

Railtalk

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Rugged Class 460s keep on going

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 Chasewater Railway, a superb location in the West Midlands which has much to offer both enthusiasts and families.

Well it was off to the Czech Republic again this month for me, and I have to say that the weather was fantastic. Glorious sunshine for the majority of the time I was there, which when looking back at the photos taken really does make a difference. I know that we can't always have the trains and the sunshine at the same time but it is great when that happens. Back in the UK, I have visited Blackpool and Manchester recently as both locations are currently getting new trams and selling the old fleet, so it is a case of get the old ones on photo whilst you can. I also went to the Severn Valley Diesel Gala this month where unfortunately it turned into a bit of a farce when one of the Class 50s failed along the line. There were no trains for about two hours which really wasn't acceptable, but other than that it was an enjoyable day. It is clear however that some preserved railways I have visited this year, really have to up their game and become much more adaptable to circumstances if they expect customers to keep returning.

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, Charlie Robbins and Piotr Kozłowski.

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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: Class 460.008-6 and 460.066-4 stand at Hranice na Morave on October 3rd. These EMUs have had a hard life and rumours are abound that they are to be replaced by modern City Elephants. [Paul Godding](#)
This Page: During a glorious sunset, a Ceske Drahy Class 150 speeds through Kolin with an express from Praha. [Class47](#)



Class 87 012 still in Network South East livery crosses Klisura Viaduct with a train of empty Sulphuric Acid tanks from Varna to Pirdop on September 5th. [Steve Madden](#)



On October 4th, several Class 749s, 750s and 751s
are seen in the vast scrap yard at Ceska Trebova.



Class47



The Deutsche Reichsbahn's Class 52 was a German steam locomotive built in large numbers in 1943. This is survivor No. 52 4867 at Koblenz on August 12th. [Brian Battersby](#)



Former Czech Railways Class 742.536-6 is being used in the construction of the OHL between Svilengrad (Bulgaria) and Edirne (Turkey). It is seen stabled at Svilengrad Station between duties on September 6th. [Steve Madden](#)



On October 4th, Ceske Drahy Class 750.346-9 is seen with a SZDC infrastructure train at Olomouc. [Class47](#)



The new Regiojet service from Praha to Havířov is certainly attracting attention and it certainly stands out in its bright yellow livery. Using ex Austrian OBB coaches and ex Ferrovie Nord Milano locos, one such working is seen passing through Hranice na Morave heading for Havířov on October 3rd. [Class47](#)





On August 20th, Crocodiles No. 13302 & No. 14253 are seen at Brig with a Bern to Domodossola railtour as part of the SBB historic 10th Anniversary celebrations. [Mark Pichowicz](#)



One of SNCB's new powerful diesel locomotives, type G2000 from Vossloh intended for freight trains to France, No. 5706 is seen heading through Antwerp Berchem on August 8th.
(Nos. 5706 - 5709 are actually on hire from ECR)



Brian Battersby



Infrabel operated Class 62 No. 6229 is seen at Brugge on August 8th. [Brian Battersby](#)



Railion Class 155.223-1 passes through Genshagener Heide Station with a rake of PKP coal wagons on July 18th. [Steve Madden](#)





On October 6th, privately owned SD Class 114.501-0 is seen shunting at the huge Kadan power station. [Class47](#)



Russian Built Class 07-124-1 passes a rather startled Donkey in the village of Lyubimets with train No.10141, the 08:25 Dimitrovgrad to Svilengrad service on September 6th. *Steve Madden*





No. S3309 passes the small town of Mundijong with empty bauxite hoppers on a wet and stormy Saturday afternoon in September. [Colin Gildersleve](#)



Former BR Class 86's now working for private operator Floyd in Hungary. No. 0450.002-5 (formally 86 250) and 0450.001-7 (formally 86 248) approach Ferencvaros Yard on October 20th with a fully loaded liner train.



Steve Madden





The line from Cascais to Cais do Sodre was built in 1889 and electrified in 1926. This is one of the current fleet of GEC-Cravens units seen departing Alcantara in Lisbon on October 19th.

Charlie Robbins



VIAS "Talent" EMU No. 301 is seen at Koblenz Lutzel
on August 12th. [Brian Battersby](#)



Queensland Rail National's No. 6006 heads a long eastbound intermodal at High Wycombe, as the sun goes down on a Perth to Melbourne service in June. [Colin Gildersleve](#)



Class 749.181 and 749.162 are seen at Zruči nad Sázavou on June 26th. Both locos are working the Sunday services to Cercany. [Paul Godding](#)



On August 20th, Ae 4/7 No. 10976 and Ce 6/8ii No. 14253
pause at Varzo (Italy) working the return leg of a
Bern to Domodossola SBB historic railtour. [Mark Pichowicz](#)



On October 4th, CD Cargo Class 751.149-6
is seen at Zábřeh na Moravě ready to work a freight service
to Jeseník. [Class47](#)



Hungarian Diesel M41 No.2312 departs Gyor with a service to Celldomok on October 22nd.



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*



On July 18th, DB Class 185.394-4 is seen working a mixed freight on the Berlin ring at Nudow.

Steve Madden



RENFE Class 253.003-8 is seen stabled at Martorell-Enllac on August 29th. [Andy](#)



An unidentified Class 66 heads through Antwerp Berchem on August 8th. [Brian Battersby](#)



Class 810.589-2 arrives into Decin on June 22nd
with a local service from Decin Vychod.



Paul Godding



Ceske Drahy Class 742.347-6 is seen stabled at Plzen on June 21st. *Paul Godding*



Nohab No. 008 is seen stabled inside Fushe Kosove Locomotive Shed on June 14th. [Steve Madden](#)





One of the many Brno Trams No. 1737 is seen arriving at Brno hlavní nadraží on October 4th. The tram system in Brno is extensive and has over 300 vehicles in its fleet. [Paul Godding](#)



OBB provides ETCS on its Northern Line



After a European tender, ÖBB Siemens have the best bidder for the equipment of the Northern Railway line with the European Train Control System (ETCS). Until December 2013, eleven stations and the 87-kilometer double-track line between Vienna and Breclav will be equipped with modern automatic train control. The route is part of the ERTMS Corridor E, which runs from Dresden to Constanca on the Romanian Black Sea coast.

“Siemens is another very important partner for us on the path to a new era of command and control. The train operating on the basis of ETCS are the ÖBB together with Switzerland and the Scandinavian countries of Europe’s technology leaders,” said Franz Seiser, Board of ÖBB-Holding AG.

“I am delighted that Siemens may implement this order for ÖBB,” said Arnulf Wolfram, who is responsible for the newly founded Siemens Sector Infrastructure & Cities. “Our new system Trainguard 200 RBC is therefore in Austria for the first time around the world and that at one of the largest Austrian businesses and important Siemens customers. The successful job completion confirms the high demand for customized products and solutions for cities and public transport” .

The European Commission supports this project in Austria with € 6.85 million. The total investment by ÖBB in this corridor is 18.5 million euros, of which around € 7 million is on the contract awarded to Siemens.

Hi-tech command system for ÖBB

The use of the European train control system ETCS usable provides an efficient, barrier-free cross-border rail traffic. The safety and quality of rail traffic is increased. The train paths can be better utilized due to shorter headways and higher speeds, thus increasing the transport capacity and efficiency of the route.

ÖBB on the way to ETCS

ETCS Level 2 will be available from late 2012 on the Brenner Railway Axis - St. Pölten - Kufstein, including the new line in the lower Inn valley and on the new Vienna line. As of December 2013, the route will include Vienna - Breclav. At this level, the data is transmitted by radio from the central switchboard or via GSM-R (Global System for Mobile Communications - Railway) to the vehicle. Thus, a continuous data transmission is guaranteed on these routes, there is no need therefore for optical signals.

The conversion of the existing route Wels - Passau to ETCS Level 1 is already taking place and by the end of 2012 will include Vienna - St. Pölten and Attnang-Puchheim - Salzburg. On the Eastern Railway, there is between Vienna and Heygshalom already a 1-ETCS route. This is currently being adapted to the latest technical specifications. ETCS Level 1, the information such as speed or correct route is transferred through the track-side Eurobalises (data points in the track) Overall, by the end of 2013, 585 km will be equipped with ETCS Level 1 or 2.

News and Features



Alstom to supply line 2 of Los Teques metro in Venezuela



Consortio Linea 2 has awarded a contract globally worth €530 million to the Alstom-led consortium "Grupo de Empresas" to build the second line of Los Teques metro in Miranda State, Venezuela. The line, 12 km long and served by 6 stations, will be entered into service in October 2015.

Alstom's share of the contract is worth around €325 million. Alstom – which has a share of the consortium of over 60%, along with Colas Rail (22%) and Thales (17%) - will undertake the global coordination of the project, including engineering, integration and commissioning of the electromechanical works on a turnkey basis. In addition, the company will supply 22 metro trains of 6 cars each, medium voltage electrification, traction substations and part of the signalling equipment. The metro trains are from the Alstom's standard Metropolis platform.

Los Teques metro is a suburban mass-transit extension of the Caracas metro system (opening of the first line in 1983, 4 lines currently in commercial service, 600 cars supplied by Alstom). It has been designed to connect the Venezuelan capital to the city of Los Teques. The contract for the supply of the electromechanical system for the line 1 (9.5 km, 2 stations) was signed in October 2005 during a bilateral meeting between France and Venezuela in Paris. This line was inaugurated before the last Presidential elections in November 2006. Line 1 of Los Teques metro currently carries over 42,000 passengers per day. The Government plans to build a third line (18.5 km, 5 stations) to complete the network.

With this large-scale project, Alstom strengthens its position in Venezuela where the company has already renovated and extended the Caracas metro. It follows three other contracts recently won in Latin America and the Caribbean: equipment of the first line of the Panama metro (Panama), line 2 of the Santo Domingo metro (Dominican Republic) and 19 Metropolis trainsets to Lima (Peru).

Adif completes construction of the tunnel El Carrús en Elche (Alicante)



Adif has completed construction of the artificial tunnel Carrús in the High Speed Line (HSL) Madrid, Castilla-La Mancha, Valencia, Murcia, in the municipality of Elche (Alicante).

This infrastructure is in the section el Carrús la LAV-Elche, in the route between Monforte del Cid (Alicante) and Murcia, which will allow Elche, Murcia and the Vega Baja to be included in the network of cities connected with high speed. The tunnel Carrús is artificial, in that it is, a tunnel whose construction excavation proceeds trace previous open pit after removal of the land and built the concrete structure, topping up and restore the land.

The main features of artificial tunnel are as follows:

- Length: 371 m.
- Section of excavation: 85 m²
- Horizontal gauge: 12.5 m.
- Total height: 9.2 m (8.2 m to level rail).
- Total volume of excavation: 312,366 m³.
- Total volume of landfill: 261,775 m³.
- M3 Concrete: 11,500 m³.
- Tons of Steel: 1362 Tn.
- M2 Formwork: 10,400 m².



The stretch-Elche Carrús

The section El Carrús en Elche, which has a length of 4.5 km, runs entirely by the municipality of Elche. The new layout is designed to double track standard gauge. Unique elements of the section, the fulfillment of which have invested 49.6 million euros, it should be noted, besides the aforementioned artificial tunnel The Carrús, the following structures:

- Viaduct over the ravine Barbasena (66 m).
- Elche tunnel (1,288 m).
- Two underpasses under the A-70 (270 m) and EL-78 highway (70 m).
- Two overpasses of 45 and 62.4 m, respectively.

European funding:

Within the Community Support Framework 2000-2006, the total aid granted by the European Union to the new high speed line Madrid-Castilla La Mancha-Valencia-Murcia region reach the figure of 574.4 million euros from the Cohesion Fund, 127.9 million euros from the European Regional Development Fund (ERDF) and € 48.2 million from funds TEN-T. For the period 2007-2013, the Cohesion Fund under the Operational Program Cohesion Fund 2007-2013 ERDF co-finances part of the online platform to 725.8 million euros. The European Regional Development Fund (ERDF) through the Operational Programme 2007-2013 Valencia leg platform co-Limit Elche and Murcia installation of track and facilities Xativa-Valencia section 159.4 million euros. Likewise, the Operational Programmes of Castilla-La Mancha and Murcia 2007-2013 2007-2013 co-financed various sections of the platform and the supply and installation of track and facilities for an amount of 249 euros and 67.6 million respectively. The European Investment Bank also participated in the financing of this project.

Adif begins the restoration of facades of the south wing of the Barcelona's França station



Adif will invest more than a million euros in a project that includes the rehabilitation of the 250 m of the exterior facade on Ocata street.

ADIF has begun restoration of facades of the south wing and Ocata side street sidewalks of Barcelona's Estació de França which have an investment of 1,021,075.2 euros (VAT included). The purpose of the contract is to undertake the restoration of the exterior facade of the south wing of Estació de França, which faces Ocata street, and the section that gives access to the station platforms. The intervention area is 4,200 m².



The work includes the cleaning of the facade affected by pollution and the proximity of the sea as well as repair and replacement of worn parts. It also includes the rehabilitation of all carpenters and locksmiths.

Estació de França building is declared a local building so the execution of the works has been approved by the City of Barcelona. The last major work on this building was the occasion of the Olympics in Barcelona.

This action is in addition to running the Ministry of Public Works for the improvement of infrastructure, especially railway in Catalonia, which represent 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% compared to 2009.

The first new Stadler built RS1 railcar goes to the Highlands



Railways in the Highlands are experiencing a revolution, the first of seventeen new Stadler RS1 motor vehicles was delivered on October 28th by Ceske Drahy. The remaining cars will be progressively delivered by the Berlin manufacturer by November next year. The total value of 17 motor vehicles is nearly 898 million crowns.

Purchase of 13 vehicles is carried out with financial support from the Regional Operational Programme South-East of 219 million crowns.

“Delivering on its promise to passengers in the Highlands, the Regio-Shuttle offers maximum comfort, are wheelchair accessible, air conditioned, equipped with a closed toilet system and modern audio-visual information system. Besides the purchase of new vehicles there is also considerable investment in resources in the modernization of other trains, whether it is a revitalized Regionova or bunk cars, which we presented to the public in late April this year,” said Antonin Blazek, Deputy Director General of Czech Railways for passenger traffic, while adds: “Within a year, with the arrival of the final set in November next year, this will be the most modern and youngest fleet.” The Shire Highlands management believes that the new cars will attract more passengers and make travel of disabled citizens easier. For the county is a high priority transport links towns and villages of the region and therefore works very closely with Czech Railways to create an optimal solution, including the deployment of new cars RS1. “At the end of 2012, all Czech Railways trains sets in the Highlands will be new or reconditioned. And it’s the way into the public rail transport to attract new passengers,” said Deputy Governor of the Shire Highlands in the field of transport Joukl Libor.

Purchase of new vehicles for the Highlands is implemented with financial support from the European Union. Of the 17 vehicles are 13 of them purchased with the Regional Operational Program of Southeast 219 117 000 CZK, the subsidy amounts to 31.91% of the purchase amount. The total value of 17 vehicles is 897 957 000 crowns, Czech Railways to invest in fleet renewal in the Highlands Total 678 840 000 CZK.



Into the future of shunting with hybrid locomotives



SBB Cargo and Stadler Winterthur AG have revealed the new hybrid locomotive, type Eem 923, for the first time. Early 2012, SBB Cargo will start service with the first of the 30 locomotives ordered. They will enable an environmentally-friendly and more efficient line and delivery service.

"It is the most modern and innovative shunting locomotive currently on the market," explains Hartmut Dietrich, General Manager Stadler Winterthur AG, at today's presentation of the first vehicle. According to Dietrich, the newly developed shunting locomotive represents a milestone in the company's manufacturing history. It is based on type Ee 922, which SBB's Passenger Division is currently using successfully for shunting operations. Although similar in appearance, internally the new hybrid locomotive differs from its purely electrically driven predecessor. "Alongside a doubly powerful electric drive, the Eem 923 also has a supplementary diesel auxiliary drive to serve sidings without a contact line – which significantly increases efficiency," illustrates Alberto Cortesi, Head of Engineering at Stadler Winterthur.



The hybrid drive is ideal for SBB Cargo's purposes. Since the Eem 923 is suitable for both line operation and shunting, SBB Cargo gains palpable flexibility in its production. "With a maximum speed of 100 km/h, the new locomotive will make it significantly easier to use free routes on the heavily loaded Swiss rail network," explains Michel Henzi, General Project Manager at SBB Cargo. Furthermore, SBB Cargo is expecting significantly higher availability of the vehicles, combined with lower operating and maintenance costs. "Once all 30 of the locomotives ordered are in operation from 2013, the operating costs will drop significantly, just through operation using mainly electrical energy. In addition, CO2 emissions will be reduced by more than 4,000 tonnes per year," says Henzi. For Jürgen Mues, Head of Asset Management and Member of the Management Board at SBB Cargo, the hybrid locomotive is just as much an efficient as an innovative solution, "With this vehicle, we consciously decided on a particularly environmentally-friendly shunting locomotive which is also highly energy-efficient." Mues also sees the vehicle as a clear commitment by SBB Cargo to wagonload freight in Switzerland.

SBB Cargo commits to sustainability

As a pioneer in European rail freight, in future SBB Cargo is committing to shunting locomotives with a hybrid drive. In July 2010, SBB Cargo ordered 30 new, dual-axis vehicles of type Eem 923 from Stadler Winterthur AG for CHF 88 million. The advanced, high-performance shunting locomotives will be delivered in 2012 and 2013 and will operate in light-to-medium shunting and line service. They will replace the existing shunting locomotives of type Bm 4/4 and various triple-axis locomotives and traction engines which are no longer able to serve modern requirements. Both the maintenance of these shunting vehicles and their age-related increasing susceptibility to faults have resulted in spiralling costs. Thanks to the new purchase, SBB Cargo is able to reduce variety in the shunting and delivery service fleet, enabling more efficient operation and maintenance of the entire vehicle fleet. The Eem 923 fits perfectly into the fleet: between the locomotive type Am 843 (a diesel locomotive with particulate filter) for heavy shunting service, and the modernised locomotive Tm 232 (also with particulate filter) for light shunting service.

First rail freight service on High Speed 1 launched by DB Schenker Rail



Trading links between Poland and the UK are to be strengthened during November with the introduction of regular European sized rail freight services by DB Schenker Rail.

One train per week will operate between Wrocław, in Poland, and Barking, London, in the UK. Demand from customers has been high resulting in strong orders for the new service being received from the automotive, retail and food sectors. The first train will depart Poland on the evening of 08 November arriving into the UK in the early hours of 11 November. The train will leave the UK the same day to transport goods to Poland on the return journey.

The service will be the first regular rail freight service to use the High Speed 1 rail route, the only European sized railway in the UK. As a result, the train will be loaded with European sized curtain sided swap bodies.

The significantly larger haulage capacity available from these swap bodies, with an internal height of three meters, means two standard pallets can be transported stacked on top of each other. This provides an efficient and economic means of transporting the maximum amount of product per train. The services have been introduced utilizing DB Schenker Rail's pan European rail freight network, offering customers integrated logistics solutions across the whole of Europe.

Alain Thauvette, Chief Executive of DB Schenker Rail UK, said: "Strong European rail freight trading links are essential for economic development and to encourage modal shift from road to rail. The introduction of this new rail freight service between Poland and the UK will be the first of a number of such trains, which utilize the DB Schenker Rail pan European network. This is an important step for rail freight in Europe, as a new market has been developed and a new trading route opened."

Carsten Hinne, Managing Director Logistics of DB Schenker Rail UK, said: "We will work with our customers in the UK to demonstrate the haulage benefits of using the High Speed 1 rail route to trade with mainland Europe. Demand from the UK for these services is high and we expect to introduce a number of additional trains using the High Speed 1 route during 2012."

CD Cargo fighting to preserve freight station in Bystřice



On Thursday 13th October 2011 in a small railway station in Bystřice, there was a meeting with top representatives of the stock of CD Cargo with representatives of the RIA, the Ministry of Transportation and local businesses. Objective negotiations was clear - find a way to preserve the possibility of unloading and loading at this station. That would be because in a very short time it had turned into a mere stopover. Customer CD Cargo, stated that this intervention will affect the most are the local coal stores. Currently, the cargo station Bystřice interpreted primarily graded coal and briquettes. The annual volume of discharge is between 7 to 10 thousand tons. And still growing.

Unloading of coal, it is not possible to move to another location. Coal Company is therefore preparing a significant increase in landings of the industrial mix - coal dust. It would then be of a certain homogenization Bystřice distributed to final customers. Annually, this should be 30 - 40 thousand tons of this substrate. And the possibility of increasing volumes was one reason why Thursday's meeting also attended by Chairman of CD Cargo Slamečka Gustav. "Discussed the possibility of maintaining the concrete landing at the site. The designer presented the technical possibilities of building solutions, RIA's representatives took opposite opinion," said Gustav Slamečka negotiations. He also, in collaboration with representatives of the MD and SFTI outlined the possibilities of financing this project.

"The way to maintain the discharge in Bystřice Benes will still be quite long and difficult. However, the common goal is to maintain or increase the local rail transportation. It must be finally and interest of the state and municipalities. Realized transport by rail is replacing approximately 1,600 trucks that would otherwise traveled along local roads," concluded the discussion Slamečka.

Bridging the gap new route

Vienna - St. Pölten



Since 2003 the groundbreaking ceremony is at full speed on the new route Vienna - St. Pölten worked. In three sections - the Vienna Woods, Tullnerfeld, western section - the existing West Rail to two high-performance track is expanded to four tracks. Today was the last piece welded rail and the continuous navigability of the new route Vienna - St. Pölten made on the first track. From the Vienna Woods to the integration into the existing Western Railway in the node Wagram the new line is now in a permanent way technically.

Current activities in the three sections

The new line and its three sections Vienna Woods, and West Tullnerfeld section are technically already coalesced permanent way. When track two track systems are used: Approx. 48% of the 44 km long double-track line construction, mainly the outdoor track will be built in the conventional ballasted track, the remaining 52% of the superstructure are constructed as slab track. Especially in the tunnels, you bet on the benefits of slab track. It falls to less maintenance, useful life is longer and not least the paved with rubber-tired vehicles use slab track in the tunnel is an important part of safety concept. Currently available in all three sections of the railway technology equipment with the focus. The measures for tunnel safety concept are now being implemented continuously and be ready by April 2012.

Railway Technical Equipment

In addition to the equipment of the safety exits, the focus is currently on the so-called "SFE-equipment work." They include the equipment for the storage, telecommunications and electric service operation. These include, for example, include the installation of overhead lines, the establishment of the technical rooms, as well as the production of all light and power systems such as lighting at stations, destination signs, signals, point machines, the illuminated hand rail in the tunnel, switch heaters, and all outlets are among those to work. Currently, about 65% of the total 133 km long overhead line are made. The electrification of the new line is scheduled for May 2012. The equipment with the assurance system ETCS Level 2 (automatic, driverless train was independent assurance system) is 40% completed. In addition to the GSM communication components are installed for operational purposes and for travelers of increased mobile phone coverage. By mid 2012, the equipment works take before it closes the acceptance and commissioning phase (numerous tests, measurement and testing, training) to.

Commissioning phase

The commissioning of the new line is on schedule in December 2012. Simultaneously with the Lainz tunnel is about 60 km route from Vienna to St. Poelten Meidling with numerous technical innovations into operation. This commissioning is unique in its dimension of the ÖBB railway network. After completion of all construction work, there are still many things to coordinate.

Exercises with forces

In close cooperation right from the ÖBB infrastructure AG signage and marking plans, and the use with surrounding fire departments. In 2012, numerous emergency and operational exercises with the firefighters and rescue workers are organized.

Inspection, measuring and test drives

If the road equipped with its entire railway system, it is checked. To commission a comprehensive procedure in accordance with the technical and regulatory requirements has been set. Step by step, check the equipment and put into operation. Currently includes the maintenance concept is developed. Further provided are measuring and test drives.

Training for staff

Modern new components are also new requirements for the operating personnel. Initial training for example, dispatchers, drivers and train conductors are already underway. Theoretically, but also practical for training rides get them all the necessary skills for the new route. For the correct behavior in case of an event as special training for tunnel train conductors be arranged.

Operating permit and commissioning

Is the route taken and are technically all conditions tested, the BMVIT granted on the basis of certificates and reports the operating permit. With the timetable change 2012/2013 rail operations on the new route is taken.

Advantages of modern railway infrastructure

The capacity for both passenger and freight traffic will increase, it will create new opportunities in transportation. The built modern technology enables shorter headways and higher speeds at the same time enhancing safety. Reduced from Vienna to St. Pölten, the journey time to around 25 minutes. With the commissioning of the route, travelers can reach Linz in less than 1.5 hours. The expansion of the West for Four-track railway line between Vienna and Linz will largely be complete in 2015.

Photo: Project Manager Gerald Zwitter (PL Vienna Woods, left) and project engineer Reinhold Hödl (PL Tullnerfeld, right) on ignition of the substance for the welding process Alutherm



CD Cargo increases the participation of the Polish transport market



Track Czeskie Company Sp. z oo, founded as a subsidiary CD Cargo in Warsaw, has become a full rail carrier on the Polish rail network. Received the relevant licenses and certifications A + B, which means increasing the share of railway cargo transportation in the implementation of the goods in Poland. "To obtain a license we started sometime in late 2008. The first license then we received in mid-2009," said CEO Track Czeskie Sp. z oo Zbyszek Waclawik. "About a year and a half and we have received a certificate, which authorizes shipments to the territory of Poland. Then we could also ask the B certificate, which entitles us also to international shipments," described the course of obtaining important documents Waclawik.

Compared with conditions in the CR are the criteria for obtaining licenses and certifications A + B in Poland administratively demanding.

The benefit of obtaining licenses is to increase the proportion of CD Cargo, respectively. its subsidiaries Czeskie Colleges, the implementation of transportation of goods in Poland and most active participation in one of the most liberal transport markets with regard to the competition of national carriers in the European transport market.

Track Czeskie company is divided into several sections: the separation of forwarding, transportation, representation and negotiation of contracts under the auspices of Department of Railways Cargo and rental trucks. Currently, its main commodities transportation of coal, coke, wood and fuel.

Adif implements the telecommunications system GSM-R railway network near Barcelona



ADIF is performing works implantation of mobile telecommunications system GSM-R railway over a length of over 500 kilometers of the network near Barcelona. This action, with an investment of 25.3 million euros, will improve the capacity and regularity of the railway circulation, will help to reduce incidents, and increase the reliability and safety of railway operations, which will result in a significant increase in the quality of service offered to rail customers. This project is part of the Barcelona commuter Plan 2008-2015 launched by the Ministry of Public Works for the upgrading of infrastructure and facilities of that network, with the goal of increasing quality standards of operation and offer a with better safety features, reliability and efficiency.

The modern communication system

The GSM-R is an advanced transmission system that uses radio frequencies unique to the rail, ensuring greater reliability and functionality of mobile communications. This digital mobile radio equipment is deployed in the Spanish high speed network and provides higher performance over existing telephony devices. The GSM-R network implemented in the near Barcelona in three phases. The first, which is in advanced stages of implementation, including the sections Montcada Barcelona-Terrassa, Barcelona-Granollers Canovelles, Barcelona-Sants-Maçanet Celoni, Barcelona-Martorell-San Vicente de Calders, Vilanova Barcelona-Sant Vicente de Calders and Barcelona-Mataro-Maçanet and urban tunnels in Barcelona. In the second phase will adapt existing facilities to implement new systems on existing facilities, while the third phase includes sections Granollers Terrassa-Manresa and Vic-Ripoll Canovelles.

The operations for implementation include, among other works, the prior of a geotechnical study of the railway lines, execution of civil works necessary to implement the system, such as base stations and repeaters optical transceiver, the antenna system installation, quality measures and evaluation and commissioning of the radio-telephone system.

The territorial distribution of the new equipment is made of rings, including, for example, the area comprising the Torre Baró-Barcelona-Granollers Bifurcació Montcada Canovelles-Cerdanyola-Terrassa, which are located 9 of 46 base stations total installed transceiver and 8 of the 49 repeaters provided.

The makers of ÖBB, BLB and the libraries at the handover of 1,500 books for the customers of the S-Bahn trains



"Boundless read" in the Salzburg S-Bahn and the Berchtesgaden train 1,500 books are available from Berchtesgaden - Salzburg Freilassing and throughout the Rail customers free of charge

Books on trains commute between the shelves and the haunts of their readers. Now 1,500 books are going on major rail travel directly to the customer. The ÖBB and the Berchtesgaden Bahn (BLB) have a joint action with the public libraries in Salzburg and Bavaria to equip local trains with free reading material. From now until to 13 November 2011 libraries will send appealing books to selected S-Bahn ÖBB trains and BLB services. So now thousands of customers daily train come into a surprising and free reading experience. Easy on the seats or the luggage racks hold in the modern train sets "FLIRT" or "talent" look-and non-fiction books, Anlesen browse paperback books or novels, scanning, and also like to take. "We are pleased that this project will take place across borders and to Passengers "Says Gunter Mackinger, managing director of the Berchtesgaden Bahn. The 1,500 books are of course only a small sample of the attractive total offer that in the numerous Public libraries along the train routes that are available for hire.

Thus, this action will also contribute to the fact that one or more customer is likely to make a public Library visit.

"Reading Unlimited" is shared by ÖBB, BLB and 14 Salzburg and Bavarian libraries within the period "Austria Reads".



CD Cargo slowed down its growth in late summer



Czech rail transport market, or stop their growth in late summer, even by many analysts expected. According to the largest rail carrier of the Czech Railways Cargo traveled by rail, in contrast, increased ecological mainly wood chips, waste material from Ostrava lagoons or container trailers. Volume growth was seen in transit traffic across the Czech Republic. Contrary, decreased transport of coke and coal.

According to the chairman of CD Cargo Gustav Slamečka not yet materialized negative predictions of some analysts, who predicted at this time a significant reduction of transport and market stagnation. "We on the contrary increase the import of organic wood chips for heating plants in Pilsen. Increased with the number of stations carry the load," says Gustav Slamečka. "She started and transport environmental costs in the form of sewage sludge from Ostrava lagoons. They carry from Ostrava to Most Innofreight special containers," says another example of the rise Chairman. CD Cargo addition, in cooperation with its subsidiaries has acquired a new shipment in transit transport. Here the main part consists mainly of metallurgical materials transport in Romania. For certain drops in transported volumes, however, was after all, albeit in several areas. For example, almost stopped the transport of coke, which is due to current high prices are now based on stock holdings. Temporarily decreased, due to difficulties in extraction, and an order to transport coal.

"CD Cargo is still moving along the lines that have established a business plan for this year, although he was very brave. In 2011, according to him, we carry over 75 million tons of material and move with the sales on the border of 14 billion crowns. Everything so far suggests that December 31 will make it a reality," concludes the assessment last month Slamečka Gustav.

Modernization concludes Adif station Segur de Calafell (Tarragona)



ADIF has completed work of modernizing and improving accessibility at the station in Segur de Calafell (Tarragona), which belongs to the R2 line network near Barcelona, which runs between Barcelona, Vilanova and San Vicente de Calders. These works, which 2,059,892.3 euros have been invested, has involved the implementation of a new underpass with elevators, platforms more accessible and safe, modern and functional lobby, parking spaces for disabled people, new fencing and external development.

These actions are part of the agreement signed between the Ministry of Public Works 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.



Intervention in Segur de Calafell station has introduced elements of reduced accessibility and architectural barriers for people with disabilities. The project, implemented in two phases involved the construction of a new underpass exclusively for travelers and adaptation of existing urban as a first step, raising the level of the platforms, the adequacy of the passenger building and improving the referrals to the station and parking.

In the first phase 373,035.4 euros were invested in the extension and the lengthening of platforms at a height of 68 cm above the height of the lane for a length of 200 meters, installation of new parts marked edge and non-slip platform and podotáctil flooring and pathways that form an accessible route with signal level changes, stairs or elevator access in order to provide guidance to people with disabilities.

The main action in the second phase of the project was the construction of a new underpass between platforms and adaptation of existing step only for public use. The construction system used has been sunk drawer under the tracks for what was necessary to first create a sliding platform that would then install. To facilitate access to the platforms by people with mobility difficulties have installed two glass elevators.

On the other hand, the project included improvement works in the passenger building. There has been a new distribution inside the lobby, which has also been expanded, and has spaces for ticketing, access control, toilets, commercial and technical areas. Furthermore, it has installed an access ramp to the station from the outside for people with disabilities.

Finally, we have made coatings and finishes of the station building and the adequacy of the environment. Outside the building are two parking spaces reserved for use by persons with disabilities and installed forks tied for bicycle parking.

Czech Railways introduce direct services to Copenhagen



Czech Railways in collaboration with DB AutoZug have put in place from December's timetable changes a new comfortable night between Prague and Copenhagen. Every day will be direct linking of the Czech Railways sleeper and couchette car DB AutoZug. The connection will be provided in the category of luxury night trains EuroNight / CityNightLine (EN / CNL) and the section between Prague and Berlin will be included in the train EN Phoenix.

The link will depart from Prague in the evening at 18:29 pm and arrives in Copenhagen the following morning at 10:07 o'clock in the opposite direction from Copenhagen will usually leave at 18:10 pm and arrive in Prague at 9:26 pm In addition to Copenhagen serve connections and other places in northern Germany and Denmark, for example, Flensburg, Padborg, Kolding with connection to Aarhus and Odense. Passengers will have access to modern Czech Railways sleeper that offers sections for one to three passengers, including luxury divisions with separate toilet and shower.

In addition to the standard offer tickets will be available this route also known SparNight special offers in price from 49 EUR per sleeping car, from 69 euros sleeper car category Economy and sleeping car first class (deluxe), then from 99 euros.

New ÖBB timetable details



On 11 December, the new ÖBB timetable comes into force. So that the customers can learn about innovations in time, the new timetable is now available on the Internet at oebb.at.

Eastbound: Continuing to offer strong despite changes made by competitors

On the western axis ÖBB offers continues to be a strong offer: railjet ÖBB ÖBB InterCity and jointly offer half hourly service from Vienna to Salzburg. By the entry of a competitor it comes to structural shifts in the schedule. Be created for the new trains have space on the tracks. The ÖBB-AG in the summer as part of settlement proceedings sought a solution for the traffic between Vienna and Salzburg, which is for passengers along the route, the best solution. Three trains between Vienna - Salzburg had to be adjusted. In local and regional traffic dropped in the eastern region and in Upper Austria, as well as retaining some connections. Without such a comparison would be the beat of the regional express trains Linz - Salzkammergut and the direct Braunau - Salzburg was no longer possible, as many transport connections in the eastern region. By the compromise reached could have a serious impact on local traffic will be successfully averted.

Tyrol: Development of Infrastructure

In Tyrol the coming year is on two major projects so that the infrastructure is made ready for the coming years: the burner plug and Mittenwald each route are blocked for several weeks. It begins with the mid-range forest, on the sixth of the time May to 10 Westbahnhof Innsbruck travel between June and mid-forest can no trains. The Torch route between Innsbruck's main station and Brenner / Brenner of 6 August to 10 September 2012 is blocked. Before and after that there is an additional weekend single track operation of locks and 11th June to 30 September.

New rolling stock for the Torch, traffic

All trains on the burner will continue to run a modern ÖBB rolling stock that will bring a noticeable improvement in quality for the customers. The new trains also for tourism so important portability for bicycles will be extended. In addition to the existing connections (four trains of Innsbruck - Munich per day, ten more Munich - Italy, including a direct train to / from Venice, one to / from Bologna, the other to / from Verona) is from April to October, an additional train from Verona to Venice extended.

South axis: the ÖBB premium train comes railjet

The ÖBB make the existing ÖBB InterCity services in the south of Austria in order to gradually railjet connections. When completed, the railjet in the 1-hour intervals will connect Vienna with Graz and operate between Vienna and Villach. In July 2012, the changeover to the premium train will be completed.

Traffic Graz - newly regulated field

South provides the timetable change with the continuous train pair Vienna - Graz - Ljubljana (and back) and the pair of trains Vienna - Graz - Zagreb (and back) for optimal travel options. Due to lack of utilization are but four pairs of trains with new timetable Graz - Maribor set. Since these coatings are also used by commuters, they are replaced by attractive regional routes.

Graz and Salzburg package still being negotiated

Due to the low utilization between Graz and Salzburg adjustments in the schedule are required. The ÖBB have submitted a proposal for attractive additional services to improve the offer of land situated between Salzburg and Graz to the states. The goal is the guaranteed six direct trains per day between the two provincial capitals by additional trains on the weekend (Fri, Sat, Sun) to complete. In addition, the proposal from Monday - Thursday fast trains into sections (about Graz - Bischofshofen), which would provide for commuters in the vicinity, but also for long-distance travelers, ideal as indirect services additional travel options. In sum, there is a package of around 700,000 additional train-km per year and 4 to 7 additional trains daily. This compact package of measures is subject to the co-funding from 11 countries and the BMVIT December will be offered for the customers. The talks are still in the running for it.

The regional services operated by ÖBB: Offer is being continuously improved

From the regions there are also positive news this year: In Vorarlberg, the improvement is already very tight range further and start the S-Bahn - additional new rolling stock is used. In Carinthia, the S-Bahn system is expanded. Service improvements are also in East Tyrol and Salzburg, and between Freilassing. In some other regions closed by construction trains sped up or shuttle services are established, for example, on the route Salzkammergut Attnang-Puchheim - Stainach-Irdning.

Veolia Transdev and Trenitalia announce the birth of Thello, France's first private passenger transport rail operator



Take the train
in new company

From 11 December, the opening of the first Paris-Milan-Venice night links from only 35 euros.

- Booking in just a few clicks
- The Thello service: Paris-Milan-Venice from 35 euros
- New standards of onboard comfort worthy of an airline
- Passenger benefits

"Take the train in new company", that's the slogan developed by Thello, the new rail company created by the partnership signed on 19 January this year between Veolia Transdev and Trenitalia. Courtesy of a comfortable, economical and passenger-friendly solution, Thello offers a real alternative to the existing offers.

... Because this world in which we live is constantly moving and accelerating, the soothing pace of a night train offers an escape from this frenzy.

... Because transfer time has to be added to travel time, Thello brings all the convenience and comfort of a journey from one city centre to another.

... Because travelling abroad with the family represents significant expenditure, Thello offers very attractive night travel rates, saving the cost of hotel accommodation into the bargain.

Booking in just a few clicks

From 17 October, passengers have been able to make their bookings on the www.thello.com website, right up until the time of departure. This can also be done by telephone on + 33 (0)1 83 82 00 00, between 08:00 and 21:00, 7 days a week. In a few short clicks, passengers can select their direct route between Paris, Milan and Venice or, if they wish to extend their trip via a connection for a Trenitalia service to any other destination in Italy, such as Florence, Bologna or Rome. They then choose their level of onboard comfort from among the 3 levels.

With the ticketless solution, there is no need to print out your ticket or collect it from the station before departing. The reservation number (PNR) can simply be given to the staff on board. Passengers only need to arrive 30 minutes before departure.

The Thello service: Paris-Milan-Venice from 35 euros

Each day, Thello will be offering one departure from Paris (Gare de Lyon) to Venice and one departure from Venice to Paris (Gare de Lyon). Trains in both directions will serve Paris, Dijon, Milan, Brescia, Vicenza, Padova and Venice (Mestre and Santa Lucia).

2012 Service Timetable - valid from 11 December 2011

Paris	Gare de Lyon	20:43	08:14
Dijon		23:18	05:41
Milano	Centrale	05:38	23:35
Brescia		06:43	22:06
Verona		07:25	21:24
Vicenza		08:13	20:52
Padova		08:51	20:32
Venezia	Mestre	09:21	20:09
	Santa Lucia	09:34	19:57

The service offers a choice of 3 levels of onboard comfort:

- the most economical, in a 6-courette compartment,
- in a 4-courette compartment,
- in a cabin with beds and a basin, for 1 to 3 passengers. These cabins have an electric razor socket and each passenger is offered a toilet bag.

Subsequently, a fourth level of comfort will be available:

- the most comfortable, in a compartment with beds and a washroom with shower, for 1 to 3 passengers.

And for women travelling alone, courette compartments are specially reserved for them.

New standards of onboard comfort worthy of an airline

Because a great trip starts even before you reach your destination, Thello places the accent on the quality of the reception offered by entrusting this service to renowned and qualified staff, LSG Sky Chefs, who provide catering for over 300 airlines all over the world. On each train, the restaurant car consists of 36 seated places (9 tables of 4) for a pleasant meal with family or friends, with menus developed by major names from the world of regional and international gourmet cuisine. A bar/take away area remains open throughout the journey, while in the courette carriage, a mobile service selling sandwiches, drinks and miscellaneous items is provided for dinner as well as breakfast.

Breakfast served at table is included for passengers from the sleeping cars and as an option with a surcharge for passengers from the courette cars.

Passenger benefits

- Departure and arrival at Gare du Nord
- Addition of an extra day to your break by arriving first thing in the morning
- Minimisation of travel fatigue by resting during the journey
- Use of travel time for dinner, relaxing and then sleeping
- Saving on hotel costs by travelling at night
- Selection of your level of comfort in the compartments
- Benefit of travel from one city centre to another
- Available at very attractive rates
- Quality of onboard reception and service worthy of an airline
- Travel as a family without worrying about baggage limits
- Escape from the stress of the formalities imposed by air travel
- Travel in total safety regardless of the weather conditions

Chasewater Railway

Located in Chasewater Country Park, just off the southbound A5 at Brownhills West the railway is conveniently placed for visitors from every part of the country.

The Railway is rapidly gaining recognition as one of the major visitor attractions within the Walsall, Lichfield & Cannock areas. With its policy of low-cost fares and membership fees, it offers excellent value for money for railway enthusiasts and other visitors alike. The Railway operates passenger trains from its headquarters at Brownhills West to Chasetown, with intermediate stations at Norton Lakeside and Chasewater Heaths. A round trip of nearly 4 miles takes about 45 minutes.



Looking in immaculate condition "Linda" an 0-4-0ST loco built by W. G. Bagnall to Works No. 2648 in 1940 has a rest at Brownhills whilst waiting for its next turn of duty on September 11th. [Richard Hargreaves](#)

No. 5 "Bass" an 0-4-0DM shunter built by Baguley to Works No. 3027 in 1939 shunts the goods train at Brownhills West on September 11th.

Richard Hargreaves



Carrying the livery of Colin McAndrew & Co, No. 3, an 0-4-0ST built by Andrew Barclay, Sons & Co. in 1911 to Works No. 1223 is seen at Brownhills West. [Richard Hargreaves](#)



No. 4 "Asbestos" an 0-4-0ST built by R. & W. Hawthorne in 1909 to Works No. 2780 is seen outside the magnificent shed at Brownhills West.

Richard Hargreaves



This little oddity is No. 462 a 4wDM shunter built by F. C. Hibberd & Co. in 1934 and currently carries the "Derbyshire Stone No. 2" branding.

Richard Hargreaves





Darfield No. 1, an 0-6-0ST built by the Hunslet Engine Co. in 1953 is quite a modern loco in the Chasewater fleet. Seen here shunting mineral wagons. [Richard Hargreaves](#)

North British 0-4-0DH diesel shunter No. D2911, built in 1958
is seen with some mineral wagons. [Richard Hargreaves](#)



Nechells No. 4 (previously known as Meaford No.2)
is an 0-6-0T built by Robert Stephenson & Hawthorns in 1951 to
Works No. 7684. [Richard Hargreaves](#)



NCB Staffordshire Area No. 6678, an 0-4-0DH was built by the Hunslet Engine Co. in 1968 for use at collieries in the area.

Richard Hargreaves



Class 08 No. D3429 is an 0-6-0DE English Electric shunter built in 1958 and was previously at the Telford Steam Railway.

Richard Hargreaves



Also at the Chasewater Railway is a narrow gauge line available for the public to have rides on. This is one of the Hunslet 0-4-0 shunters with an NCB Manrider. [Richard Hargreaves](#)



Finally from the Chasewater Railway is this shot of some ex NCB wagons, reflecting the fact that this line existed primarily as a colliery line for the Staffordshire area.
Richard Hargreaves





Le Truffadou Steam train, Martel, Lot, Midi-Pyrenees

The Truffadou gained its nickname from the main cargo it was built to carry, that of Martel truffles. The Chemin de fer touristique du Haut Quercy, to give it the full title, was completed in 1889, but in 1917, the iron track was pulled up to make shells for the war effort. Steel rails were re-laid in 1919 and are still in use today. The line is no longer used commercially and was opened as a tourist attraction in 1997 by train enthusiasts. The return journey takes you from Martel to St Denis Martel and back in around ninety minutes. With many tunnels and part of the track cut into the cliff eighty metres above the Dordogne river, it makes for a great trip out for all the family. [Martin Hill](#)



Steam Loco No. 030 T Ferrum TKh 5703
"Marine" is seen having the boiler tanks filled
at Martell. [Martin Hill](#)



Steam loco No. 030 T Schneider "La Trambouze N°4"
heads out of Martell with a working to Saint Denis Lès Martel



Martin Hill

