

Railtalk

Magazine Xtra

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Pay attention paint frothers, this is a real livery!

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: Jaroslav Chápat, Honza Marek, Brian Battersby, Richard Hargreaves, Tomáš Kubovec, Pavel Kopec, Ron Halestrap, Petr Holub, Martin Válek, and Carl Grocott.

Andy Patten

Front Cover: Well what can be said about this loco. It certainly is eye catching and to be honest we think that it looks really great. Olomouc depot in the Czech Republic have produced this Class 740 livery and the loco can normally be seen working in and around the station area. [Class47](#)

This page: Our "From the UK" section this month features some shots from the Blackpool Tramway, which has now closed for modernisation.

[Richard Hargreaves](#)

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Submissions

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

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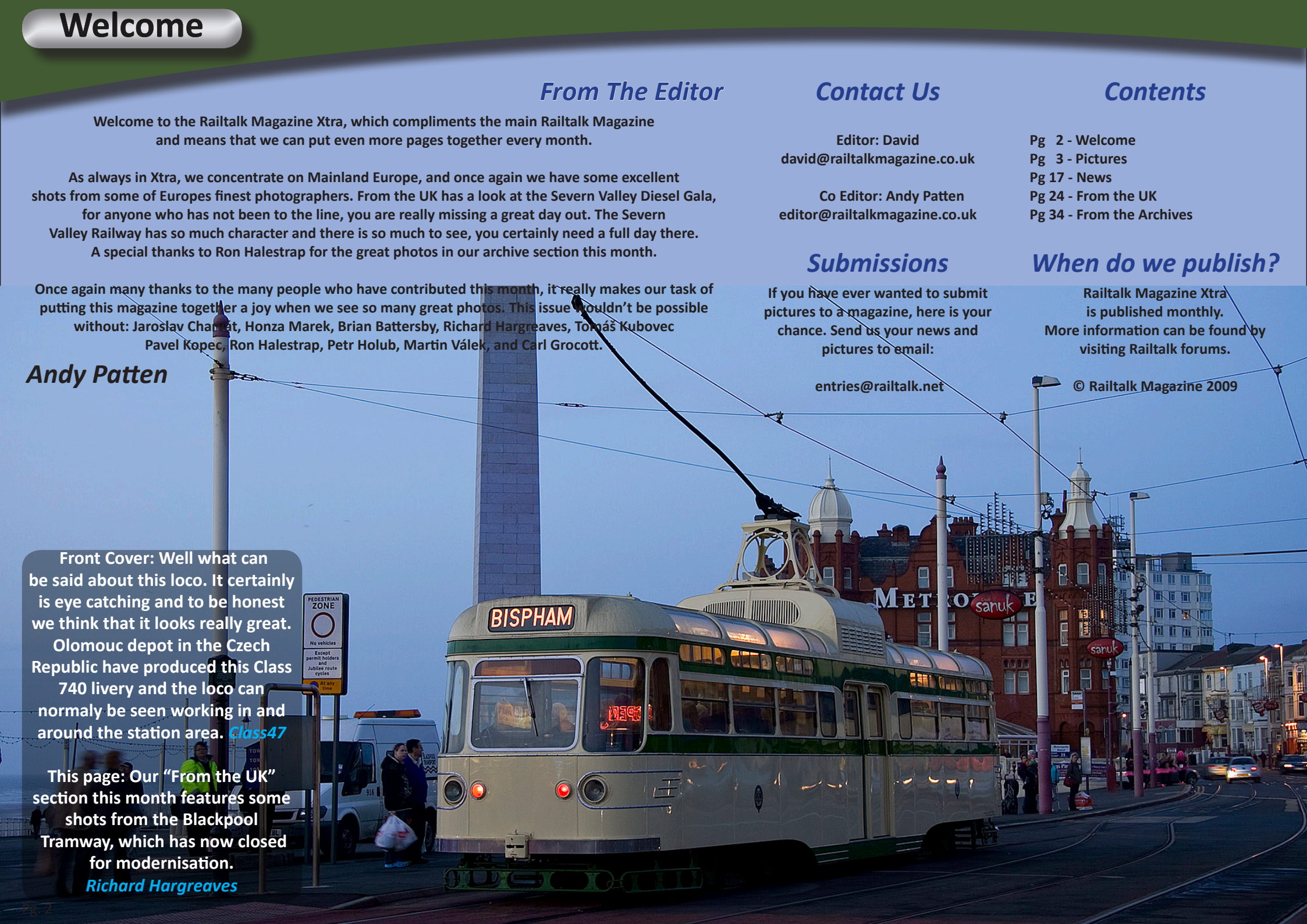
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When do we publish?

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

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Czech electric loco 242.249-1 stands at Ceske Budejovice whilst working a regional service on November 23rd. [Class47](#)



Another Class 242, this time in the new livery of the "Ceske Drahy" stands at Plzen with an empty stock working. [Class47](#)



A pair of Goggles, Class 750.277-6 and 750.103-4 are seen working between Čachovice and Luštěnice on August 19th. *Jaroslav Charvát*



Carrying its original Czech Railway livery is Class 451.001-2, and seen here working between Praha and Horní Měcholupy on November 18th. Sadly this unit has been vandalised recently with extensive graffiti along the outside. [Honza Marek](#)



The two hourly service from Praha to Ceske Budejovice continues to see loco haulage, this is Class 749.102-0 leaving Praha Smichov on November 24th. [Class47](#)



A excellent night shot of Vlečka OKD in the Czech Republic on November 12th. *Pavel Kopec*



German DB Class 101.070-1 loco works Bad Hofgastein Haltestelle - Angertal on May 19th. *Tomáš Kubovec*



OBB Class 1016.025 is seen working between Kùb and Eichberg on September 27th. [Tomáš Kubovec](#)



Carrying the new livery of CD Cargo, on November 23rd Class 742.289-2 pauses at Pribram with a short freight train. [Class47](#)



Czech steam loco 556.0506 is seen powering through the countryside working between Lomnice nad Lužnicí and Lužnice (Lomnice) on October 24th. [Petr Holub](#)



A new Alstom Prima locomotive is seen at ŽZO Cerhenice on November 20th. *Jaroslav Charvát*



Class 749.039-4 in unique AZD Praha livery, pauses at Praha hl n. with an empty stock working on November 24th. [Class47](#)



Czech "Slug" Class 749.008-9 makes a noisy departure from Ceske Budejovice with a service to Praha on November 23rd. [Class47](#)



Czech "Goggles" Class 754.060-2 stands at Plzen on November 23rd having arrived with a service from Domazlice. [Class47](#)

19% less robberies of travelers

Action "Safe Travel" - ÖBB and BKA to go together against pickpockets

19 percent fewer robberies of travelers than last year, which is a reason to look forward. Thus, the travel is safe to continue to work hand in hand with the executive and the railway. To raise the sense of security for rail passengers further, there is now the second time this year the joint action of the Austrian Federal Railways and the Federal Criminal Office. For, is also declining in numbers Theft: Safety first! Under this motto today gathered senior representatives of the Austrian Federal Railways and the Federal Criminal Office at Vienna's South Station, to personally bring the customers about personal safety tips to the customers.

Pickpockets have no chance Together Peter Klugar, Chief Spokesman of the show ÖBB-Holding AG, Gabriele Lutter, Chief Executive Officer of AG and ÖBB passenger Herwig Lenz, director of crime prevention in the Federal Criminal Police Office, pickpockets and bring a red card in person at the start of the operation of the rail passengers with the right examples and Informationsfoldern behavior to avoid pickpockets closer. Although the danger, in stations or trains to become the victim of a pickpocket, is very low: "Better safe than sorry," said Peter Klugar: "We want our customers to increase the attention on, for any theft is one too many! "

Crime prevention is everybody's business To make Austria the safest country with the highest quality of life, are preventive measures such as the action "Safe Travel" important. "Could not least because this year, the stealing of comprehensive prevention measures in all public transport will be reduced by more than ten percent. In the trains and stations of the ÖBB, he was 19 percent," said Herwig Lenz. "This result shows that the joint prevention campaigns between the police and Austrian Railways to take effect. Crime prevention is a task for which not only police but also other bodies to deliver their contributions in order to be successful," said Herwig Lenz.

Good cooperation for the benefit of the customer

"The safety of our customers is our top priority," said Gabriele Lutter. "Therefore, the ÖBB Group Security has developed an internal reporting system is unique in Europe." This makes it possible to respond to any areas immediately. Thus, every theft that is reported by a passenger to ÖBB employees on the trains or at stations, sent directly to the Corporate Security. At the same time will be announced by the BM.I the complaint lodged with the police show. Thus, the ÖBB always have a current picture of the situation. To reduce the number of thefts even further, ÖBB are dependent on the assistance of the customer.

Safe travel in Austria

In a European comparison, ÖBB are very good in terms of security: Due to increased inspections at stations and on trains by security staff and video cameras, and through the good cooperation with the executive, the theft numbers are declining. 2008 came to 208 million train passengers and the hundreds of thousands of people in Austria train stations 2347 thefts. In 2009, there have been 1.472, which means extrapolated to the year 2009, a decrease of 19%.



Alstom will provide 16 new Coradia Lint regional trains to Deutsche Bahn in Germany

The German railway operator Deutsche Bahn Regio has placed an order with Alstom Transport for 16 Coradia Lint regional trains, for a total amount of over €40 million. The trains will serve the North network of Schleswig-Holstein. They will start commercial service in December 2011. This is the first order of a framework contract signed in 2008 between DB and Alstom, involving the design and manufacture of a maximum of 180 Coradia Lint.

Diesel-engined vehicles made up of two coaches, Coradia Lint trains will be manufactured in the Alstom factory at Salzgitter, in Germany. They can operate at speeds of up to 120km/h. Each train can accommodate 130 passengers. The continuous low floor, mobile pallets located at the entrance to the trains,



and gangways between the coaches make access and getting around on board easier, in particular for people with reduced mobility. The trains are also equipped with tactile pictograms for the partially sighted, as well as toilets arranged for passengers with disabilities.

Lastly, the Coradia Lint trains are built according to Alstom's environmental policy: they are 95% recyclable.

Manufactured from tried and tested components, Coradia Lint has met with undisputed success: since the launch of the first trains in 2000, Alstom sold 470 Coradia Lint in Germany, the Netherlands and Denmark. Coradia LINT trains have covered over 350 million kilometres in commercial service. "With this new contract, Deutsche Bahn, which already ordered over 140 Coradia Lint to Alstom for several networks in Germany, has confirmed the trust in our regional train range", explains Roland Kientz, North Europe Senior Vice President of Alstom Transport.

Alstom Transport's range of regional trains Drawing on its 30 years of experience in regional transport, Alstom developed a range of regional and suburban trains in response to the congestion of urban and motorway networks and the increasing expansion of suburban areas. These trains also contribute to regional economic development and help protect the environment.

Alstom's Coradia and X'Trapolis ranges now offer operators and users a solution closely matched to their needs and expectations: comfortable, reliable and available high-capacity regional trains that are easy to maintain and have a limited impact on the environment. At its plants in Salzgitter (Germany), Valenciennes (France) and Savigliano (Italy),

Alstom has already built over 3,000 regional trains that have covered more than four billion kilometres.

Casablanca chooses Alstom's Citadis for its future tramway network

Casa Transports, the public company in charge of the construction of the tramway network in Casablanca, Morocco, has chosen Alstom for the delivery and maintenance of 74 Citadis trams. This contract has a firm tranche of approximately €120 million. The deal also includes options for the supply of additional trainsets, as well as maintenance of the fleet over a 15-year period. The total value of this contract, including the firm tranche, options and maintenance, amounts to over €190 million.

Alstom Transport will supply Citadis trams coupled in double units of 65 metres total - a configuration similar to the trainsets currently under construction for Rabat. This will optimise spare parts and maintenance costs of both networks. The first trainsets will be delivered to Casa Transports 24 months after the contract becomes effective, with entry into commercial service expected for December 2012. The 74 Citadis trams will be operated on a 30-km line crossing the city from east to west. It is expected to carry up to 250,000 passengers per day.

Present in Morocco for over 40 years, Alstom is supporting the development of the Moroccan rail network which is a key component of the country's development. Alstom has already supplied 27 electric locomotives to the ONCF (the Moroccan state-owned railway operator) since 1992, while 20 next-generation Prima locomotives are currently being delivered.

Alstom has also supported the Moroccan rail network by doubling the tracks on the Fez-Meknes line, in service since June 2007, and by modernising the signalling system of 900 km of lines and 60 stations, including Casablanca station. Alstom is also building 22 double units trainsets for the Rabat tramway and is involved in a project to build a very high speed link between Tangiers and Kenitra, underlining its highly active role in supplying Morocco with innovative and environmentally-friendly transport solutions.

To date 1,291 Citadis trams have been ordered by 32 cities worldwide, and over 60 other cities have tramway projects planned for coming years. A successful transport solution, tramways enable us to develop sustainable mobility, rethink and modernise urban areas, enhance architectural heritage, and help extend the reach of towns and cities.

New long-distance transport in the Czech Railways timetable 2010

Scope of long-distance transport in the timetable 2010 is maintained in a comparable level to 2009. Its optimization is aimed to strengthen the busiest shipping routes and vice versa, reducing the volume of traffic at the time and routes, where long-distance trains have been little used. More connections, the terms such as over the line from Prague to Brno Havlickuv Brod, an entirely new concept of the connection is established on the route Brno - Olomouc - Šumperk - Jeseník. All long-distance trains going to and from Prague will be to the Prague main railway station, which will become the most important of transfer node in Bohemia. During the working day arrives or leaves at the station a total of 1 079 trains. In the morning rush hour and every minute she left a train arrives. Restrictions on travel of some trains are directed mainly to Saturday evenings and Sunday mornings, or when the decrease in demand for transport.

Prague - Olomouc - Ostrava / Wallachia / Zlínsko

On this route is extended to the operation of SC Pendolino trains Praha - Ostrava in the two-hour interval, the range maintain the trains category EC, IC and Ex Praha - Olomouc - Ostrava (- Poland / Slovakia) / - Wallachia (- Slovakia) / - Zlínsko in one-hour interval and trains Prague - Přerov - Wallachia / Zlínsko a two-hour interval.

SC Pendolino trains will expand its operations for another two couples, who replaces the slower trains IC Manager and Leos Janacek. A new feature is the Monday morning train connections from the SC Pendolino Třince (odj. 4:35 pm), Czech Cieszyn (odj. 4:45 pm) and Karvina hl.n. (5:04 pm), arriving in Prague main station at 8:31 pm

Range of transport trains EC / IC and Ex is maintained, but there is some changes in the target stations. For example, train IC Bohemia in Bohumína departing from Prague main station the sixth hour of going under the name Kysuca through Bohumin to Czech Cieszyn and Žilina. EC Comenius train to Krakow, departing from Prague after 14 hour will be replaced by joint IC Leos Janacek to Bohumína. Instead of today's

communication IC Hutník after 16 pm go IC Jan Perner, which will continue from the Czech Těšín to Žilina. IC Ostravan after 18 pm will be the IC train from Ostrava Hutník Havířov over the Czech Cieszyn and called Ostravan to extend the current Express Prague (odj. 20:04 pm) - Přerov, which will continue until Bohumína. Similar changes are also planned in the opposite direction from Ostrava to Prague.

The express train transport is the minimum number of changes. The morning express train from Pardubice to Vsetín will now no longer drive out of Hradec Kralove, express Portáš end (start) your ride except Friday and Sunday in Vsetín and will not go into the upper LIDC. Night express train Amicus Prague - Přerov - Breclav is redirected to the new route through Brno. There is a limit on the number of stops for the night trains Šírava and Excelsior, which passes as the new station Choceň, Ústí nad Orlicí, Suchbátka the Oder and Studénka.

Trains EC, IC, Ex and the new express trains stop in both directions at the station Prague-Liben. Express trains also stop at the station Mohelnice.

Praha - Brno Czech through Trebova despite Havlíčkův Brod

The route Prague - Brno, Czech via Trebova is maintained hourly train SC / EC and IC trains and two-hour beat Praha - Brno.

The joints SC / EC and IC is mainly to changes in certain destinations connections. The main novelty is but the diversion of these trains from / to Prague main station and all trains will depart every new single in 39th minute from 4.39 to 20.39 am alternate EC trains stop in the station and the Czech Třebová Cologne, which will operate every two hours.

Couplings SC Antonín Dvořák and Slovak arrows are replaced by joint category EuroCity (EC) drawn from the classic air-conditioned sets. Train Slovak strela will also be in the section Prague - Břeclav associated with train Vienna - Prague - Berlin - Binz, respectively. Berlin - Prague - Vienna. Zdeněk Fibich EC train ride recently as IC only to Břeclav, EC Gustav Klimt as IC František Křižík to Brno at the time the connection SC Slovak strela IC train ride to Brno Myslbeč JV. Last fast connection to express Brno dragon, who recently stops also in Svitavy (rec 22:28), Letovice (rec 22:48), Skalica the Svitavou (rec 22:57) and Blansko (rec 23:09 am .). Train EC Alois Negrelli arriving in

Brno after midnight in the section Prague - Brno coming up, but instead is introduced as the first morning train from Prague at 4:39 pm EC Gustav Mahler.

Also in the opposite direction from Brno to Prague are similar changes. Joint Slovak SC strela replaces the new train IC JV Myslbeč Brno hl.n. (odj. 6:35) - Prague main station (rec 9:21), Gustav Klimt service will be replaced by IC František Křižík Brno hl.n. (odj. 8:35) - Prague main station (rec 11.21) and train SC Smetana, who will drive the route while the train SC Antonín Dvořák will be replaced by IC Zdeněk Fibich Břeclav (odj. 12:02) - Prague main station (rec 15:21 pm).

The express services will be closed the morning express train P 864, replacing Express Brno dragon. These trains run almost the same time. New Dragon Express stops in Brno Blansko (odj. 4:50), Skalica the Svitavou (odj. 5:00), Letovice (odj. 5:08) and Svitavy (odj. 5:27) and Prague hl.n. arrive at 7:20 pm

The route Prague - Brno through Havlickuv Brod is maintained trains two-hour interval, which is newly added in top working days several times joint. You can shorten the interval to 60 minutes. In the direction to Brno are trains Havlíčkův Brod (odj. 7:02) - Brno main station (rec 8:42), Prague main station (odj. 15:00) - Brno (18:42 hr rec) and Prague main station (odj. 20:00) - Havlickuv Brod (rec 22:00). In the opposite direction to the trains Brno hl.n. (odj. 15:22) - Prague main station (rec 19:05), Brno main station (odj. 17:22) - Havlickuv Brod (rec 18:56) and Havlíčkův Brod (odj. 3:58) - Prague main station (rec 6:05 pm).

Prague - Czech Budejovice through camp and through Píbram

The route Prague - Czech Budejovice through the camp is maintained trains an hour interval and an InterCity connections. Timetable and continues to do extensive construction work on the 4th corridor. Thanks to the completion of buildings in the section Prague - Prague Benesov and restoration of regional transport service for high-speed trains will be canceled temporarily výlukové stop trains. On this route are canceled little utilized evening and night express trains Jordan Prague main station (odj. 0:14) - Czech Budejovice (rec 2:50) and FA Gerstner Czech Budejovice (odj. 21:10) - Prague main station (rec 0:05 pm).

On the route between Prague and Bohemian metropolis Píbram is maintained through the basic two-hour interval, the operation of certain trains is limited, depending on their workload. Therefore, some trains only go on weekdays and Saturdays, as the train R 1248 Praha hl.n. (odj. 11:34) - Czech Budejovice (rec 14:46), some will ride only on Saturdays and Sundays train R 1246 Praha hl.n. (odj. 9:34 am) - Czech Budejovice (rec 12:46 am), R 1247 Czech Budejovice (odj. 9:07) - Prague main station (rec 12:28) just recently go on Saturday. The changes are also at the last evening of the Czech Budejovice connections in the sand, respectively. Thresholds.

Prague - Plzen - West Bohemia

On this route is maintained one-interval trains in the section Prague - Plzen, which is continuing in various places in western Bohemia, for example, in Klatovy, Domažlice and Cheb, where it is going every second joint. Operations are strongly affects the construction of the 3rd Corridor and the time required reserves. On the contrary, the gradual completion of construction between Pilsen and Cheb will shorten travel time to Cheb about 10 minutes and in the opposite direction for 5 minutes. All express trains in this new direction will result in the station instead of the previous Cheb Frantiskovy Lazne. And on this route is to optimize the supply depending on the requirements of passengers. New departures were the last two trains from Prague to Pilsen accelerating about 60 minutes. On Sunday morning, traffic will be limited first morning connections from Cheb to Pilsen after 4 hour.

Prague - Usti nad Labem - Northwest Bohemia

On this route is maintained current model of the two-hour beat EC train Praha - Decin - Germany beat the two-hour trains Prague - Usti nad Labem - Cheb and beat the two-hour trains Prague - Decin supplemented with reinforcement trains during peak hours. The biggest change on this route is to convert all the trains, ie both EC connections from / to Germany, and trains from / to Prague to Decin hl.n. Trains in both directions stop at the station Prague-Holesovice.

Prague - Tanvald

On this route is maintained the basic two-hour interval, will not go, however, two lateral links R 1142 Praha-Vrsovice (odj. 11:14) - Tanvald (přij 14:04) and R 1141 Turnov (odj. 10:44) - Praha-Vrsovice (rec 12:49 pm).

Praha - Hradec Kralove - East Bohemia

In the direction of eastern Bohemia there are larger changes. It maintained one-interval Praha - Hradec Králové a two-hour interval trains to continue on to Trutnov hl.n. Conversely, some

fundamental changes in services, which run in the direction of Hradec Králové - Letohrad. Most of these trains will now begin or end in Hradec Kralove hl.n. The Hradec Králové will race to secure the connection of trains to Doudleby Orlicí. Maintained a direct connection to Prague and the Doudleby Orlicí, respectively. Villa for selected services, such as departing from Prague main station at 13:10 and 15:10 am A few direct trains are maintained during peak hours (morning and afternoon) also in the opposite direction from Letohrad, respectively. of Doudleby the Orlicí.

Cologne - Rumburk

Like some other lines is limited to selected services only operate on certain days of the week.

Plzen - Czech Budějovice - Jihlava - Brno

On this route, passing through the southern part of the Czech Republic, the trains in a two-hour interval, which was maintained. Some connections, however, off-peak travel periods is limited, such as an express train going in the section Vajgar Brno hl.n. (odj. 9:20) - Jihlava (rec 11:19) outside the summer season only on Fridays, Saturdays and Sundays. Similar restrictions apply to express Scouts in the section Jihlava (odj. 12:39) - Brno main station (rec 14.37). Shortened the route speedy Rožmberk Plzen - Brno - Bohumín, which will drive only in the new section Plzen - Brno and back.

Brno - Ostrava

On this route are in operation in a two-hour interval of two systems of trains. First, rapid connections with fewer stops between Prerov and Ostrava and then express trains, which have a greater number of stops between Prerov and Ostrava. Brno and Ostrava are so connected with fast trains travel time between 2 pm and 5 min. and 2 pm and 15 min. almost every hour. Novelty is stop-speed connections in Hranice.

In connection with the optimization of supply have been adjusting the frequency of trains running some off-peak hours. Eg. 731 express Brno hl.n. (odj. 5:02) - Bohumín (přij 7:36) will go only on weekdays, R 831 Brno hl.n. (odj. 6:02) - Bohumín (rec 8:30) coming up on Sunday, express Brno 833 hl.n. (odj 8:02) - Bohumín (přij 10:30) will be abolished. In the opposite direction by the changes as a train R 730 Bohumín (odj. 4:30) - Brno (přij 6:58), who rides the train instead of going Rozmberk

and only on weekdays, R 830 Bohumín (odj. 5:35) - Brno main station (přij 7:57) coming up on Sunday and express Bohumín 834 (odj. 11:37) - Brno main station (přij 13:57 pm) will be deleted.

Brno - Olomouc - Šumperk - Jeseník

The most extensive changes await passengers on the route from Brno to Olomouc, Šumperka and Jeseník. Through the completion of electrification section Zábřeh Moravia - Šumperk is considerable proportion of direct connections maintained in the route Brno - Olomouc - Šumperk. The new concept of schedule and rely on a two-hour interval of trains and express trains between Brno and Šumperk. Also maintained traditional direct connection Brno - Olomouc - Jeseník, but in modified times and range. A new season is a direct connection with the tourist area of Brno Jeseníku reinforcement express train traveling on Saturday and Sunday in the summer and winter season, an hour later than the current first connection. Place of departure at 5:15 going to strengthen the direct train to Jeseník until 6:13 pm Earlier arrivals will also have trains from Jeseník to Brno. The line from Šumperk / Zábřeh Moravia to Jeseník be guaranteed two-hour interval of direct trains from Brno or trains connected with these connections.

Olomouc - Břeclav - Brno

This major route across Moravia two-hour intervals are maintained trains Olomouc - Břeclav - Brno and Prague and the expression of trains - Přerov - Luhačovice / Veselí nad Moravia / Zlín. Furthermore, this track uses some EuroCity and InterCity trains.

The trains and the expression of no significant changes, only some connections to the outside edge of the transmission peak to limit travel in the selected days. Eg. fast train R 800 of Hodonín (odj. 6:16) will not go to Brno on Sunday, just R 816 from Olomouc hl.n. (odj. 21:06) to Břeclav and Brno will not go on Saturday and R 801 Břeclav (odj. 5:28) - Olomouc hl.n. (přijí 6:52 pm) will not go on Sunday.

Significant changes are needed EuroCity and InterCity connections where there are time shifts of about 60 minutes. On this track to remain in service interstate trains EC Polonia Warsaw - Vienna - Villach and Sobieski, Warsaw - Vienna. EC Moravia train goes at the new time position in the route Bohumín - Břeclav - New Locks / Bratislava - Břeclav - Bohumín and join Devin is replaced by two pairs of domestic IC trains and Rastislav Hukvaldy Bohumín - Břeclav. They follow in Břeclav EuroCity trains to / from Belgrade, Budapest, Bratislava, Vienna and Villach.

Olomouc / Jeseník - Krnov - Ostrava

Also on these lines will be like the other to optimize the network connections used by a few on the outskirts of the day. Will such restrictions on a Sunday drive trains R 819 Olomouc hl.n. (odj. 7:09) - Ostrava in the section Olomouc - Krnov, R 881 Jeseník (odj. 5:34) - Ostrava, R 818 Krnov (odj. 5:09) - Olomouc and Ostrava R 880 (odj. 6:06 h) - Jeseník.



A modern express train on the Czech network, as Class 371.201-5 speeds through Kralupy with a Eurocity service heading for Decin.

Opening the station Wien Meidling

The station is one of Vienna Meidling both in urban as well as the top long-distance transfer stations in Austria. From the change of timetable, if the traffic stop partly takes over functions of the Vienna South Station is Meidling Vienna for three years to the most frequented train station in Austria. For passengers a modern, accessible transport including underground station hall, with shops and ÖBB established service facilities.

During the construction of the new central train station, Vienna is the Vienna station Meidling for the next three years until the partial commissioning of the new central train station partly take over functions of the Vienna South Station. Long-distance trains stop and start on the Southern Railway station Wien Meidling, those of the Eastern Railway and also the future of the northern runway (from / to Prague or Warsaw) stop at the modernized station.

Everything remains as before, during transport of the Eastern Railway, which has already been finished at the South Station (Eastern Railway) and will continue to end up - in a temporary - there. The S-Bahn traffic maintained on the main line remains to keep the trains still stop at the South Station. This has a new, temporary set-up and exits at the Swiss Garden.

The station Vienna Meidling was under full maintenance of railway operations and expanded. There have been renewed and modernized platforms, access improved, re-laid tracks and built a new, approximately 1,300 square meters large, light-filled hall. In this business, and customer premises equipment of the ÖBB, such as travel center, info-point and club lounge are. By reducing the opening of the hall, the footpaths between the platforms of ÖBB and U6. Instead of a transit passage between ÖBB and Metro are now three passes are available.

"We have the best station Wien Meidling structurally prepared for his role as a transport busiest station in Austria. It was only on the spatial options no easy task," said Andreas Matthä, CEO of ÖBB-Infrastruktur AG. "Thanks to all passengers who have experienced at first hand with a lot of patience and understanding conversion.

"The opening is a milestone for the largest urban infrastructure project in Europe, Vienna's main railway station," says DI Peter Klugar, CEO of ÖBB-Holding AG, also thanked the city of Vienna and the Wiener Linien. Like his fellow board members from the infrastructure and the passenger, Matthä and Kovarik, he emphasized the huge customer benefits of the new central train station. Therefore, he was sure that customers will use the temporary comfort while buying so Klugar further.

City Council Rudi Schicker, expressed his satisfaction over the expansion of rail infrastructure in Vienna: "The railways in Vienna come from the last century, from a time when Vienna was the center of the monarchy. So I am very pleased with the modernization of the station Meidling. The busiest station in Vienna is being done in time before the start of construction for the new central train station. It is possible that Meidling can absorb the additional passengers through the gate to the South Station from 13 December. I am pleased that the Viennese and the commuters from the south of Vienna is now a modern and convenient connecting point is available. "

The 63 million euro to retread is fully accessible station. Barrier-free access to the platforms

provide a total of nine lifts. The station also has a through Tactile paving. Around the clock care from a timetable change for station-Security's security, which is also ensured by video cameras and emergency telephones and a police station.

An open around the clock info-point, 70 additional monitors in the hall and on the platforms, take a loudspeaker cabinets and make sure that customers are constantly on the date. In addition, the ÖBB has already launched an information campaign in mid-November to the passengers fully informed in advance about the upcoming changes. Currently, some 50 promoters are in use, and distribute information on Folder frequented railway stations in Vienna and along the southern runway to the passengers of the ÖBB. From 30 November are also special teams in the use of Information, easily recognizable to the yellow jackets. The passengers of the ÖBB can contact for all questions like these people - whether questions about the timetable or where there is any platform.

"Even the customer service facilities in the past few months have been significantly expanded," said Werner Kovarik, Executive Director of ÖBB passenger AG. "One of the existing eight ticket machines have come a further six to the number of passenger funds was more than tripled, increasing from three to ten." "We make every effort to inform our clients best possible - as only informed customers are satisfied customers", and emphasize common Kovarik Matthä.

The station is by linking commuter trains, regional trains, mainline trains, subway, tram and bus one of the biggest public transport hubs in Austria. Airport buses to the Vienna Airport Lines also consider the future place on the South Station in Vienna Meidling. At his own "Kiss & Ride" parking lots can adopt their beloved relatives, if they go on these trips. Wartemöglichkeit offer more than 260 seats in Wartekojen on the platforms in the hall, the walkway and a waiting room.

Already, 45,000 frequent daily ÖBB passengers the station Meidling. Through the national and international connections as the terminus of the Southern Railway are likely to cause about 10,000 additional passengers. Despite all the modernization and restructuring measures will give it to customers until the partial commissioning of the main station in 2013, however, some limitations in the usual comforts. For example, long-distance trains can not, as had long been ready in advance - that the ÖBB ask for your understanding and appeal to the passengers, just as short as possible before the trip to come to the station to avoid long waits.

Optimum availability of Kiss & Ride parking lots, airport and public transportation system This access is the most direct route to the platform for all passengers who drive to the station or be picked up. This page contains both the Kiss and Ride parking spaces as well as the taxi rank located. In addition, it was convenient, the new Stop the ÖBB-airport buses, the Bicycle stand with 40 "bike & ride" sites, which Badnerbahn public transportation system and many of the Wiener Linien reach. The waiting room is located here. Customers are also useful to this site, help that, especially during rush hour, even when the permeability of the entries and exits in the direction Schedifkaplatz is assured. The passage Kerschensteiner lane - as well as the hall decorated - without barriers, and with numerous monitors equipped for passenger information.

CD are going to reconstruct station buildings in Central and Northern Moravia for tens of millions of crowns

Almost 140 million crowns, so they invest in the CD end of this year and next year in the reconstruction of railway station buildings in central and northern Moravia. The largest and most vital repairs are going to train stations in Holesov Bojkovice, Olomouc, Ostrava, Jeseníku or Frýdlantu the Ostravici.

"In the coming period, we will invest considerable resources into reconstruction, and extensive repairs of railway buildings, particularly the spectacular buildings, railway stations", says Gabriel Jursa, Regional Director of asset management in Olomouc. In his words, is an annual maintenance and repair of buildings in central and northern Moravia around 15.4 million crowns, but it is not nearly enough. Age and civil-service state of many railway property necessitates a major construction investment. "In some locations we also go through cooperation with cities, along with drawings of European subsidy programs," said Jursa.

Olomouc station in the spring months, opened a new restaurant. In the left wing next to the new sanitary facility was also another new commercial space, bakery. This year, plan to CD in the reconstruction of the building to continue the narrative, and an ongoing umbrella of the main entrance, along with barrier treatment. It will also be implemented reconstruction of the distribution, sewerage and water supply. Be replaced and all windows. The next phase will be to repair the roof over the main plaza and take forward the work for commercial space on the second floor. 2010 will be marked by changes in the right wing of the spectacular buildings, mostly commercial buildings. Estimated cost of planned investments is EUR 18 million.

In May 2010 the complete reconstruction of the entire narrative of the building in Holesov total investment of 19.8 million crowns. During the editing window will be replaced and all wiring. Major changes doznají and facilities for the traveling public and the facade of the building. The same adjustment for even Bojkovice for 15.8 million crowns, in addition there will be reconstruction and the elimination of the roof of the building. Frydlant Commercial Space Station will be open to the public before the end of this year, the costs do not exceed EUR 4.75 million crowns. During 2010, the exit of the total reconstruction of the building in Jeseník, which is its greatest extent, the planned budget is 30.77 million crowns.

Vedle těchto celkových rekonstrukcí budou rovněž probíhat úpravy a investice menšího rozsahu. Solidifying the area will be repaired at the objects in the Ostrava-Kunčice or Suchdol the Oder. The electrification of the route from Zábřeh Šumperka to finish rebuilding the shelter Šumperk epic building. These smaller events are planned around 8.5 million crowns.

Czech Railways, besides investments in the reconstruction of the spectacular buildings and space for passengers will be implemented and repair office building in Ostrava, where among other things, the county seat center passenger. Regional asset management, in Olomouc, currently manages 1,321 buildings, of which 173 buildings in the narrative and the three Moravian regions

CD are going to reconstruct station buildings in South Moravia and Vysočina for 144 million crowns

144 million crowns, that is the total amount they will invest in the CD end of this year and next year in the reconstruction of railway station buildings in South Moravia and Highland. The largest and most vital repairs are going to train stations in Telč, Břeclav Moravian Krumlov and Letovice. Completing projects on reconstruction of buildings in Zdar nad Sazavou and gargoyles near Brno, where the work should be started later this year.

"I am very glad that we can in the coming year to invest significantly more funds for repairs and reconstruction than in previous years. Already this year we implement several investment projects, which will lead to improvements in our buildings and to increase cultural tourism," said Lubomir Krivanek, Regional Director of asset management at Brno." Administration, maintenance and repair of buildings in South Moravia and Vysočina is 87 million each year kc. But even this is the noticeable improvement of the state railway construction tristního few properties. We need to invest in large-scale reconstruction and rebuilding. We choose the other options, such as cooperation with cities and the use of European subsidy programs. An example is the city of Telč, which, in collaboration with the CD builds a transfer terminal, "says Krivanek.

Partial reconstruction, before visiting the Holy Father in Brno, took place in Šlapanice and Slatina. Fixed the facade, made a complete replacement of windows and doors in Šlapanice refurbished and roof. In Slatina be completed by the end of the building still fitting in the total amount of 3.2 million crowns, and will complete sewer connection for 2 million. In Břeclavi nocležen repairs will begin this year's cost 18 million crowns.

Leadership of the investment was approved 8.5 million crowns to the reconstruction of the spectacular building in Telč. The contribution of Telč and use of European funds will be there in July 2010 opened a transit terminal. CD during repairs replace windows and doors. Further, they shall complete waterproofing floor, new floor, including partial exchange of internal installations. The facade of the building insulation and changes will occur and roof to be extended. As the covering will be used bobrovka conservationists. These adjustments should form the narrative of the building near the original appearance of the first half of last century. The building will be the demolition of disused buildings of the former operating a track-side district in Telč, directly adjacent to the newly built parking lot in the construction of the town Telč. Opens the possibility of extending the parking area.

After 13 million crowns will cost the upcoming reconstruction of the spectacular buildings in the Moravian Krumlov and Letovice, all in response to the terminal building přestupního IDS JMK. Czech Railways will be implemented by the overall narrative reconstruction of buildings, within which there is implementation of new membranes, replacement windows and doors, insulation facade, reconstruction of the roof deck, layout changes, and not least to the complete reconstruction of the interior of the traveling public, including the new social facilities.

In Hodonín has completed a complete renovation of public toilets in the total cost of 1.2 million crowns. Before the end of this year, wants to launch a CD narrative reconstruction of buildings in Zdar nad Sazavou and gargoyles near Brno. Currently completing projects for extensive repairs. The budget for individual events are 44 million in Zdar nad Sazavou and 19 million in Chrlice u Brna.

Blackpool Tramway closes for modernisation

Trams have been operating in Blackpool since 1885 and through to Cleveleys and Fleetwood since 1898. The trams carry millions of passengers every year and are a major tourist attraction. The Tramway, which is owned by Blackpool Council runs from the town along the Fylde Coast into Lancashire, serving Cleveleys and Fleetwood.

The line is a key transport asset to the Fylde Coast and it is essential that the tramway is upgraded to ensure the service continues to operate for future generations.

Blackpool transport has ordered 16 new Bombardier trams featuring low floors, accessible for all users including passengers with disabilities and are rebuilding several tram stops with level access.

The key objective of the project is to provide a modern light rail tramway which is accessible to all.

One downside to all this is that the current fleet is to be substantially reduced and many of the "heritage" trams will no longer be able to work the new line.

We went along in late October/early November to say farewell to some of the old favourites.



On a sunny Saturday, tram 66 "Bolton Corporation Tramways" built in 1901 passes Central Pier with a service to Pleasure Beach. [Richard Hargreaves](#)



Unique VAMBAC Coronation Car No. 304 originally built in 1952 is pictured outside Pleasure Beach where it will reverse to make a return journey along the front. [Richard Hargreaves](#)



On sunny days, trams such as the open “Boat Cars” make an appearance, this is No. 602 in the Blackpool Transport livery passing through the streets en route to Talbot Square. [Richard Hargreaves](#)



Another "Boat Car" this time No. 605 in the 1940's green and cream livery. All these boats were built in 1934 and most were given overhauls in the 1990's. [Richard Hargreaves](#)



Built by Brush in 1937, this railcar is carrying the advertising livery of Walls Ice Cream. No. 631 heads for North Pier on a sunny October Saturday. [Richard Hargreaves](#)



Some of the more modern trams in use can be seen on this page.

Top Left: Built in 1986 this “Centenary Car” No. 645 was an attempt to bring the elderly fleet more up to date. However there was only limited success and only eight were built.

Richard Hargreaves

Top Right: “Jubilee Car” No. 762 stands outside the depot at Rigby Road. Rebuilt in 1982 from a “Balloon Car” this is one of only two built.

Richard Hargreaves

Bottom Right: Another modern design was the “Millennium Car” which like the “Jubilee Car” was rebuilt from a classic “Balloon Car” in 2000. This one carries the all over advert for Blackpool’s Sea Life centre.

Richard Hargreaves





Probably one of the best designs on the seafront is that of the "Balloon Car." Built in 1934/35 many of them still survive today and this is No. 717 in the classic 1930's livery of green and cream. It is seen here passing a more modern "Centenary Car" near Blackpool Tower. [Richard Hargreaves](#)



Unique in the fleet at Blackpool are the “Progress Twin Cars” built in 1960/61 they are the only class to have a driving car and an unpowered trailer. The observant amongst you will have noticed that the trailer bears a similarity to the “Coronation Class.” [Richard Hargreaves](#)



Possibly the highlight of many a trip to Blackpool is to see the “Illuminated Trams” such as this one, the Train locomotive and Carriage, rebuilt in 2008 and in its first full season of operation since the rebuild. These trams work tours of the lights and are not normally seen on any other services. [Richard Hargreaves](#)



Another "Illuminated Tram" is No. 737, rebuilt in 2001 as a trowler named Cevic. [Andy](#)



Thalys units 4540 and 4535 are seen at Brussels Midi on October 26th 2002. *Brian Battersby*



SNCB electric unit No. 623 623 is seen at Charleroi on October 28th 2002. *Brig Battersby*



SNCF electric unit 9606 is pictured ready to depart Rennes on August 22nd 2002. *Brian Battersby*



SNCF BB8177 stands at Miramas Depot on September 23rd 1999. This loco has been preserved by the depots staff. [Ron Halestrap](#)



SNCF BB66003 Miramas Depot on September 23rd 1999. This loco was far better than the UK's current Class 66 003. [Ron Halestrap](#)



With just one month left in traffic, SNCF BB8104 stands at Avignon Depot on September 23rd 1999. [Ron Halestrap](#)



What a fantastic class this was, SNCF BB67003 pauses at Miramas Depot on Jun 1st 2000. [Ron Halestrap](#)