

# Railtalk

## Magazine Xtra

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**DB Schenker - spreading its wings.**



# Welcome

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

As always in Xtra, we concentrate on life outside the UK, and once again we have some excellent shots from some of Europe's finest photographers. Our "From the UK" section has a look at some UK Exports, the Class 87's on Bulgaria.

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

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

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Front Cover: Former Danish Class 86 now in DB Schenker (Bulgaria) livery stabled at Pirdop on May 1st. [Steve Madden](#)  
This Page: The new CD livery continues to spread across the fleet, as this shot of a Class 843 unit shows. [Pavel Šturm](#)





On April 28th, a 55 year old type 23 loco is seen hauling a P-train (peak hour trains) in Belgium. Here in the middle of blossom filled line between Landen and Hasselt, the train passes the old, not used, station at Velm with a train from Brussels to Hasselt. The empty wooden fruitboxes are silently waiting to get filled within a couple of months. [BVT](#)





Few trains in Belgium are pulled with two Bombardier Traxx locos series 28. One of them is the ore train from the Antwerp Barbour (Zandvliet) to Dillingen (Mannheim, Germany). The train has 40 wagons and weighs nearly 4000 tons, a piece of cake for these powerful Traxx locomotives. The train is seen passing the station of Zichem (between Leuven and Hasselt) on April 13th. [BVT](#)





SNCB Class 11 No. 1190 and SNCB Class 27 No. 2720 are seen arriving at Brussels Noord Station on March 16th. [Steve Madden](#)





Bulgarian Railways 07.070 is seen working hard up a steep gradient at Lyubimets with the "Optima Express" on May 6th. This train operates on a very occasional basis and runs between Edirne (Turkey) and Villach (Austria). [Steve Madden](#)





Trans Regio liveried unit 460.501-0 is seen at Koblenz station on March 16th. [John Coleman](#)





HGK Class 66 No. DE670 is seen passing through Kolin Sud station in Germany during a visit in March. [John Coleman](#)





On April 28th, an evening peak hour train from Brussels to Hasselt and Genk passes the flower filled blossoms at St-Truiden, between Landen and Hasselt. Each year hundreds of tourists visit this region to admire the colourful blossom flowers of the apple, pear and cherry trees. [BVT](#)





What looks like 3 Class 27s is actually 2 trains arriving at Brussels Noord on March 16th, this station is very busy during the evening rush hour. [Steve Madden](#)





Australian Railroad Groups 3' 6" gauge DBZ2312 heads a short train of Lime Tankers towards Mundijong on the Western Australian South West Main Line, on March 27th. [Colin Gildersleve](#)









Australian Railroad Groups 3' 6" gauge S3308 is seen at Wellard on the South West main line, which is to the south of Perth, with empty Iron Ore wagons on March 27th. [Colin Gildersleve](#)





The Narrow gauge line from Septemvri to Dobrinishte in Bulgaria is well worth a visit.  
This shot is of Class 75, 75006 working the 06:40 Dobrinishte to Septemvri at Varvara on May 2nd. [Steve Madden](#)





A DB Regio Class 612 diesel railcar approaches Tanvald on April 25th. [Pavel Šturm](#)





Queensland Rail National's Standard Gauge 6006, 6003 & CLP13 pass Midland on a Saturday afternoon  
Intermodal service from Perth to Sydney on March 13th. [Colin Gildersleve](#)





The Renfe Class 252 is a direct ancestor of the Europrinter family of locomotives built by Siemens.  
No. 252.069-0 is seen stabled outside Barcelona's Estacio de Franco station on April 12th. [Class47](#)





Australian Railroad Groups 3' 6" gauge DAZ1903 takes scruffy bogie hoppers south at Wellard, in the southern suburbs of Perth on March 27th. [Colin Gildersleve](#)





Czech Class 150.225-1 is seen rounding the edge of Liptovská Mara between Liptovská Teplá and Liptovské Vlachy on April 29th. [Tomáš Kubovec](#)





On March 24th Czech Class 753.756-6 in the new CD Cargo livery is seen shunting at Kralupy nad Vltavou. [Class47](#)





Czech Class 742.088-8 is seen working a short freight train between Třebenice město and Dlažkovice on April 25th. [Tomáš Kubovec](#)





DB (Bulgaria) have a number of ex German loco's in use around their yard at Pirdop.

Class 232-678-3 is shunting the yard in readiness for the Class 87s to work the train to Burgas on May 4th (The Class 87s can just be seen). [Steve Madden](#)





A handful of private train operators handle, together with the national railfreight company NMBS Logistics, the freight scene in Belgium. One of the biggest private operators is Crossrail, and on April 24th Class 66 loco PB18 with a container train from Ludwigshafen to Zeebrugge Harbour is seen passing Langdorp (between Hasselt and Aarschot). [BVT](#)





A Spanish Renfe "Alaris" set is seen stabled adjacent to Barcelona's Estacio de Franco station on April 12th. Alaris is actually a brand that is used by Renfe for the regional services, these units are a relative of the UK's Pendolino. [Class47](#)





An excellent contrast in colour as the delightful Slovakian T 466.0007 is seen working between Turček and Horná Štubňa on May 29th. [Bea Želtvayová](#)





## CD Cargo returns to profit

In the first four months this year, the CD Cargo group netted a profit before interest, taxes, depreciation and amortization (EBITDA) of EUR 377 million crowns. Net profit according to indicators of EBT (earnings before tax) amounted to, between January to April 2010, a positive value of approximately EUR 1 million.

When compared with the same indicator for January-April of 2009, which was the loss of EBT in the amount of 334 million crowns, the company has annual CD Cargo improving profit of 335 million crowns. The difference between EBITDA and EBT indicators reflecting the high rate of depreciation. Recently there has been depreciation in the annual growth of 40 million. Growth corresponds to depreciation increased volume of the investment in locomotives and wagons.

CD Cargo Company during the first four months of this year carried 23.5 million tons of goods, which is compared to the same period last year, growth in the volume of shipments by 13%. Revenues from transportation of goods for the period January to April 2010 amounted to 3.94 billion crowns, which is about 5% over the same period last year. Differences in growth rate the volume of goods transported over the transport of growth performance and revenue growth for the transport of goods is due to the different structure of cargo and goods flows, which affects the transmission distance and unit cost of transportation.

Actual results for the month of April this year has confirmed a record monthly volume transported - over 6.4 million tons of goods, which means an annual increase of 30% over last April. May's interim results confirm the growth trend, which reflects the clear signs of market recovery and the full

symptoms of the effects of anti-crisis package company.

The highest degree to decrease the cost savings involved in personnel costs, ie wages including deductions (annual decrease of 232 million CZK), but also decrease the financial costs (of CZK 89 million) and reduce material consumption and energy netrakční (about 44 mil CZK).

“The current positive and continually improving results of CD Cargo demonstrate improved business strategy, which uses the current revival in the market, while confirming our assumption of the full effects of anti-crisis package project this year,” said Chairman and CEO of CD Cargo Ing, Josef Bazala. “Large-scale cost-saving, efficient working practices and new approaches in trade policy have brought the annual increase in labor productivity by 24 percent.”





## Roll out ceremony for locomotive 478.1010

Restored class T478.1010 locomotive nicknamed “Bardotka” was officially christened by the Research Institute of Railway, Inc. at the Test Center VUZ Velim (ZC Velim) on May 7th.

Representatives from companies interested in repairing locomotives like T478.1010 were invited as guests. After the ceremonial speeches, during which the “Bardotka” arrived under its own power, it was cutting of the tape and it was christened with champagne by Deputy Director General for Railways passenger transport and chairman of Antonin Blazek VUZ.

The locomotive was built in 1967 in CKD Praha and was retired at Liberec DKV at the turn of the millennium.

Restoration was mainly due to staff at DPOV and Nymburk and restoration has been able to occur due to the locomotive being largely financially supported.

The locomotive is owned by the National Technical Museum, but is based at Velim on a nine-year contract to operate the vehicle. CEO VUZ Jaroslav Grim said that the locomotive will not only be used only for festive occasions at the track in the Czech Republic but also to work on the Velim ZC.



## DB Schenker Rail Bulgaria operates with traction license as an independent railway companies

The opening ceremony was held recently at Bulgaria's Pirdop for DB Schenker Rail Bulgaria EOOD. With the expansion of its network DB Schenker Rail is now represented with its own subsidiary in the growth region of Southeast Europe.

At the same time the company received the license for the Bulgarian railway traction. This is an important milestone for the establishment of the company as an independent railway company in the Bulgarian transport market.

Hans-Georg Werner, Director Region East in the Management Board of DB Schenker Rail: “we are with the receipt of the traction license now in a position, our offer of integrated transport in Southeast Europe continues to expand and our customers a comprehensive offering to their needs-oriented transport services . The license allows traction DB Schenker Rail Bulgaria EOOD, to perform alongside the previous Werksrangierdienstleistungen Rail transport in Bulgaria and in-house. Steps should already be included as from June, the first transports to Europe's largest copper producer Aurubis. In the future, DB Schenker Rail Bulgaria EOOD will offer its customers comprehensive services including around the traction business.

“The integration of DB Schenker Bulgaria EOOD in the network of DB Schenker Rail synergies possible under the individual country operations, for example in the field of asset management,” said Hans-Georg Werner. “So we could build on locomotives already from Denmark and Germany to modernize the vehicle fleet. This opens the possibility of the locomotive and wagon stock in Bulgaria to build on.”

The company, which was founded in 2002 as a subsidiary of Logistic Services Danubius SRL, currently employs around 150 staff and has its own electric and diesel shunting locomotives and track. DB Schenker Rail Bulgaria EOOD is headquartered in Pirdop and in several offices in Bulgaria represented Rangierstandorten.



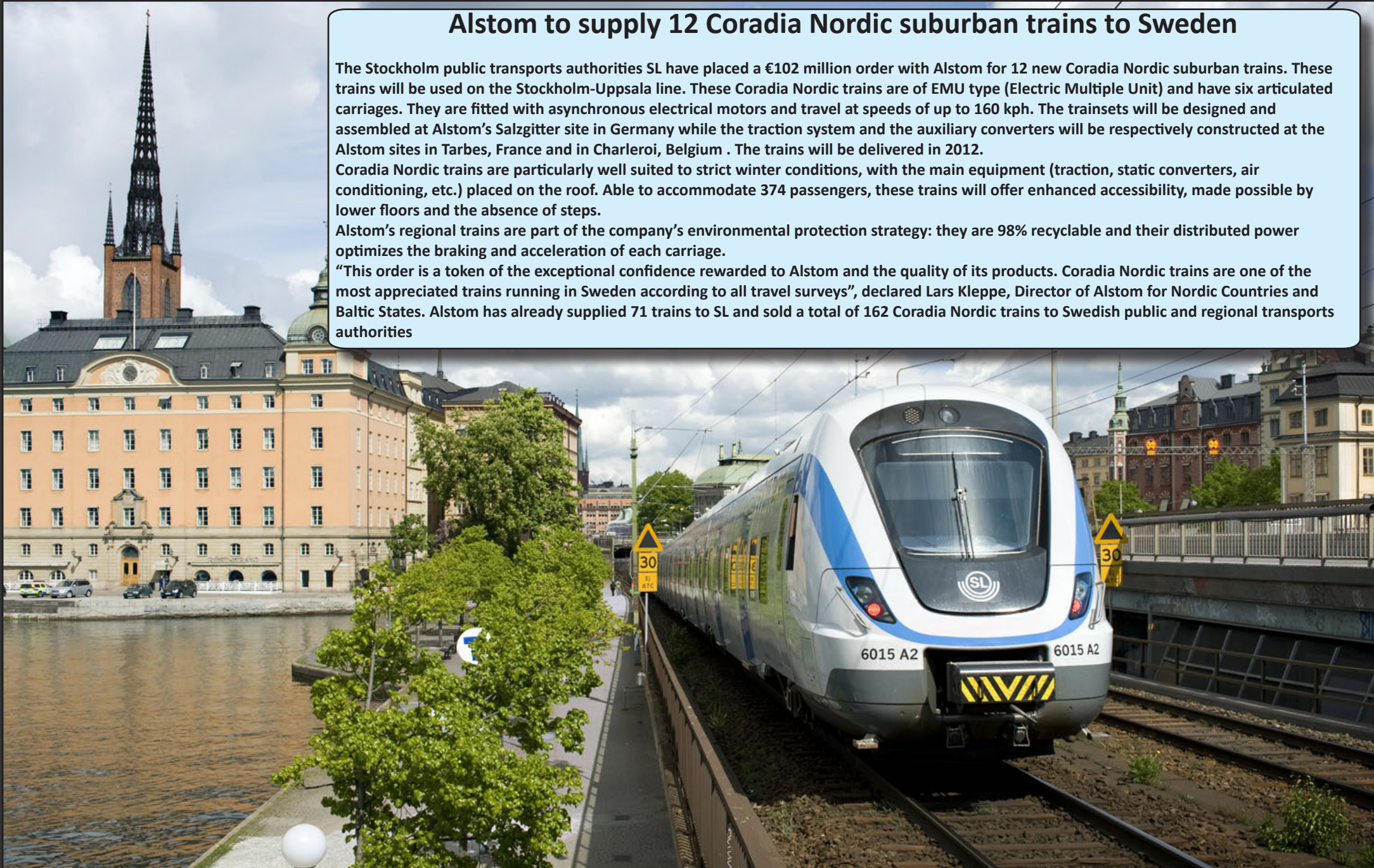
## Alstom to supply 12 Coradia Nordic suburban trains to Sweden

The Stockholm public transports authorities SL have placed a €102 million order with Alstom for 12 new Coradia Nordic suburban trains. These trains will be used on the Stockholm-Uppsala line. These Coradia Nordic trains are of EMU type (Electric Multiple Unit) and have six articulated carriages. They are fitted with asynchronous electrical motors and travel at speeds of up to 160 kph. The trainsets will be designed and assembled at Alstom's Salzgitter site in Germany while the traction system and the auxiliary converters will be respectively constructed at the Alstom sites in Tarbes, France and in Charleroi, Belgium. The trains will be delivered in 2012.

Coradia Nordic trains are particularly well suited to strict winter conditions, with the main equipment (traction, static converters, air conditioning, etc.) placed on the roof. Able to accommodate 374 passengers, these trains will offer enhanced accessibility, made possible by lower floors and the absence of steps.

Alstom's regional trains are part of the company's environmental protection strategy: they are 98% recyclable and their distributed power optimizes the braking and acceleration of each carriage.

"This order is a token of the exceptional confidence rewarded to Alstom and the quality of its products. Coradia Nordic trains are one of the most appreciated trains running in Sweden according to all travel surveys", declared Lars Kleppe, Director of Alstom for Nordic Countries and Baltic States. Alstom has already supplied 71 trains to SL and sold a total of 162 Coradia Nordic trains to Swedish public and regional transports authorities





## Bombardier Signs \$241 Million USD Contract to Supply, Install, Operate and Maintain an INNOVIA Monorail System in Riyadh, Kingdom of Saudi Arabia

Bombardier Transportation has signed a contract with Saudi Oger Limited., a leading Saudi Arabian construction company, for the supply, installation, operation and maintenance of a 3.6-km (2.2-mi.) BOMBARDIER INNOVIA Monorail 300 system for the King Abdullah Financial District, the new financial and business centre under development in Riyadh, Kingdom of Saudi Arabia. Saudi Oger Limited, as the contractor responsible for the full turnkey construction of the new Monorail system, was awarded the contract by the Rayadah Investment Company, the investment vehicle of the Public Pension Agency of the government of the Kingdom of Saudi Arabia on April 14, 2010. Bombardier, as subcontractor to Saudi Oger, will design and supply all of the system-wide Electrical and Mechanical (E&M) elements for the six-station

monorail system, including six INNOVIA Monorail 300 trains (12 cars) with BOMBARDIER CITYFLO 650 automatic train control technology for driverless operation as well as providing project management, systems engineering and integration, testing and commissioning. Engineering and design for the Monorail vehicles will be centered at Bombardier's site in Kingston, Canada, and manufacturing of the 12 cars will be carried out by Bombardier in Pittsburgh, USA. Together with Saudi Oger, Bombardier will also provide its branded INNOVIA O&M operation and maintenance services for the system for an initial contractual period of 10 years. The total value of Bombardier's contract is \$241 million US (195 million euros). Completion of the 3.6-km (2.2-mi.) INNOVIA Monorail system is scheduled in 2012, with operation and maintenance services to commence at the start of revenue service.

Commenting on the announcement, André Navarri, President and COO of Bombardier Transportation, said: "As the global leader in the supply and operation of turnkey transit systems, we are exceptionally proud to secure our first major project in the Kingdom of Saudi Arabia and to be associated with the prestigious King Abdullah Financial District.

Our next generation INNOVIA Monorail 300 system

combines service-proven driverless technology with the latest in wide-bodied, lightweight, aerodynamically styled monorail trains. They provide superior value and performance for demanding and sophisticated users.

The long-term nature of our Operation and Maintenance contract further underlines our commitment to building Local Roots in the Kingdom of Saudi Arabia and with other countries in the Gulf Cooperation Council."

Photo: © Bombardier



## Russian Railways orders locomotives with Siemens technology

Russian Railways (RZD) today ordered a total of 221 locomotives from "OOO Ural Locomotives", a Siemens joint venture. The new company which was formed in May as a joint venture with the Russian freight locomotive manufacturer OJSC Sinara Transport Machines (Sinara) will build modern electric locomotives in Verkhnyaya Pyshma near Yekaterinburg. Siemens has a 49 percent stake in the joint venture. The contract was awarded at the international rail business forum "1520 Strategic Partnership" in Sochi on Russia's Black Sea coast. The parties have agreed not to disclose the order volume. Furthermore Siemens and RZD have agreed on expanding their partnership in the long term. A memorandum of understanding between both parties makes provision for the future production of regional trains with Siemens technology in Russia.

The contract signed calls for the supply of 221 electric freight locomotives, which will be built by "OOO Ural Locomotives" as of 2011. Siemens is set to invest over EUR 100 million in setting up a modern freight locomotive production, thereby creating around 800 jobs for highly qualified personnel. Siemens' role in the joint venture will be to supply the electric traction components, which will be manufactured in St. Petersburg. At the same time, work has begun on setting up an engineering center for rolling stock in Moscow, which will create around 200 jobs at Siemens in Russia.

As Division CEO Hans-Jörg Grundmann stated, "Russia is a strategic growth market for rail technology. Our all-around portfolio for modern and ecofriendly transportation technology positions us perfectly in the rolling stock and rail infrastructure markets. We also wish to remain a dependable partner for RZD in future and will continue to place great importance on local manufacture in Russia."



## ÖBB Starts Action Fairness

*Who does not pay, will pay! Priority actions against dodgers.*

The vast majority of the ÖBB customers travel with valid tickets in trains and buses, however, this leaves a small minority without a ticket. This makes for resentment in several respects. The ÖBB has now started the "Action Fairness" to increase checks of tickets.

### *Just conditions*

The Action Fairness is response to public demand and is being implemented now. The motto will be: "The money is on the street" having been criticised previously that the ÖBB does little against fare dodgers. Remember, income is an important fact, after all a single-digit million amount could be very good investment in customer service or more in the further modernization of the train fleet. The ÖBB must think and act economically. And it is a debt to paying customers and employees to ensure fair conditions.

### *Priority actions in all of Austria*

Control teams are now being carried out in all trains and stations of the ÖBB priority action group. The fee for passengers without a valid ticket is 65 € with immediate payment, or 95 €, with subsequent payment form. For this amount you can afford to have two season tickets for the core area of Vienna for nearly three months, or a monthly pass in a zone of the transport of Styria. Who does not pay will be penalised!

### *Less fare, less attacks*

In terms of safety, non payers are often unpleasant. They are the relatively small group who are responsible for at least 70% of all physical attacks on train. A condition that must be necessarily to change, is the unanimous opinion.

### *Service costs money*

The ÖBB is offered as a service of public transportation for all Austria and Austrians. Around 600,000 people travel daily by train to school, work or during leisure time on the road. A transport service, which - like all other services are also - rewarded accordingly.

Passengers who are intentionally traveling without a ticket are harming not only the ÖBB show but also show extremely divisive to the other customers.

The ÖBB wants justice for the paying customers. It can not be that a small group flouts all the rules. In customer surveys, an overwhelming majority to speak in favor of committed action against fare dodgers. This request will only strengthen the ÖBB to get this action resolved.

### *ÖBB: Austria's largest mobility service*

As a comprehensive mobility service of the ÖBB ensures the environmentally friendly transportation of people and goods. With approximately 42,000 employees and total revenues of EUR 5.8 billion, the ÖBB Group, an economic driving force in the country. In 2008, ÖBB transported 456 million passengers, 98.5 million tons of goods. Strategic leader of the group is the ÖBB-Holding AG.

Photo :© ÖBB





## Leobner “strength” of 250 tons

Three locomotives of series 1016/1116 (Taurus) recently tested the new Mur Leoben bridge in the final preparations prior to it being opened to rail traffic.

More than 250 tonnes of locomotive rolled across the bridge several times during testing, which has now been released for rail use. The structure was examined in two ways - whether the proper structural behavior was evident on the one hand, and the other by static measurements.

These were investigated by laser leveling, dial indicator, and displacement transducers measured the deflections and the previously

calculated cost values compared.

Construction of the bridge was required because the old one was life expired.

In May 2009 preparatory work began on the new structure, in December 2009 steel truss halves were both installed and in February 2010 finally both of each 133-ton Structural halves were levied by special crane. In the past month (May 2010) superstructure work on overhead was finalized.

The construction of the bridge - concrete sleeper track on a gravel bed is - in addition to noise, at 110 meters in length for better quality of life in Leoben ensure the future.

The total cost of the new Mur bridge is around 3.2 million euros.



## Stadler Pankow receives order from Czech Railways

Stadler Pankow GmbH has signed a contract with Czech Railways (České dráhy CD) to deliver 33 Regio-Shuttles RS1. Combined with a showcase trip on the Regio-Shuttle RS1 in the Czech Republic, CD and Stadler signed the contract for the delivery of 33 Regio-Shuttle RS1 type regional railcars.

The single-unit diesel railcars will be in operation from the timetable change at the end of 2011 in the Vysočina (17 units) and Liberec (16 units) districts. The order is worth CZK 1'776 million. (around EUR 70 million).

“We are delighted about our first export order for the Regio-Shuttle RS1,” says Michael Daum, Director of Stadler Pankow GmbH. “This has enabled us to enter a very interesting market, which certainly offers further potential.” Since 1996, the Regio-Shuttle RS1 has been in successful service for over 20 operators – more than 400 units are on the railways in 8 German states.

The Regio-Shuttles RS1 for Czech Railways have seating for 71, an enclosed WC system and space for bulky luggage, prams and winter sports equipment. The needs of those with limited mobility have also been taken into account, ensuring barrier-free access throughout the length of the train. Air conditioning optimises the light, friendly interior. In the Liberec district, diesel railcars will also be used on one steep section of track; these vehicles will be designed for a maximum speed of 100 km/h. In the Vysočina district, the Regio-Shuttles will reach a maximum speed of 120 km/h. All 33 Regio-Shuttles fulfil the latest exhaust emission standards according to Stage III B. Design, manufacture and project management of the vehicles will take place in Berlin and Velten.

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, Püsztaszabolcs and Szolnok), in the Czech Republic (Prague), in Italy (Merano) and in Algeria (Algiers). The Group has a workforce of over 3,000 people around the world.

The best-known vehicle series from Stadler Rail Group are the articulated multiple-unit trains GTW (501 trains sold), the Regio-Shuttle RS1 (442 trains sold), the FLIRT (579 trains sold), the double-decker DOSTO (125 trains sold) in the railway segment, and the Variobahn (269 trains sold) and the newly-developed Tango (142 trains sold) in the tram segment.





## The second high speed Allegro train for the Helsinki-St Petersburg line has arrived in Finland

The second of four high speed Allegro trains, which will serve the Helsinki-St Petersburg line, arrived in the port of Helsinki by ship on 30 April. It was manufactured at Alstom's Savigliano site, and left the Italian port of Vado Ligure on 20 April. The train was transferred to the Finnish Railways' maintenance depot at Ilmala for reassembly and adjustment before embarking on various phases of static, then dynamic, tests in Finland. The third and fourth trainsets are currently being produced at Alstom's plant in Savigliano (Italy) and will be delivered during 2010.

The first Allegro, which arrived in Helsinki on 5 January, has successfully completed the commissioning tests. Traction, braking and signalling (under 25 kV AC) were first tested at the Ilmala depot in static mode, then on the Kerava - Lakhti line at a maximum speed of 220 kph. Since 21 April,



Alstom's team of technicians has been carrying out the tests required for certification of the train on the Finnish network. The train arrived in St Petersburg at the end of May to undergo commissioning and acceptance tests in Russia.

Now that the second high speed Allegro train is in Helsinki, tests can be carried out in both countries in parallel, which will enable authorization to be obtained as quickly as possible for their operation on the Russian and Finnish networks.

Their tilt technology will enable these trains from the Pendolino range to travel at high speeds on existing conventional lines. The journey time between Helsinki and St Petersburg will initially be three and a half hours (compared to five and a half hours at present), and the train will travel at speeds of up to 220 kph.

## "More time for yourself again"

"Train travel is what Austria is moving daily" - this is the slogan of the new ÖBB campaign. The goal is to win new customers, but also selectively to convince customers to use the train again as transport. The comparison makes interesting comparisons. While every driver in Austria every year spends 120 hours (including traffic lights, waiting times) in a traffic jam which will cost € 3000 per Austrian, the train is quicker, safer, and above all the environmentally friendly way.

Time is a luxury ... Which is why you should treat yourself. Deceleration is the key word - the train gets you quickly from A to B, whilst at the same time you can sleep or depending on your mood, work, read or just have time to yourself. "All things you can do in the car are also possible on the train," said Gabriele Lutter, Chief Executive Officer of the ÖBB passenger AG.

Train travel is economical if you are honest and compares the full cost.

A commuter Example: For a monthly Steyr-Linz (including core zone) is 101, - €. Extrapolating for the same destination, the full cost of a car, you spend 970, - € - nearly ten times more!







## With a difference!

This month we are not featuring any of the regular visits to the preserved railways of the UK.

Instead we hope that you will enjoy a selection of photographs from Bulgaria of Class 87s that have been exported over there for further use.

Hence, From the UK.....



Still in BR Blue and carrying the name "Britannia" Class 87 004 is seen passing Anton in the beautiful Bulgarian countryside not far from Pirdop station on May 3rd with the 3 day PTG Bulgarian tour. [John Coleman](#)





Carrying a more traditional Bulgarian livery, Class 87 020 is seen at Krustets old country station, on May 1st. [John Coleman](#)





On May 7th, Class 87 007 is seen stabled at Karnobat station waiting for its next freight train. [John Coleman](#)





Class 87 012 with 87 008 pauses at Karnobat station on May 7th whilst working white tanks from Burgas to Pirdop yard. [John Coleman](#)





Class 87 020 and 87 022 work a long Cargowaggon train through the countryside at Klisura on May 5th. [John Coleman](#)





A hint of GBRf orange around the cabs reveals the previous owner of Class 87 006 seen at Pirdop station running round its train. [John Coleman](#)





Class 87 020 and 87 022 are seen working through Anton on a long mixed freight train from Pirdop yard to Burgas yard on May 3rd. [John Coleman](#)





Class 87 003 87 019 and 87 028 are lined up at Pridop station on May 4th. [John Coleman](#)





Class 87 019 is seen arriving light engine into Pirdop station on May 3rd. [John Coleman](#)





Another shot of Class 87 004 on the PTG charter train which ran for 3 days around Bulgaria, seen here at Tsareva Livada station. [John Coleman](#)





No. 8142 a SNCF Fret liveried two axled diesel shunting locomotive with Voith hydraulic transmission is seen crossing the river at Lyon with an engineering train on September 17th 2003. [Class47](#)





Built in 1954, this SNCB electric loco had only a year left before withdrawal when this photo was taken at Brussels on October 25th 2002. [Brian Battersby](#)





The last one in this heritage green livery, SNCF dual voltage electric locomotive BB 25236 designed for 1,5 kV DC and 25 kV 50 Hz AC operation, the loco is seen at Lyon on September 17th 2003. [Class47](#)





Carrying the very smart En Voyage livery, that has since been discontinued by SNCF 509282 is a 1500 V DC electric locomotive which was part of a batch built by Schneider-Jeumont/CEM between 1958 and 1964, seen here at Macon-Ville in 2003. [Class47](#)