

Railtalk

Magazine Xtra

Issue 43x
April 2010
ISSN 1756 - 5030



Czech Class 749s, get them while you can

Welcome

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

As always in Xtra, we concentrate on life outside the UK, and once again we have some excellent shots from some of Europe's finest photographers. Our "From the UK" section has a look at the Severn Valley Railways Spring Steam Gala.

This month I should like to say another special thanks to Colin Gildersleve for some more excellent shots from Australia, and also a big thanks this month to Richard Hargreaves and Phil Martin for some excellent Severn Valley Steam Gala shots.

Also as you may see, it's been a busy month for the team, as they have all been away, so we have a slightly bigger issue. I hope that you all enjoy them.

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, Richard Hargreaves, Phil Martin, John Coleman, Carl Grocott, David Hollowood, Pavel Kopec, Tomáš Kubovec, Ron Halestrap, Martin Grill, Pavel Šturm, and Pavel Martoch.

Contents

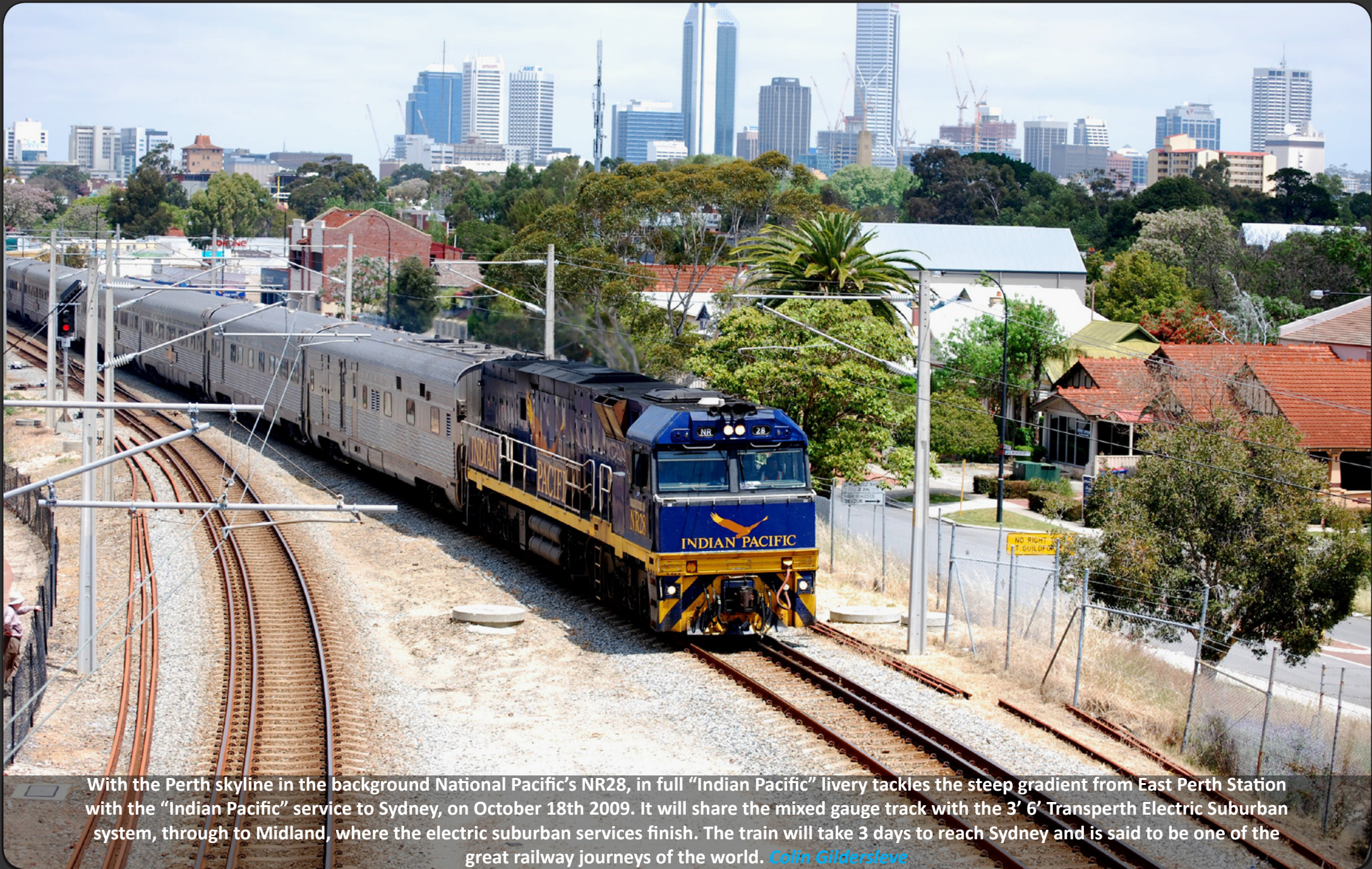
Pg 2 - Welcome
Pg 3 - Pictures
Pg 22 - News
Pg 28 - From the UK
Pg 40 - From the Archives

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With the Perth skyline in the background National Pacific's NR28, in full "Indian Pacific" livery tackles the steep gradient from East Perth Station with the "Indian Pacific" service to Sydney, on October 18th 2009. It will share the mixed gauge track with the 3' 6" Transperth Electric Suburban system, through to Midland, where the electric suburban services finish. The train will take 3 days to reach Sydney and is said to be one of the great railway journeys of the world. [Colin Gildersleeve](#)



A heavily graffitied unit is seen at Brussel Nord station on March 16th. [John Coleman](#)



Australian Railroad Groups AD1521 runs through the small station of Brunswick Junction with a train of chemical tanks which it has brought out of the nearby Worsley Alumina Minesite, in Western Australia's South West. This part of the WA rail network is all narrow gauge at 3' 6". [Colin Gildersleve](#)



A German DB 7 car ICE train pauses at Koblenza station on March 16th. [John Coleman](#)



SNCB Shunting loco Class 78, No. 7837 is seen passing through Brussels Midi station on March 15th. [Steve Madden](#)



Czech Cargo Class 163.007-8 is seen working a coal train through Vsetaty on March 23rd. [Carl Grocott](#)



S3301, which is one of Australian Railroad Group's 3' 6" narrow gauge locos, takes empty hopper wagons through Mundijong and is heading back to Western Australia's South West, probably to the Collie Coal Mine for a fresh load of coal, for either domestic use or export. On January 19th it is seen passing one of the many passing loops, as the South West area is predominantly single line. [Colin Gildersleve](#)



SNCB "Goggles unit" No. 927 is seen departing Brussel Midi station on a local service, March 15th. [John Coleman](#)



National Pacific's NR49 & NR50 take 7PM5 Intermodal service from Perth to Midland through Hazelmere (an eastern suburb of Perth) on November 7th 2009. The train is approximately 1.8 kilometers long and to the rear of the train the containers are double stacked. [Colin Gildersleve](#)



German DB Class 111.126-9 is seen departing Koln Hbf on March 16th. [Steve Madden](#)



DAZ1902 takes a loaded grain train from Western Australia's South West around the tight curve at Mundijong, 3/4 of its way through its trip to the Bulk Handling Terminal at the Port of Kwinana. The grain is for either domestic use or export, on January 22nd. [Colin Gildersleve](#)



Railion Class 155.146-4 is seen passing Koln Sud station on a grey March 16th with a test train. [Steve Madden](#)



An OBB Railjet service from Salzburg is seen heading for Wien through Rekawinkel on February 23rd. [Andy](#)



A Rail4Chem liveried Class 185 is seen tucked inside Alpha trains Class 185.576-6 working a freight service through Rekawinkel on February 22nd. [Andy](#)



During a brief spell of sunshine at Koln Hbf on March 16th. DB Class 101.088-3 departs Koln Hbf with a service for Koblenz. [Steve Madden](#)



Czech Class 122.001-1 crosses the river at Usti nad Labem with a coal train on March 22nd. [Class47](#)



OKD Doprava (Ex Viamont) liveried Class 130.049-0 heads through Kolin with a coal train on March 22nd. [Class47](#)



Czech "Grumpy" Class 749.240-8 is seen pausing at Pisek on March 23rd. The loco makes light work of its two coach train. [Class47](#)



A trio of Czech Class 742s stand at Beroun in the spring evening sunshine on March 23rd. [Class47](#)



Stadler Rail wins contract for Belarus

Stadler Rail has won the international tender to deliver Belarus Railways with ten FLIRTs (Fast Light Innovative Regional Train). The contract was signed recently in Minsk, with a volume of around EUR 60 million (including reserve materials). Delivery of the four-carriage trains will start in December this year and continue until the middle of 2012. The trains are more or less identical to the 32 FLIRTs manufactured for Helsinki. They will be manufactured in parallel to these in Bussnang.

Once again, thanks to its high levels of innovation, Stadler Rail

has been able to win another order, 80% of the value of which will be created in Switzerland.

This is Stadler's first contract from a country from the former Soviet Union. Peter Spuhler, owner and CEO of Stadler Rail Group, is delighted. "I'm very proud that our FLIRTs soon will operate in Belarus as well. This means we will be present in 11 countries. This proves that we are competitive from Switzerland with an added value of 80%. Stadler has sold 557 FLIRTs, of which 417 were sold to countries abroad."

The trains will be built in two versions: six FLIRTs will serve the traditional local train network in the region of the Belarusian capital Minsk.

The other four FLIRTs are intended for intercity travel between the larger towns. These will have a more comfortable, higher level interior, in view of the longer journey times. As in Finland, the trains in Belarus will operate on a broad-gauge track of 1,524 millimetres, and have a larger clearance.



Alstom delivers first Reims tramset

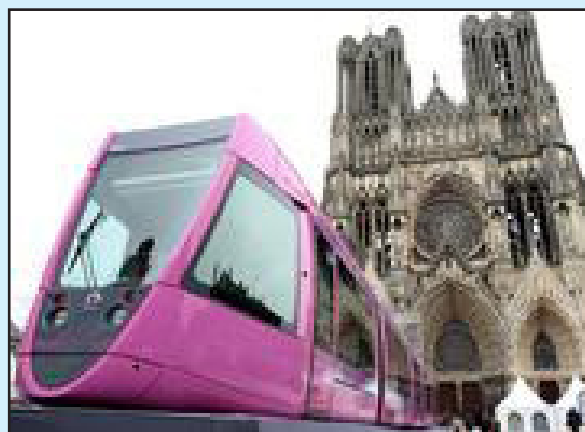
On 26 March, the population of Reims had an opportunity to see the city's first Citadis tramset when it was displayed on the plaza fronting the cathedral. The event was presided over by Adeline Hazan, Mayor of Reims and President of Reims Métropole, and Christian Messelyn, President of MARS, the concession-holder for the Reims MARS tramway. On Thursday 18 March, the tramset left the Alstom site in La Rochelle for the Champagne Ardenne region. This first pink-coloured tramset embodied the aesthetic choice of the city of Reims. Teams from Alstom Transport's Design & Styling department and the MBD Design agency collaborated on the colour approach designed by Rudy Bauer, overwhelmingly favoured by the people of Reims and chosen for the city's visual identity project. A real feast of colour, each of the 18 cars will sport one of the eight hues selected by Reims Métropole: yellow, orange, red, purple, pink, blue, turquoise and green. The colour scheme is repeated in the interior fittings. Another distinctive feature of the Reims tram design is a front side that evokes the slender, delicate lines of a champagne flute.

Alstom is providing a turnkey solution for the Reims tramway project which, in addition to 18 tramsets, involves the design and production of all electromechanical systems, including the rail track, signalling, electrical supply, catenary and ticketing system for the metropolitan area's transport system. Moreover, Alstom will handle equipment maintenance on a subcontracted basis with operator Transdev for 30 years.

The Reims trams are fitted with the latest range of Citadis equipment, which enhances passenger comfort with closed-circuit video surveillance and sound and visual information systems. A pioneer in terms of accessibility for people with reduced mobility,

Alstom makes life easier and the tram a comfortable environment for all passengers, with its integral low floor, multiple doors, tramsets level with the platform, and wide gangways. The 32-metre tramsets will each be able to accommodate over 200 passengers, the equivalent of four buses. The Citadis also enhances the quality of life in a city: four times quieter than motor traffic, it generates about five decibels less noise. In addition, the Reims Line 1 will be equipped with a ground-level power supply (APS system) over a two-kilometre distance. With this technology, the tram can operate safely with a catenary-free system to preserve the city centre's traditional appearance.

The Reims Citadis trams are currently designed and assembled in the La Rochelle plant. Five other facilities are also involved in production: Tarbes provides electrical and electronic equipment for the traction systems, Ornans the motors, Le Creusot the bogies, and Villeurbanne and Saint-Ouen the onboard electronics. The 18 tramsets will serve 23 stations and cover 11.2 kilometres on Line 1. The Reims tramway is due to come into service in April 2011.



Czech Railways to modernize “Cobra” locomotives, they will be more economical and environmentally friendly

Czech Railways modernization of vehicles continues with a touch of diesel locomotives. Czech Railways is issuing organizations a contract to upgrade 19 locomotives of Class 750, which are known as “Cobra”. A similar type of upgraded engines has successfully been used by many other carriers in the Czech Republic, such as CD or OKD Cargo Transport, and also carriers in Italy.

The renewal of rolling stock of Czech Railways is also necessary to ensure rejuvenation of diesel locomotives of higher output, whose average age is 30 to 40 years. The complete modernization of vehicles of the Czech Railways and increased use of motor vehicles and units however, can be expected to decrease in importance of large diesel locomotives.

Therefore, at present it appears to be cost-effective to upgrade existing Class 750 with the nickname “Cobra”, before buying new locomotives.

“The upgrade we installed is especially powerful, but energy and maintenance is very efficient for an internal combustion engine,” said the director of the modernization of locomotives rolling stock and railway Rostislav Novak, who adds other benefits: “There will also reduce exhaust emissions and noise levels. This is certainly welcome people living near the railway. Overall, the upgraded engine is operationally more efficient than the current version.

“According to Novak’s modernization” we will be excluding the oldest large diesel locomotive Class 749 with the nickname “Cloudy” or “Bardotka” and restrict the operation of larger diesel locomotives with medium power, such as Class 742, which have poor visibility making operation of passenger trains not ideal.

Rostislav Novák envisages the deployment of upgraded equipment in the coming years: “All 19 locomotives to be upgraded within 24 months of signing the contract, approximately half of 2012. We plan to deploy them in such fast trains from Hradec Kralove to Trutnov and Letohrad, near Brno, and replacing older vehicles with a depot in Prague.”

Modernization of locomotives will be financed by leasing back. Estimated cost of modernization is about 670 million crowns.

Double-decker trains for the Berne commuter railway system

BLS is about to make the largest investment in rolling stock in its history: its Board of Directors has just approved funding of CHF 493.7 million to procure a total of 28 double-decker multiple-unit trains for the Berne commuter railway system from Stadler Rail by the end of 2014. The new trains will help BLS meet the growing demand and offer their passengers a more comfortable journey. At the same time it is implementing a long-term standardisation of its fleet to make operations more cost-effective. BLS is planning to invest a total of over CHF 1 billion in new rolling stock by 2025.

Following the rapid growth in demand over the last few years, the Berne commuter railway system is reaching the limits of its capacity, especially on the most frequently-used lines and at peak travel times. Over the last five years, demand has increased by 43.5% when measured by the number of passenger kilometres travelled. And the growth is set to continue in the future; a further increase in demand of around 60% in the Berne region is expected by 2025. This is why BLS is procuring new, powerful double-decker multiple-unit trains (DOSTO). These will offer passengers more space and greater comfort and will enable the procurers and BLS to achieve greater efficiency and more cost-effective railway operations. The public tender for the delivery of a total of 28 double-decker multiple-unit trains was run in June 2009.

At its last meeting, the Board of Directors of BLS decided to award the contract for the construction and delivery of the DOSTO vehicles to Stadler Rail of Bussnang with the usual 20-day appeal period. At the same time the Board of Directors approved the necessary funding of CHF 493.7 million. The investment has been approved by the Federal Office of Transport and cantons Berne and Fribourg, over whose territory the new trains will in future travel.

The 28 new double-decker trains, each of which will be 102 metres long, will be delivered from autumn 2012 and will be gradually deployed in the timetable for the S1 commuter railway line (Fribourg–Berne–Münsingen–Thun) during the course of 2013. With effect from 2014, the double-decker trains will be phased into service on the S3 (Biel–Berne–Belp) and S6 (Schwarzenburg–Berne) lines. The DOSTO fleet will be complete by the end of 2014. Various minor modifications will be made to the existing rail infrastructure, such as in the Donnerbühl tunnel and on the Schwarzenburg line, in preparation for the deployment of the new vehicles. Many advantages of the new double-decker trains

By making the largest investment in rolling stock in its history, BLS is aiming to improve both the quantity and the quality of its service to passengers of the Berne commuter railway system:

Increased capacity: With seating for 336 and standing room for a further 110 passengers, along with a maximum capacity of 915 passengers per multiple-unit vehicle, the new trains offer more space with a view to the future growth in demand. The number of seats can quickly be doubled by combining two multiple-unit vehicles. It will be possible to increase the number of seats at peak travel time on the S1, S3 and S6 lines by around 30% by 2014.

Greater comfort and accessibility: The new DOSTOs have panel heating, allowing the

seats to be arranged more generously, and multifunctional compartments with space for pushchairs and bicycles. The carriages are climate controlled throughout and have a visual and acoustic passenger information system and video surveillance. The low-floor entries allow convenient embarkation and disembarkation at platform level. Each multiple-unit vehicle has three wheelchair spaces and an accessible toilet.

Optimised production and reliability: Wide doors and generous door areas allow passengers to embark and disembark quickly, making it easier to keep to the timetable. There are also production benefits from the ability to change direction quickly and the fast separation and joining of multiple-unit vehicles.

Improved cost-effectiveness: Increased availability of the vehicles and longer servicing intervals for the systems enable a reduction in life cycle costs to be achieved.

Billion-franc investment in a modern fleet of vehicles

BLS currently has a very disparate fleet operating in regional and commuter railway traffic with vehicles of varying ages, technology, passenger comfort and cost-effectiveness. As part of its long-term fleet strategy, BLS wants to gradually standardise and modernise its fleet by 2025 in order to align it to future trends in supply and demand. The focus is the phased procurement of new trains for the commuter railway system. The contract for double-decker trains that has now been awarded forms the basis for implementing the first phase. Providing that the planned expansions in the infrastructure and services can be achieved by then, BLS is planning to procure more trains for the commuter railway system, probably single-deckers, to coincide with the timetable changes in 2019 and 2025. BLS is therefore planning to invest around CHF 1.2 billion in new trains by 2025.

The new acquisitions will allow old rolling stock to be replaced, thereby enabling BLS to reduce the variety in its fleet. This then simplifies maintenance and increases flexibility in its rail operations. Instead of the seven sub-fleets it currently operates, BLS is aiming to reduce this to just four, two of which can be coupled together. In the first phase, the commissioning of the new DOSTOs will also trigger the withdrawal from service of eight RBDs 566 I type commuter trains and four locomotive-drawn EW I commuter trains. At the same time, it will also be possible to replace the 13 red RABe 526 type articulated multiple-unit trains (GTW), which will be migrated from BLS to SBB at the end of 2013 as part of the reorganisation of line management in the Lucerne West, Solothurn and Berner Jura areas.



SNCF orders 23 additional Régiolis trains from Alstom for approximately €135 million

SNCF (French national railways) has placed an order of around €135 million with Alstom Transport for an additional 23 Régiolis regional trains from the Coradia Polyvalent range for use in the Basse Normandie and Haute Normandie regions of France. This order is part of the contract signed on 27 October 2009 with SNCF and is financed by the French regions. The initial contract consisted of a first tranche totalling €800 million for the supply of 100 Coradia Polyvalent trains. In January 2010, an optional tranche for 19 trains, worth around €130 million, had already been exercised.

These 142 trainsets will operate in the regions of Alsace, Aquitaine, Basse Normandie, Haute Normandie, Lorraine, Midi-Pyrénées, Pays de la Loire, Picardie and Provence-Alpes-Côte d'Azur. Deliveries are scheduled to begin in 2013 and end in mid-2015. Eventually up to 1,000 Coradia Polyvalent trains may be ordered, for a total of over €7 billion.

With manufacturing operations slated to continue for many years, Coradia Polyvalent also helps sustain dynamic regional economies. The train will be entirely designed, manufactured and assembled in Alstom Transport facilities in France: train engineering and assembly in Reichshoffen (Alsace); bogies in Le Creusot (Bourgogne); motors in Ornans (Franche-Comté); traction drives in Tarbes (Midi-Pyrénées); and onboard computing systems in Villeurbanne (Rhône-Alpes).

Alstom Transport is the leading French train company and contributes to thriving local economies thanks to its 9 industrial sites. Alstom Transport's 8,700 employees in France provide expertise to both French and international customers; indeed one job at Alstom creates about three

jobs for its suppliers. Alstom's La Rochelle site is currently fulfilling orders for Citadis tramways and AGV trains for Italian rail operator NTV; the Valenciennes site for Paris and Amsterdam metro projects as well as the Citadis Dualis tram train; and the Belfort site for the Prima locomotive for Morocco.

The highly modular Coradia Polyvalent range is a single-level regional train offering several different technical configurations along with modular fittings for passengers. It can travel at speeds of up to 160km/h in both its electric and hybrid versions and operates at two different voltages (25 kV and 1500 V). It is also available in a transborder version for operation on the German and Swiss rail networks at a voltage of 15 kV. Its platform-height floor provides travellers with optimal accessibility and full all-round visibility for improved security. Motor bogies are positioned at the ends of the carriages to limit vibrations and noise levels.

The Coradia Polyvalent consumes about 15% less energy than its competitors – and hence less CO2 – and its design incorporates eco-friendly and sustainable materials. It is equipped with permanent magnet motors that are more compact and efficient than conventional electric motors. The technical choices incorporated into its design both facilitate maintenance and optimize life-cycle cost.

Thanks to over 30 years' experience in regional transportation, the Alstom Coradia family range of intercity and regional trains can provide adapted solutions to sharply increasing road traffic, both within cities and on motorways, and to continued suburban sprawl. Alstom has already built over 3,000 regional trains in its French, German and Italian plants, which together have covered over 4 billion kilometres.

Czech Railways modernize express carriages, they get air conditioning, and new toilets

Czech Railways has launched a modernization program for passenger coaches for long-distance traffic. The first tender aims to identify suppliers who can modernize 58 cars of both 1st and 2nd classes for Eurocity and Intercity trains. Carriages will have modern air-conditioning for example, a brand new toilet with a closed system and a modern electronic information system. The first upgraded vehicles should be in operation in the winter of 2010/2011.

Included in the modernization are spacious cars 1st and 2nd Class types AEE, Apee, Bee and Bpee by Czech Railways which are now using the Eurocity and Intercity trains from Prague to Vienna to Bratislava to Zilina in Breclav and General Assembly or to Bohumín and between Bohumin and maritime trade.

The scope of modernization describes the Deputy Director General for Railways passenger Antonin Blazek: "Apart from putting new air conditioning and toilets which have a closed-system that keeps waste in the carriage, they will all be branded in the corporate colors of Czech Railways. They will also have electronic audio-visual information system that will inform passengers about the route and the nearest train stop. This will facilitate the orientation of our customers especially in the case of routes not known personally and / or at night. 2nd Class will also have installed an electrical outlet 230 for powering small electronics, especially portable PC. Modernization will require some technological units, a passenger might not recognize at first glance. This may include putting a new efficient central energy source, which is essential for quality work and air conditioning supply electrical outlets."

Estimated cost of modernization is CZK 900 million. Funding will be provided leasing back. All 58 cars to be upgraded within 18 months after contract signature, or around the end of 2011. The first of the upgraded cars are to be put into operation in winter 2010/2011.

ÖBB-investment package is an economic locomotive in Salzburg

The construction of the ÖBB-Infrastruktur will not only bring more comfort and a better deal for rail customers, they are also extremely important for Austria's economy. The new studies prove the Institute for Advanced Studies (IHS), the Economic Research (WIFO) and Joanneum Research, in Matthä Andreas, CEO of ÖBB-Infrastruktur AG, and Governor Gabi Burgstaller, Salzburg were presented recently. The main results: the ÖBB-investment for new construction projects account in the state of Salzburg in around 590 million euros. Additional maintenance work is carried out continuously in the millions. These investments secure and create about 2,500 jobs annually. By rail infrastructure provides customers with a modern, comfortable transport service, it will create sustainable value and the Salzburg economy gets further stimulus.

Burgstaller, Investing in Times of Crisis "right place" "The investments in millions of dollars in transport infrastructure are in many respects a win-win situation: you save jobs, they bring tremendous progress in the modernization of public transport, they are a contribution to the active climate protection, they highlight the importance of Salzburg as a business location and not least, they raise once more the customer interest and thus the acceptance of public transport. All this period of economic crisis in which the regional economy, large investments needed more than need ever - the investments are also 'right place' time be effective on," said Salzburg's governors wife Gabi Burgstaller.

S-Bahn-investment in Salzburg extremely effective: every dollar of four and a half times the economy is rolling back The infrastructure investment by the ÖBB create twice the average value. "The economic impact of infrastructure investments is the S-Bahn Salzburg Austrian top spot a one. Everyone in the expansion of the S-Bahn euro invested brings a value of 4.6 euros! Of all the projects is the new main train station Wien even more effective than the S-Bahn Salzburg," said Board of ÖBB-Adreas Matthä further. "The reason for this outstanding top position is the extreme improvement of

accessibility by the S-Bahn Salzburg. More trains, new stations in the middle of town and clearly more attractive journey times have very positive effects on the regional economy," said Matthä the high economic value of the S-Bahn-investment.

"The S-Bahn stops with the new and modern trains is a success story, not only in a doubling of passenger numbers reflected, but also beyond the borders of the country also attracted attention. Salzburg is also the national economy, the S-Bahn unique: each euro invested is 4.6 times the economy is back in. The country has invested so very effectively and with a fee of 40 million at the S-Bahn Westast value of the equivalent of approximately 900 million euro triggered a "said Burgstaller.

ÖBB invest more than a half a billion euros in Salzburg The ÖBB invest in major projects in the state of Salzburg more than half a billion euros. The conversion of the Salzburg train station with a total investment of 275 million euro will list to the followed by the S-Bahn extension between main station and Freilassing. Alone for the "Westast" S-Bahn million invested 202nd The province of Salzburg to the costs involved with 20 percent. But the construction work as part of the stimulus, such as the planned construction of the stations in Hallwang-Elixhausen and the underpass in Seekirchen, have a positive impact not only on rail customers, but to the entire region.

Alone for maintenance work this year in the state of around 68 million Euro invested. This year will be 2,500 jobs by Salzburg ÖBB-backed investments in. The new study shows that investment during the construction phase, but the operating time of an enormous impact on the labor market as well. Looking at the period of 2009-2013, or creating ensures the reconstruction of the central station 750 jobs annually. The Westast the train is still more than 300 people a year for a job. The new development of ÖBB reason that 1150 people in the state have an employment relationship. "The ÖBB investment in new construction, expansion and maintenance of secure or create this year in Salzburg about 2,500 jobs," said board member Andreas Matthä ÖBB. Investments strengthen labor policy stance in the Land Salzburg

"The infrastructure investment to strengthen the labor market rate for the province of Salzburg, the economy best protection of existing and creation of new jobs to support them in," said state Burgstaller. It is therefore no coincidence that at the Salzburg labor market data for years always at the forefront, and now lies in Austria compared again in the first place lies, so Burgstaller. Additional investment of nearly 200 million euros in the Pinzgau stand on the two major projects S-Bahn Salzburg and conversion station located in the central region. But even in Pinzgau are important economic impetus by ÖBB-projects before. "We have hydroelectric project Tauernmoos already submitted the environmental impact assessment. If the procedure is performed more quickly, we could next year 170 million euro in the power plant from investing," said Andreas Matthä. The two stations Pinzgauer Bruck-Fusch and taxes Bach Rauris, a total of 15 million euros by year-end to renew.

Even away from the labor market show the ÖBB investments impressive positive effects: powerful rail lines offer more mobility for people and companies in the regions. Thus, national markets are opened, which again and growth in the region ensures prosperity. Existing infrastructure, reduced transport costs, creating new settlements are attracted operation. Accordingly, the current study, the IHS also a clear link between reduced rail journey times and transport costs on the one hand and increased economic growth on the other.



Worldwide unique universal lifting equipment for trains in the ÖBB-works at Jedlersdorf

At the forefront of technology in the advanced multi-shop works located at ÖBB Wien - Jedlersdorf, in the first two universal-service work platforms used in operation in the world.

“The first draft was built on a simple table-cloth, and the result is impressive. Developed jointly by the ÖBB-Technische Services GmbH and Windhoff rail and plant GmbH, the universal service work stands, herald a new chapter in the maintenance of railway vehicles” said Franz Seiser, Managing Director of ÖBB-Technische Services GmbH

The newly developed “Arbeitsstand” can lift a four-part, 116-ton commuter Talent train and effortlessly remain separate. The special feature: A modern Talent railcars has what is called Jacobs bogies on the two consecutive vehicles which are supported simultaneously. This bogie is located directly below the transmission between two ends of vehicles, which special techniques must be followed when lifting and separating the cars.

Of course, the new equipment can also lift rolling stock with two bogies per car. The universal Servicestand allows efficient, ergonomic and safe working simultaneously on three levels - below the car, the car and on the roof. These work stands are unique in the world and create the conditions for optimal maintenance and maximum availability of rail vehicles with shorter service lives.

The first two installations worldwide were in early 2010, at ÖBB-Jedlersdorf works. The work Jedlersdorf is the third location of the ÖBB-TS GmbH Austria and the largest in Vienna. An investment volume of 16.4 million has changed a pure wagon workshop into a modern multifunctional workshop, maintaining the trains at the cutting edge of technology.

In addition to maintenance and repair of wagons and the complete S-Bahn fleet Austria (188 Talent trains, 119 S-Bahn-sets of the series 4020), one of the other functions of this site is the maintenance of components (air conditioning, vehicle electronics, vacuum- toilets and brake components) and the production of Railjet cable channels.

Photo: © ÖBB.





The Severn Valley Railway's Spring Steam Gala

A look at the excellent three day steam gala that the line held in March.

Many of the old favourites were once again steaming along this ever popular line.



Ivatt Class 2 2-6-0 No. 46443 is seen running light engine through Bewdley on March 5th. [Richard Hargreaves](#)



GWR 78xx Class No. 7812 "Erlestoke Manor" is seen running round its train at Bridgnorth on March 7th. [Richard Hargreaves](#)



GWR 0-6-2T locomotive No. 6695 is seen working the demonstration freight train. [Richard Hargreaves](#)



Ivatt Class 2 2-6-0 No. 46443 is seen approaching Highley with a service for Bridgenorth. *Phil Martin*



Great Western 2-6-2 No. 4566 leads GWR 0-6-0 Pannier tank No. 5764 into Bewdley with a service from Kidderminster on March 5th. [Richard Hargreaves](#)



British Railways 2-6-0 No. 61994 "The Great Marquess" is seen departing Highley heading for Kidderminster. [Phil Martin](#)



Getting topped up with coal and water on March 7th is BR Standard 2MT 2-6-0 No. 78019 on Bridgenorth shed. [Richard Hargreaves](#)



GWR 2-6-2 No 5164 approaches Bewdley as the fireman prepares to hand the token to the signal box. [Richard Hargreaves](#)



GWR 7800 Manor Class 4-6-0 No. 7802 "Bradley Manor" is seen arriving into Kidderminster station on March 6th. [Phil Martin](#)



GWR Pannier tank No. 5786 has been reliveried into British Railways Black. [Richard Hargreaves](#)



LMS Stanier Mogul No. 42968 is another loco currently carrying the standard BR Black livery as worn after nationalisation. [Richard Hargreaves](#)



Built by Alstom between 1964 and 1976 the SNCF BB 2550 class has enjoyed a long and varied life. This is BB25551 at Rennes in August 2002. [Brian Battersby](#)



One of the most unusual and spectacular lines I have travelled on was in Switzerland, when on 28th September 1990, I travelled on the 6 mile "Gornergrat Railway". This line was opened in 1898 and was the 1st Mountain Railway in Switzerland. The gauge is 1000mm - 3ft. 3 3/8ins. The line is independent of any other line and commences at Zermatt, at an altitude of 5,262 feet and rises to the summit at 10,134 feet, where this photo was taken. From the summit, there are commanding views of "The Matterhorn" - 14,692 feet above sea level. In earlier years, the Gornergrat Railway was Summer only, as a scenic attraction but due to the increase in skiing, a 1 mile long snowshed and a 500 passenger waiting room at the summit for all year operation were built. There is also a cable car from Gornergrat Station to Stockhorn Summit (11,588 ft. above sea level) which is summer only operation.

David Mead



SNCB designated AM80 and built in the 1980s this unit No. 417 is seen at Brussels on October 25th 2002. [Brian Battersby](#)



SNCB Class AM 79 is part of a fleet built between 1962 and 1979. No. 757 is one of the later batch, seen here at Brussels on October 25th 2002. [Brian Battersby](#)