-known vehicle series from Stadler Rail Group are the articulated multiple-unit trains GTW (501 trains sold), the Regio-Shuttle RS1 (409 trains sold), the FLIRT (579 trains sold), the double-decker DOSTO (125 trains sold) in the railway segment, and the Variobahn (269 trains sold) and the newly-developed Tango (142 trains sold) in the tram segment.

Furthermore Stadler Rail manufactures passenger carriages and locomotives and is the world's leading manufacturer of rack-and-pinion rail vehicles

Bombardier Will Supply 11 Electric TRAXX Locomotives to Polish Operator Koleje Mazowieckie

Bombardier Transportation and "Koleje Mazowieckie – KM" Sp. z o.o. have signed an agreement for the delivery of eleven TRAXX electric locomotives. The value of the contract amounts to approximately 41 million euros ($54 million US). The delivery of the locomotives is scheduled for summer 2011.

The new two-cab electric TRAXX P160 DC locomotives, which can operate at speeds of 160 km/h, are planned to run Koleje Mazowieckie's double-deck coaches in push-pull operation. At present, Koleje Mazowieckie operates 37 double-deck coaches, also manufactured by Bombardier, in regular, daily passenger transportation.
The agreement also includes provisions regarding maintenance to be rendered for four years from the date of locomotive delivery, as well as for the training of Koleje Mazowieckie employees.
Artur Radwan, President of the Management Board of Koleje Mazowieckie, said: "The TRAXX locomotives offered by Bombardier fulfill all of Koleje Mazowieckie's requirements. The purchase is a significant step towards the improvement of the efficiency of our transport offer. Thanks to these new locomotives, we will be able to fully utilize our Bombardier double-deck push-pull coaches, offering even better transport services to our passengers."

Åke Wennberg, President of Bombardier Transportation's Locomotives and Equipment Division, commented: "TRAXX locomotives are very successful in the market. At present, more than 1,450 of them have been ordered for operation throughout Europe. The car bodies for all TRAXX locomotives are manufactured at our site in Wroclaw. We, and especially our Polish colleagues, are happy that an additional number of TRAXX locomotives will soon be in service in Poland. I am proud that Koleje Mazowieckie has joined the large group of operators that trust and utilize our locomotives."
"This is the first purchase of electric TRAXX locomotives for passenger transport in the Polish market. We are very pleased that Koleje Mazowieckie once again has decided to purchase our products, confirming its trust in Bombardier rail vehicles." added Janusz Kucmin, Chief Country Representative of Bombardier Transportation for Poland.

Night after night, the sparks fly at the track

Twice a year, on behalf of ÖBB-Infrastruktur AG, the Speno Rail Grinding train comes to the Tyrol to reprofile the track. After Easter, the intensive work of the special train from Kufstein to Wörgl and Schwaz through the lower Inn valley to Innsbruck train station starts. For a total of 14 night shifts until the end of April the burners and polishers are on the track.

With the modern grinding machines small bumps can be removed at the rail surface, with about 50 km of track to be covered in the current program. Trains that run after the grinding process are quieter on the tracks, and for the residents there is significant noise reduction and there is significant prolonging of the life of the rail infrastructure. The ÖBB infrastructure asks the residents for understanding during the work, because of the dense train scheduling during the daytime the work is carried out at night and on weekends only.

The use of the rail grinding train is planned in minute detail. Because of the dense railway traffic in Tyrol shifts are in the night and on weekends defined basically. The 24 grinding motors, which are located on board the train, get about three kilometers per shift.

"On the rail surface bumps are formed by driving small slip waves. These bumps are a fine source of noise, vehicle and rail track by vibration also weigh, "said Chairman Henry of the track expert at the ÖBB-Infrastruktur. By using the grinding train - there are about 0.3 mm ground off - which gets the rail again to the ideal profile. The contact of the wheels with the track is optimized so the grinding brings advantages for all concerned.

For the residents along the railway, the smoothing of the rails substantially reduces overall noise. For rail passengers travelling in the carriages, there is a calmer and more pleasant journey. For the ÖBB rail grinding brings clear economic benefits, of course, for the life of the rails is extended by a multiple.

For the safety against slope fires caused by whilst grinding, the Schienenschleifzug (Speno) grinder is equipped with water. In addition, the fire department often accompany a grinding operations by ÖBB.

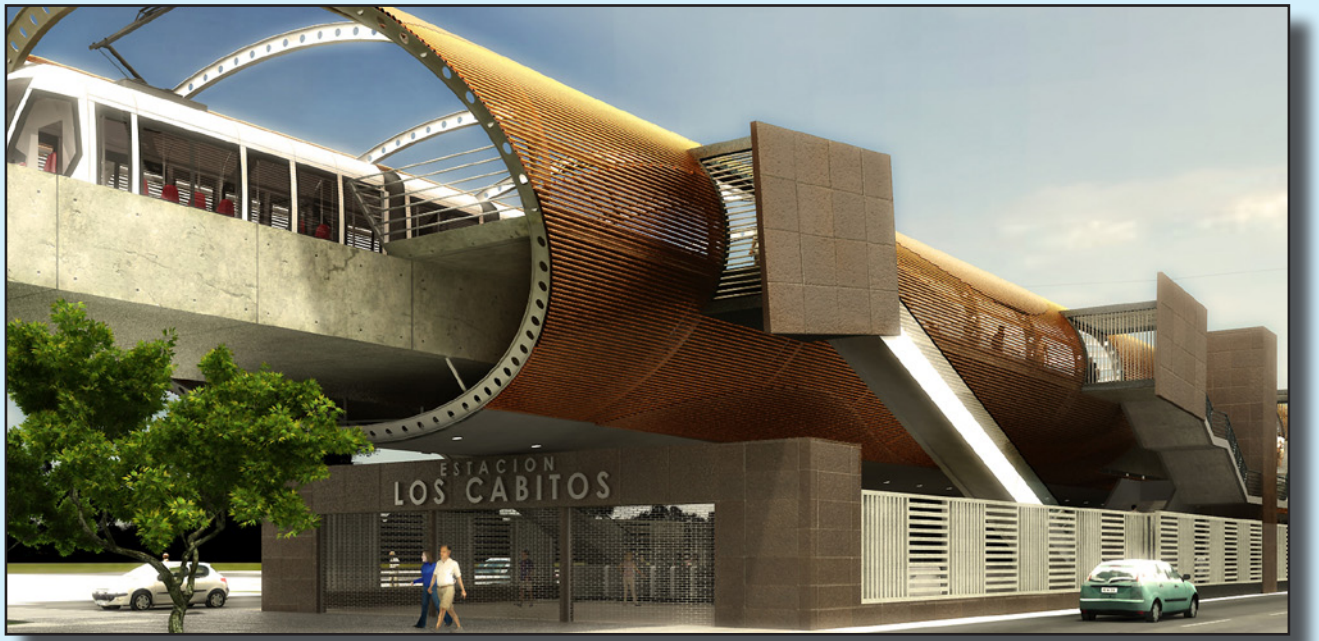
Siemens to electrify extension to Tren Urbano metro line in Lima

From the middle of 2011, a new elevated train line will enter service in Lima, extending the city's Tren Urbano metro line by 11.7 kilometers. For the first time ever, a rail-based mass transit system will lead from Lima's suburbs to the city center, taking in nine additional stations along the way. Siemens Mobility will be handling electrification of the entire line for the "Consorcio Tren Eléctrico Lima" (CTEL) consortium, giving the Division a market entry in the Peruvian market.

Siemens Mobility is to electrify the 11.7 kilometer extension to Lima's Tren Urbano metro line. For the first time ever, a rail-based mass transit system will run to the city center, taking in nine stations along the way. The customer is the "Consorcio Tren Eléctrico Lima" (CTEL) consortium, led by the Brazilian construction company Norberto Odebrecht Sucursal Peru S.A. and local construction company Graña y Montero.

Siemens Mobility will equip the 11.7 kilometer long metro extension line, including the nine stations, with the entire traction power supply. The metro line runs on a viaduct and is to be extended northward from its present terminus at Atacongo station to Avenida Grau, one of Lima's main streets. The main challenge in this order will be the extremely short project duration of 12 months, with service due to commence in the middle of 2011. Besides the traction power supply, the scope of supply includes a Vicos RSC remote control center, the overhead catenary equipment as well as telecommunications and the fare management system.

The new line is an extension of the existing Tren Urbano metro route, for which planning and construction began back in the late eighties. Instead of the originally planned 24 kilometers, only 9.8 kilometers were built at the time, together with seven stations.



DB and Siemens will present the current production status in the new ICE 3

Presenting the current state of manufacturing in the new ICE 3 DB and Siemens put out the improved quality standards for the new train. The goal was to use design and manufacturing processes used to help shape new vehicles: "We want to bring with us our strengths and experience, particularly from the practical operation. Throughout the development and manufacturing process more milestones in design and quality are agreed, "said Dr. Kefer.

Reliable quality is in the planning and production, which is the central theme.
The new ICE 3 will be ready by the end of 2011 for international high-speed traffic.
"We expect our partners to provide a reliable quality for new vehicles. We want and need to learn from the technical problems of the past months with the industry," said Deutsche Bahn board member responsible for technology, Dr. Volker Kefer.

The Series 407, the future for the international flagship of the DB high speed should arrive into operation at the end of 2011. The trainset will reach a maximum speed of 320 kilometers per hour and can be used in Belgium, Germany and France. The new ICE 3 has been improved technically over the previous generation. The whole traction system of the new train is designed flexible. It consists of four fully independent traction units. The undercarriage of the train is also newly constructed. Furthermore, the entire aerodynamics of the train is improved. An optimized panel of roof structures, bogies and carriages crossing reduces energy consumption. A high roof from the mid-end cars reduces the drag.

The bulk of the control equipment installed is to be behind the driver instead of in the lounge, so that the seating capacity by about 40 seats to 460 per train. The train will comprise of eight cars. Overall, the DB has ordered 15 of these trains from Siemens.

RCA brings 22,500 trucks to rail

RCA is the subsidiary Intercontainer Austria (ICA) in combined transport clearly on the offensive in April 2010 and has expanded the network between Germany, Austria and Hungary. In this particular case relates to transportation of trucks for WALTER, primarily with the road transport this has been articulated trucks so far, but environmentally friendly rail roll in the future.

The number of displaced transport is considerable: RCA and trucks WALTER bring in close cooperation 450 trucks per week - these are about 22,500 trucks per year - in addition to rail. The additional business will require an expansion of the network and the frequencies of Rail Cargo Austria. Thus, between Germany (the Ruhr and Ludwigshafen, Germany), Austria (Wels and Vienna) and Hungary (Budapest) 18 new combined transport trains a week run.
"We get 90 per day articulated lorries on to rail, which means a considerable relief for road transportation and the environment," said Friedrich Macher, CEO Rail Cargo Austria.

Cooperation with LKW WALTER is no accident but is the Wiener Neudorf company - with an additional location in Kufstein - one of the pioneers in intermodal transport in Europe. Since the beginning of the 1980s WALTER has dealt with trucks so, different modes of transport such as trucks, trains and boats to intelligently combine his new, competitive and are environmentally friendly transport alternatives to offer to customers to be able to.

Meanwhile WALTER truck has built a strong network of intermodal transport. A considerable part of the transport volume of customers is now efficient and environmentally friendly combined transport. In just the last four years 342,000 WALTER trucks have used road as the primary transport so the shift to combined transport shifted is an enormous contribution to the reduction of pollutant emissions of the greenhouse gas CO^2 paid particular. The CO^2 emissions have been reduced this period by 142 217 tonnes.

The core business of truck company WALTER is the organization of full load transports by road and combined transport in Europe, the CIS countries and the Middle East. On behalf of its international customers a day more than 3,900 full load transports are organized.

In a second phase RCA will organise 100 Intermodal trains per week in the economic centers in Italy, Romania, Greece, Turkey, Slovakia, Poland, Ukraine and Russia.
The implementation of this second phase is still to take place in 2010. "This intermodal transportation (a combination of several modes of transport) are the basis for the expanded concept of CEE Rail Cargo Austria. We have used the economic crisis as an opportunity to promote the internationalization. Rail Cargo Austria is in Europe in 2010 and is the second strongest of the largest CEE rail freight carriers - a great success for Austria, "says maker.

Where the journey is towards more environmentally friendly rail, road continues to be subsidized on cost. The decision should fall to rail and we must quickly form a framework for an economically viable European rail freight transport policy to be created.

Good wishes, demands and lip does not help when the road is so heavily invested and continue to be and the rail has a disadvantage, "says maker.

Intercontainer Austria is a subsidiary of RCA-an international, neutral containers surgeon and specialist in combined freight traffic. Competence, reliability and high service quality are factors that ICA of the leading transport companies of Austria made to have one.
The activities of ICA are influenced by the maritime and continental transport unaccompanied transport.

Combined transport means a transport chain, the different modes integrated. This is the main part of the way by rail, sea or inland and completed pre-and post in the street as short as possible kept the. The transported goods are standardized transport units (containers, swap bodies, semi-trailers) handled in. For rail transport are a number of special flat wagons available.

The Modernisation of Czech railways continues

Czech Railways have concluded a contract with the company Stadler Pankow for the supply of motor vehicles Regio-Shuttle rS1 the Liberec region. Under the contract, worth 1.776 billion crowns to be delivered 16 cars for the Liberec region and 17 for the Highlands region.

Czech Railways, together with a group of Swiss Stadler Rail representatives have prepared for public presentation a unit Regio-Shuttle rS1, which has been seen in the regional capitals of the two sponsoring local government units - Liberec and Jihlava. The vehicle will also be shown Prague.

The Regio-Shuttle rS1 is to contribute to the brisk modernization of the fleet of Czech Railways as regional transport. Deliveries of the first cars are scheduled to commence in late 2011 following the scheduled ending in 2012. They will replace mainly obsolete Class 810 series two-axle vehicles with trailers cars 010, which are poor and inadequate. However some of Class 810s are being reconstructed as Regionova motor coaches, which provide some additional comfort to travel.

In addition to these units Czech Railways are going to buy many more new motor units and power units for regional transport, using contributions from European Union funds.

But investments are not only aiming for regional transportation - they are also preparing projects to upgrade or purchase of vehicles for longer distance travel.

DB wins tender partner in Sweden

The German train abroad is on course for success: together with its partner, the Swedish State Railways, SJ, the transport subsidiary DB Regio Sverige has won the tender for the operation of regional services in the north of Sweden.

The German railway will operate to the north of Sweden with the Swedish State Railways operating routes from regional airports. Traffic on the 4.7 million train-km wide network will be added in stages from August.

The traffic on the so-called Norrtåg network, which is still partially under construction, will be added in stages from August 2010. From 2013, the company will cover 4.7 million train-km a year and could be extended by a further 2.2 million train kilometers. The contract is for six years, with an option to extend for another five years.

The routes in the province of Norrland connects the cities of Sundsvall, Umeå, Luleå and Kiruna and thereby open up the important regional opportunities in the far north of Sweden. Two lines run from Norway to Trondheim and Narvik.
The advertised traffic is comparable to the equally operated by DB Regio in SüdostBayernBahn Germany.

The contract scope includes the operation of railway services, in-flight services, maintenance and distribution of tickets.

The Great Central Railway's Spring Diesel Gala

Some of the Railtalk regulars went to the GCR for their gala on April 17th and 18th.

Rewarded by some excellent weather and a splendid looking Class 26 along with an excellent line up of other traction, here is a selection of what was working.

What a star of the weekend, visitor to the line Class 26 007 is seen departing Quorn on April 17th heading for Rothley. *Richard Hargreaves*

DMU Class 101 Nos. 50321 and 51427 depart Quorn heading for Rothley on April 17th. *Jon Jebb*

Another shot from Quorn sees large logo Class 37 314 passing Class 20 No. D8098. *Jon Jebb*

Stabled in the yard at Quorn and not in use this weekend was Class 37 255. ***Jon Jebb***

Class 45 No. D123 "Leicestershire and Derbyshire Yeomanry" is seen heading a through train from Loughborough to Leicester North. *Richard Hargreaves*

Class 25 No. D5185 arrives into Rothley with a train from Loughborough on April 17th. *Jon Jebb*

Class 27 No. D5401 is seen arriving at Quorn with a local service to Loughborough. *Richard Hargreaves*

Class 50 007 "Sir Edward Elgar" arrives into Rothley with a Leicester North to Loughborough service on April 17th. *Richard Hargreaves*

Class 50 007 “Sir Edward Elgar” thumps through Woodthorpe with a the 09.40 Loughborough - Leicester on April 18th. *David Dawson*

Visiting loco Class 26 007 stands next to the lines resident Class 31 No. D5830 at Loughborough on April 17th. *Jon Jebb*

SNCF BB 67389, one of a batch of 90 locos built between 1967 - 1969 for express trains in the Rhône-Alpes and south of France is seen here at Dijon on September 17th 2003. *Class47*

SNCF Class 9600 locos were rebuilt from retired Class 9400 for pull-push trains, and here we see 9614 working a push-pull regional train through Macon-Ville on September 17th 2003. *Class47*

Introduced in 1991 the Re 460, popularly known as the Lok 2000, were modern four-axle electric locomotives of the Swiss Federal Railways. Here 460 069-8 "Verkehrshaus" was almost new when photographed at Geneve station in 1993. ***Class47***

September 1993 and as the sun sets, an SNCF Class 9600 loco is parked up for the night at Macon-Ville. In this year several of these sets work the rush hour services to Lyon and Dijon. *Class47*