

Railtalk

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Xtra



Czech Goggles - best of the fleet?

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 focus on life outside the UK, and once again we have some excellent shots from some of Europe's finest photographers. Our "From the UK" section has a look at Summer in the South West. In response to some of our readers requests, a flag is in the top corner of the page so as to give some idea of train/location.

If you could let us know what you think of this idea, please send an email to the usual address.

Once again, and I know that I say it every month, and a big thank you to all of our contributors, without whom this magazine would not exist.

Andy Patten

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, Paul Godding, Phil Martin, John Coleman, Pavel Kopec, Tomáš Kubovec, Richard Hargreaves, Martin Grill, Martin Válek, Mark Pichowicz, Richard Webber, Stephen Beardwell, Pavel Šturm, Bea Želtvayová, Petr Holub, Pavel Martoch, Dennis Hübsch, Colin Irwin, CJ Sutcliffe and BVT

Welcome

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Submissions

Pictures, articles and now videos can be entered through the forum, or by email to us at:

entries@railtalk.net

Please include a detailed description and credits.



Cover: Czech Class 754.023-0 stands at Okrisky having just arrived from Brno on June 26th. [Class47](#)

This Page: Czech Class 754.047-9 passes Kuncice pod Ondřejníkem, working route 323, with a passenger train from Frýdlant nad Ostravicí to Frenštát pod Radhoštěm - with the panorama of Lysá Hora, the highest mountain of Moravia on August 21st. [Martin Grill](#)

Australian Railroad Groups 3' 6' gauge No. S3307 takes loaded Bauxite hoppers through Serpentine, to the south of Perth, on May 1st. [Colin Gildersleve](#)





Slovakian steel freight sees Class 746-004 and 746-003 approach Lucenec with a steel train on 17th June.

Steve Madden



Slovakian Goggles Class 754, 754-053 is seen working
the 14:18 Filokovo to Zvolen at Holisa on June 17th.



Steve Madden



On the "La Mer de glace" Montenvers Railway above
Chamonix, Mont Blanc.



The Montenvers Railway was the first custom built tourist attraction in the
Chamonix valley, it started operating in 1908.
The Mer de Glace is the largest glacier in France, 7kms long and 200m deep.
In the winter, the train climbs up the valley to 1913m. [Stephen Beardwell](#)





ARG's No. NJ1602 takes a train of empty woodchip
hoppers away from Albany. Due to the single line in
the unloading facility, NJ1604 is on the back, on July 19th. *Colin Gildersleve*





On August 23rd, historic Bernina line railcars Nos. 30 and 32 pause at Bernina Suot with the Jubiläumszug Pullman to celebrate the 100th anniversary of the Bernina Bahn between St Moritz and Tirano. The railcars were substituting due to the non-availability of Bernina crocodile Ge4/4 182 as it's overhaul and running in is not yet complete. [Mark Pichowicz](#)



Rail 4 Chem / MRCE Class 185, 185.549-1 is seen working
a tank train at Bottrup Kokkerei Prosper
on 7th August. [Steve Madden](#)



Railion Class 362.545-6 stands at the head of a scrap line at Oberhausen Depot on August 8th.



Steve Madden





On August 22nd, former DB pacific 01 202 pauses at Auverniern near Neuchatel with NRE's "Grosse Jura Rundfahrt" railtour which it hauled from Neuchatel to it's home depot at Lyss via Yverdon-les-Bains and Payerne. *Mark Pichowicz*



Just before the heavens opened, DB Class 146.009 is seen propelling this Munster to Monchengladbach service.



Steve Madden



Czech Class 754.039-6 waits to depart Ostrava Hln. on June 21st with a local service. [Paul Godding](#)





Ae6/6 11421 "Graubunden" stands at Chambrerien before running around it's train with an NRE railtour which it hauled from Basel to Neuchatel via La Chauux-de-Fonds and then from Lyss to Basel in the evening. *Mark Pichowicz*





On Swiss National Day, August 1st, Schnige Platte Bahn He2/2 63 "Silberdistel" climbs away from Breitlauenen with train 655 11:25 Wilderswil-Schnige Platte. Thunersee can be seen far below. [Mark Pichowicz](#)





On August 1st, a cow looks on as
He2/2 13 "Matten" climbs away from Breitlauenen
with train 667 14:45 Wilderswil-Schnyge Platte.

Mark Pichowicz



Austrian OBB Class 1116.126-2 works a cross border freight into Breclav, Czech Republic on June 27th.



Class47





Former CP (Portuguese) Mallets E164 & E206 pause at La Cibourg with Nostalgie Rhein Express' "Grosse Jura Rundfahrt" railtour, which they worked on August 22nd from Tavannes to La Chaux-de-Fonds on the meter gauge Chemin de fer du Jura network. [Mark Pichowicz](#)



C.P. E164

A pair of Grumpies, Class 751.173 and 751.059
are seen working a mixed freight
at Blhovce on 17th June. *Steve Madden*



Captrain Class 66 No. 6605 passes the station of Antwerp-Luchtbal with a container train from the Antwerp Port to Antwerp Schijnpoort on July 19th. Captrain is the merger of SNCF Fret Benelux, IFL Benelux and Veolia Cargo Netherlands. [BVT](#)





After 30 years, time for renovation for the “Breaks.”
The first one to emerge was emu 308. In total 139
emu’s will receive a brand new interior (new windows, curtains, floor, toilets for
the persons with less mobility), a bicycle department and a new colour.
Here 308 and 398 (old style) pass Langdorp with an Antwerp – Liege
interregio train on July 24th. [BVT](#)



Not strictly Rabbits because of the lack of the roof mounted exhaust, Railion Class 225.133-8 and 225.021 work a mixed freight through Bottrup Kokkerei Prosper on August 7th.

Steve Madden



Romanian Class 60.1097-9 departs Siria Station
with the 14:00 service from Brad to Arad.

Steve Madden





Slovakian Railways Class 751's, 751.077-9 and 751.035 stand in Somosko-Ujfalu Yard (Hungary) having just worked this steel train over the border from Filakovo (Slovakia). The Grumpies will come of here and an Hungarian Class M62 will work the train forward. *Steve Madden*



Some Traxx locos have been shifted to the international IC-service between Brussels-South and Amsterdam. One of them, Traxx 2840 passes Mechelen-Nekkerspoel on August 3rd, on its way to Amsterdam. Behind the loco are the HiSpeed-coloured coaches. [BVT](#)



Euro Cargo Rail Class 77, 77020 and DB Electric Class 155, 155-154 are seen stabled at Oberhausen Depot on August 8th. [Steve Madden](#)



Vor der T17-Halle ist
anzuhalten.
Weiterfahrt nach Auftrag
des Aufsichtsführenden.

HBL HLL
CG

HLL HBL
CG CP

155 154-8

RAILION
Logistics

361

361



Modern Brno tram No. 1053 in the attractive Student Agency yellow livery passes by the railway station at Brno on June 27th. [Class47](#)



ÖBB-station campaign a success

Since 1997, the ÖBB modernized as part of their offensive station frequented stations. This program runs in two phases and includes the modernization of railway stations and the infrastructure of 20 major railway stations in Austria. For each of these major projects budget planning were observed.

The modernization of a railway station usually comprises two parts: one part of the building (the actual station building) that is investment in accessibility, cleanliness and security in the customer area. On the other hand the infrastructure reconstruction, that is, investment in new tracks and turnouts, earthwork, replacement of overhead lines, bridges and safety equipment for railway operation.

Bahnhofsoffensive = investment in the customer area

The program Bahnhofsoffensive stations were only the cost of investment in the customer area of the acquired. Costs with the total project costs (including complete infrastructure renewal!) In those cases where actual budget increases over the initial cost estimates came to this are the expansion of the projects created by. A concrete example: the new main railway station Vienna was the first planning phase as a simple traffic stop without underground parking, shopping center and connection to the Südtirolerplatz planned. The basis for this was a feasibility study with the price based 2004th Meanwhile, the town is the main railway station Vienna Central

European transport hub, the hub of a new modern standards implemented after. The extension of plans and budgets accordingly done on request of and in close coordination with the City of Vienna and the federal government. Now is an approved, all necessary requirements before the project bearing with that last detail is budgeted to be up and inflation.

Another example of planning expansions in the interests of customers of the railway station Feldkirch. Here were part of the station offensive EUR 15 million for the improvement of customer area and the platforms in the estimated. During the detailed planning €, additional infrastructure improvements totaling some 40 million implemented. Customers benefit from greater security and better rail links through a new electronic interlocking system, fully reconditioned track, overhead lines and points. Added to this was the installation of noise barriers and two subways in the interests of rail passengers of neighboring countries.

St. Pölten Central Station: 10 million € savings!

The cost for the currently ongoing renovation of the St. Pölten Central Station was the original budget by 10 million euros will be reduced to the opposite. Here were for the conversion of customer area to 28 million in construction Euro (= station offensive!) Was budgeted for the infrastructure modernization € 180 million. The final cost for the infrastructure work could be reduced € 10 million to the budget for the modernization of the customer area has been followed exactly. The project budget for St. Pölten Central Station is also the construction of the iceberg tunnel (single track 3, 1 km length) containing about. This tunneling

occurs and a marked acceleration of rail noise for the residents achieved simultaneously.

Customer enthusiastic about new stations! ÖBB passengers at the station offensive comes on the extremely positive response, as well as the station's recent ranking of the VCÖ confirmed. Among the top ten of the most beautiful train stations, there are nine transport stations, which the station offensive modernized and the course were designed in the customer-friendly. Especially value the passenger accessibility, safety and the local shopping offer of the newly designed ÖBB stations.

The stations of the station offensive Phase 1: to 2005

- Feldkirch
- Innsbruck Hauptbahnhof
- Graz Hauptbahnhof
- Baden
- Creams
- Linz
- Wiener Neustadt
- Leoben
- catfish
- Klagenfurt Hauptbahnhof

Phase 2: 2005-2014

- Vienna Prater Stern
- Vienna Heiligenstadt
- Vienna Hütteldorf
- Wien Mitte
- Salzburg Central Station
- St. Pölten Central Station
- Wien Westbahnhof
- Wien Hauptbahnhof
- Attnang-Puchheim
- Bruck / Mur

Photo: Vienna Meidling is a prime example of a successful conversion station. © FirstmedianetworkGmbH

Hector Rail buys high speed locomotives

Hector Rail is buying one locomotive from MRCE (Mitsui Rail Capital Europe B.V.), with the option to buy an additional four. The locos have a maximum speed of up to 230 km/h, faster than any locomotive currently used in Sweden. The locomotives have an installed power of 6,400 kW (short term 7,000 kW) twice as much as an X2000-unit or an Rc-loco - the standard Swedish locomotive. The investment strengthens Hector Rail's existing fleet of 32 line haul locomotives.

The "Taurus-locos", are a European standard loco built by Siemens, with more than 400 units produced between 1999 and 2006.

The seller is MRCE (Mitsui Rail Capital Europe B.V.) one of Europe's leading railway rolling stock lease companies with a loco fleet of approximately 300 units. The first locomotive was delivered on Monday 16th August. Tests began immediately to ascertain approval to operate on the Swedish network.

This type of locomotive is of course a very competent traction concept for fast and heavy passenger trains, and consequently an interesting resource in the current opening of the passenger market in Sweden. But since it is a universal loco it can also provide cost efficient traction for freight trains.

The maximum speed is 230 km/hour, faster than any other railway vehicle

in Sweden. The locomotives are approximately ten years old. As asynchronous locomotives, they are based on the same technology as those presently being built. Like all contemporary electric locomotives they have electric brakes which generate power that is fed back into the railway's system and utilised by its other vehicles. Using this type of locomotive is the most environmentally friendly approach to providing land-based transport.

Short technical data:
Maximum speed: 230 km/h
Weight: 85 tons
Maximum power: 6,400 kW (short term 7,000 kW)
Number of axles: 4
Length: 19.28 meters

Express cars of Czech Railways will be upgraded by ŽOS Slovak Trnava

Modernization will be funded by a trio of leasing companies, ING Lease (CR), CSOB Leasing and SG Equipment Finance Czech Republic. These companies have succeeded by offering an international tendering procedure, which took place in the first half of this year.

Czech Railways will pay for modernization, including the financial cost of a ten-year lease of a total 2.183 billion CZK.

Included in the modernization are

type Aee, Apee, Bee and Bpee, used by Czech Railways currently in use in the Eurocity and Intercity trains from Prague to Vienna, Bratislava, Zilina Břeclav Hall and Bohumín or the Bohumin and maritime trade.

The scope of modernization of these cars will be larger than the previous series. "Apart from putting new air conditioning and toilets, closed-system goes through a rejuvenation cure the interior of cars, which will now be rebranded in the corporate colors of Czech Railways.

A totally new to the electronic audio-visual information system that will inform passengers about the route and the nearest train stations or the filling of posts

reservations.

Audio-visual system to facilitate our customers to focus on the journey. There will also be newly installed electrical outlet 230 for powering small electronics, especially portable PC, lists the changes to the Deputy Director General of Railways passenger Antonin Blazek.

In addition to new benefits for passengers undergoing modernization and some technical units, which have direct impact on passenger comfort, but still increase the technical level of vehicles. Increased passenger safety will also be a new system of selective blocking of opening the door to stop trains.

Stadler sells its 450th Regio-Shuttle RS1 diesel multiple-unit train

Stadler Pankow GmbH received the contract from the Strohgäubahn administration board of the regional council of Ludwigsburg for the delivery of eight Regio-Shuttle RS1 trains.

With the signing of the contract in July 2010, Stadler Pankow GmbH completed the sale of its 450th Regio-Shuttle RS1 vehicle.

The trains will be in service on the Strohgäubahn line between Korntal and Heimerdingen in Baden-Württemberg. The delivery of the vehicles will begin in early 2012, with the passenger service scheduled to start in the first half of that year. The order is worth approximately EUR 15 million.

The Strohgäubahn administration board will make the trains available to Württembergische Eisenbahn-Gesellschaft mbH (WEG), who will operate on this route. The WEG has had Regio-Shuttle RS1 diesel multiple-unit trains in service on its routes in Baden-Württemberg since 1996.

The continual development of the rapid, one-part diesel multiple-unit train means it is still an attractive proposition, even 15 years after it was launched. Thanks to its environmentally friendly, economical motorisation, high level of passenger comfort, as well as the way it can be adapted to the specific requirements of the train operator, the Regio-Shuttle RS1 can be put into service in many different regions.

Each vehicle for Strohgäubahn seats 74 with room for 80 standing, and is equipped with spacious multi-purpose areas. On the challenging, winding route, the Regio-Shuttle RS1 reaches a maximum speed of 120 km/h. The central buffer coupling enables the capacity to be increased – up to four carriages can be connected to each other.

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, Puztaszabolcs 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 (539 trains sold), the Regio-Shuttle RS1 (450 trains sold), the FLIRT (618 trains sold), the double-decker DOSTO (125 trains sold) in the railway segment, and the Variobahn (284 trains sold) and the newly-developed Tango (122 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.

DB Schenker Rail is investing some € 410 million in freight cars and locomotives

DB Schenker Rail is investing some € 410 million in freight cars and locomotives. By the end of the year, 1472 new wagons and 71 locomotives will be purchased. The modernization of the fleet is at present particularly in cars for the mining industry, the chemical and the automotive industry.

DB Schenker Rail, the freight railroad division of Deutsche Bahn Europe, invested this year some 410 million euros, primarily in new freight cars and locomotives. "This is a record amount that we use specifically where the demand for transportation services to our customers and modern equipment is needed," said Dr. Karl-Friedrich Rausch, Chairman Transport and Logistics in the DB Mobility Logistics AG. The modernization of the fleet is at present particularly in cars for the mining industry, the chemical and the automotive industry. Around 190 million euros will go towards the purchase and repair of cars, more 167 million euros will be invested in locomotives. The rest of the sum allocated to different investment in equipment or IT equipment. By the end of the year for DB Schenker Rail 71 locomotives and 1472 will be bought new, including about 700 cars specifically for coal transport.

DB Schenker Rail has increased in the first half of the volume of goods transported on the same period by 58 million tonnes to 203 million tonnes. This means an increase by 40.1 percent. The transport volume rose during the same period by 8.3 billion to 52.6 billion tons, an increase of 18.8 percent. Particularly strong growth was in the transport of iron ore and scrap metal.



Summer in the South West

Every year the South West of Britain has an influx of visitors and enthusiasts enjoying the many preserved railways that are in the area and also to enjoy the sea wall along the Teignmough coast where many classic photographs have been taken. Once again Railtalk brings you a selection of the Summer 2010 comings and goings.....enjoy.

First Great Western HST with power cars 43181 and 43194 are seen leaving Dawlish heading for Plymouth with a service from London Paddington on August 2nd. *Richard Hargreaves*



Cross Country HST set with power car 43378 at the rear, rounds the curve at Langstone Rock with a Glasgow - Penzance service on July 21st.

Dave Harris



First Great Western Class 150 248 passes the causeway at Sandplace on the Looe Valley line with the 2L83 to Liskaerd on July 16th. [Dave Harris](#)



A First Great Western HST power car move passes Langstone Rock with 43131 and 43010 on July 21st. [Dave Harris](#)





Above: On July 13th, FGW Class 150 248 negotiates the un manned and un gated level crossing near Sandplace on the Looe Valley line. Debris from the recent high tide is evident. [Dave Harris](#)
 Below: Class 67 017 heads past Langstone Rock with the 2C67 Cardiff - Paington service on July 20th. [Dave Harris](#)



Above: Still carrying the remains of its previous operator, Silverlink, Class 150 127 heads past Dawlish Warren on July 25th with a service for Exmouth. [Richard Hargreaves](#)
 Below: With the disused signal box at Dawlish boarded up in the background, FGW HST lead by 43177 speeds through Dawlish on July 29th heading for Penzance. [Richard Hargreaves](#)





The only scheduled daylight loco hauled passenger workings along the sea wall are the Cardiff - Paignton workings operated with Class 67 locos. This is DBS Executive loco Class 67 029 "Royal Diamond" passing Langstone Rock on the rear of 2C67 Cardiff - Paignton on July 21st. [Dave Harris](#)



Cockwood Harbour sets the scene for the 2U20 Paington - Cardiff service with DBS Class 67 017 and 67 029 on July 22nd. [Dave Harris](#)



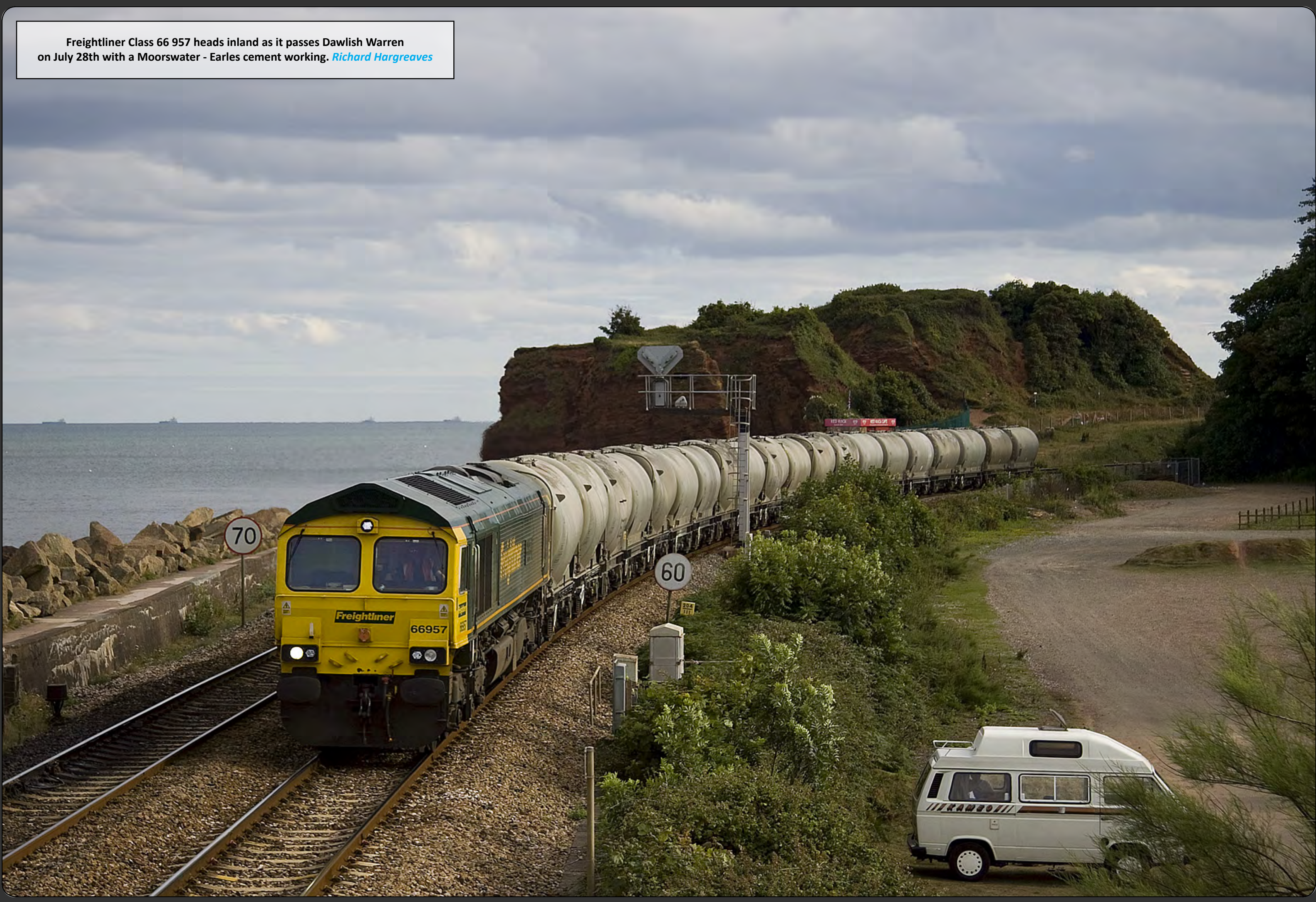
Above: The contrasting yellow livery of Network Rail's Measurement Train, clearly stands out against the backdrop of red rock at Rockstone Bridge, as 43013 and 43014 pass by on July 22nd. [Dave Harris](#)
Below: On July 25th, CrossCountry 43378 and 43357 speed through Dawlish Warren with a Penzance - Glasgow service. [Richard Hargreaves](#)



Below: On August 5th, DRS Class 66 422 passes through Dawlish Warren on route learning duties. [Richard Hargreaves](#)
Bottom: CrossCountry Class 221 126 heads along the sea wall with an Plymouth - Edinburgh service. [Richard Hargreaves](#)



Freightliner Class 66 957 heads inland as it passes Dawlish Warren on July 28th with a Moorswater - Earles cement working. [Richard Hargreaves](#)



First Great Western Class 150 121 is seen coming off Brunel's 1859 masterpiece at Saltash with the 2C45 Exter - Penzance on July 18th. [Dave Harris](#)



From the Archives



During a visit to Wien in February 2005, various locos and coaches await their next duties in the yard adjacent to Wien Westbahnhof station. Whilst on the left can be seen the more common Wiesel double deck stock, on the centre right are some elderly overnight sleeper coaches. The bridge that this shot was taken from gives an excellent vantage point to the entire station/yard.

Andy



In France, electric locomotives are usually numbered according to which type of voltage they can run from. Here BB 25175 - 1500 Volts d.c. carrying the name "Le Creusot" prepares to depart from St. Gervais Le Bains, (actually in the town of Le Fayet) situated within the Mont Blanc region where the standard gauge ends and the narrow gauge line to Chamonix and Martigny (Switzerland) continues. The train seen here was the 12.50 service to Nice on 3rd September 1983. *David Mead*



The Chemin de Fer de Provence is a narrow gauge line which runs from Nice to Digne is 94 miles in length and was fully opened in 1911 to metre gauge. Although services are daily, they are very few. However, during selected days in the year, a tourist steam service operates over part of the route, mainly between Puget Théniers and Annot. Here, ex- Portuguese Mallet loco - E211, dating from 1923 is seen on arrival at Annot with its train on 14th July 1989. The locomotive has recently undergone an overhaul and continues to operate on the Provence line. The tourists normally all disappear into the town of Annot on arrival and within a few minutes the station is all clear for railway photography. *David Mead*





Above: Seen shunting in Salzburg Hbf. on February 22nd 2006 is this Class 1163 electric loco.

Below: Later the same month, this DB liveried Class 101 is seen waiting

to depart Salzburg with a service to Munich. *Both: Class47*

