

# Railtalk

## Magazine *Xtra*

**Issue 38x**  
**November 2009**  
**ISSN 1756 - 5030**



**Winter arrives early in many European countries**



# Welcome

## From The Editor

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 Mainland Europe, and once again we have some excellent shots from some of Europe's finest photographers. From the UK has a look at the Severn Valley Diesel Gala, for anyone who has not been to the line, you are really missing a great day out. The Severn Valley Railway has so much character and there is so much to see, you certainly need a full day there. A special thanks to Ron Halestrap for the great photos in our archive section this month.

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: Steve Madden, Pavel Šturm, Brian Battersby, Richard Hargreaves, Tomáš Kubovec, Jon Jebb, Ron Halestrap, Pavel Martoch, Martin Válek, John Martin, Ivo Rusak, and Carl Grocott.

*Andy Patten*

Front Cover: Whilst October started warm with above average temperatures for much of Central Europe, it certainly ended much chillier as an Arctic blast brought early snow falls. This shot is from earlier in the year though and features the EC 85 "Michelangelo" service at St. Jodok - Gries on February 2nd.

*Tomáš Kubovec*

This page: Class 218-465 works a Munich to Salzburg service at Tussling, Germany.

*Steve Madden*

## Contact Us

Editor: David  
david@railtalkmagazine.co.uk

Co Editor: Andy Patten  
editor@railtalkmagazine.co.uk

## Submissions

If you have ever wanted to submit pictures to a magazine, here is your chance. Send us your news and pictures to email:

entries@railtalk.net

## Contents

Pg 2 - Welcome  
Pg 3 - Pictures  
Pg 19 - From the UK  
Pg 26- News  
Pg 32- From the Archives

## When do we publish?

Railtalk Magazine xtra is published monthly. More information can be found by visiting Railtalk forums.

© Railtalk Magazine 2009







An assortment of diesel traction lined up on Muhldorf Depot, Germany on September 18th. [Steve Madden](#)





Above: There is no escaping them, Euro Class 66's are seen in quite a few Mainland European countries, like this MRCE 653-05 example, heading a north bound through Antwerpen Berchem, in Belgium.

*John Martin*

Right: The delights of Swiss railways as HGe 4/4 II 101 works a Hospental - Realp service on September 9th. The views from this train must be really stunning.

*Martin Válek*







RENFE 070M unit is seen at Barcelona's Estació de França, Spain, waiting to work the next airport shuttle service. [Andy](#)





Barcelona's Estació de França, Spain. Yes I know that there is not much to see in this shot, but we did have an email here at Railtalk to say that after last months moan about stations in the UK not being as clean and tidy as this we were being really unfair to the UK. Well although I will apologise to the UK, there are some stations that obviously are well cared for in the UK, BUT bear in mind that this is the second busiest station in Barcelona and it is spotless. Compare this with Leeds or Cardiff or something similar and let us know, email address is on page 2. [Andy](#)





DB Class 218-444 is seen on the jacks at Muhldorf Depot, Germany, on September 18th. [Steve Madden](#)





Another from Germany sees a pair of “Rabbits” (as this class are known, owing to their exhaust arrangement) Class 225-094 and 225-084 work a tanker train from Muhldorf Yard to Hoechst AG, Gendorf seen here passing Haindl. [Steve Madden](#)





DB Class 233-233 is seen working a refuse train from Muhldorf Yard to Hoechst AG, Gendorf at Tussling in September. [Steve Madden](#)





DB Shunting loco Class 335-113 inside Muhlendorf Depot at night. This loco is used to shunt the stock of the Munich expresses and is quite a sight because the double decker coaches tower above the small loco. [Steve Madden](#)





Renfe Class 252-049 is seen stabled in Barcelona's Estació de França station on October 3rd. [Andy](#)





On September 25th, the sun sets over Poprad-Tatry railway station, Slovakia. *Ivo Rusak*





Class 854 027 "NIKOLKA" is seen at Praha Hlavi Nadrazi working a service to Praha Vršovice. [Class47](#)





Small and functional are these little units. They can run as single cars or haul non powered trailers. Perfect for local and rural traffic. Class 810 587 is seen leaving Decin, Czech Republic on October 11th. [Pavel](#)





An assortment of Czech diesels in various liveries await their next duties at Liberec in October. [Tomáš](#)





Seen working through Praha Vrsovice on June 12th was Class 708 001 with a “Diagnostická Souprava - NDT” train. [Class47](#)





Czech Diesels 742.316-3 and 742.216-5 are seen working Raspenava - Oldrichov v Hájích on a snowy October 21st. [Pavel Martach](#)





Czech Pendolino 680 625 working SC 14 "Smetana" working Adamov zastávka - Blansko on October 25th. [Tomáš Kubovec](#)



## Severn Valley Railway's Annual Diesel Gala

The Severn Valley Railway is a heritage railway in Shropshire and Worcestershire, England. The 16-mile line runs along the Severn Valley from Bridgnorth to Kidderminster, following the course of the River Severn for much of its route.

An annual diesel gala is held over several days where an intensive timetable is run featuring heritage diesel locomotives. This year the gala of the SVR took place over the weekend of the 8th - 10th October and it featured the preservation debuts of Class 37 264 and Class 20 059.



: Looking rather well for its age, Class 73 006 passes Droppingwells Farm on October 8th with a Bewdley - Kidderminster service. [Carl Grocott](#)





Making one of its final appearances prior to undergoing a major overhaul and rewire, Class 52 D1013 departs Highley heading for Kidderminster on October 8th. [Jon Jebb](#)





English Electric built and later re-engined with a Ruston power unit Class 37 906 on October 10th working a Highley - Kidderminster service past Northwood Lane. [Carl Grocott](#)





Three Class 50s attended the gala.

Above: Repainted this year into the Load Haul livery and wearing it very well is Class 50 135, seen here passing Highley. [Richard Hargreaves](#)

Top Right: Recently restored and visiting the line for "running in" Class 50 026 stands in the sun at Kidderminster. [Richard Hargreaves](#)

Bottom Right: Two tone green liveried D444 blends in well with the scenery as it works a service to Kidderminster. [Jon Jebb](#)





Top Left: The lines Class 108 DMU makes a rather smokey departure from Bewdley.

*Class47*

Top Right: Class 20 D8059 leads D8188 working "The Severn Fiftyniner" passed Highley on October 10th. The leading Class 20 was visiting from the Somerset and Dorset Railway. *Jon Jebb*

Bottom Right: Class 52 D1062 "Western Courier" heads a service from Kidderminster to Bridgnorth on October 8th. This Western has recently returned to traffic following a major overhaul. *Richard Hargreaves*







Top Left: Recently restored Class 37 264 visiting from Tyseley passes the Engine House at Highley on October 10th.

*Jon Jebb*

Top Right: The Severn Valley's other DMU comprising of M53933 (orig M50933) and M56208 is pictured parked up at Bewdley, receiving attention on October 10th.

*Class47*

Bottom Right: Another visitor to the line for the gala was Class 47 580 seen here climbing Eardington bank on October 8th whilst working a service from Kidderminster - Bridgnorth.

*Carl Grcott*







Above: Warship Class 42 D821  
"Greyhound" passes  
the Engine House at Highley on  
October 8th.

*Jon Jebb*



Right: Unusual traction, and very popular,  
was this pair of shunters. 12099  
and D3022. The pair operated a shuttle  
from Kidderminster to Bewdley  
and are seen awaiting  
departure on October 10th.

*Class47*



## Bombardier vehicles will provide free passenger service between the Olympic and Paralympic Village and Granville Island, 7 days a week, 18 hours a day

In a celebratory event hosted by the Brussels Transport Company STIB (Société des Transports Intercommunaux de Bruxelles), two FLEXITY trams marked their departure for Vancouver, Canada, where they will operate in a unique streetcar demonstration project during the Vancouver 2010 Olympic and Paralympic Winter Games. The 32-metre long vehicles will be transported to Bremerhaven, Germany, where they will start their voyage across the high seas. Travelling through the Panama Canal, the award-winning vehicles are scheduled to arrive in Vancouver in early December 2009.

Bombardier Transportation and the City of Vancouver are co-sponsors of the Olympic Line project. This sponsorship is complementary to Bombardier's role as an Official Supporter of the 2010 Olympic and Paralympic Winter Games and designer/manufacturer of the Olympic torches.

The FLEXITY trams will provide free passenger service between the Olympic and Paralympic Village and Granville Island, a key entertainment centre for the 2010 Winter Games. From January 21 until March 21, 2010, Bombardier will operate the FLEXITY vehicles 7 days a week, 18 hours a day, at 6 to 7 minutes headway on the 1.8-km Olympic Line. This 60-day demonstration period will provide accessible, environmentally friendly and sustainable transportation for over 500,000 Vancouver residents, visitors and athletes from all over the world.

Speaking at the celebratory event in Brussels, André Navarra, President of Bombardier Transportation, said: "Population growth, urbanisation, congestion and pollution are all resulting in a 'Renaissance' in public transport and with it a revival of the tram - as many urban centres consider modern tram technology as an important component of public transit planning and sustainable transportation. In many cities around the world, modern trams are transporting people quickly, efficiently and in comfort and at the same time, are helping cities to breathe once again by reducing pollution and congestion. We are delighted to be able to demonstrate this increasingly popular solution in public transport to the City of Vancouver."

Alain Flausch, Chief Executive Officer of the STIB, commented: "We are very proud that our FLEXITY Outlook tram with its Art Nouveau excellent design has been selected by our colleagues of Vancouver and Bombardier as an example of what a modern and efficient tram should look like and be. I am confident that being there with our tram in the middle of a worldwide event like the Winter Olympics will contribute both to the future success of the tram on the North American continent and to the image of Brussels as a city dedicated to public transport and sustainable mobility".

Brigitte Grouwels, Minister of Transport of the Brussels Capital Region, concluded: "As Minister of Transport in the Brussels Capital region I am very proud that our Brussels Transport company will provide two BOMBARDIER FLEXITY streetcars on loan for the 2010 Winter Games. This FLEXITY model has definitely proven its functionality in our city. Passengers with childrens' strollers, for example, benefit from these low floor vehicles that enable a continuous flow of passengers. They are also important in reducing CO2 emissions. This partnership is an excellent opportunity to underscore our image as an energy conscious and environmentally friendly capital of not only Belgium, but of Europe as well."

Photo: © Bombardier





## Rail Cargo Austria's subsidiary Inter Cargo Express provides steel components for the new Formula 1 racetrack in Abu Dhabi

In Abu Dhabi, the capital of the United Arab Emirates, was a prestigious project completed: the Formula 1 race track, which will run on November 1 for the first time a Grand Prix. The buildings and stands on the site of Yas Marina Circuit were constructed largely of steel elements, which were transported from Express Freight International Freight Forwarding International GmbH, a subsidiary of Rail Cargo Austria AG.

RCA - from Europe to the world  
"We are pleased about the exciting project and demonstrated that RCA is a total logistics service standards," said Friedrich Macher, CEO of Rail Cargo

Austria. "Since the late summer of 2008 we have organized a variety of transports from Europe to Abu Dhabi," said Alexander Freil, Head of Overseas Containers / airfreight from Express International Freight unusual about the project. For example, steel products from London and Barcelona, either directly or through consolidation points as Hamburg were transported directly on demand to the construction site in Abu Dhabi. The team of overseas container / cargo in charge while the entire transportation and customs clearance, and also showed flexibility in the use of transport. Thus there were conventional RO / RO shipments (Roll on / Roll off - the product is driven onto the ship) as well as container transport and air freight.

### Formula 1 in Abu Dhabi

2009 is the first time a Grand Prix motor racing king class held in Abu Dhabi. That was on Yas Island, built the largest natural island off the coast of Abu Dhabi, a completely new circuit with infrastructure. The Grand Prix, including training and qualifications will take place from 30.10. to 01.11.



## SNCF awards Alstom a contract worth €800 million for the supply of 100 Coradia Polyvalent regional trains

The French national operator, SNCF, has awarded Alstom the market of the new generation of single-deck regional trains to modernise and increase the national fleet over the period 2013-2021. The contract includes a firm part worth €800 million for the delivery of 100 Coradia Polyvalent trainsets to eight French regions. The customer's already expressed intention to take up the option for 35 additional trains could quickly bring the contract value to €1 billion. The total volume could eventually reach 1,000 Coradia Polyvalent trainsets up to 2021, for an amount of around €7 billion. The deliveries of the first 100 trains are planned from 2013 and will be completed in 2015.

The highly modular Coradia Polyvalent is a single-decker regional train that offers several technical configurations along with modular fittings for passengers. The train can travel at a speed of 160 km/h in both its electric or hybrid versions and at two different voltages (25 kV and 1500 V). It is also available in a trans-border version for operation on the German and Swiss rail networks at a voltage of 15 kV.

The Coradia Polyvalent has a low-floor allowing travellers optimal accessibility and great visibility strengthening security. Motor bogies are positioned at the far ends of each carriage to reduce vibrations and noise levels. It will consume less energy than its competitors in order to reduce CO2 emissions and its design incorporates eco-friendly materials. It will be equipped with more compact and more efficient permanent magnet motors which sustain less energy loss than traditional electric motors. The technical choices incorporated into its design will fulfil the dual objective of facilitating maintenance and optimising life-cycle cost. The new train will be designed, manufactured and assembled in Alstom Transport's facilities in France.

With an average annual growth of 6 %, the French regional rail transport market recorded a 40% increase in passenger numbers since the end of 2002. Every day, 800,000 people travel on 5,700 trains on 260 lines. On the basis of its current growth, French regional rail transport will quadruple by 2030.

Thanks to over 30 years' experience in regional transport, the Alstom Coradia range of intercity and regional trains can provide alternative solutions to sharply increasing road and motorway traffic and to continuing urban expansion. Alstom has sold its Coradia trains to nine European countries and has built, in its French, German and Italian plants, more than 3,000 regional trainsets, which have already covered a total of over 4 billion kilometres.



## 200,000 tons of mining equipment by rail from the Tyrol to Vorarlberg

**Modern Bahnverladestelle "Gravel Starkenbach" opened - Rail Cargo Austria as a logistics partner handles environmentally friendly transportation of Tyrol to Vorarlberg**

Rail Cargo Austria is a reliable partner of the domestic economy for the settlement of freight shipments. With the completion of the new, modernized Bahnverladeanlage the "Gravel Starkenbach GmbH in Schönwies" a year from now carries more than 200,000 tons of mining equipment by train across the Arlberg to Dornbirn. For those fixated on the next 20 years, the major order of the connecting railroad track length in Schönwies was doubled to 600 meters. About the new conveyor belt running over two storeys, the material is transported over a distance of 500 meters from the gravel pit Starkenbach under the A12 over the River Inn on the railway siding. From there, a day for two "serious" the environmentally friendly transportation of freight trains will be done after Tirol Vorarlberg. The local environment remain a year or about 14,000 truck trips more than 1,600 tonnes of CO2 saved. For the ceremonial start of the new plant manager of the Gravel Starkenbach GmbH Thomas Waltle welcomed numerous guests of honor. Among other things, the board of Rail Cargo Austria AG, Ferdinand Schmidt, the Oberland parliament deputies and the Mattle Toni Mayor Willi Schönwies Fink and company representatives Rhomberg Bau GmbH, which decrease the amount of material in the Dornbirn railway siding. The most modern loading facilities - Double Track length - Lok robot in action

The extended rail sidings, located adjacent to the Western Railway between the stations in the Tyrolean Oberland Schönwies and Landeck-Zams and was adapted for these special shipments. Thus, the length of the track system has been doubled from 300 to 600 meters to the setting up of a whole train with up to 16 cars to make. Was renewed and expanded the conveyor system, which reduce the material from the gravel pit in the district Starkenbach by the shortest path under the A12, on the Innfluss of time brings into the adjacent

track. In total, general manager Thomas Waltle invested approximately six million € in the transformation of plants. So far, only equipped with a conveyor belt will continue a two-band will be in use. The advantage here is that both reductions in the recycled material as gravel plant material such as sand can be transported. In Bahnverladestelle be involved in the loading of trains upstream up to 4,000 tonnes of material, which are inserted directly on a conveyor belt in the special cars of Rail Cargo Austria. For the company will be using a remote-controlled locomotive robot. These 50-ton Verschublokomotive travels via radio link and is coordinated with a scale that the weight of the load of the cars measure. When reaching the maximum load of 64 tonnes of the next car is pushed under the conveyor belt. After just 110 minutes of charging for the entire train is completed.

### Heavy freight trains carrying 1,450 tons total weight of the Tyrol to Vorarlberg

In these economically difficult times, large orders are very important in this dimension. An efficient approach where all the trains will be transported with a uniform and high total cargo load of one feeder line company to that of the partner company. Up to two times per working day will be from mid-October, the gravel trains from RCA and the connection between Schönwies Railway Company Rhomberg road construction in Dornbirn be. With a total of 1,450 tons each train at the maximum load is drawn. This is the path of the 1310 meter high Steep am Arlberg biased at each train three Taurus locomotives with almost 30,000 bhp. Part of the overall concept are the most modern freight cars, which are designed for easy loading open top. By an electric motor drive, the discharge is the construction minerals in each car has two doors in less than 30 seconds. Overall, the environment remain for each train will save approximately 10,000 truck-kilometers of road.

The greening of transport by rail has many advantages In the area of the market segment "Building materials" were experts from RCA grow steadily in transport volumes. In the region of Tyrol / Vorarlberg were promoted last year, six million tons of goods (excluding transit) on the track. Every fifth ton falls on the segment of the construction materials and that's where RCA will continue to grow. "More companies show responsibility and focus on climate-friendly transportation. Rail

Cargo Austria assists companies with customized total logistics solutions. Rhomberg building and construction are strictly flagship companies, for 200,000 tons of mining equipment are now transported by rail from Vorarlberg to Tyrol," says Ferdinand Schmidt, Chief Director of Rail Cargo Austria. In Dornbirn, the material removal on the premises of Rhomberg Bau is broken and sieved. As a final product resulting grafted materials come again at various construction sites on roads and rail are used. "Our responsibility as builders show themselves in a respectful and sustainable use of resources. Due to the long-term major contract with the Rail Cargo Austria AG, we can make an active contribution to environmentally friendly transport handling "are to DI Hubert Rhomberg and Ing Thomas Waltle from Strictly Construction Ltd. for the Mayor of Graz Schonwieser Willi Fink has solution for the now The material degradation is an ideal case: "Especially for the people from the borough Starkenbach were large amounts of materials under extreme weather problem - the current solution is also an important contribution to security." Landtagsabgeordneter Mattle Toni is confident about the overall concept: "An excellent example where two successful companies in Tyrol and Vorarlberg handle with a reliable logistics partner such as the ÖBB clean transportation. "

Left to right: Ferdinand Schmidt (RCA Board), Ms. Waltle, Ing Waltle Thomas (Managing Streng Construction Ltd.)





## Bombardier and Trenitalia Sign 258 Million Euros Contract for an Additional 100 Locomotives in Italy

E464 locomotives to reinforce regional passenger fleet

Trenitalia (Italian Railways) has awarded Bombardier Transportation a new order to supply an additional 100 of its economical and proven E464 electric locomotives. Valued at approximately 258 million euros (\$383 million US), the contract is a further landmark for Bombardier locomotives in Italy, having already received orders from Trenitalia for a total of 638 E464 locomotives, 480 of which are already in successful commercial service. The contract also considers an option for a further 50 locomotives.

With these additional E464 locomotives, Trenitalia will be operating one of the largest single vehicle-type fleets in Europe, making it one of the first operators to benefit from considerably reduced operational and maintenance costs. Delivery of the locomotives is scheduled for between 2010 and 2012.

"We are really proud that our locomotives are the first acquisition decided on by Trenitalia under the recently announced 2 billion euro

investment plan to reinforce its regional passenger fleet. We thank Trenitalia for its continued confidence in the manufacturing capabilities we have developed in Vado Ligure," commented Roberto Tazzioli, Chief Country Representative, Italy, Bombardier Transportation. "This order reinforces Bombardier's already strong manufacturing presence in Italy. It encourages us to continue offering superior solutions to Trenitalia, which we believe are poised to place both regional and high-speed rail transportation in Italy amongst the world's greatest," added Mr. Tazzioli.

"A remarkable number of almost 4,000 Bombardier locomotives are today demonstrating superior performance in every market in which they are in commercial operation. In Italy, the E464 locomotives are as successful as the BOMBARDIER TRAXX locomotives are in many other European Countries", said Åke Wennberg, President, Locomotives & Equipment, Bombardier Transportation.

In addition to the locomotives being manufactured in Vado Ligure, the carbodies and BOMBARDIER MITRAC propulsion equipment will be supplied respectively by Bombardier's sites in Wrocław, Poland and Trápaga, Spain.

With a maximum power of 3.5 MW and a top-speed of 160 km/h, the E464 locomotive is particularly well known for its high level of reliability, availability and serviceability over its entire life cycle.

Photo: © Bombardier





## First ÖBB train store in Mistelbach: The local train station becomes a local supplier

The ÖBB think about the future and therefore also on ways of public transport for the customers even more attractive, modern and innovative shape. To extend the offer before and after the trip to be extended to train individuals Cash Stores, where in addition to the tickets as well as everyday necessities available. The first web store today in the presence of Federal Minister Doris Bures, Gabriele Lutter, Chief Executive Officer ÖBB passengers, Herbert Nowohradsky, 2 NOE-representation in State Parliament by LH Dr. Erwin Pröll and engineer Christian Resch, mayor of the municipality Mistelbach, officially opened.

Train Store provides customers nearby "In the spirit of market and customer focus extends the range AG ÖBB passengers at the station. Selected individuals will be funds to train stores, making it eligible for the passengers to a significant service improvement," said Gabriele Lutter, Chief Executive Officer of ÖBB passenger AG . In detail this means: In addition to the familiar personenbedienten ticket sales are in the ÖBB train store, if possible together with local businesses, drinks, snacks, coffee to go, newspapers, toiletries, etc. offered. Thus, clients will have a central point - the local train station becomes a local supplier and therefore attraktiviert.

Concept of ÖBB railway Stores  
People funds are in the course of a transformation to modern, friendly customer segments. The ÖBB employees on site are as

previously responsible for consulting and ticket sales, and now additionally serve ÖBB train store. Among the products offered for self-service refrigerated and non-refrigerated beverages, fresh local bakery, confectionery, Frühstückscake, as well as toiletries, stationery, souvenirs and a small selection of household goods. To provide a more efficient billing and sales operation in too, the ticket sales system is equipped with scanners.

Even this year, two more stores in ÖBB train Holabrunn or in Schwarzach - St. Veit (Salzburg) are planned. If successful, the pilot sites are in the concept of another 30 locations planned in Austria - of which 10 to 15 ÖBB train stores could be opened as early as 2010.

Customers are the focus  
"For the ÖBB, it is important to move with the times and offer customers the best conditions for the use of public transport," said Lutter. That means in addition to structural improvements and technological advancements to match the offer to customer needs. It will therefore be carried out continuously customer surveys and market research conducted to enable them to determine what the people is important and what improvements are desired. The results of these studies are important foundations for innovative developments and flow directly into new projects.

Austrian Railways to invest in railway stations and bus stops

"Increasing the quality of facilities at stations is a major concern of the ÖBB. The main points are information of passengers, improvements to station facilities, measures to further improve safety at the station, linking and optimization of the mobility measures to increase service quality for customers," said Lutter concludes.





## Alstom signs a €22 million contract to enhance maintenance for Sweden's Coradia Nordic

Alstom Transport has just signed a contract in Sweden valued at €22 million with the Norwegian firm Mantena, which specializes in train maintenance. Mantena will be responsible for maintaining 49 of Alstom's Coradia Nordic trains that were ordered in 2006 by Skånetrafiken, the public transport authority for the Scania region of southern Sweden. These Coradia Nordics, EMU (Electric Multiple Unit) trains manufactured by Alstom in Salzgitter (Germany), will be delivered to Skånetrafiken beginning in November 2009. This Full Material Management contract calls for Alstom to provide Mantena with the necessary spare parts for maintaining the Coradia Nordic trains. Under the seven-year contract, priced by the kilometre, Alstom will anticipate and plan for replacement part needs, deliver parts on request in real time, manage the spare parts storehouse and provide local technical support.

"This contract demonstrates our commitment, alongside our partner Mantena, to ensuring the availability of our Coradia Nordic trains in the Scania region" says Roland Kientz, Senior Vice President for Northern Europe at Alstom Transport.

Alstom's Coradia Nordics are winterized regional trains, especially suited to extreme winter weather conditions. They offer highly comfortable travel for passengers, with low floors and no steps to ensure exceptional accessibility, and they are 95% recyclable. Alstom has already sold 127 Coradia Nordic trains in Sweden.



## New Timetable for Austria

On December 13th, the new timetable comes into force, and has a lot to offer: In addition to new offerings of rail and bus services and new clock node starts the biggest project in the next few years: The construction of Vienna's main train station.

### Railjet Hourly

- From 13 December takes the star of the Austrian Railways fleet not only to Zurich, but between Vienna and Salzburg and at hourly intervals. On this route will also be a day for two additional pairs of trains be traveling fast-IC, an additional pair of trains and IC for the weekend.
- From Salzburg to the west is not with the change of timetable for the construction of the DB on the corridor route, the final railjet driven schedule. Upon completion of the construction work is railjet the-clock then concentrated to the west of Salzburg.
- The integrated launched last year clock schedule is consistently developed this year. Get from the initial 20 cycles nodes, the accelerations and optimal connections between long-distance, commuter and bus, and a simple, easily appreciable by fixed departure schedule schema minutes, in the year 36 new roadmap clock nodes, thus we come to the nation-wide interval timetable back a bit closer.

### With new concepts for success

ÖBB-Postbus GmbH is intensifying its focus on core business, its service, and possible new alternative transport concepts. Ing. Mag. Christian Eder, Managing Director of ÖBB-Postbus GmbH: "Together with our purchasers, we develop tailored approaches - for the benefit of customers."

- Thus, in Upper Austria as a track with midi-buses, which will offer up to 20 passenger seats, driving at busy double-decker buses with routes.
- Overall, more than 2,200 postal buses for more than two million additional kilometers a new timetable year. Leaders in the provinces of Tyrol is also more than one million kilometers, followed by Upper Austria and Vorarlberg.

### Building for the customer

- 2009, the year was the biggest construction volume in the history of the ÖBB 2.1 billion (€) euros. And next year, construction activity for the customer continues unabated. Due to the suspension of the Vienna South Station in connection with the construction of the railway station Vienna Meidling will assume the role of the South Station.
  - Even the Salzburg train station - is transformed significantly alter their infrastructure requirements - and modernized, as well as other stations and sections in the Austrian rail network
- For the possibilities of scheduling for passenger and freight prevail greatly changed conditions. The biggest challenge is that the building continue to rail as possible for customers goes unnoticed. "We will ensure through targeted measures, despite the numerous construction activities on our network, the quality and timeliness for customers," said DI Herwig Wiltberger, Chief Director of ÖBB-Infrastruktur AG.

### About the new timetable

The 2010 timetable will be published in the coming weeks, one by one. From the end of October, the first trains in Scotty, will be available.





In 1999, whilst in the South of France, I took a trip along to Beziers Works and its locomotive graveyard. The works had all but closed when I went - there were only two locos awaiting overhaul, the rest were all scrappers. Some had been there for years....and looked it!!

Ex SNCF MIDI loco, BB324 is seen at the works during a visit on September 23rd 1999. [Ron Halestrap](#)





One for overhaul, and one of only four of the class at the time to retain "Classic" SNCF green livery - 8563, 8599 and 8604 being the others. Of these, 8563 never got its repaint, being withdrawn in green. 8601 eventually came out in SNCF-Fret livery and lasted around eight more years. This is BB8601 at Beziers works. [Ron Halestrap](#)





SNCF CC7101 waits the cutter's torch in the scrap sidings at Avignon Depot, France on June 1st 2000. [Ron Holestrap](#)





This is what happens to your paintwork, when you spend your whole life, working freights along the Mediterranean coastline!! Two of these at the front and (sometimes) two at the back plus 40-odd loaded wagons = thrash, a-plenty!! All 670XX are now withdrawn and most have been converted to 672XX, for Infrastructure duties. SNCF Bo-Bo diesel 67027 is seen at Miramas Depot, France on June 1st 2000. [Ron Halestrap](#)





Rebuilt from Class 680XX, these locos have the same prime-mover, as the BR Class 48 and the engines from those five locos, were fitted into five of these rebuilds, so if anyone wants to re-create a BR Class 48, the 685XXs aren't long for this world. This is SNCF A1A 68527 at Avignon Depot, France on June 1st 2000. [Ron Halestrap](#)





SNCF XBD 4921 stands at Rennes, France on August 22nd 2002. [Brian Battersby](#)





Belgian railways EMU, NMBS AM75 812 is seen awaiting departure from Charleroi on October 28th 2002. [Brian Battersby](#)