

Railtalk | Magazine *xtra*

Issue 96x | September 2014 | ISSN 1756 - 5030



Contact Us

Editor: David
david@railtalkmagazine.co.uk

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

Contents

- Pg 2 - Welcome
- Pg 3 - Pictures
- Pg 55 - News and Features
- Pg 62 - From the UK
- Pg 72- From the Archives

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.

Railtalk Magazine Xtra is published monthly by
Railtalk Group. © Railtalk 2014



Welcome to Railtalk Magazine Xtra, which compliments the main Railtalk magazine and features photos and news items from around the world.

Blimey I said last month that time was flying by, but once again it has been a really quick month. The summer weather in the UK seems to be fading a little bit more every day and we have already had the first Autumn gala, not long till winter arrives I expect. However this year there certainly is much to look forward to in the UK. We still have ongoing trials of the Class 68s built by Vossloh and we are soon to see them hauling Chiltern trains out of London Marylebone. Now this in itself seems a bit odd, when the current operator of Chiltern Railways is DB and they are currently using DB owned locos, so it does make me wonder, why are they changing? Still all this confusion just makes the railways more interesting.

I have had a couple of excellent railtours this month, the first was the ever excellent Retro Railtour to Stratford upon Avon, and the second was on the Scarborough Flyer, a short diesel tour around Yorkshire. Thanks to Bob at West Coast Railways for that and to James Palmer for the Retro trip. With Autumn nearly upon us I thought it was about time to flee to mainland Europe once again, and thanks to Eurostar having a sale I was able to bag a bargain. It seems strange that a return trip to Brussels from my local station of York can be booked cheaper than most railtour prices. Still the average fare on a charter nowadays sometimes reflects just how expensive the UK rail travel is, especially when compared to some other European countries.

Anyway 'till next month and as always keep sending in the photos. If you are going on holiday please don't forget to take the camera.

David

Once again many thanks to the many people who have contributed, 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: Ken Abram, BVT, Brian Battersby, Mark Bearton, Mark Bennett, Steve Dennison, Dave Felton, FrontCompVids, Paul Godding, Carl Grocott, Richard Hargreaves Dave Harris, Stuart Hillis, Keith Hookham, Richard Jones, Anton Kendall, Steve Madden, Phil Martin, Lewis Mitchell, Mike Morant, Chris Morrison, Gerald Nicholl, Chris Perkins, Mark Pichowicz, Andy Pratt, Gary Smith, Laurence Sly, Railwaymedia, Steamsounds, and Steve Thompson.

Front Cover: No. 2102 departs San Diego for Oceanside whilst working Coaster train No. 661 on July 17th. [Laurence Sly](#)
This Page: DB's Class 101.141 leads an intercity service through Oberwesel on May 12th. [Paul Godding](#)





Preserved SLM 1 is seen at Brugg depot on June 30th operating shuttles between the depot and the railway station during an event . [Keith Hookham](#)

A pair of CD Cargo 'Laminates', Class 230.028 and 230.109 work a mixed freight through Breclaz. [Class25](#)



LWB's Class 66 No. DE6607 (66026) leads elderly
Class 225.027 through Bremen Hbf on June 11th.
Paul Godding



On July 4th, Class 751 No. T478.1010 (751.010) calls at Praha Vrsovice whilst working a special trip, heading at this point to Velim. Gary Smith



MTHB 3 is pictured working train No. 30032, 09:12
Romanshorn - Kreuzlingen steam special on June 29th
at Münsterlingen-Scherzingen. This service runs once a
month during the summer season. [Keith Hookham](#)



Coaster No. 2102 passes Del Mar whilst hauling train No. 657, 16:52 San Diego - Oceanside on July 16th. Laurence Sly





CD Cargo's Class 240.011 and 240.050 depart Jindrichuv Hradec with a train of car transporters. [Class25](#)

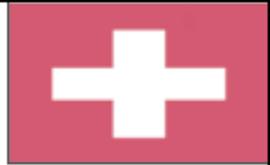
At Pernink on the Johannegeorgenstadt - Karlovy Vary line, Class 742.343 is seen hauling a couple of Class 810 trailers working a local service. Gary Smith





Class 750-708-0 is seen arriving into Luzná u Rakovníka with a Praha Masarykovo to Rakovník service. [Class47](#)

Preserved No. 1367 pauses at Bad Zurzach working a
SBB Historic train No. 31055, 13:13 Brugg - Bad Zurzach on
June 29th. Keith Hookham



CD Cargo's Class 240.016 catches the late evening Sun at Zabčice whilst working an empty car transporter train.
Class25



122
4

SBB's Re 4/4 II No. 11236 leads another class mate through Olten with a mixed freight service. [Class47](#)



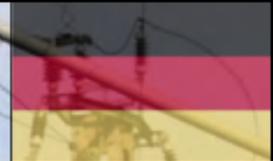
The unique Class 113's only work on the DC line from Tabor to Bechyne. This is Class 113.002-0 working train No. OS28408, the 11:05 Tabor to Bechyne at Sudomerice U Bechyne hauling two Class 810 trailers. [Class25](#)



Class 242.242 pushes a Brno bound service past the sunbathers at Blansko on July 8th.
Gary Smith



MEG No. 706 (the former Class 155.119) passes through Lehrte on June 12th with a tank train. Paul Godding



The narrow gauge railway run by JHMD is very photo friendly and the trains are quite easy to chase. This shot is of No.T47-019 (Mr Purple) passing through the tiny platform at Zdar station non stop with train No. 213, 16:11 Obratan to Jindrichuv Hradec. Class25



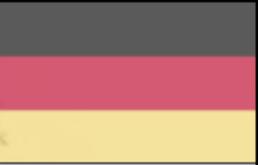


Above: More JHMD as No. T47-018 (Mr Red) works train No. 211, 14:50 Obratan to Kamenice Nad Lipou at Vcelnicke. [Class25](#)

Left: JHMD's No.T47-005 (Mr Green) is seen undergoing repairs inside the maintenance shed at Jindrichuv Hradec. [Class25](#)

Main: JHMD's No. T47-015 (Mr Blue) passes Blazejov with train No. 264, 14:28 Jindrichuv Hradec to Nova Bystrice. [Class25](#)





Above: HSB Lok No. BR 99.7239 is seen coming round the loop at Stiege. [Steamsounds](#)

Right: HSB Loks Nos. BR 99.236, 99.7247 & 99.7234 are all seen at Wernigerode. [Steamsounds](#)

Main: DB DMU No. 612.515 is seen working an RE service to Halle as it approaches Wernigerode. [Steamsounds](#)



Swiss Cargo Class 482.047 is seen working an intermodal service at Muckendorf (Austria). [Class25](#)



LTE Slovakia liveried Class 740.541-8 is pictured shunting wagons at Usti nad Labem Strekov.
Class47



Ceske Drahy's Class No.113.001-2 is seen under repair inside Tabor shed. Class25



CD'c Class 714.228 calls at Praha Veleslavin on July 8th with a Praha Masarykovo - Kladno service. Gary Smith



Trenitalia's Class E402.112 passes San Martino in Strada whilst working train No. FB9815 from Milano Centrale to Lecce. Laurence Sly





On August 12th, BR Class 103 No. 103.113-7 is seen working train No. IC119, 07:27 Münster to Innsbruck through Koblenz. [Mark Bearton](#)

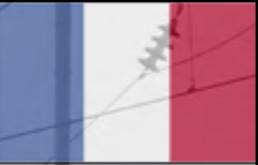
Ceske Drahy's Class 749.253 is pictured working train No. R1246, 11:45 Praha - Ceske Budejovice at Zlivice. [Class25](#)



Class 754.044-6 stands at Mlada Boleslav working a shuttle service between here and Prague due to engineering work further up the line towards Turnov. Andy



SNCF's Alstom Prima No. 37 039 is seen stabled at Thionville. [Class47](#)



A pair of class E405 locomotives pass Ala as they head south through the Brenner Pass. Laurence Sly



Trenitalia's Class E655.451 passes Manarola whilst hauling a northbound freight train, August 5th. Laurence Sly



A pair of DB TRAXX locomotives pass Silenen whilst hauling a southbound freight train on August 12th. The leading locomotive is Class E185.124. [Laurence Sly](#)



Brien Rothorn Bahn Diesel No. 10 is seen about to work train No. R8, 12:20 Brienzer Rothorn - Brien BRB on June 27th. Keith Hookham



FS Trenitalia's Class E464.553 passes San Martino in Strada as it propels a Trenord Regionale train towards Milan.
Laurence Sly



Bombardier 2-car Class 7123 tilting DMU No. 7123.008 is seen at Zeljeznicki kolodvor Split on August 10th having arrived with an IC service from Zagreb.
Brian Battersby



OBB's Class 2143.072, working train No. 73085, 12:15
Innfritz to Sigmundherberg, passes Hotzelsdorf.
Class25



PKP's Class ET22-1175 is seen stabled at Staré Mesto u Uherského Hradiště. [Class47](#)

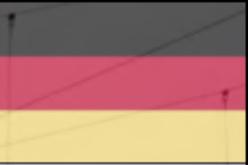


Mittelrhein Bahn's Class 460.002 speeds through Oberwesel on May 12th. Paul Godding



HZ's Class 2044.026 is seen working the overnight service from Zeljeznicki kolodvor Split on August 12th.
Brian Battersby



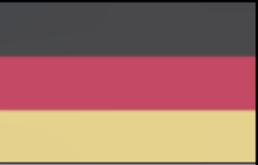


Heavy Haul Power International's No. 29005 (Class 66 029) pounds through Lehrte on June 12th. Paul Godding



Class 749.264-8 runs round its train at Cercany, before heading back to Praha. [Class47](#)

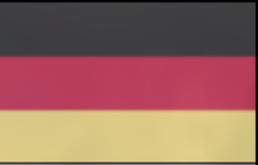
DB's Class 185.377-9 passes through Darmstadt on May 17th with a loaded car train. [Paul Godding](#)



On August 15th, SBB Class Bm 4/4 No. 18441 passes Claro whilst hauling a failed FS ETR470 unit.
Laurence Sly



Class 185.209-4 passes through Assmannshausen on May 14th with a mixed freight working. [Paul Godding](#)



CD Cargo's 'Goggles' Class 753.779 and 753.778 arrive into Mlada Boleslav. [Andy](#)



Funicular No. 1 of the Gurten Bahn in Bern has just departed Gurten Kulm on service No. Fun 2, 13:00
Gurten Kulm - Wabern GB. [Keith Hookham](#)





Above: Cantus' Class 427.506 is seen Kassel Hbf working an R5 service to Fulda. [Paul Godding](#)



Right: On June 17th, DB's Class 143.265 arrives at Plochingen with train No. RB19348 from Geislingen (Steige). [Stearnsounds](#)

Main: Metronom liveried Class 146.536 is seen departing Bremen Hbf on June 10th with a service to Hamburg Hbf. [Paul Godding](#)





SBB Class Re 4/4 II No. 420.179 hauls a short freight train past Wassen on August 12th. Laurence Sly

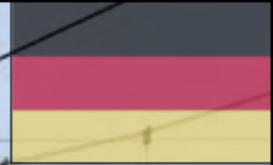
Ceske Drahy's Class 749.006-3 pauses at Lededko whilst working the summer Saturday Cercany - Svetla turn. Andy





Electric No. 18 is seen at Schynige Platte working train
No. R654, 13:41 Schynige Platte - Wilderswil.
[Keith Hookham](#)

Railpool's Class 185.717-6 overtakes MRCE Dispolok No. 185.570-8 at Bremen Hbf. [Paul Godding](#)



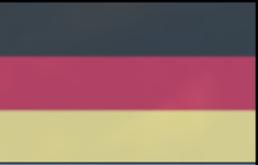


ÖBB Class 1116.075 arrives at Landeck Zams with train No. OIC864 from Wien Westbahnhof to Bregenz. [Steamsounds](#)

On July 24th Tatra T3R.P tram No. 8506 passes the 'Dancing House' in Prague. Lewis Mitchell



MVW München tram No. 2126 is seen at the terminus stop of line 21 at Westfriedhof before working its next turn. Keith Hookham



Bombardier Wins Australian Good Design Awards for Melbourne and the Gold Coast's FLEXITY Trams

Rail technology leader Bombardier Transportation has won Good Design® awards for its Australian tram projects in Melbourne and Gold Coast. The Melbourne tram, based on the BOMBARDIER FLEXITY Swift platform and the FLEXITY 2 tram for the Gold Coast in Australia, were each awarded a Good Design Award in the Automotive and Transport category.

Inspired by the stunning natural environment, the design of the front end of the Gold Coast FLEXITY 2 vehicle features the quintessential image of a wave breaking on the shores of the world famous beaches of the Gold Coast. A custom LED lighting solution was also developed to complement the striking aesthetics of the vehicle, branded with the signature blue and gold colours of this popular tourist area. Fourteen trams manufactured at Bombardier's Bautzen site in Germany have been delivered to the franchisee-operator, GoldLinQ. Passenger service commenced on July 20, 2014. "We are delighted to see Bombardier's shared commitment to a passenger-centric design being recognised with this Australian Design Award for the FLEXITY trams," said Michel Masson, CEO of Keolis Downer, the operator of Yarra Trams and GoldlinQ. "Whether travelling with a surfboard at Surfers Paradise, or to a cafe in Melbourne, Bombardier have delivered public transport purpose built for Australia's most vibrant cities," added Mr Masson.

GoldLinQ CEO, Phil Mumford said the award received by Bombardier echoed feedback from Gold Coaster's about how fantastic the trams looked when moving around the system while testing. "Because of Bombardier's ability to customise the design these trams will become a feature of the Gold Coast" said Mr Mumford.

The Melbourne FLEXITY Swift tram has been exclusively designed for the Melbourne tram network. These trams have been designed to ensure a smooth ride on a historic network. High visibility in the cityscape, with the design carried through to the interior, with clear customer information as well as easy access for people with restricted mobility, maximises the passenger experience and creates a visually and emotionally holistic public transport design. At its Dandenong site in Australia, Bombardier is manufacturing 50 trams ordered by Public Transport Victoria, with five trams already in passenger service.

Bombardier's Australian Industrial Design team, based in Brisbane, has previously won the Australian Good Design Award for the design of the VLocity 160 train manufactured at Dandenong for regional Victoria.

Trams and light rail vehicles are the most energy efficient mode of transportation, consuming up to five times less energy per passenger than cars travelling with an average of between one and two people. Bombardier's fully customisable trams and LRVs have a recyclability rate of approximately 92 per cent and a recoverability rate of about 98 per cent (recycling + energy recovery). They are designed for sustainable mobility throughout their life cycle. To date, 3,500 trams and light rail vehicles from Bombardier have either been ordered or are already operating in about 100 cities in more than 20 countries around the globe.

The Good Design Award is Australia's longest standing national design award and promotion program. Its heritage dates back to the Industrial Design Council of Australia (IDCA) established in 1958. The Australian Good Design Awards are recognised by the International Council of Societies of Industrial Design (ICSID), the world organisation for industrial design.





On June 21st, ZSR Class 363.136 arrives at Poprad Tatry with train No. R608 from Košice to Bratislava hl. st. [Steamsounds](#)

Alstom inaugurates the first Citadis Compact as it enters commercial service in Aubagne



Specially designed to meet the needs of medium-sized networks (50,000 to 100,000 inhabitants) and secondary lines, the new-generation tram Citadis Compact capitalises on Alstom's fifteen years of tram experience, with over 1,800 Citadis trams ordered by 45 cities worldwide, 24 of them abroad.

Alstom have celebrated the arrival of the first Citadis Compact at the launch of the first tramway line of the Pays d'Aubagne et de l'Etoile urban district in France. The entry into commercial service, on 1 September, was announced during a press conference in the presence of Sylvia Barthélémy, President of the Pays d'Aubagne et de l'Etoile urban district council, Pierre Coulomb, Transport Vice-President, Guillaume Aribaud from French transport operator Transdev, and Jacques Beltran, Sales Director of Alstom Transport France.

Aubagne's Citadis Compact tram, which will serve the line from Le Charrel to the Aubagne bus station, is a testament to the joint efforts of Alstom's Design & Styling department, the artist Hervé di Rosa and the children of the town's schools.

Citadis Compact offers the largest capacity on the market in proportion to its size (22 metres), and can carry up to 146 passengers in its highest-capacity version. Passenger circulation is made much easier by the double doors, unique for a tram of this length, and the widest central aisle on the market. Citadis Compact's high level of modularity also makes it possible to adapt the interior layout (seat arrangement, luggage racks etc.).

The permanent magnet motors reduce electricity consumption and the accessibility of key components, such as the bogies and the air conditioning, facilitates maintenance and reduces operating costs and tram immobilisation times for even greater efficiency.



DB Schenker organizes first transportation of freight by train, truck and plane from China to Brazil



The 10,124 kilometre rail trip to Duisburg took 17 days. The goods spent a total of just 24 days in transit before reaching their destination in Brazil. The alternative by ocean would have taken between 50 and 55 days.

The freight was labelled, X-rayed and securely packaged by DB Schenker's central hub at Frankfurt airport, from where it was sent to its final destination in Brazil. DB Schenker in Brazil handled the customs processes and clearance.

"This first successful shipment combining rail, road and air freight has shown the growth potential of multimodal logistics," said Daniel Wieland, Head of Rail Logistics & Forwarding at DB Schenker Logistics. Thomas Mack, Head of Global Air Freight at DB Schenker, added: "We are proud to pioneer this interesting transportation option for the market in Latin America."

Combining modes of transportation across three continents shortens delivery time by almost four weeks

For the first time ever, the logistics experts at DB Schenker have combined transportation by rail, road and air across three continents to organize a delivery for an electronics manufacturer from China to South America. In total, 21 metric tons of cell phone electronics were transported by rail from Chongqing in central China to Duisburg, Germany, via Kazakhstan, Russia, Belarus and Poland. The next step was a truck journey to Frankfurt airport, from where DB Schenker sent the cargo by plane to Brazil.

The combination of rail, truck and air freight shortened the journey time from Asia to South America by almost four weeks compared with using ocean freight alone.

First trams tested on iconic station bridge



The extension of tram services to Chilwell and Clifton has taken another major step forward with the first tram tests on the new bridge over Nottingham Station and into The Meadows.

In the early hours of August 22nd, a testing team from NET Phase Two construction contractor Taylor Woodrow Alstom drove a tram over the station bridge during the first of a series of night time trials.

Christian Saussier, Alstom Turnkey Operations Manager, explained: "This first test marked a significant moment for the project and will lay the foundations for more extensive night time trials over the coming weeks that will see more trams under test on the Line 2 Clifton from Nottingham Station to Wilford.

"Once these are complete, we will then commence daytime testing when people will find it easier to enjoy the sight of trams travelling over the railway station using one of the city's most iconic new landmarks, the Karlsruhe Friendship Bridge."

The 104-metre-long, 14.5-metre-wide, 1,100-tonne steel bridge generated national media attention when it was manoeuvred into position last year. Since this remarkable feat of civil engineering, work has continued on the bridge to lay tracks and install vital communications equipment.



"These have had to be thoroughly checked and tested under different conditions over several weeks before trams could travel over the bridge," Christian said. "We're delighted that the first trials are now underway."

Councillor Jane Urquhart, Nottingham City Council's Portfolio Holder for Planning and Transportation, said:

"This marks another key milestone in the NET Phase Two project to double the size of Nottingham's tram network. People can now enjoy the sight of the new trams as they pass over Nottingham Station bridge and into The Meadows for the very first time.

"The 22 ultra-modern Citadis trams which are being added to the NET fleet and our refreshed original Bombardier trams will soon be carrying passengers along this extraordinary new route into and out of the city centre.

"With the two smaller adjoining bridges carrying tram tracks over Station Street and Queen's Road, collectively forming the Karlsruhe Friendship Bridge, we have a recurrent reminder of the help and advice which our twin city generously gave us during the formation of Phase Two and Line One."



Innsbruck tram No. 310 is seen in Museumstraße, Innsbruck on June 25th. [Steamsounds](#)

Škoda Vagonka to deliver fourteen new trains to Czech Railways



Škoda Vagonka signed a contract to supply Czech Railways with fourteen electric single deck units of the "Panther family" fitted for inter-regional and long-distance transport. The new modern train units, costing 2.6 billion CZK, will be made between 2015 and 2016 and are going to serve on internal express train lines.

"Czech Railways will receive ten five-car and four three-car electric units with the capacity of 350 and 200 passengers respectively. They are going to service inter-regional and long-distance transport lines in the Czech Republic on electrified tracks with voltages of 3 kV DC and 25 kV AC and maximum speed of 160 km/h. The new units are based on the proven RegioPanther unit concept," says Škoda Vagonka sales director Ivo Gurnák.

These will be low-floor units, which is going to make life easier not only for people with reduced mobility, especially wheelchair users and the elderly, but also for mothers with children. Compared to the current RegioPanther version, the new one will have only one boarding door per car. But at the same time, the boarding area will be separated from the passenger compartments by internal electrically-controlled doors.

The interior is going to be designed for long-distance transport not only by utilizing the most comfortable 1st and 2nd class seats, but also a complete interior with spaces for large luggage storage, expanded bike racks and compartments dedicated to passengers with small children. The whole train is air-conditioned. Of course there is also a modern audio-visual LCD information system, WiFi and multiple electrical outlets for PCs. The units will be equipped with a booking system not only for passenger seats, but also for booking space for bicycles.

"At present, there are 21 RegioPanther units in operation on local and regional lines in the Czech Republic. The first vehicles started servicing these lines in autumn of 2012. Five more RegioPanthers are planned to be delivered to the South-Moravian Region this year. We are moreover aspiring to succeed in delivering vehicles of the Panther family abroad, mainly to German as well as Central European and Eastern European markets," Ivo Gurnák adds.



MWV München tram No. 2101 is seen at the terminus of line 16 at St. Emmeram on July 1st. [Keith Hookham](#)

Dolní Poustevna – Sebnitz line reopens after decades



On July 4th, a festive start of operation on the cross-border line leading to Dolní Poustevna was celebrated in the German city of Sebnitz. Starting on the following day, regular passenger railway transport returned here. The new railway crossing's opening introduced a new line designated as U28 and connecting Decín, Dolní Zleb, Bad Schandau, Sebnitz, Dolní Poustevna, Mikulášovice and Rumburk.

Railway operation on the cross-border line section between Dolní Poustevna and Sebnitz was stopped in 1945. The train connection renewal was started by the Railway Infrastructure Administration (SZDC) already several years ago. This happened based on the Resolution of the Czech Government No 39/2006 and the Arrangement between the Government of the Czech Republic and the Federal Republic of Germany about border crossings on the common state border, dating from the same year.

Construction works as such took place in summer 2009 during a continuous line closure lasting 45 days. "Besides reconstructing railway substructure and superstructure on several kilometres of the line, builders also concentrated on the Dolní Poustevna railway station where they built a level platform 45 metres long with a boarding edge 550 mm above the rail as well as a shelter for passengers", says Mr. Pavel Surý, Director General of the Railway Infrastructure Administration. Furthermore, one bridge was repaired and several railway crossings were reconstructed on the adjoining line section. The German railway infrastructure manager has been assuring repairs since last year.

Eight new pairs of direct trains are going to be operated on the new rail connection. "We are very glad that Czech Railways together with DB Regio will be offering a regular railway connection to local inhabitants and visitors after so many years of petitioning. A railway line leading through Germany will offer shorter travel times to passengers from the Šluknov headland while travelling to Decín. More specifically, travel times for Dolní Poustevna citizens will be reduced by half," says Mr. Daniel Kurucz, Director General of Czech Railways. Travels from Dolní Poustevna to Decín used to take 133 minutes; starting from 5 July 2014, passengers will ride between both localities 65 minutes only.



DR 99.6001 is seen arriving into Alexisbad. [Stearnsounds](#)

Bombardier Wins Contract from Akiem for 10 TRAXX Locomotives



Rail technology leader Bombardier Transportation and the leasing company Akiem S.A. have signed a contract for the delivery of 10 BOMBARDIER TRAXX DC locomotives, with an option of up to 10 additional locomotives. Based on list price, the firm order is valued at approximately 33 million euro (44 million US) the total potential contract value if the option for 10 additional locomotives is exercised would be approximately 65 million euro (86 million US).

The locomotives will be used for freight transport in Italy and Poland. Delivery is scheduled between the third quarter of 2015 and the first quarter of 2016. It will expand Akiem's TRAXX fleet of 15 locomotives that were ordered in 2013. In Poland alone around 70 TRAXX locomotives are in operation - the largest fleet of state-of-the-art locomotives currently operating in this country. In Italy more than 100 TRAXX locomotives are in use.

"This contract is a new step in Akiem's European development, this fleet of pure DC3kV TRAXX locomotives is answering customers' requirements for a cost efficient and reliable traction solution in both Polish and Italian domestic markets. This contract is the result of a real partnership with Bombardier, all our new 3kV TRAXX locomotive customers will benefit from the skills of Akiem engineers and Akiem's spare-parts and components storage which we developed with our previous AC and MS TRAXX fleet" said Fabien Rochefort CEO of Akiem.

The locomotives are designed for speeds of up to 140 km/h and are well known for their high reliability, excellent traction capabilities, energy efficiency and low maintenance cost. .

Bombardier's proven TRAXX DC locomotives have been operating in revenue service since 2007. More than 160 TRAXX DC locomotives are currently operating in Italy, Poland and Spain. TRAXX locomotives are viewed as the most successful locomotive platform in Europe with over 1700 locomotive sold for freight and passenger service.

*DC locomotive: electric locomotive, designed for operating under direct current (DC) catenary system in Europe with 3 kV.



DB Class 146.113 stands at Karlsruhe Hbf on the rear of train No. IRE4709 to Kreuzlingen. [Stearnsounds](#)



ADIF tenders for improving infrastructure in the stretch between Bellvitge and El Prat de Llobregat (Barcelona)



This project includes the renovation of more than 4,400 sleepers and other complementary operations in order to ensure the highest levels of safety and comfort in railway operation

ADIF has tendered, amounting to 880,512 euros (excluding VAT), the execution of works to improve rail infrastructure in the way El Prat de Llobregat - Bellvitge. This project consists of the renovation of 4,469 sleepers and other elements of the track superstructure (rail and ballast), with the aim of optimizing the geometrical parameters of railway infrastructure and ensure high standards of safety, efficacy, quality and comfort exploitation in a section that shows a large number of circulations. The new sleepers, which will be of concrete and versatile piece will be installed in the section between the Llobregat river and Bellvitge station. In total, 1,625 will be placed in a section of 975 m at the gateway to Barcelona, and a distance of 2,844 km in 1.7 southbound direction. Also 216 meters of track and 22 are replaced ground assembly rail joints to be made.

It is also planned to carry out actions via leveling and profiling the roadbed on a stretch of 4,500 m, neutralization works to eliminate tension rods lane 3,500 m, debugging roadbed in a distance of 50 m, the removal and replacement of 24 beacons and complementary operations in security and communications facilities.



SZDC opens six new stations in just one week.

On Friday August 29th, trains started their stop in a completely new Praha-Podbaba railway stop, where a new, for a long time expected train-to-bus and train-to-tram change terminal has been put into the operation. A day before, the original Bubeneč Railway Station cease to serve for public transport.

Since 1 September, trains will make their stop also in other five new railway stops in Rudná and Hostivice area (Rudná railway stop, Chýně, Jinocany, Hostivice-Sadová and Hostivice-U hřbitova), which means also a complete modification of the timetables applicable on railway lines Praha – Rudná u Prahy – Beroun and Praha-Smíchov Na Knížecí – Hostivice – Rudná. The Railway Infrastructure Administration and the Central-Bohemian Region invested jointly tens of millions of Czech crowns in this location.

Praha-Podbaba

The new railway stop is located directly at the tram terminus station of Podbaba; trains will start their stops there at 4.00 AM on Friday, 29 August. The stop has been constructed within the framework of a construction project called Optimisation of the railway line Praha-Bubeneč – Praha-Holešovice. So far, only one platform will serve for public transport, used by trains heading from both directions. Nevertheless each direction shall have its own platform in December 2014. The given line section will thus contribute to a full completion of the railway corridor construction project, final construction works will continue until spring 2015. The station costs approximately 30 million Czech crowns and is part of total costs invested into railway lines between Bubeneč and Holešovice. Estimated total costs of the works amount to 931 million Czech crowns.

In Podbaba, this will provide a train-to-train and train-to-public transport change terminal, having been expected for a very long time. Passengers heading to Prague by train from Kralupy nad Vltavou will be able to reach the Dejvice Metro Station by 10 to 15 minutes faster than until now when they had to change in Bubeneč Railway Station and to wait for the bus No 131.

The Bubeneč area where the original railway station is located will be also serviced in the future by the bus line No 131 which leaves the station every 4 minutes on morning peak hours and every 6 minutes in the afternoon. The railway station itself will not cease its operation completely. Passenger transport will decrease, however the operating point will serve as a passing bay for train crossing.

Five new stops in Rudná and Hostivice areas

On Monday, 1 September, trains will start their stops in five new railway stops in Rudná and Hostivice areas. Local railway lines will be also operated with new train connections ordered by the Regional Authority of Central-Bohemian Region.

Hostivice-Sadová (service S65 Praha-Smíchov Na Knížecí – Hostivice – Rudná u Prahy)

Hostivice-U hřbitova (service S65 Praha-Smíchov Na Knížecí – Hostivice – Rudná u Prahy)

Chýně (service S65 Praha-Smíchov Na Knížecí – Hostivice – Rudná u Prahy)

Rudná railway stop (service S6 Praha-Smíchov – Rudná u Prahy – Nucice – Beroun)

Jinocany (service S6 Praha-Smíchov – Rudná u Prahy – Nucice – Beroun)

The Railway Infrastructure Administration built the railway stops for tens of millions of Czech crowns; access roads have been financed by the Central Bohemian Region. Modern, illuminated platforms have been designed using pre-fab elements with anti-noise protection finish, with a platform boarding edge height of 550 mm. This allows passengers to board the trains directly at the train floor level. A new stop shelter has been designed using a concrete material with the *anti-vandalism* finish. Apart from benches, the platform contains also a trash bin, illumination and a showcase with information for passengers. The platform is also equipped with a ticket marking machine (ROPID).

“We strongly believe that namely urban-public transport service project may represent a key factor so that railway transport becomes a very interesting alternative for thousands of passengers who have been commuting to the Capital of Prague by personal cars,” said Mr. Pavel Surý, Director General of the Railway Infrastructure Administration at the inauguration presentation of the new railway stops. “I believe that if anyone tries this mode of transport and discovers the way of travelling without waiting in overcrowded streets and everyday traffic jams he will fall in love with railway transport in the same way as I already have.,” added Mr. Surý with a smile.

The interest of the local population westwards of the Capital of Prague in regular commuting to work by train is constantly growing, although a high highway and speed motor way capacity is available in the region,” added Mr. Alois Kašpar, Director of the Regional Centre for Passenger Transport of České dráhy, and continued: “While ten years ago, Nucice and Rudná areas were serviced only by approximately ten trains a day fully meeting the local transport demand, nowadays we operate almost thirty trains daily with 30 a minutes interval during peak hours. Capacity and service quality has increased as well. Fully modernised Regionova units offer upholstered seats, moreover a low-floor section provides very suitable travel experience for mothers with

strollers, wheelchairs or retirees.”

Alois Kašpar also highlighted a significant potential of the railway route: “Although these are not main corridor lines, the railway connections from Nucice through Rudná u Prahy to Smíchov, as well as the route connecting Rudná, Hostivice and the stop Na Knížecí at Anđel Metro Station have a significant potential for further growth of passenger demand. One of additional impulses for higher demand in terms of railway services will be a simultaneous opening of the new stops, providing better accessibility of railway transport to the wider public and population and saving them tens of minutes per month they currently spend commuting to work.”

“I welcome very much the new stops on the railway line from Prague to Rudná. They will provide a constantly growing local population in these outskirts of Prague with comfortable travelling for commuters, patients travelling to their doctor, customers travelling to shopping malls or seeking entertainment. The Central-Bohemian Region supports passenger railway transport which has both a very long tradition in the region and prospects for further development. The railway line from Prague to Rudná is one of the busiest lines being operated in the Central Bohemian Region. I assume that the new stops will bring also new passengers. It is now up to the railway carrier to provide his passengers with safe, comfortable and punctual transport to their destination,” said Mr. Miloš Petera, governor of the Central-Bohemian Region. “Trains will now make their stops in locations where they only used to pass through, the railway network provides considerably better access to densely populated areas. Passengers from many municipalities will be now serviced faster and they will not have to make changes so often,” said Mr. Pavel Procházka, authorized manager of ROPID.

In case of the S6 railway service from Prague via Rudná u Prahy to Beroun, the timetable is to be changed completely so that the new services are interconnected in Rudná. The S65 service from Knížecí Station in Prague to Hostivice will be operated with the same frequency, however almost all the trains will continue from Hostivice further to Rudná.

Hostivice-Sadová

The stop is located between Praha-Zličín station and Hostivice station, operated by the S65 service from Knížecí station to Hostivice and further to Rudná. Thanks to the new stop, the local population may enjoy a faster connection particularly to Smíchov. The train arrival time from here to Na Knížecí Station at Anđel is 24 minutes; the train arrival time to Dejvice (with change in Hostivice station) reaches unrivalled 21 minutes.

Hostivice-U hřbitova

The stop is located between Hostivice station and Hostivice-Litovice stop at the crossing with the old Karlovy Vary road. This route is operated by the S65 service from Knížecí to Hostivice and Rudná. From the new stop at the cemetery of Hostivice, the train arrival time to Dejvice will be only 23 minutes, 33 minutes to Masaryk Station and 37 minutes to Na Knížecí by a direct train. For example, the average arrival time to Dejvice from this area by using the Prague Integrated Transport services was approximately 50 minutes.

Chýně

The stop is located on the outskirts of Chýně between Rudná u Prahy station and Hostivice-Litovice stop. The route is operated by the S65 service and the local population may enjoy a new, faster connection particularly to Dejvice and the city centre of Prague. A journey using a train from Chýně to Dejvice takes only 28 minutes with one change in Hostivice (a current journey using a bus or bus and metro used to take approximately 50 minutes, which means the journey is faster by more than 20 minutes). Chýně will be now serviced by fast and comfortable trains to Smíchov and the city centre of Prague. Train from Chýně will arrive to Smíchov Railway Station (with a change in Rudná) in 30 minutes, to Na Knížecí station without change in 42 minutes, to Masaryk Station by train (with a change in Hostivice) in 38 minutes.

Rudná Railway Stop

The new railway stop is located directly in the city centre of Rudná, serviced by trains from Smíchov Railway Station via Rudná and Nucice to Beroun (the S6 service). Thanks to the new stop, particularly travelling from Rudná to Smíchov will now become significantly faster. Trains are operated here with a half-hour interval on peak hours. Time savings from the centre of Rudná will be now 8 minutes when travelling to Smíchov (a journey by bus and metro takes approximately 32 minutes, by train only 24 minutes). The introduction of new trains brings also very fast connections from Nucice and Rudná to Dejvice or to Kladno. A journey from Rudná to Kladno takes only 36 minutes, to Dejvice only 35 minutes.

Jinocany

The stop is located between Rudná and Zbuzany operated by the S6 Praha-Smíchov – Rudná u Prahy – Nucice – Beroun service. The train interval is every 30 minutes on peak hours. Thanks to the new stop, a journey from Jinocany to Smíchov station will be by 12 minutes faster than up to now (a journey using a bus and metro takes 30 minutes, the train arrives to the same destination in 18 minutes) with no need of change.





Hannover tram No. 6145 is seen outside the Hbf. Steamsounds

Alstom opens line 2 of the Citadis tramway in Le Mans



New Alstom-TMH tramway comes into commercial operation in Moscow



On August 20th,, a new low-floor tramway developed on the basis of the Citadis platform by TramRus, Alstom and Transmashholding (TMH) joint venture, was released for the tram service 17, connecting Medvedkovo with VDNKh. This is how the tramway entered the trial commercial operation with passengers on the Moscow tram network.

Recently, this new joint product of Alstom and TMH has received a certificate of conformity under the Road Certification Scheme. During the tests organized from December 2013 to June 2014 the tram ran more than 2,000 km. The machine is well proven in the harsh winter conditions, and in conditions of summer heat.

Modern engineering solutions applied in the tram, such new low-floor bogies, modular design etc. allow reduced maintenance and repair costs, reduction of the energy consumption by more than 10%. Besides, thanks to these solutions, the life of the tram is increased up to 30 years.

The length of a tram (25.5 meters) provides a seating capacity at full load up to 255 people, which is almost twice the maximum capacity of the existing Moscow trams. 100% low floor ensures an easy access for people with limited mobility: people with children, the elderly as well as disabled people. The tram is capable of speeds up to 75 km / h, making an excellent alternative to private cars.



Alstom opened the second tram line with greater Le Mans council in the presence of Jean-Claude Boulard, mayor of Le Mans and president of Le Mans Métropole, and François Papin, Site Managing Director of La Rochelle. The network is growing from 15.4 km to 19 km and the Citadis fleet is expanding from 26 to 34 trams. The eight new trams were ordered in 2012 to reinforce the service on line 1 and to operate on line 2. Thirty metres long, the Le Mans Citadis trams already carry more than 48,000 people a day. Bringing the eight extra trams into line with the regulations on passengers with reduced mobility and making them more accessible required some major modifications: some seats have been widened, buzzers have been added to the doors, a flashing display and an intercom have been placed next to the exit and the handrails have been improved.

"SETRAM has also upgraded the 26 trams already in service on the network according to processes defined and deployed by Alstom, which provided logistics and parts. The city of Le Mans now has a fleet of 34 modern trams adapted to the specific needs of people with reduced mobility," explains François D'Hulst, Alstom Transport's director of key accounts and local authorities.

Five out of the eleven Alstom sites in France took part in building the Citadis for Le Mans: La Rochelle for the tram design and construction, Ornans for the motors, Le Creusot for the bogies, Tarbes for the powertrain equipment and Villeurbanne for the onboard IT.

From the UK

Blackpool Trams Heritage Weekend

The Blackpool tramway runs from Blackpool to Fleetwood on the Fylde Coast in Lancashire, England. It was the last surviving first-generation tramway in the United Kingdom until it was replaced by a fleet of modern Flexity 2 'Supertrams' in 2012. However, today the traditional trams still provide a 'heritage service' on certain days. The line dates back to 1885 and is one of the oldest electric tramways in the world. So on August Bank Holiday weekend we went to see.....

With plenty of sunshine about, open top trams were in operation. This is open topped 'Balloon' No. 706 heading past North Pier en route to Bispham. [Class47](#)



VISIT OUR CONSERVATORY COFFEE SHOP & BAR

'Boat' tram No. 230 heads towards Blackpool Tower as it passes by South Pier. Class47



Commissioned in 1933 by Walter Luff, the then controller of the network, 'Balloon' tram No. 717 heads towards Pleasure Beach. [Michael Lynam](#)



Making its final appearance before returning to Crich Tramway Museum, 'Pantograph/Pullman' car No. 167 passes Blackpool Tower. Class47



Recently repainted into red and cream livery, 'Boat' No. 227 stands alongside No. 600 at Pleasure Beach. Class47



'Centenary' car No. 648 heads for the Pleasure Beach, seen passing Manchester Square. [Michael Lynam](#)



'Balloon' No. 701, repainted into red and white livery, is seen at Rigby Road depot. [Class47](#)



Brush 'Railcoach' No. 290 has also had a repaint for the 2014 season and remains on display at Pleasure Beach.
Class47





Vambac 'Coronation' tram No. 304 proved very popular as this was its first outing in nearly 4 years. Seen here heading along the promenade. [Michael Lynam](#)

Several of the new Flexity 2 trams have has adverts applied such as this one, No. 016, seen here departing South Pier.
Class47





SNCB Class 62 No. 6302
is seen stabled at Voroux on June 25th 2001.
[Paul Godding](#)



On June 28th 2006, Class 742.166-2 is seen stabled at Mlada Boleslav awaiting its next duty. This would probably be a trip working to the nearby car factory. [Class47](#)

SNCB AM80 EMU No. 330 is seen at Leuven on August 28th 2007 with a Brussels service.
Brian Battersby

