

# Railtalk

## Magazine *Xtra*

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**Charter Scene - Swiss style**

# 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 has a look at the recent DRS Open Day held at Crewe. In response to some of our readers' requests, a flag is in the top corner of the page so as to give some idea of train/location.

If you could let us know what you think of this idea, please send an email to the usual address.

Once again, and I know that I say it every month, and a big thank you to all of our contributors, without whom this magazine would not exist.

## Andy Patten

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, Phil Martin, John Coleman, Pavel Kopec, Tomáš Kubovec, Richard Hargreaves, Martin Grill, Martin Válek, Mark Pichowicz, Richard Webber, Pavel Šturm, Bea Želtvayová, Petr Holub, Pavel Martoch, Dennis Hübsch, Colin Irwin, CJ Sutcliffe and BVT

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## Contact Us

Editor: David

[david@railtalkmagazine.co.uk](mailto:david@railtalkmagazine.co.uk)

Co Editor: Andy Patten

[editor@railtalkmagazine.co.uk](mailto:editor@railtalkmagazine.co.uk)



Front Cover: On June 26th, Verein Mikado 1244 operated a charter train hauled by former SBB Ae6/6 11407 "Aargau". The train is seen approaching Bellinzona with the return trip from Mendrisio to Brugg AG. [Mark Pichowicz](#)  
This Page: In the attractive AZD Praha livery, Czech Class 749.039-4 is seen between Libomyšl - Zdice on June 6th. [Pavel Martoch](#)

# Pictures



Bulgarian Narrow Gauge Class 75-006.7 is seen working the 13:15 Septemvri to Dobrinishte on May 2nd. It has just come out of a tunnel on the approach to Avramovo Station. [Steve Madden](#)



Australian Railroad Group's S3311 heads to the refinery at Kwinana with loaded Bauxite but first it pauses in the loop at Wellard for southbound workings to pass, on March 27th. [Colin Gildersleve](#)



Czech Class 749.248-1 is seen at Paskov on June 21st working a shuttle service between here and Ostrava owing to engineering work further down the line. [Paul Godding](#)



Skoda built loco, Class 43-514.9 is seen departing Kalofer Station with a local service to Karlovo on May 5th. [Steve Madden](#)



On a wet and windy May 22nd at Kwinana yard several of ARG's narrow gauge locomotives are seen preparing their trains for afternoon departures to either the South West of Western Australia, or to the north with Bauxite to the refinery or coal to the power station. [Colin Gildersleve](#)



A line of scrap Class 749's are seen during a visit to Ostrava depot on June 21st. [Class47](#)





On May 15th, Queensland Rail National's 6006 and CLP13 take an intermodal service through Bellevue on its long journey from Perth to Melbourne. [Colin Gildersleve](#)



Bulgarian Railways Class 07-020.1 is seen arriving at its destination of Pesteria with the only loco hauled service of the day on this line, the rest are DMU's. It has worked the train throughout from Plovdiv. [Steve Madden](#)



Bulgarian diesel loco 07-067.2 is seen working a long mixed freight from Dimitrovgrad to Svilengrad at Harmanli on May 6th. This train was later worked over the border to Edirne in Turkey by classmate 07-028. [Steve Madden](#)



Czech Class 230-097-8 passes through Breclav with a coal train on June 22nd. [Paul Godding](#)



An OBB Railjet service is seen working Roppen - Imst - Pitztal headed by Class 116.217 on July 22nd. [Richard Webber](#)



Greek DMU Class 520, Nos. 520-206 and 520-108 departing Svilengrad (Bulgaria) with the 10:55 to Dikea (Greece). This is one train you don't want to miss because it is the only train of the day between Bulgaria and Greece. [Steve Madden](#)



Slovakian Goggles Class 754.036-2 is seen between Dedinky - Mlynky (Dobšinská Maša) on July 15th. [Bea Želtvayová](#)



Czech Goggles Class 754.031-3 is seen working between Kunčice pod Ondřejníkem - Frenštát pod Radhoštěm (KpO) on July 10th. [Martin Grill](#)





CD Class 751.354-2 works a freight train between Malá Hraštica - Mokrovraty on July 12th. [Pavel Martoch](#)



Bulgarian Class 70-038.4 powers out of Svilengrad with a long mixed freight train from Dimitrovgrad to Svilengrad, 07-070 is on the rear. [Steve Madden](#)



Czech Class 754.079-2, is seen at Frenštát pod Radhoštěm, the loco is now off-duty, and is being prepared to spend the night in the station. [Martin Grill](#)



A Class 111 is seen working its long train through Libčice nad Vltavou on June 12th. [Tomáš Kubovec](#)



Slovakian Class 751.118-1 is seen between Lipovník - Jablonov nad Turňou on the evening of April 30th. *Dennis Hübsch*



Czech Class 750.118-2 is seen working a passenger service between Liberec - Liberec-Horní Růžodol on June 5th. [Pavel Martoch](#)



Bulgarian Railways M62-227 looks like it has been involved in a mishap by the state of one of its cabs, is seen on Ferencvaros Depot, June 13th. It is also minus its bogies and most other equipment, looks like its bound for the scrap yard. [Steve Madden](#)



Preserved Czech steam loco No. 475.196 is seen between Žďár nad Sázavou - Veselíčko with a freight train on July 5th. [Petr Holub](#)





Bombardier trams in Innsbruck are magnificent examples of modern transportation. This example, No. 310, was taken in early July. [David Hollowood](#)



## Bombardier Wins Contract for 24 Low-floor FLEXITY Classic Trams in Krakow

Bombardier Transportation, together with consortium partner Vossloh Kiepe, has been selected to supply 24 low-floor BOMBARDIER FLEXITY Classic trams for the Polish operator Miejskie Przedsiębiorstwo Komunikacyjne SA (MPK) in Krakow. The order is valued at approximately 59 million euros (76 million US) with Bombardier's share amounting to approximately 40 million euros (52 million US). The first tram is scheduled to be delivered in March 2012.

The trams will be manufactured at Bombardier's site in Bautzen, Germany.

Germer Wacker, President, Light Rail Vehicles, Bombardier

Transportation said: "MPK Krakow is once again choosing Bombardier as a supplier of proven urban transport solutions. We are honoured to be able to continue playing an active role in the enhancement of sustainable urban transport in Krakow following the supply of 50 vehicles between 2000 and 2008." Janusz Kucmin, Chief Country Representative of Bombardier Transportation in Poland, added: "We are proud that MPK has decided to order trams from Bombardier for the fourth time already. With this order, the FLEXITY Classic low-floor tram fleet owned by MPK Krakow, will be increased to 74 vehicles."

The new FLEXITY Classic vehicles are 32 meters long trams with a width of 2.4 meters and offer a capacity for 229 passengers. Five wide double-door and two single-door entrances ensure a rapid passenger flow, multi-purpose areas provide space for pushchairs and wheel-chair users. Air-conditioning in the passenger compartment, as well as a passenger information system provide high travel comfort.



## Arriva Netherlands buys its 99th Stadler-train

Arriva Netherlands has ordered another 38 GTW articulated multiple-unit trains from Stadler Rail. This order brings the total number of GTWs ordered from Stadler Rail to 99 trains that are used in various regions across the Netherlands. The contract has a total value of around EUR 140 million. Delivery of the trains will begin in the autumn of 2012.

The signed contract is for 14 electric and 24 diesel-electric trains. These vehicles are further developed versions of the Arriva GTW trains that are already being successfully in operation. The innovations include an ultra-modern, environmentally friendly drive unit that has been developed for the diesel-electric trains.

Peter Jenelten, Executive Vice President Marketing & Sales at Stadler Rail Group, is very pleased with this latest success: "This new contract from Arriva is clear proof of our customer's satisfaction with the GTW fleet we have delivered to date. Thanks to this contract, Stadler has now been able to sell 539 GTW articulated multiple-unit trains in 10 different countries." The 14 electric GTW articulated multiple-unit trains are intended to serve the Zwolle–Emmen route in the provinces of Overijssel and Drenthe.

The contract will be to supply 6 two-carriage trains and 8 three-carriage trains. In the diesel-electric design, 13 two-carriage and 11 three-carriage vehicles will be delivered. These are licensed to run on a concession basis on the nonelectrified routes Rivierenland–Achterhoek and Zutphen–Apeldoorn in the province of Gelderland. Arriva Netherlands runs various regional transport networks in Holland.

The trains that have been ordered represent the further development of the fourth generation of GTW trains, which have been successfully in service in Holland for Arriva since 2006. The trains intended for the Overijssel and Drenthe provinces will be fitted with a very high-quality interior. These vehicles will each have a comfortable lounge, a special business compartment and a separate quiet zone. Several carriages will have tables, and in the door areas of the three-carriage GTW trains, passengers will be welcomed aboard by the conductor at a special information desk. The diesel-electric trains will be equipped with a newly developed, very environmentally friendly drive unit, which complies fully with the stage IIIB guidelines on emissions. All trains are air-conditioned and are 75% low-floored. The legroom in all compartments is very generous. Up to four trains are able to run together in a multiple-unit operation. The vehicles will be made of lightweight aluminium and will be low weight. This will enable higher acceleration values to be achieved and will reduce operating costs considerably.



## Siemens to deliver 13 locomotives for freight transport

Siemens has won contracts to deliver locomotives to two countries: In Australia, Pacific National, the country's largest private rail operator, has ordered freight locomotives for coal transport in Queensland. In Austria, the operator Wiener Lokalbahnen Cargo (WLC), a subsidiary of Wiener Stadtwerke, ordered four universal locomotives to serve the important East-West axis from Hamburg to Budapest.

Together, the contracts have a volume of around € 45 million. The locomotives for Pacific National will be manufactured at the Siemens plant in Munich; the locomotives for WLC will be manufactured in Munich and also at the Technical Service facility of the Austrian Federal Railways (ÖBB) Linz. "The order provides proof that investments in the freight transportation sector are rising again", comments Hans-Jörg Grundmann, CEO of Siemens Mobility.

Siemens locomotives are already in service for the two operators in Australia and Austria. In 2007, Pacific National ordered its first 23 Class 7100 locomotives. The decisive advantage of this type of locomotive is low maintenance costs along with reduced power consumption compared to previous models. During their trip from the mine to the port (approx. 380 km), the new locomotives can save up to 4,500 kWh by feeding braking energy back into the power network. This corresponds to the annual power consumption of a 4 person household.

WLC is an important private provider of non-stop transport on Austria's East-West axis. The first Siemens locomotives have been in service on behalf of this company since 2002. The new locomotives will run on lines in Austria, Germany, the Czech Republic, Hungary and Slovenia. The contract which has recently been concluded also covers the maintenance and servicing of the locomotives.

## Bombardier Sifang Awarded Fourth Contract for 40 Additional CRH1 High-Speed Trains in China

The new version of the CRH1 incorporates new features, further improving passenger comfort

Bombardier Transportation recently announced that its Chinese joint venture, Bombardier Sifang (Qingdao) Transportation Ltd. (BST), has received an order for 40 additional CRH1 high-speed trainsets from the Chinese Ministry of Railways (MOR) valued at approximately 5.2 billion CNY (591 million euros, \$761 million US) [1]. Bombardier's share of the contract is valued at approximately 2.5 billion CNY (289 million euros, \$373 million US) [1]. BST is a joint venture between Bombardier and CSR Sifang Rolling Stock Co., Ltd..

Each of the new trainsets, consisting of 8 cars can carry a total of 604 passengers with a maximum speed of 250 km/h. Deliveries of the additional cars will begin in September 2010 and will be completed by the end of May 2011. With this additional order, a total of 1280 CRH1 cars for operational speed up to 250km/h have been ordered from Bombardier Sifang in China so far. This order complements the largest single order for rail passenger cars placed at one time in Chinese rail history and corroborates the success of the CRH1 – also member of the BOMBARDIER ZEFIRO high and very high-speed family. Amongst other additional features, the new CRH1 trains have been enhanced with a dedicated VIP car incorporating 1st class seating.

Stéphane Rambaud Measson, President, Passengers Division, Bombardier Transportation commented : "This contract further demonstrates the high levels of confidence the Chinese Ministry of Railways places in Bombardier and BST. The company's technological expertise and proven capabilities in the international rail industry will go a long way in our endeavor to build a strong local industry in China, which is already well on its way to successful completion of our present orders."

Jianwei Zhang, President and Chief Country Representative, Bombardier China, further confirmed Bombardier's

commitment to the market in China. He said: "The Chinese market represents a tremendous opportunity to us where we have been able to succeed by offering innovative and highly reliable products as well as by establishing local roots.

Today, Bombardier holds a top level presence in this exciting market and we are committed to continue supporting our customers in China".



## Bombardier to Deliver Further 40 MOVIA Metro Cars to Delhi Metro from Savli India site

Bombardier Transportation have announced that it has received an order for 40 additional BOMBARDIER MOVIA metro cars from the Delhi Metro Rail Corporation Ltd (DMRC). The contract is valued at approximately 43 million euros (\$55 million US) and is a follow-on to the original order for 74 vehicles announced recently in June. Delivery will follow the completion of existing contract delivery and is expected to end in 2011. With the new order DMRC will be operating a fleet of 538 MOVIA metro cars, one of the largest in the world, benefiting from economies of scale in both acquisition and maintenance costs. Around 190 of these MOVIA cars are already operating successfully on Delhi's metro network.

These new MOVIA vehicles will be manufactured entirely at Bombardier's recent industrial site in Savli, India. The Savli manufacturing site was built in a record 18 months and involved a great deal of skill and co-operation from Bombardier teams in India and abroad. The site has proven to be a real impetus to the local economy, to date 750 new jobs and over 2,000 indirect jobs through the local supplier network have been generated.

Commenting, Stéphane Rambaud-Measson, President, Passengers Division, Bombardier Transportation, said: "Our manufacturing operations in India are growing from strength to strength, already producing vehicles at an impressive rate of one metro car each day." Mr. Rambaud-Measson referred to the virtual tour of the Bombardier Savli site available on Youtube as, "the best way to understand how much Bombardier is contributing to the expansion of India's railway industry to keep up with the demands on the country's infrastructure."

In the Phase II expansion of the Delhi Metro, the modern MOVIA high-capacity vehicles will transport an impressive 2.5 million passengers every day, reducing their journey time and alleviating the heavy traffic congestion and pollution prevalent in the city. The Phase II expansion extends the existing network to a total of 165 kilometres covering all major destinations in the East-West and North-South corridors of the city, which

is occupied by approximately 16 million inhabitants. Delhi Metro network will be crucial in ensuring top-class mobility during the next Commonwealth Games taking place in Delhi in October 2010.

Rajeev Jyoti, President & Managing Director, Bombardier Transportation in India, said: "Bombardier anticipated India's infrastructural requirements and was the first to significantly invest in the country. Today, the company is more than ready and willing to continue with additional successful industrial set-ups to match the industry's needs in terms of new products and technology."



## New railway station opened at Neumarkt-Kallham

After two years of refurbishment, on July 14th the new station Neumarkt-Kallham opened with a ceremony. Prominent opening speakers were Governor Dr. Josef Pühringer, Transport Regional Minister Dr. Hermann Kepplinger, die Bürgermeister Johann Floß (Marktgemeinde Neumarkt im Hausruckkreis), Gottfried Pauzenberger (Gemeinde Kallham) and ÖBB-Infrastruktur Board Andreas Matthä.

The rebuilding of the station is part of the development concept of a high-capacity line between Wels and Passau, one of the important part in the Trans-European railway network (TEN-network).

With completion of the station at Taufkirchen the expansion is complete in the section between Catfish and the end at Pram. The station at Neumarkt-Kallham wil have 2,500 passengers and 100 passenger trains daily, and is an important regional transport hub and will offer direct links to the City of Linz and Upper Austria in the central region and the Innviertel to Ried, Braunau. The focus of the reconstruction work was for the ease for the traveller.

The entire station is equipped for the handicapped and is accessible without hurdles. The platforms are equipped with lifts directly accessible - an important relief for the elderly and travellers with great luggage.

The transfer between trains of the ÖBB and the Linz branch line (LILO) is much easier

because the LILO trains now use the new platform next to the edge of platform 4 exit.

Commuters using the new Park & Ride facility and the covered bicycle parking spaces from the car or bike easy and convenient to the trains.

At the new pedestrian tunnel to allow access, installation of the station hall was demolished. This tunnel is used to reach the two island covered platforms, with barrier-free elevators also available.

The height of the platforms (55 cm) allows travelers the same level boarding and alighting. Unused railway tracks have been removed. Two main tracks, two passing tracks and a stretch of track for trains to Ried and a freight rail ensure an ultra-modern operation management of the rail.

The platform of the station building is located, serves both the ÖBB and the Linz branch line. Since the conversion Trafik assumes the newly designed interior of the concourse and ticketing equipment.

The ending before the station access road was a through street with sidewalk extended to. This allows a passage to the Park & Ride facilities and now connects the station to the center of Neumarkt.

In total there are now 250 parking spaces, a Kiss & Ride facility, and covered bicycle parking spaces available.

## Alstom wins contract worth €58 million for the completion and maintenance of Citadis trams for Tunisia's capital city

TRANSTU, the Tunis transit authority, has awarded Alstom a contract valued at €58 million to supply 16 additional Citadis tramsets and maintenance services for its entire fleet of Citadis trams. The new tramsets are slated to meet growing passenger transportation needs arising from the extensions of line 1 to "El Mourouj" and of line 2 to "La Manouba". The 16 additional trams will be identical to the 39 Citadis tramsets that Alstom delivered to TRANSTU between 2007 and 2009. In operation since October 2007 on the network's line 1, the trams carry over 460,000 passengers per day. Tunis represents the first city in the Maghreb region to acquire the Citadis technology in 2005. Algiers, Casablanca, Constantine, Oran and Rabat also selected the Citadis tramway range.

Additionally, Alstom will also provide maintenance service for the entire fleet of 55 Citadis tramsets over a five-year period. This new order follows the cooperation/partnership framework agreement concerning air, sea, land and rail transport, which was signed in Tunis on 23 April 2009 between the Ministry of Transport of Tunisia, Abderahim Zouari, and Dominique Bussereau, France's secretary of state for transport.

Alstom Transport in Tunisia:

Alstom Transport has a 20-year presence in Tunisia and leads the transport sector with 36 % of the market. In 2008, Alstom completed electrification work for the extension of the No. 1 tramway line to "El Mourouj" and has also been awarded a contract for the electrification of the Tunis-Borj Cedria rail line (Southern suburb of Tunis) by the SNCFT (Tunisian Railways). This contract, which Alstom is directing as part of a consortium, marks the first phase of the rapid rail network (RFR) construction project for the greater Tunis region. This contract will also contribute to an improvement in environmental quality by

favouring the use of electricity over diesel power. Additionally, Alstom, as leader of a consortium comprising Thales and two Tunisian companies, EGMS and Bonna-Tunisia, submitted in January 2010 a technical offer for the construction of two new lines of approximately 18 km long for the RFR project.





## ÖBB - Summer ticket reduced to last-minute price

The new ÖBB boss, has called for the start of its nuclear activities to more customer-orientation, which is now at the summer ticket season. "With prices of two years ago, we offer young people the chance to really enjoy the last weeks of summer," said Gabi Lutter, Chief Executive Officer of the ÖBB passenger AG.

For all youth and young adults, there is the opportunity to purchase the ÖBB-Summer ticket even cheaper. In the last minute - the price for all sales up to 20 years is 19 EURO and for all under 26-year it is 49 EURO. Valid from mid August to mid September with a valid VORTEILScard <26.

For the sixth year, this is the popular summer ticket of the ÖBB. The ticket is valid on all routes of ÖBB and Raaberbahn (excluding other private railways, cog railway routes and special services) as well as the inter city bus

between Graz and Klagenfurt (in conjunction with a paid reservation). And the whole thing is valid from Monday to Friday, 8.00 to 24.00 Clock and on Saturdays, Sundays and public holidays all day - Austria in the second class.

The VORTEILScard <26 applies to all under 26, costs € 19.90 and is valid for one year from. With the VORTEILScard there are up to 50 percent price reduction in all trains of ÖBB and the private with the exception of the cogwheel railways and special services.



## “Graz Hauptbahnhof 2020” starts the second phase

More and more people in Styria go by train! The increasing demand means that, Graz is the main station and needs to be fit for the future and it needs to be done now. The City of Graz and Styria country are investing heavily in the infrastructure development of the transport hub. From 12th July the renovation work will be visible and tangible. From that date the joint project of the ÖBB and GVB enters the the second Phase.

At the moment there are already more than 30,000 passengers a day with the S-Bahn, regional or long-distance trains. “In the future this will rise to more than 40,000 per day,” says Andreas Matthä, CEO of ÖBB-Infrastruktur AG, forecast on growth. “It also brings greater demands on the infrastructure and railway operations.”

For that we must arm Hauptbahnhof Graz accordingly. “167 million euros will be invested in the coming years in the station infrastructure, much of it will go unnoticed by the customers, such as the creation of the electronic interlocking, the new TS-Hall (Technical Services) or the new production site for the collection of trains.

“After the appropriate expansion of the S-Bahn and completion of Koralmbahn we need a future perfect infrastructure that continues to handle growing passenger flows and we can safely, efficiently, effectively manage. We also provide the transportation hub of a rapid and attractive interchange to the inner-city transportation”, the Regional Minister Kristina Edlinger-Ploder traffic.

Both projects have in common a volume of almost 260 million euros.

Photo: Artists impression of the new ÖBB Graz Hauptbahnhof. © ÖBB.





## Direct Rail Services Open Day

Each year DRS hold an open day at one of their depots in aid of charity.

This year the location was at Gresty Road, Crewe where maintenance of their locos takes place.

We went along to see ..



An overview of the depot and yard alongside, with examples of the three main types of loco that DRS use. [Colin Irwin](#)



Class 57 003 stands outside the depot. DRS have a number of these locos, some undergoing overhaul and some stored surplus. [Brian Battersby](#)



Like the Class 57s, many of the Class 20s have been stored pending an upturn in traffic. However five examples have recently been hired to GBRf for London Underground stock moves, so the future has got brighter for at least some of them. [Class47](#)



The only Class 37/0 with this type of headcode box remaining on the main line, Class 37 087 is apparently very popular with drivers and enthusiasts alike. [Richard Hargreaves](#)



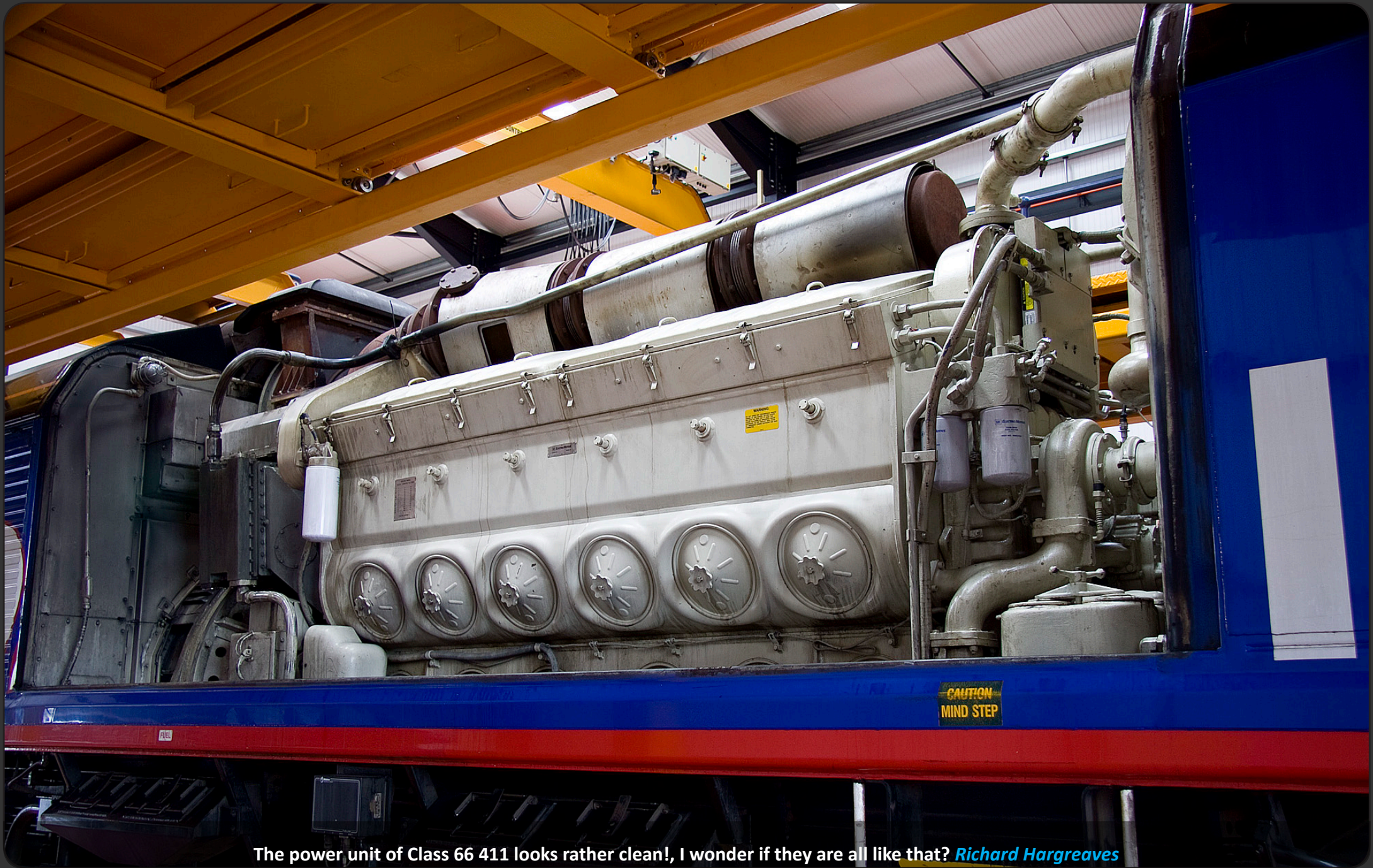
Class 37 510 sporting the “DRS London on a Mission” headboard stands inside the main workshop. [Colin Irwin](#)



Also on display outside and forming part of the perimeter fence were four stored ex-Fastline Class 66s, 66 301/302/303 and 305. The line is seen with 66 303 at the front and 66 301 right behind it. [CJ Sutcliffe](#)



One of the more colourful DRS locos is "Eddie the Engine" Class 66 411, seen here with engine cowling removed for viewing (next page). [Richard Hargreaves](#)



The power unit of Class 66 411 looks rather clean!, I wonder if they are all like that? [Richard Hargreaves](#)





Its a large car park for locos!, Class 37 229 stands amongst others of the fleet, some of which are stored. [Richard Hargreaves](#)



An open day wouldn't be complete without a loco naming ceremony, and here we see Class 37 409 shortly after being named "Lord Hinton." This loco has only recently returned to traffic after a very long overhaul. [Colin Irwin](#)



A two car DB Class 628 DMU with non powered 928.432-4 leading, prepares to depart Sazlburg Hbf to head over the border back into Germany and its destination of Landshut (Bay) Hbf, on February 11th 2008. [Class47](#)



A view of the delightful station at Ambérieu-en-Bugey, near Lyon in France, with a Class 23-5xx series TER DMU waiting to depart with a local service. [Class47](#)



Viewed from high over the city of Salzburg, DB Class 111.205-1 crosses the river with a service from Munich on February 11th 2008. [Class47](#)



An X72500 series TER DMU waits in the platform at Culmont-Challindrey, whilst SNCF Class Y 8092 shunter carries out its duties on September 18th 2003. [Class47](#)