

Railtalk

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Magazine

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Xtra



City Elefants - Czech's most popular units

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 focus on life outside the UK, and once again we have some excellent shots from some of Europe's finest photographers. Our "From the UK" section this month looks at the summer's happenings along the Dawlish sea wall, somewhere that's always worth a visit.

Well this is our 60th edition of the Railtalk magazine and although the Railtalk Xtra magazine has not been available as a separate edition for all that time, I still can't believe how fast those years have flown by. Many thanks to all of you who have contributed over the years and I hope that all of you have enjoyed reading the magazines as much as we do putting them all together, and we hope that you will continue to enjoy them.

This month I have been really spoilt by travelling to both Prague and Barcelona, two complete opposites in terms of what can be seen, how things are run and security for its passengers. I have to say that Spain is certainly more security conscious and very much like the UK in terms of health and safety on the railways, where the Czech Republic is very open, walking along the track seems to be the norm at some stations as a means of exit and there are not the barriers everywhere that there are in Spain. However I'm not sure though that all this security is actually worth the cost? Are passengers in Spain any safer and are there fewer accidents? I will have to investigate.

David

Once again many thanks to the many people who have contributed this month, it really makes our task of putting this magazine together a joy when we see so many great photos. This issue wouldn't be possible without: Colin Gildersleve, Steve Madden, Brian Battersby, Paul Godding, Richard Hargreaves, Pavel Kopec, Tomáš Kubovec, Martin Grill, Martin Válek, Mark Pichowicz, Richard Weber, Filip Štajner, Pavel Šturm, Bea Želtvayová, Petr Holub, Pavel Martoch, Honza Štofaňak, BVT, Ivo Rušák, Zdeněk, Mirko, Libor Hyžák, Keith Hookham, Jaroslav Charvát, Julian Churchill, Jim Haywood, Matouš Vinš and Piotr Kozlowski.

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Submissions

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

entries@railtalk.net

Please include a detailed description and credits.

Cover: One of the popular Class 471 (CityElefant) EMU's is seen working a passenger train from Beroun to Prague at Údolí Berounky. [Matouš Vinš](#)
This Page: A RENFE/FGC Rodalies Class 465 EMU is seen approaching Garraf with a Barcelona bound service. [Class47](#)



D445-1044 sits under the wires at Venice St. Lucia with a regional service to Calalzo P.C.C on August 2nd.

Julian Churchill





Looking rather small compared to the huge silos at Českomoravský cement in Beroun, this MPZ 40M.008 (ex 710.447-4, T334.0947) shunter is kept very busy at this vast complex. [Class47](#)



On August 2nd, SNCF Class 522 353 is seen hauling the 08:22 TER service from Lyon Part Dieu to Dijon Ville pausing at Belleville Sur Saone. *Jim Haywood*





AWT (Advanced World Transport)
Class 741.504-5 and 741.505-2 are seen at
Kralupy with a coal train on August 6th. [Class47](#)



A Frecciargento Trenitalia "Eurostar Italia"
is seen at Venice St. Lucia on August 2nd
with a Rome service. *Julian Churchill*





L3110 approaches the Cameron St. pedestrian crossing in Thornlie, to the south east of Perth on its trip to Forrestfield with cement wagons. This train will be shunted with other wagons to form the overnight Kalgoorlie freighter which can be anywhere up to 2 kilometers long. [Colin Gildersleve](#)





On June 26th, BLS No. 425181 stands at Kandersteg with a Lötschberg tunnel car service to Goppenstein.



Mark Pichowicz

The station master waves to the driver as Macedonian electric No. 441-506 is seen working a mixed freight past Jane Sandansky station. *Steve Madden*



On July 5th, recently repainted in standard red livery from an advertising scheme, Ge 4/4iii No. 644 is seen approaching Versam-Safien with a St Moritz bound Glacier Express.

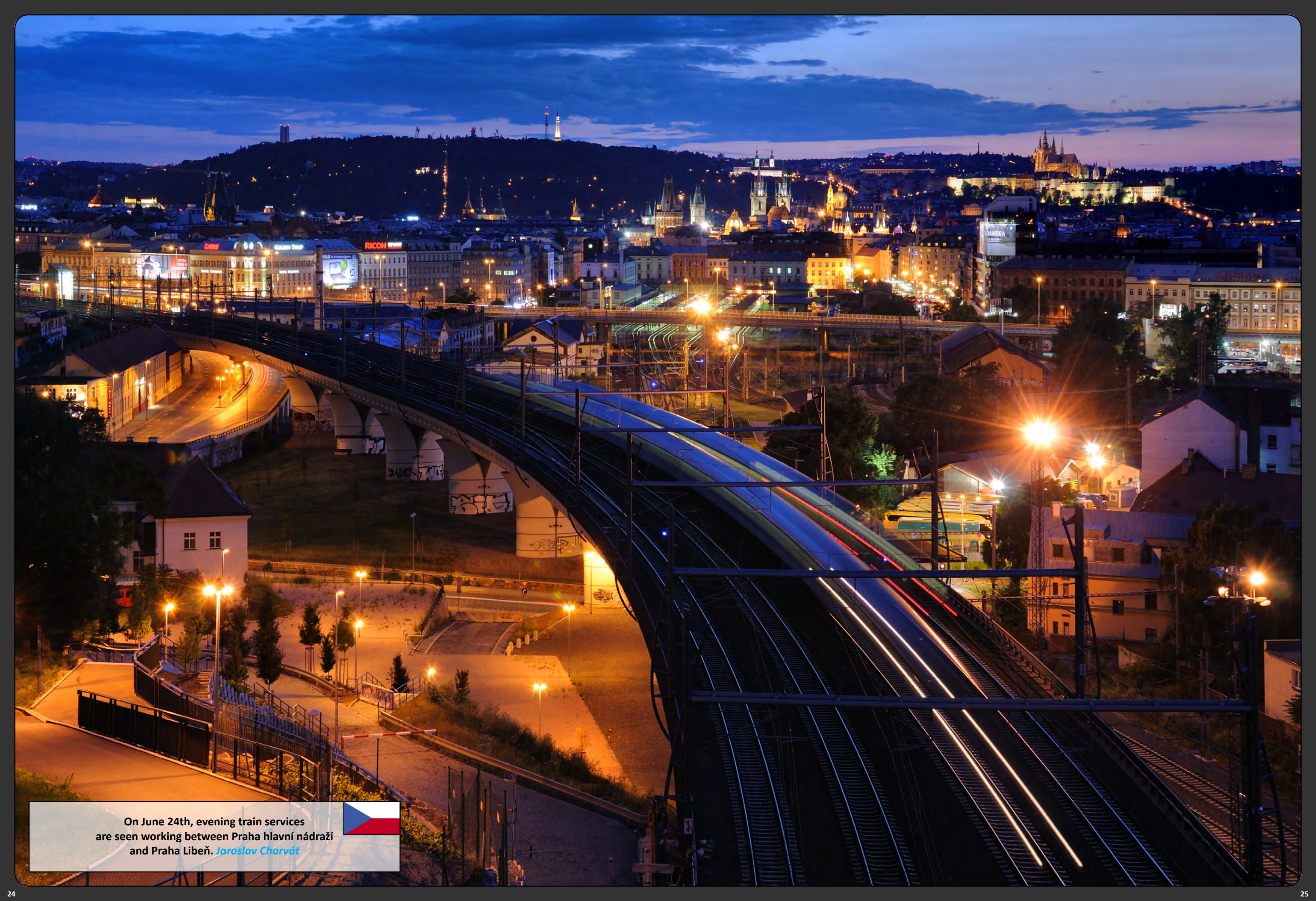


Mark Pichowicz



Former Serbian GM Diesel No. 003
is seen with a loaded coal train from Drenas
Colliery to Miradi Yard on June 15th. [Steve Madden](#)





On June 24th, evening train services
are seen working between Praha hlavní nádraží
and Praha Libeň. *Jaroslav Charvát*



SBB Ae 6/6 No. 11479 climbs between
Faulensee and Spiez with the afternoon freight
from Interlaken to Thun on July 12th. [Mark Pichowicz](#)



A ČD Cargo Class 363 with a freight train from RAKONA Rakovník is seen at Údolí Berounky on April 24th with a Tetín Hradlo - Beroun working. *Matouš Vinsř*





On July 15th, Re 4/4ii No. 11111 is seen close to Château
Chillon alongside Lac Léman with IR1420 11:28
Brig - Genève Aéroport. [Mark Pichowicz](#)





Class 87 029-5 is seen stabled outside the shed at Sofia's Podujane depot on June 12th. Class 87 012 in NSE livery can be seen in the background. [Steve Madden](#)



ЗАБРАНЕНО
ПАРКОВАНЕТО
НА
ПРЕДНАТА РАБОТНА

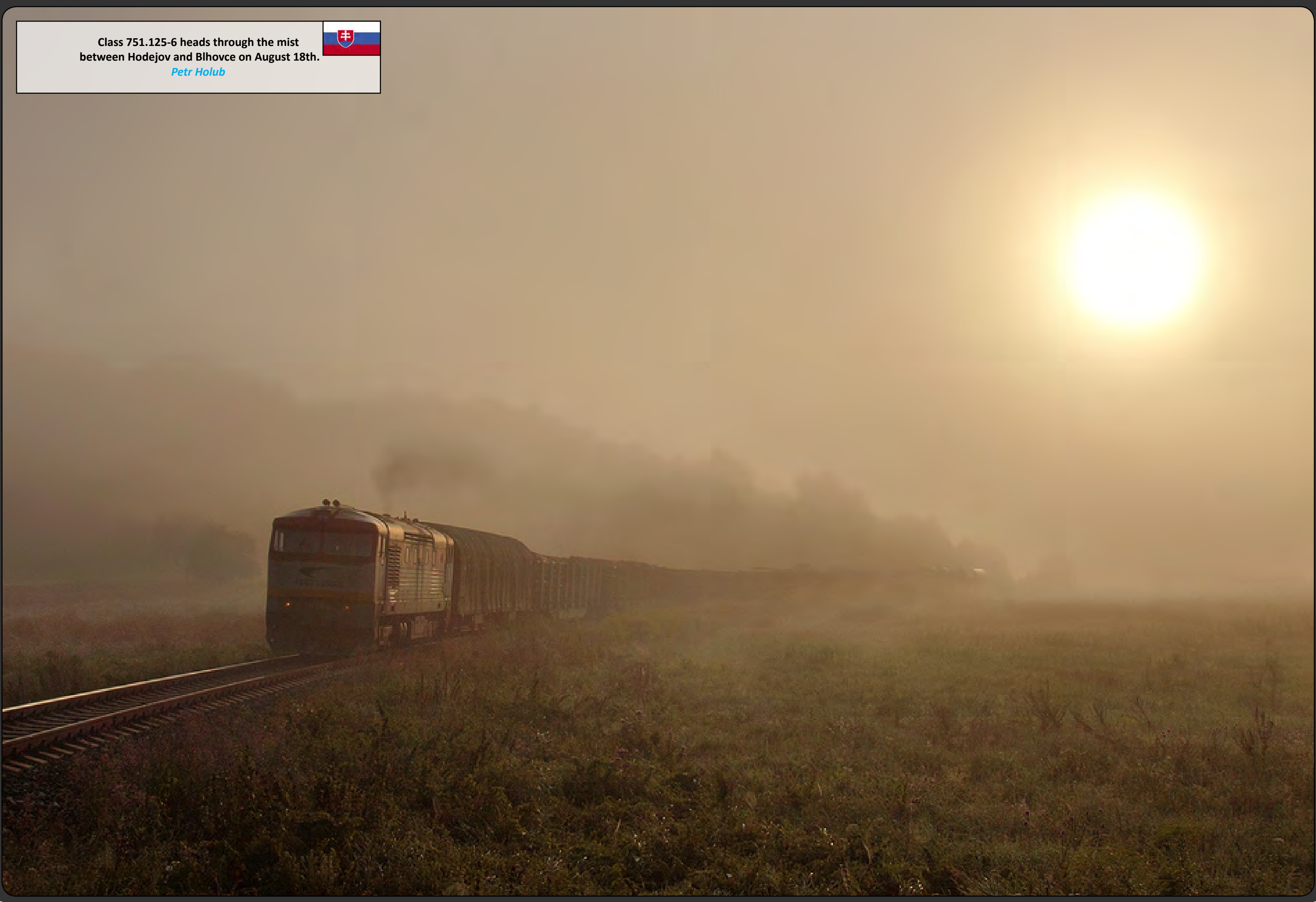
Nohab No. 005 is close to journeys end at
Fushe Kosove with train No. 760, the 05:32 Peje to
Prishtine on 17th June. *Steve Madden*



Class 751.125-6 heads through the mist
between Hodejov and Blhovce on August 18th.



Petr Holub



An SNCF Class X73500 series DMU is seen at Montluçon depot. [Martin Hill](#)



The driver of this Class 363 cleans his windscreen
before departure from Praha Hlavni Nadrazi on June 24th
with a service to Decin. *Paul Godding*



PRAGA
HLAVNI NADRAZI

363 046-4

CSD T426.003 is seen at Tanvald on the rear of a special working to Harachov on August 6th. [Andy](#)



DB Class 101.026 is seen working a Berlin Hbf to Hamburg Hbf express on the Berlin ring at Nudow, July 18th. *Steve Madden*





Spain's Catalan Government Railways, FGC (Ferrocarrils de la Generalitat de Catalunya) Class 213 EMU is seen at Monistrol on the Manresa - Barcelona line heading to Manresa on August 29th. [Class47](#)



Looking rather smart, Czech Cargo Class 742.452-6
pauses at Havlickuv Brod on June 24th.



Paul Godding



In debranded Arriva livery, now that Arriva in Germany has been sold to a consortium including Trenitalia
This Class 223 loco is seen at Plzen on June 21st. [Paul Godding](#)



A pair of RENFE Class 130 Alvia EMUs are seen in Barcelona's Estacio de Franca on August 30th.



Class47



DB Class 203.301-7 passes Ahrensdorf with an
engineers train on July 18th.



Steve Madden



Nohab No. 007 passes some war damaged buildings as it departs Fushe Kosove working the 15:30 to Hani I Elezit on June 15th. [Steve Madden](#)



Class 751.031-6 and 751.089 are seen at Kralupy nad Vltavou on June 23rd as the driver checks the train prior to departure.

Paul Godding



2
4
3



Tatra T6A5 tram No. 8648 now carries the all over advertising livery of Tesco's, seen here on route 26 at Praha Hlavni Nadrazi. [Andy](#)



Již 2x v Praze

Eden Skalka
Otevřeno nonstop

Zdaleka nejlepší
úroveň nakupování

ČISTOTA
Kvalita
Cena

Každý bod se počítá

8648

26

Farewell to the unrefurbished “Goggles”



August 3rd 2011 was the last day of service for Brno's oldest Goggler - Class 750.022, formally T478.3022 it arrived on March 6th 1972. This was the start of Gogglers delivery to Brno, dedicated to replace older class T478.1 (today's Class 751).

In the early nineties, when steam-heated carriages reaches their end of life, 163 locos of the former class T478.3 (today's Class 753) were rebuilt to Class 750 (without old “Kryspin” marking) and 750.022 was the first of 750's with new sandwich steel-rubber mounting system between the main frame and bogies, instead of the original system. This loco was the last 750 in Brno, living a few months longer than it's sisters 750.143, 750.144 and 750.243.

During the next few months it will undergo reconstruction to Class 750.7, along with almost all of the remaining locos of Class 750.

The whole Brno Depot crew, as well as us, the rail enthusiasts, will never forget them...

Photo: The fast train Sp1643 “Radhost” is seen in Morkov, on route 323. This is a very popular location for photographers, on routes 303 and 323, because both trains are hauled with locomotives from Brno Depot.

Text and Photo - Martin Grill



Czech Railways will extend service on trains between Prague and Ostrava



In the sixteen long-distance connections between Prague and Ostrava, passengers will be in the care of first class stewardess's. Czech Railways is to extend the service which was successfully tested in the spring. Stewardess will hand passengers daily newspapers and hot or cold drinks for free. In addition, the establishment of passengers care about the place of their convenience during the trip and also ensure basic cleanliness in the carriages.

This concept was first introduced in late January and tested it on eight routes between Prague and Moravia. By extending services from September traveling in first class with stewardess's in virtually all categories of long-distance connections EC, IC, Ex, which go from Prague to Ostrava or vice versa.

"That's not the only news they are going on this session. We want to improve communications in trains as well as catering services. In addition to dining cars, we will gradually expand the sale of food directly from the minibar and the SC Pendolino trains will offer daily newspapers, and free water to passengers in second class," says Deputy Director General of Railways for passenger transport Antonin Blazek. "It is logical that we try to keep our passengers. The primary aim is that we guarantee quality passenger carriages and on Pendolino trains give unrivaled shortest driving time."

Another advantage of a network of national carriers is the continuity of long-distance trains connecting to regional connections and additional services. "For example, launching the CD Taxi service, because that can ensure our passengers in Prague and Ostrava main station and in the Ostrava-Svinov taxi and after submission of our Taxi guarantees them a ticket price and service quality."

ÖBB locomotive rolled out to advertise the cult musical Cats



For the first time the legendary musical CATS classic comes with its own theater tent to Europe. During the tour of German-speaking cities, the hit musical will appear in Vienna between 29th January and 25th March 2012. CATS is now advertised with a 10,000-horsepower Taurus locomotive, which now sports for six months a stylish design Cats by Austria. Recently the new ÖBB-CATS-Lok was presented to the public at Wien Prater Stern. The design will inspire not only the musical fans, in addition to the dominant color of black, well-known motifs such as CATS and the yellow cats eyes are displayed.

ÖBB travel with the cult musical

CATS to bring viewers as convenient as possible to their destination, Rail Tours Austria CATS one package for car drivers. From 185 € return for ÖBB passengers from any station to Vienna, an overnight stay with breakfast in a 4* hotel plus tickets for the show in the price. Book your ticket by phone 01 / 89930-80, available at www.railtours.at/konzerte.html musicals - as well as in all offices at the station.

Hit musical CATS guest in Vienna

CATS enthusiastic worldwide since its premiere in London in 1981, more than 65 million viewers in over 300 cities and over 30 countries and has been translated into ten languages.

From 29 January 2012, the musical opens in New Vienna Marx his tent for the first time and brings his own "cat world". The cat-ball is placed in a specially designed theater for the show scene in the tent, so that even the viewers to participate directly in the events.

The producers Maik Klokow and Michael Brenner are enthusiastic: "CATS is the most popular musical in the world We're pleased to present this popular production of Andrew Lloyd Webber as a large number of guest performances in selected cities."

Tickets for CATS are ticket service at 01 / 96096 on the Internet at www.oeticket.com and at all ticket offices.



Implementation of the new maintenance base at Jerez de la Frontera



In August, Adif released the new maintenance base in Jerez de la Frontera, Cadiz. Thus, Civia commuter trains which until now did maintenance at the facilities in Madrid will review a new center of almost 2,500 square meter cargo terminal at Jerez.

The center has several parts: an inner used to repair the underside of the train, depot for supplies, and office area. The exterior has built a third track electrified railway parking and the center has a 16-ton crane for mounting heavy and platforms to intervene on the sides and roofs.

The process is as follows: units will have access to track 1 and before going inside the facility undertake scheduled functional tests (brakes, traction ...) and the disposal of sanitary water. Then acts on the precise elements (low gear, sides, roofs, pantograph, etc.), While on site, attention will be paid to the interior and comfort items such as lighting, windows or seats. Once the train is ready is sent to join the regular service for the next morning.



This is the initial activity of the workshop, although the characteristics of the new center will enable future work in the maintenance of any self-propelled electric trains of the Bay.

Jerez base is part of an ambitious technological modernization of Renfe, integrity, whose goal is to be a leader in railway maintenance and manufacturing, and developing construction projects, extension and improvement of facilities and workshops from the incorporation of the new fleet of trains on the company



Commissioning of the new station at Vienna Blumental



Liesing Vienna has a new S-Bahn station: The station “Wien Blumental” has been put into operation. The new station is on the line between the stations Pottendorfer Meidling and Hennersdorf (W), near to the underpass Rosiwalgasse. It lies on the border of the 10th District and offers new and existing businesses as well as the nearby residential areas in Liesing a direct connection to the public transport network.

The station at “Wien Blumental” brings significant improvements for passengers, including:

- a new island platform covered with Wartekoje
- roadmap illuminated display cases
- and a reactive control system.

A video surveillance enhanced sense of security of travelers.

Coinciding with its current operation is also the release of the underpass for pedestrians, cyclists and buses. The new station replaces the old one, the temporary station at Vienna Inzersdorf.

Interchanges attractive for commuters

“We also have a car parking area for about 70 cars and 25 bicycle parking spaces created. We hope the new station is thus an attractive future interchange for commuters from the suburbs,” said project manager Peter Ullrich of the ÖBB-Infrastruktur AG.

Schülerbus

In the area of the car park there is a separate bus lane Schülerbus between the stop and the school which will be built in the Draschestraße. The extended work on the refurbishment railway underpass Rosiwalgasse allows easy passage for these and possible future bus services.

The investment costs for the entire, nearly 2 km long section between Liesingbach bridge and Vienna’s city limits amounted to 37.1 million euros. In this area were around 13 km of track and 23 turnouts laid and bridges, noise barriers, build new signaling and safety equipment and the new transportation station.

The railway station of Alicante hosts the exhibition on the new House of the Mediterranean



The exhibition shows the various works and performances that will turn the other station in town (Benalúa) in the House of the Mediterranean initiative is part of the actions of Corporate Social Responsibility Adif through Program Open Season

Starting on 30th August, until 26th September, the railway station of Alicante will host an exhibition on the various works to be held in Alicante Benalúa station in order to host the House of the Mediterranean.

The exhibition, entitled "New Headquarters Mediterranean House" provides a comprehensive overview of the whole process of transformation that will convert the old station Benalúa known as Murcia station, the headquarters of the House of the Mediterranean. The sample described in detail the process of metamorphosis that turns a rail terminal meeting point and home to a public institution, place of reflection and dissemination of various expressions which houses the Mediterranean.

This process of transformation began in July 2009 with the transfer agreement by Adif of that station to the public consortium "House of the Mediterranean", comprising the Ministry of Foreign Affairs and Cooperation, the Spanish Agency for International Cooperation Development (AECI), the Generalitat Valenciana and the municipalities of Alicante, Benidorm and Javea. In this context, ADIF, realizing the great importance of the project to the city of Alicante, gave the building located at the confluence of Oscar Esplá Avenue and Avenue of Elche, with an area of 1,394 m2 on the ground floor, 380 m2 on the first floor and 1336 m2 under canopies.



ADIF, socially responsible company

ADIF is set among its commitments to meet the challenges of society to make the railway infrastructure and facilities an ever more valuable to the public, welfare and progress contributor and solidarity with those who need it most under the Company Plan Citizen Adif.

In this sense, one of the main priorities of ADIF is to enhance the stations as meeting places, culture and dissemination of values accessible to all citizens. To this end born Adif Program Open Season, which is part of this initiative and have a place in which activities of social interest and public interest, such as exhibitions, concerts, publicity campaigns and awareness of values.

The Railway Infrastructure Administration is repairing the line which has been damaged due to the derailment of a train set with historical vehicles



Prague, 3rd August 2011 – the accident which occurred on 29th July 2011 near Jihlava was induced by the derailment of a historical carriage and steam locomotive which caused immense damage to the track section Jihlava – Okříšky to such an extent that it had to be closed. The derailment induced considerable damage to the line and regular trains had to be replaced with alternate bus transport. A part of the track section has already been repaired; however, some tracks in the worst damaged sections still have to be attended to.



The train set, which included a steam locomotive with historical carriages, was heading for a weekend event in Slavonice. The Railway Infrastructure Administration discovered the very first two traces of derailment in the section between the stations Okříšky and Bransouze. There the carriage had re-railed itself on a level crossing.

The second derailment was recorded after the railway station Luka u Jihlavy. There the carriage re-railed on a switch on the line and the final derailment occurred outside the railway station Jihlava.

The non-standard performance of the train set was noticed by an SŽDC's employee – a track supervisor – between the stations Luka u Jihlavy – Jihlava - who promptly alerted the traffic control office in Jihlava with a request to stop the express trains before the line inspection was carried out.

The director of the Regional Infrastructure Administration Jihlava immediately ordered a special inspection. 16,000 fasteners, 1,000 clips and 2,000 clip bolts had to be replaced. The plates in the structures of the level crossings have also been damaged as well as check rails on the switch in the station Jihlava. The damage to the railway infrastructure in the section totals CZK 4.5 million.

The Railway Infrastructure Administration has already repaired the track section Jihlava – Bransouze. The track section between the stations Bransouze and Okříšky has been closed and the line is being repaired. The operation of this track section should be restored in the evening hours on 4.8.2011. It is planned to close the line in the daytime on Friday, Saturday and Sunday in order to finish the repair work.

The cause of this accident probably lies in a technical defect of a historical carriage; nevertheless the whole case is still being investigated.



Work on the construction “State border with Slovakia – Bystřice nad Olší” in progress



Olomouc, 16th August – The new project documentation on the completion of the tunnel reconstruction was approved for the track section state border with Slovakia – Mosty u Jablunkova. In March and April, tunnel grouting was effected and the tunnelling is in progress now. Since April, the work has been proceeding during the possession of track No. 2 in the track section state border with Slovakia – passing loop Šance. The work continues on the railway superstructure and substructure and drainage, bridge structures and culverts, noise protection measures (noise barriers) are being implemented and a new contact line system is installed.

In the following months, work will proceed in the railway station Bystřice nad Olší, focusing on the completion of the reconstruction of the railway superstructure, substructure, contact line system and track earthing, signalling installation on the gridiron (laying of crossovers). The implementation is connected with the work completion during track possessions at the construction BYČT nearby.

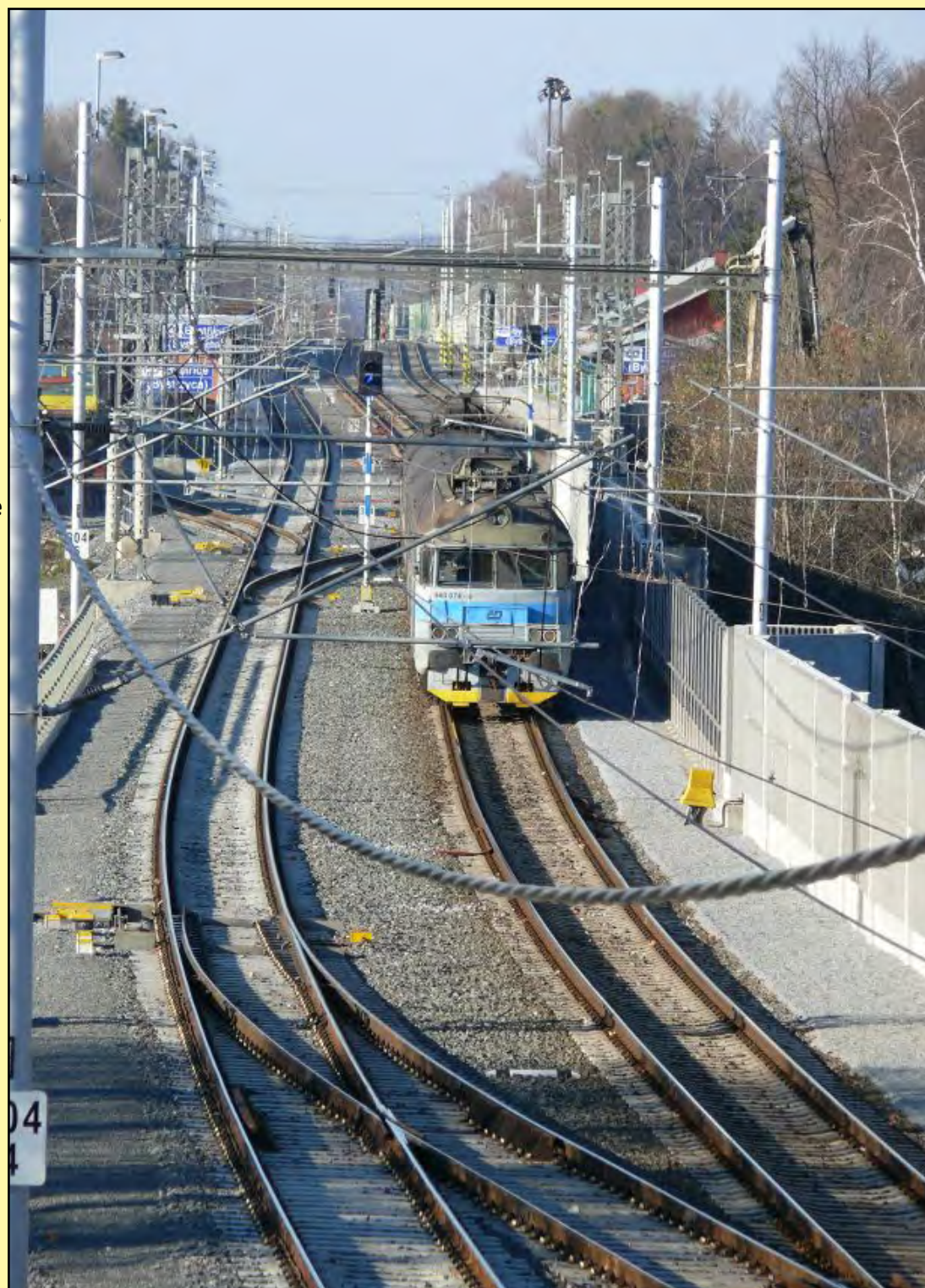
As a result of the collapse of the Jablunkovský Tunnel and subsequent recast of the documentation, the original deadline for the construction completion - February 2011 - could not be met. The new deadline for the completion of the whole construction is 31 August 2013.

All constructions follow the new work schedule and its sub-deadlines are met. In 2012, work will proceed on the completion of the two-track tunnel, landscaping, planting of greenery as replacement of felling, completion of IPO in Mosty u Jablunkova.

The new tunnel will be completed in the 1st quarter of 2013. The operation will be shifted from the current one-track tunnel. An escape gallery, which will be created from one half of the current tunnel, will be subsequently completed. The second half of the tunnel will be filled up. This step will complete all the work in compliance with the new project.

The construction has been put forward to be co-funded by the European Union under the Operational Programme Transport through the Cohesion Fund.

Photo: Work on the construction at Bystřice nad Olší railway station.



Renfe in Cadena SER



The president of Renfe, Teófilo Serrano, has been responding to questions from listeners of radio station Cadena Ser in a recent radio interview. Themes of every kind emerged during the 30 minutes, from those related to tariffs, the adaptation of new technologies trains and some doubts concerning the different paths offered.

President of Renfe in Cadena SER

One of the issues that most concerns raised was the transport of bicycles on different trains. As our president said, “coordination between bike and train is extremely interesting, because it is a means of transport fully respectful of the environment.” Thus, the trains offer the possibility of transport, always guaranteeing the welfare of consumers. Another interesting topic that said the president was the possibility of incorporating Wi-Fi in the TGV: “We are working on it, as we find a fundamental tool for work or distracted. We are looking at different proposals and we believe that later this year or early next and will be a reality.” What remains to be determined is whether the service will be free or paid, as they are exploring alternatives. In any case, Theophilus said the company will offer the service as affordable as possible if it is finally free. Linked to technology, there was a request to incorporate sockets on trains, matters relating to the modernity of the machines: the convoys and have built new electrical outlets to connect any device and is only a matter of time that is possible in any of our trains. Finally, the President explained that they are working to implement a new fare system, similar to that used by airlines and so adjust prices according to the conditions and terms that you get the ticket. On the other hand, said the offers available this summer, as the rate table, which allows four people traveling together for the price of two.



Stadler won the maintenance of Bombardier Talent trains in Hungary



Hungarian State Railways MÁV closed the public procurement for the maintenance of 10 Bombardier Talent trains successfully, which the railway company issued at the end of last year. The tender that ended in August was won by Stadler Hungary Railway Maintenance Ltd, which is a subsidiary within the group responsible for the maintenance of Stadler trains in Hungary. According to the contract, the company located in Pusztaszabolcs will take care of the preventive maintenance of Talent trains until 2017. According to the plans, the parties are going to sign the contract in August, under the terms of which Stadler will start the activity on 1 October 2011. The winning of the tender is a milestone for Stadler, as it is the first time for the group to win the maintenance of a product made by different manufacturer.

Stadler is going to provide the preventive maintenance services for the Talent trains in its state-of-the-art facility in Pusztaszabolcs. Stadler has extensive experiences in the field of rail vehicle maintenance, as the company has provided the overall maintenance for MÁV’s 60 FLIRT trains since 2007. The 60 FLIRT, for the delivery of which Stadler won a tender in Hungary in 2005, have become the largest fleet in the modern history of the Hungarian railway company. The winning of this procurement is also a milestone for Stadler, as this is the first time in the history of the company to win the regular maintenance of a product that had not been produced by the group.

Zoltán Dunai, country manager of Stadler in Hungary in relation with the tender result said: “The objective of the tender issuer with the procurement was to select a contractor, which is able to fulfil the maintenance of Talent trains cost effectively on a high quality level. We are confident that we are able to fulfil this request, and do our utmost to provide the service of same quality just as for our own product, which operate with a very high availability of 94% on the Hungarian rail lines.”

26.4 million euros allocated to the redevelopment of the northern end of the Barcelona Sants station



This action aims at adapting the facility for connection to the tunnel linking the station with the La Sagrera. The solution allows to maintain the current capstone, representing a significant reduction of the effects on surface mobility

The Ministry of Development, through ADIF has awarded the company Sacyr the refurbishment of the north end of the Barcelona Sants station to connect to the tunnel of the High Speed Line Madrid -Barcelona-French border that will connect with the Sagrera.

The budget of the award, approved by the Board of ADIF, amounts to EUR 26,420,628.5.



Currently, sidewalks and freeways in Sants are oriented towards the east (Avinguda de Roma). The new high-speed tunnel connects with the terminal from the northeast (Calle Provenza), making it necessary to reorient and align their facilities available to suit the new configuration. Later, using the corresponding track switches, connecting with the double track tunnel that comes from high-speed Sants-La Sagrera.

The project comprises a set of amendments to the underground structure of the station to carry out a redefinition of the beam paths. In this way, will be rebuilt and demolished pillars Scinco 50 m stretch of retaining wall that supports the current coverage for their replacement by metal trusses supported delivery in the new screen containing the tunnel and a new line pillars supports geometric dimensions required by rail traffic. The new definition of beam paths will, in future, adding routes currently used for conventional traffic across those settings.

To get the new provision will be removed the six high-speed tracks in north end for the subsequent execution of a new section of 800 m in length, through the installation of track on ballast. Also be placed rigid catenary and reattached the security and communications facilities, maintaining the current technology

Adif improvement works completed at 27 stations near the center of Barcelona in the first half of the year



ADIF has completed work on improving accessibility in the field of 27 stations near Barcelona during the first six months of the year. The set of actions that have been completed during this semester involves a total investment of over one hundred million euros.

These actions reflect the commitment of the Ministry for the Promotion of investments for continuous improvement of its infrastructure and network stations near Barcelona, with the aim of offering a higher performance security, accessibility and comfort to its customers and citizens. Also, are part of the agreement signed between the Ministry of Development, ADIF and Seitter (Sociedad Estatal de Infraestructuras Land Transport) to carry out actions to improve the rail network owned by the State in Catalonia, which includes investment for the modernization of stations and measures to improve lines. Also reflect the commitment of the Ministry of Development to conduct a comprehensive investment plan for continuous improvement of its infrastructure and network stations near Barcelona, with the aim of offering a higher performance security, accessibility and comfort customers and citizens.

So far, they have concluded the work carried out at stations Montgat Nord, Montgat, Sant Andreu de Llavaneres, Mataró, Granollers Centre, Gualba Palautordera, L'Hospitalet de Llobregat, Montcada i Reixac, Cubelles, Gava, Garraf, Badalona, Maçanet-Massanes and Sant Celoni, and the first phase of works (have split into two) Maçanet-Massanes, Sitges, Vilassar, Caldes d'Estrac, Sant Vicenç de Calders, Vilanova i la Geltrú, Calafell, Segur de Calafell and Cunit.

To these were added the new exchangers La Meridiana and Sabadell Sagrera-Nord and the new passenger building station Viabrea Riells i-Breda. The progress of the works during the first half of the year has also put into service during the months of July and August the new station facilities in Santa Susana, Vilamoura, Molins de Rei, Caldes d'Estrac and Sant Adrià Besos.

On the other hand, currently works in progress for a total in excess of 53.8 million euros to benefit Montmeló stations, El Clot-Arago, Plaça de Catalunya, El Masnou, Premia, Malgrat, Calella, Blanes, Canet, Pineda, Tordera, Arenys de Mar, La Molina, Barcelona França, Cornell, and Ocata Vilassar-Cabrera, and the second phase Vilassar stations, Sitges, Segur de Calafell, Calafell, Cunit, Sant Vicenç de Calders and Vilamoura. On Llagosta have been launched this semester's work to build a new passenger building and adaptation of facilities. All of them are expected to finish during this year or early 2012.

In general, work on improving accessibility performances consist of platforms, including the lengthening (elevation up to 68 cms above the lane, which facilitates access to trains flat feet) and its extension to the 200 useful in order to accommodate the needs of the new Civia already providing part of the Barcelona commuter service.

An important aspect is safety, added to the accessibility, as embodied in the reform and construction of underpasses between platforms, to avoid the transit area, including the installation of lifts to allow full accessibility to disabled users. In addition, fixed ladders have been renovated and installed in some cases, escalators and ramps, thus removing, where appropriate, the steps at existing woodwork in some seasons. All with the aim of not only providing the infrastructure for full accessibility, but also to maximize the security measures for circulation and users.

In other cases, works have focused on the buildings of travelers, either optimizing existing spaces, by extending its useful surface. In some cases, such as Montgat Nord, La Llagosta or Riells, has replaced the existing station with a new passenger building.

Have also been taken to facilitate referrals of people with vision problems. Thus, we have installed the platform edge pieces, strips and stripes luminescent podotàctiles alert the user of its proximity to the tracks.

The works are executed mainly maintaining operational facilities (or opening other provisional) and without affecting the rail traffic, except in specific cases, for which often works at night, especially for the construction of underpasses and sidewalks (by proximity to trains and to ensure safety, do not support the traffic).

The aim of ADIF is that in 2012 90% of travelers in Spain has full autonomy in the access to stations.

Adif has improved the accessibility at eight stations around Tarragona during the first half of 2011



Adif has done work on improving accessibility at eight stations in the province of Tarragona in the first half of 2011. Four of them, L'Hospitalet de L'Infant, Ulldecona Altafulla-Tamarit Tarragona, belong to the standard gauge line from Barcelona to Valencia. The other four stations form the core of near Barcelona and R2 belong to the South, is: Sant Vicenç de Calders, Calafell, Calafell and Segur Cunit.

The main action taken in these facilities have included the lengthening and extending platforms for easy access to trains, the replacement of old timbered steps between platforms slip rubber step for increasing security, improving access, parking and other facilities, etc. In the case of commuter stations have been built new underpasses to allow passage between platforms with the highest safety and have been equipped with elevators suitable for guests with disabilities. Moreover, in Calafell, Calafell and Segur de Sant Vicenç de Calders have been renovated building facades of travelers, while in Cunit are shelters on the platforms to protect users in adverse weather conditions.

In order to improve safety and accessibility, especially for people with visual disabilities have been installed in bands near the platform edge to warn of the proximity to the trains. Also, some stations have carried out works to adapt underpasses, toilets, parking and other facilities to the needs of people with disabilities.

In L'Hospitalet de L'Infant has installed an awning shelter 16 m in the main platform and new lighting has been placed on both platforms. The passenger building has also been improved and the application of treatments to prevent seepage and dampness and rehabilitation of various elements of the structure.

The performance this season was completed with the marking of a parking area for disabled persons with accessible route to the platform both as the main waiting room. At the station Ulldecona-Alcanar-La Senia, were executed, in addition, access ramps to the existing underpass.

Finally, in Tarragona has completed the first phase of the modernization work which will involve a total investment of 17 million euros. The project includes not only the refurbishment of the passenger building, which will double the area devoted to public use, but also increased the accessibility of the platform area by modifying existing underpass, the new configuration of the tracks of the season to increase the width and length of platforms, and the study of a footbridge for urban use to improve the permeability of the rail infrastructure.



Adif invests € 1.3 million in the rehabilitation of the main facade and two towers of the Puerta de Atocha station



ADIF has awarded, amounting to 1,332,253 euros, the contract for the rehabilitation of the main facade and two towers of the historic station Madrid-Puerta de Atocha. The works, which will have a lead time of eleven months, including the restoration of the sculptures in the shape of chimeras that crown the curtain glazed gable of the facade, sanitation and restoration of existing other ornaments, and cleaning, conservation and general maintenance of the glazed curtain. It also provides for the rehabilitation, conservation and building facades and roofs of the side towers or pavilions located on the main facade of the station.

The rehabilitation work will take into account the special historical and artistic importance of this architectural complex, declared of Cultural Interest (BIC) in 1995. In addition, the railway station Atocha Madrid belongs to the Historical Complex of the City of Madrid and is included in the catalog of protected buildings in the General Urban Plan (Plan) of the capital with the highest degree of protection. The objective of this contract is not only preserve, restore and consolidate the various building elements, also seeks to enhance their knowledge and get its value. The working methodology to follow part of both the current situation and an analysis of existing historical documentation. The aim is to make an integrated conservation, preferably based on using traditional materials and techniques for the restoration and consolidation of the constructive elements of the building.

Traditional materials and techniques

Thus, the materials used conform to those presented by the building or who had previous interventions before, as Puerta de Atocha underwent a major refurbishment to mark the commissioning of the first Spanish high speed line Madrid- Sevilla. When necessary replacement materials will be replaced with the same characteristics, qualities, color, shape and appearance. Thus, it is expected to maintain the current metal frames the holes in the ground floor of red, placed in the rehabilitation of the early 90's of last century, while the first floor will be installed woodworks. With regard to the glazed curtain, it is necessary to complete disassembly of the new glazing and ensure its fixation with new sealed elastomer (natural or artificial materials that have high elasticity). Also, reposition the existing floating pavement on the terrace of the main facade of large granite tiles. Moreover, the project will introduce original elements do not exist today, such as storm shutters of timber on the first floor, the woodworks of holes in the same plant in the north facade facing the terrace and the decorative band elements of iron that is missing in the bottom of the arch-truss. In the intervention on structural elements, and even the possible replacement of some of them, use materials, construction systems and solutions similar to the original as to its function. Thus, we used structural materials whose function is equal to the original, so that its introduction does not alter its operation. Finally, do not alter the finishes that characterize and particularize the building, and textures, techniques and colors of exterior finishes are the original building. The contract was awarded to Bauen Construction Company

Adif concludes the work on improving accessibility at Molins de Rei station (Barcelona)



Adif has completed the refurbishment of the station Molins de Rei (Barcelona), located in the line of conventional gauge Sant Vicenç de Calders, Barcelona Vilafranca, which have included the improvement of accessibility through raising the level of the platform routes 3A and 5, to facilitate a safe and convenient access for users to trains. The work has had a budget of 115,944.4 euros. These actions, which have been made compatible with the normal railway operation and were made mostly at night, have included the lengthening of the level of the platform to a height of 68 cm from the bound lane on a length of 200 m, This will increase the accessibility, safety and comfort is offered to users.

The edge piece of sidewalk has been replaced by a concrete piece of white silica 60 cm wide and two nonskid strips 5 cm wide. The rest of the floor of the platform was made with prefabricated slabs of color. The work has been complemented by the adaptation of existing stairs of the underpass through the construction of two new steps for each. Have also been screed manholes and have removed the elements of signage and lighting for reassembly. Finally, seven lamps have been replaced and two television cameras.

These actions are part of the agreement signed between the Ministry of Development, and SEITT Adif (State Company for Land Transport Infrastructure) to carry out actions to improve the rail network owned by the State in Catalonia, which includes the execution of investments for the modernization of stations and measures to improve lines. In addition, part of the overall investment plan for continuous improvement of its infrastructure and network stations near Barcelona running the Ministry of Development, with the aim of offering a higher performance security, accessibility and comfort customers and citizens. Currently, Adif has or is implementing improvement works in 53 stations of the network near Barcelona, for an amount in excess of 100 million euros.

These actions are a sign of strong commitment by the Government of Spain has to improving infrastructure, especially railway in Catalonia and are a strong job creation and new opportunities for citizens. In 2010 alone, Adif made an investment of 1,350 million euros, an increase of 30% over fiscal 2009.



Veolia Transdev and Buongiorno !Digital launch MOBITrans[®], the real-time transport information platform, accessible from any mobile phone connected to the internet



The new version of MOBITrans[®] fits into the innovation dynamic being deployed by Veolia Transdev in the digital and mobile technology field in order to ensure transport's evolution towards a new generation of intelligent systems.

To mark the unveiling of Reims' new tram system, Veolia Transdev, a global benchmark in passenger transport, and Buongiorno !Digital, Europe's leading independent interactive mobile marketing agency, are announcing the launch of the new version of MOBITrans[®], the mobile Internet platform for real-time transport information. So far, it has been deployed in 5 French cities: Nantes, Montpellier, Orléans, Grenoble and Reims.

At the cutting edge of innovation in terms of its ergonomics, flexibility of use and range of functions, the MOBITrans[®] platform offers transport users a raft of personalised services, accessible from all mobiles and smartphones with Internet access.

The new MOBITrans[®] platform exploits the unrivalled experience of Veolia Transdev with the first version of MOBITrans[®], introduced in Nantes in 2003, and the know-how of Buongiorno !Digital in the design and implementation of interactive mobile-based applications. Buongiorno !Digital is responsible for the creation, management and deployment of the new MOBITrans[®] platform across the Veolia Transdev networks.

Free of charge for users (excluding any call costs), the new service is compatible with any mobile phone equipped with Internet access, from older mobiles to the very latest smartphones, and boasts ergonomics suited to each without any downloads being required.

MOBITrans[®] allows users to manage their transport times more efficiently by providing real-time information on the public transport network (waiting times and traffic information). Each user also benefits from connected services such as the saving of their favourite stops, which they can access from their computer using the Widget version of the platform.

After Nantes, Montpellier, Orléans and Grenoble, the new Reims platform is being tested in the city since 23 May 2011, following the unveiling of the tram system and the restructured Bus - Tram network. The tests continue on the summer bus schedules basis and the platform will be operational on the Bus - Tram CITURA at the beginning of September 2011. Now covering over 4,500 public bus or tram stops within France, this latest version of MOBITrans[®] offers fully reworked and especially user-friendly ergonomics, which each transport network can personalise and present to suit its own visual identity.

With a total of 25,000 to 30,000 visits per month since January 2011, the service has got off to a promising start that confirms its relevance.

The MOBITrans[®] platform constitutes a rich complement to the passenger information solutions which Veolia Transdev is developing for its customers. It fits into the innovation dynamic deployed on the Veolia Transdev group's other networks such as Lignes d'Azur in Nice or TRA in Seine Saint-Denis.

"This new version of the MOBITrans[®] information service takes the mobile Internet technology curve into account and offers a service suited equally to new-generation smartphones and to older mobiles. We are already working on the integration of new services, as public transport needs to fully embrace the information technology era. This is one of the priorities for the Veolia Transdev group," says Dominique Gauthier Director France Veolia Transdev.

"The new MOBITrans[®] platform brings users an innovative service that's useful on a daily basis. It is a precursor to future developments of contactless mobile platforms in which Buongiorno !Digital has a role to play and expertise to contribute." Omar Fadil, General Manager Buongiorno !Digital France & Germany.

An innovative concept

MOBITrans[®] offers real-time mobile Internet information, based on a pooled concept and standardised interfaces permitting its installation on any network equipped with a time-based global positioning system meeting these standards.

Usage principle

The user can primarily access two types of "real-time" information: waiting times and information on disruptions to traffic on the lines which they have selected, as well as searching for nearby stops, saved favourite stops, etc.

Waiting times

For the stop and line of their choice, MOBITrans[®] gives users the waiting times for the next two buses or trams, for each destination and in real time. The user can search for a stop by name, by the street they are on, or even by the number of a line. Available soon, the use of mobile GPS is enable the closest stops to be indicated automatically without having to enter the address manually.

Personalisation

The user can add specific stops to the "Favourites" section, thereby permitting rapid access to personalised information.

Smartphone adaptation, widget

MOBITrans[®] offers totally reworked ergonomics tailored to the graphics standards of each network, including iPhone-specific graphics that make it especially easy to use. New consultation methods are also available, such as the widget.

Ease of access

A shared portal, www.mobitrans.fr, allows the user to access the service for their city. They can then add the website to their favourites. Each transport network also provides a simple and direct web address for connection.



Summer in the South West - Dawlish 2011

Every Summer, many enthusiasts travel from all over the UK to have a holiday in the South West of England and in particular the county of Devon and the spectacular main line run along the sea wall at Dawlish. Many excellent locations are available for photography in the area, and when tired of those, then there are also many preserved lines where classic British steam and diesel locos can be found.



On August 2nd, Cross Country HST power car No. 43378 leads a Dundee - Penzance service along the sea wall at Dawlish. [Richard Hargreaves](#)

On July 30th, Class 142 068 and 142 009 work a Paignton to Exmouth service. These units are in unbranded blue livery, ready for a transfer north into the Northern fleet. [Richard Hargreaves](#)



Still carrying the remains of its previous Network West Midlands livery, and recently added to the First Great Western fleet is Class 150 126, seen arriving into Dawlish on August 1st. [Richard Hargreaves](#)



A Cross Country Class 221 working a Penzance - Glasgow service passes Boat Cove at Dawlish on August 6th. [Steve Thompson](#)



First Great Western HST power car No. 43037 heads a London Paddington - Plymouth service through Dawlish on August 3rd. [Richard Hargreaves](#)





On July 27th, the Network Rail HST made a run along the sea wall, seen here heading back to London with power cars Nos, 43014 and 43062. [Richard Hargreaves](#)



Above: A change from the usual First Great Western services along the sea wall at Dawlish on August 15th, when DRS ran 5225 from Crewe Gresty Bridge to Plymouth, comprising Class 57 009, 2 MKIIs coaches and Class 37 409. Here is the Class 57 leading the ensemble onto the Colonnade Viaduct at the west end of Dawlish Station. [Steve Thompson](#)
 Below: Also on August 15th, another loco-hauled working appeared as Class 66 601 worked the 6228 engineer's train from Eastleigh to Hackney Yd. [Steve Thompson](#)



On August 16th, Class 37 409 was employed on route-learning duties, making three trips down the Paignton branch. It is seen here setting off from Newton Abbot on it's second foray down the branch. [Steve Thompson](#)

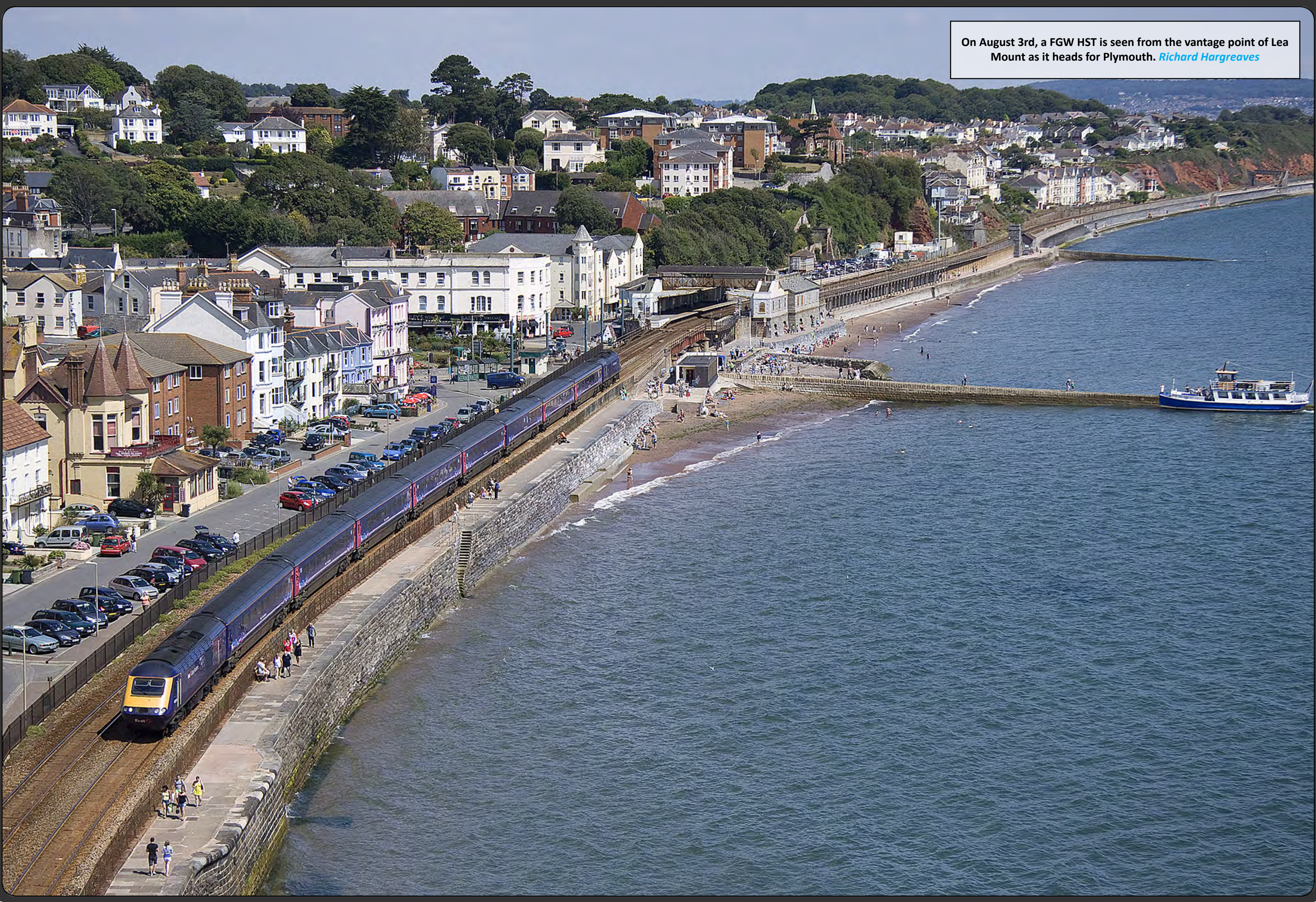
On August 2nd, First Great Western Class 158 749 and 153 382 head for Paignton. [Richard Hargreaves](#)



On August 19th, the sporadic Moorswater cement ran, and it's return to Westbury as 6C66, hauled by Freightliner's Class 66 622, managed to coincide with a break in the clouds, but only just!. [Steve Thompson](#)



On August 3rd, a FGW HST is seen from the vantage point of Lea Mount as it heads for Plymouth. *Richard Hargreaves*



DBS Class 66 116 heads towards Plymouth with the 6C62 15:16 Bristol St. Phillips Marsh – Tavistock Junction fuel tanks. [Richard Hargreaves](#)





Above: One of the many preserved lines in the South West is the Bodmin and Wenford, where the magnificent LSWR T9 No. 30120 is pictured departing Bodmin Parkway on August 9th. [Steve Thompson](#)
 Below: Another great railway to visit during a visit to the South West is the Paignton and Dartmouth Railway. This is Great Western Railway (GWR) 5205 Class 2-8-0T No. 5239 seen at Paignton. [Richard Hargreaves](#)



Above: The West Somerset Railway heads from Taunton (Bishops Lydeard) to Minehead. This is Great Western "Large Prairie" No 4160 ready to depart Bishops Lydeard heading for the seaside at Minehead. [Richard Hargreaves](#)
 Below: GWR 4900 Class (Hall Class) 4-6-0 steam locomotive No. 4920 "Dumbleton Hall" is seen stored at Buckfastleigh on the South Devon Railway. [Richard Hargreaves](#)





1955 vintage, CC 65005 is seen at Agrivap Trains of Discovery, also known as the Tourist train Livradois, a private line in Ambert, Auvergne. [Martin Hill](#)



On March 13th 2007 an SNCF TER
Class X2100 diesel unit is seen at Gare de
Carmaux. *Martin Hill*



Le petit train jaune leaves daily from Bourg-Madame and from La Tour de Querol, both simple walks into France from Puigcerdà. This carrilet (narrow-gauge railway) is the last in the Pyrenees and is used for tours as well as transportation; it winds through the Cerdanya to the walled town of Villefranche de Conflent. *Martin Hill*

