

Railtalk

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Magazine

Xtra

A photograph of a red Swiss winter sports train crossing a stone arch bridge over a snowy valley. The train is moving from left to right. The valley is filled with snow and evergreen trees. In the background, there are snow-capped mountains under a clear blue sky.

Swiss winter sports trains

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 Europes finest photographers. Our "From the UK" section this month went to Freightliner's Basford Hall and Crewe Heritage Centre charity event.

This month Andy went on a short trip to Brussels with Eurostar and he tells me that it was really good, the station is an excellent place for photography and that he was surprised to see so many other enthusiasts there. I suppose that it makes a change from the UK scene and is only a short journey time so it makes the place ideal, have a look at some of his photos in this issue. Also in this issue you will see that Steve Madden has been to Morocco, not a place that I have ever thought of travelling to myself, but after seeing the stunning scenery it has made me change my mind, thanks to Steve for sending those shots to us. Also this month Andy and myself along with some other Railtalk regulars went to the Crewe Basford Hall charity event this month, which was a brilliant day out and thanks to all those who organised it. Hopefully it will be repeated because I know that the weather wasn't too kind on the Saturday and tickets for the trips quickly sold out. Thats all from me, I'm off with Andy and a few others to Czech for a few days, hopefully you'll see some of the results next month. Until then please keep those photos coming.

David

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

Welcome

Contents

Pg 2 - Welcome
Pg 4 - Pictures
Pg 76 - News
Pg 90 - From the UK
Pg 110 - From the Archives

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Submissions

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

entries@railtalk.net

Please include a detailed description and credits.



Cover: With the RhB Ge 4/4i class now approaching the end of their working life, their last remaining duties are the Winter sport trains. Here, 1953 built No. 605 "SILVRETTA" is seen descending the Albula pass between Preda and Bergun with an empty stock working between Schlittelzug (sledge trains). [Mark Pichowicz](#)

This Page: A trio of OBB locos are seen in the yard at Selzthal on February 24th. [Andy](#)



Stunning scenery, this shot is of former SNCF Class 72 now renumbered into ONCF (Morocco Railways) as DF120. It is working Train No.204, 08:25 Beniensor Port to Fes at Dar El Mouelda on March 21st. This area is quite mountainous and the water in the lake is Turquoise, making for a very colourful shot. [Steve Madden](#)





ÖBB Class 1163.012-6 and Class 1144.288 are seen in the yard at Schwarzach-St. Veit on February 20th.

Class47





The Bergbahn Lauterbrunnen - Mürren (BLM) links the ski resort of Mürren with the gondola station at Grütschalp, running across a spectacular valley ledge at a height of around 1500 M above sea level, with spectacular views of the Berner Oberland. On February 6th, 1967 built De 4/4 21 is seen shortly after leaving Grütschalp with a Mürren bound service. [Mark Pichowicz](#)





Slovenske ES64U4-F No. E190.108/ 541-108
is seen at Villach on February 20th. These locos work
across the border as far as here and then return on the following service.
[Class47](#)



A Push - Pull set arrives into Brussels Midi on
March 19th with loco Class 27 No. 2726 on the rear.



Andy



OBB Class 1116.072-8 and 1144.214 are prepared for departure from Schwarzach-St. Veit on February 20th.

Class47



Unipetrol Doprava Class 740.784 and 740.803 are seen in
Pardubice on January 24th with a lengthy oil train.

Paul Godding



Class 122.035-9 heads through Usti nad Orlici
towards Ceska Trebova with a lengthy tank train
on February 26th. [Paul Godding](#)





A SNCB EMU series 06 type 74CR in the new City Rail livery is seen at Brussels Midi on March 19th. [Andy](#)





The old and the new meet at Kralupy as Class 751.364 pauses alongside 753.764 on the depot. The “Goggles” are being refurbished and are slowly taking over duties from the “Grumpies.” *Jon Jebb*

This is the daily freight from Fes to Oujda.
It is loaded with Steel but can also convey Cereals
and Phosphate. GM GT-26CW No.DH357 is passing over the viaduct at Dar El
Moueda on March 21st. [Steve Madden](#)



E1319 on the approach to Ouarzigha Station with a
Casablanca to Fes express on March 23rd.



The electric locos carry an E before their number, something BR did away with
on the West Coast AC Electric Loco's in the 1970's. [Steve Madden](#)



The SNCF Class X 2100 diesel multiple units were built by ANF between 1980-1983. This is No. 2142 seen at Rennes.

Brian Battersby



Pacific National's NR5 and NR55, both in filthy condition and must surely be due for a repaint into the new "stars" livery, take the 7PM5 intermodal through to Melbourne. *Colin Gildersleve*



Elderley 1960s AM65 series EMU No. 177 arrives into Brussels on March 19th. [Andy](#)



SNCB Class 28 No. 2803 is one of fourty three Bombardier TRAXX locos that are the newest on the Belgium network. Seen here arriving into Brussels Midi on March 19th. [Andy](#)



Berchtesgadener Land Bahn No. ET 130 departs
a snowy Salzburg on February 21st. [Class47](#)



1980s built Class 27 No. 2755 is seen in spring sunshine
arriving into Brussels on March 19th. [Andy](#)





Above: Arriva VT05A unit in the attractive Vogtlandbahn/Trilex livery departs Liberec on January 22nd heading for Seifhennersdorf. [Class47](#)
Below: CD cargo Class 122.022-7 is seen on the rear of a loaded coal train through Cesky Tesin on January 25th. [Paul Godding](#)



Above: Class 232 904 approaches Weimar whilst working RE3632 14.15 Altenburg - Erfurt on February 23rd. [Keith Hookham](#)
Below: Zell am See Lokalbahn No. 14 is seen at Zell am See on January 20th. [Class47](#)



Class 742.424 is seen hauling a freight complete with loco (out of sight) into Vsetaty. [Jon Jebb](#)



OBB Class 1016.034-6 speeds through Vocklamarkt
with a Eurocity service from Salzburg on February 21st.



Class47





Above: The oldest Class 742 operated in the Czech Republic, 742 007 is seen outside the roundhouse waiting its next duty on January 25th. [Paul Godding](#)
Below: Scrap Class 751.152 is seen at Ceska Trebova on January 24th. [Paul Godding](#)



Above: Siemens built OBB Class 4024.106-9 heads through Bischofshofen with a local stopping service from Salzburg on February 20th. [Class47](#)
Below: Stern Hafferl single car unit No. 20.111-1 arrives into Lambach with from Eggenberg. [Class47](#)





Above: Class 470 004 awaits its call to the scrap man at Ceska Trebova depot on January 24th. [Paul Godding](#)
 Below: Another of the Class 470 002 was also present at Ceska Trebova on the same day. [Paul Godding](#)

Above: Again at Ceska Trebova, which is one of the main places in the Czech Republic for stored and withdrawn locos, this time electric loco Class 141 037 awaits its fate. [Paul Godding](#)
 Below: A pair of Class 122/123 locos also await their fate. [Paul Godding](#)





Above: An open cabbed shunter is seen working at Pemberton on December 11th. [Steve Madden](#)



Below: Another shunter at Pemberton on the same day was this ex Bunnings Pemberton Sawmill "Comeng" DM 0-6-0. [Steve Madden](#)



Above: Siemens ES64U4 No. 183.702 heads a freight through Attnang Puchheim on February 21st. This loco is hired to LogServ - Logistik Service GmbH at Linz. [Class47](#)



Below: Stern Hafferl "MaK" V20 011 diesel shunter is seen in the company's new livery at Lambach on February 21st. [Andy](#)



OBB Class 1116.102-3 speeds through Vocklabruck heading for the freight terminal at Wels. [Class47](#)



E1119 is seen working a mixed freight of Oil and Phosphate at La Comine on March 24th. Most of the Sheep seem quite disinterested with the train. [Steve Madden](#)



OBB Class 1142.623-6 is seen approaching
Attnang-Puchheim on February 21st with a Linz bound
stopping service. [Class47](#)





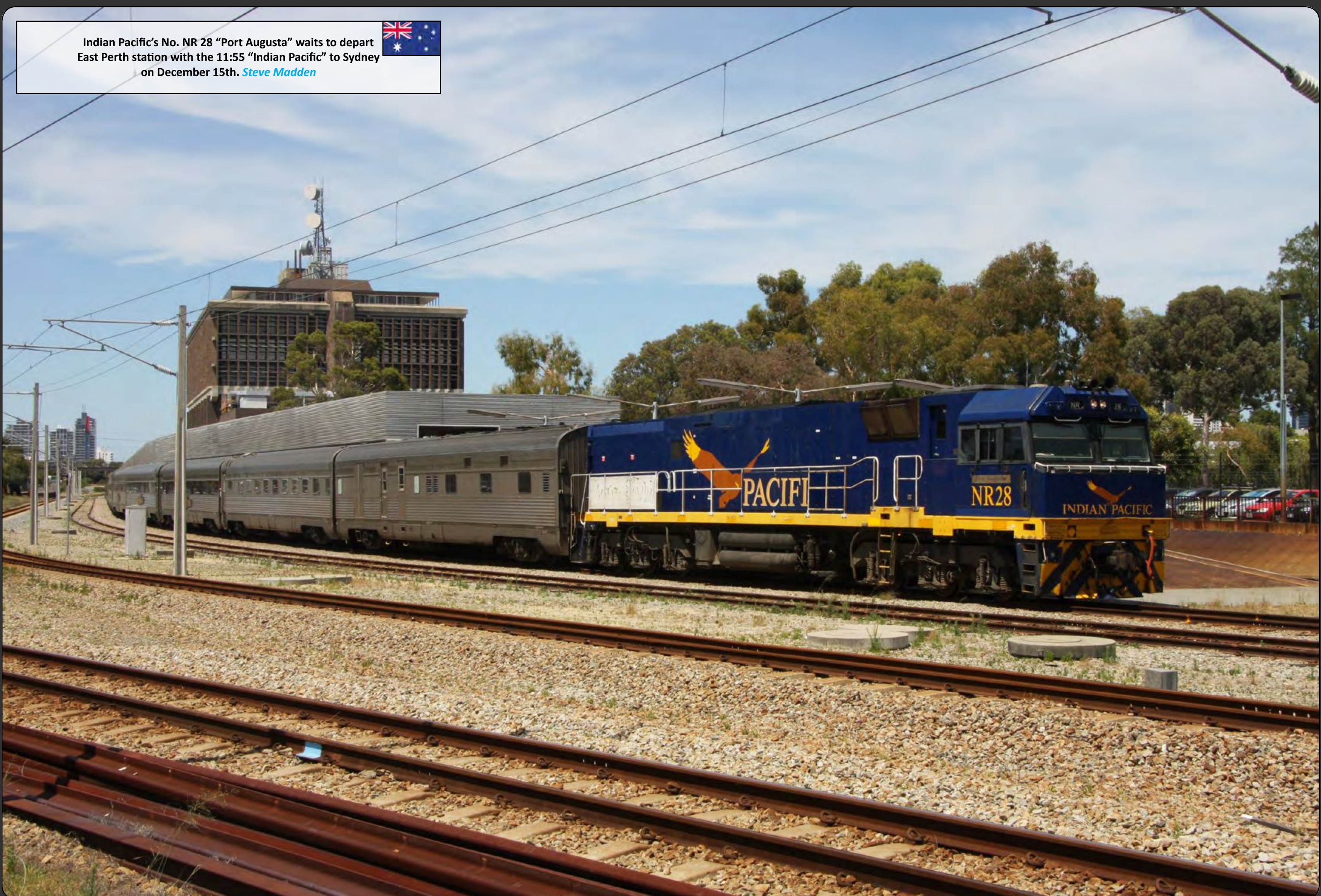
ARG's NJ1602 inches out of the unloading bay at Albany Docks with the woodchip train. Once unloaded the train will return to the wood mill for another load for export to China.
Colin Gildersleve



ÖBB Class 1144.243-3 is seen with Class 4024.018-6
at Schwarzach-St. Veit on February 20th. [Andy](#)



Indian Pacific's No. NR 28 "Port Augusta" waits to depart
East Perth station with the 11:55 "Indian Pacific" to Sydney
on December 15th. [Steve Madden](#)



CD Cargo 742.377 and 742.217 are seen at Turnov on
January 22nd. [Paul Godding](#)





A Trans Perth EMU crosses on the Swan River Bridge in Perth with a service from Clarkson in the North to Mandurah in the South. This lines was only constructed in the last couple of years and runs for quite a way in the middle of a 6 lane Freeway. [Steve Madden](#)





Bombardier TRAXX loco F140 AC2 No. 185.315-9 is seen on a freight working through Linz on February 21st. This loco was originally in use by Railion/ DB Cargo but has since been hired by RBH Logistics GmbH. [Class47](#)



RTS operated Class 2016.907
is seen at Graz with a local service on February 24th.
These services will be eventually operated by units, but until
then the loco hauled services make a pleasing change. [Class47](#)





Heavyweight CD Cargo Class 743.001-0
is seen at Turnov on January 22nd. [Paul Godding](#)





The Gmunden Tramway in Gmunden, Austria, is the shortest and oldest remaining tram system in Austria. It is operated by Stern & Hafferl, and was opened on 13 August 1894, it is 2.3 km long. The line's maximum gradient of 9.6% makes it one of the world's steepest surviving adhesion-only tram lines. This is tram No. 10 heading from the station to the lake.
Class47



1990s built AM96 Class EMU arrives into Brussels Midi. These odd looking EMUs have a top speed of 160km/h. A total of 120 three car units were built by Bombardier / GEC Alstom. [Andy](#)



Bombardier receives an order from Metrolinx for 50 BiLevel commuter rail cars



Bombardier Transportation has recently announced that it has received an order from Metrolinx for the supply of 50 BOMBARDIER BiLevel commuter rail cars to be delivered to GO Transit in Toronto. The contract for the 50 rail cars is valued at approximately \$125 million CDN (\$128 million US, 93 million euro).

The vehicles will be built at Bombardier's Thunder Bay, Ontario, manufacturing facility. Production is scheduled to start in June 2011 and first deliveries in November 2011.

"We are pleased to provide GO Transit with additional BiLevel cars and welcome our customer's renewed confidence in the products we deliver," said Raymond Bachant, President, Bombardier Transportation, North America. "We are also proud of our successful customer relationship with GO Transit who operates the largest commuter rail network in Canada."

In service since 1978, the BiLevel car was designed in cooperation with GO Transit, now a division of Metrolinx. The objective was to establish a user-friendly, 162-seat car with a baseline design for future modifications.

The BiLevel car is the most popular multi-level commuter rail car in North America, with operations in 13 major cities across Canada and the United States, including urban centers like Toronto, Vancouver, Montreal, Los Angeles, San Diego, Dallas/Fort Worth, San Francisco and Seattle. This latest order from Metrolinx will include the 1,000th BiLevel car manufactured in Thunder Bay.

Bombardier's Thunder Bay plant is actively working on the supply of Toronto's latest generation of metro cars, as well as light rail vehicles for the Toronto Transit Commission and Metrolinx.

Bombardier is a key player in Ontario's manufacturing cluster and an important contributor to the province's economy with a workforce of more than 5,300 employees.



Another milestone for ICE traffic to London



European Railway Agency welcomes trains with distributed power technology through channel tunnel. The basic ICE approval is expected in the summer.

The German Railway welcomes the recently published report by the European Railway Agency (ERA) as a further important milestone for the admission of its ICE trains for the Channel Tunnel. The report essentially confirmed the proposed changes to the safety in the Channel Tunnel. These are from the competent authority, the Inter-Governmental Commission (IGC), was proposed in March 2010 and now endorsed by the ERA to be safe.

The proposed new rules allow, in particular the use of ICE trains, which have driven several train parts instead of just using so-called power-heads at the ends of the train. Furthermore, no objections were raised against the use of shorter or coupled trains. A revision of the safety rules by the IGC would therefore be timely. Previously used on the Channel Tunnel, 400 meters long rake of vehicles with a continuous corridor.

Important step on the path to technical approval

“This is an important step on the way to the technical approval of our trains for the Channel Tunnel traffic reached,” says Ulrich Homburg, DB-board passengers. “We are in the common effort confirmed with the IGC to demonstrate the full operational safety of the ICE trains in the Channel Tunnel and to implement new high-speed services to London as part of the liberalized European rail transport. Until the start of operations but still more comprehensive regulatory milestones are to cope successfully. “

These include evidence of safety-compliant properties of 200 meters long lines in single and double traction. A similar evacuation test in the channel tunnel with two high-speed trains were coupled together in October 2010 already completed successfully. In addition, is preparing an independent Swiss engineering company a safety study that will be handed over shortly to the IGC. The office already has the security in the longest railway tunnel in the world, the rated 57-kilometer long Gotthard tunnel in Switzerland. “Because of the positive ERA report and further extensive preliminary work, we are optimistic that in the summer of 2011, a generic release for our ICE to get trains through the IGC. This brings our plan, London from 2013 with many new cities on the continent to connect directly with ICE, within reach, “said Homburg.

Enhancement of competitiveness within rail passenger transport – another carrier enters Czech rail



Signing the General Agreement between the Railway Infrastructure Administration, state organization (SZDC) and the company Rapid Express a.s. allows another carrier to enter Czech railway network in the segment of passenger transport on the national rail.

Three carriers thus operate on the national rail at the moment: Czech Railways, joint-stock company, RegioJet a.s. and now Rapid Express a.s. The entry of another carrier to the railway market proves that there are adequate conditions for healthy competitive environment.

Rail passenger transport on regional state-owned lines is operated by 11 carriers. SŽDC will continue to support a competitive environment on rail by intensive upgrade of selected lines and the guarantee of safe and reliable railway network. This enhances the overall competitiveness of the railway transport against other transport modes.

Bombardier Wins Contract to Supply 25kV Rail Cars for Adelaide, Australia



The 66 new rail cars have been designed specifically for Adelaide's revitalised suburban network

Bombardier Transportation have announced that it has received an order from the Government of South Australia, for the supply and maintenance of 22 Bombardier 25kV 3 car electric trains. The contract is valued at approximately 269 million AUD (197 million euro, \$278 million US).

The vehicles, known locally as A-City, will be built at Bombardier's Dandenong (Victoria) and Maryborough (Queensland) manufacturing facilities, with revenue service commencing in 2013.

“We are pleased to provide our customer with an Adelaide specific solution, designed and built in Australia, to fit seamlessly into the Adelaide aesthetic.” said Dan Osborne, Managing Director of Bombardier Transportation Australia.

Designed specifically for Adelaide, this user friendly vehicle is a 240 seat train with a robust design and state of the art technology, including BOMBARDIER MITRAC propulsion & control system and BOMBARDIER FLEXX bogies. The A-City will be the first rail vehicle in Australia to meet the stringent new international crash standard specifications.

“The South Australian Government is excited at this announcement and Adelaide commuters will enjoy a smoother and faster ride in what will be Australia's most modern trains” said Patrick Conlan, Minister for Transport.

In South Australia, Bombardier currently maintain the diesel rail car fleet and also supplies BOMBARDIER FLEXITY Classic LRVs. “The A-City contract is a further endorsement of our customer's confidence in our products” said Dan Osborne. Bombardier's Dandenong manufacturing facility has existing orders for the supply of V/Locity DMUs and FLEXITY Melbourne trams to the Victorian Government.



Adif Logistics Center in Silla (Valencia) is the first terminal where five rail companies operate



Adif Logistics Center in Silla (Valencia) has become the first cargo terminal at the national level where five companies operate in one terminal, Renfe, Continental Rail, Comsa, EWSI and Logitren.

The Logistics Center is the most important of the Valencia region in terms of volume of traffic and goods handled and records an average traffic flow of arrivals and departures total of 70 circulations per week for the railway companies mentioned. The center belongs to the basic network of logistics facilities by Adif 24 hours/365 days, a network that allows access and dispatch of trains on an ongoing basis through management measures and investments in facilities. It has 17 tracks, 3 of which are exclusively for dispatch and receipt of trains and the remaining 14 treatment and freight logistics. There are 3 gantry cranes, 3 mobile cranes, 2 tractors and 1 Locotractor maneuvers (suitable for track and road).

In this sense, ADIF is making a major effort aimed at improving the efficiency of the logistics sector, designed to promote the development of activity in a sector rail operators, the transport of goods by rail Spanish, with 14 entities licensed railway companies, of which 7 have already security certificate. In addition to these companies, there are 6 other qualified candidates for obtaining the license.

In addition, the Logistics Center contributes to strengthening the area of Valencia as a reference in intermodal transport in freight containers, providing greater incentive for specialized freight corridor between Madrid and Valencia to train up to 750 m in length.

Rail freight corridor Madrid-Valencia

The excellent results obtained by the Madrid-Valencia corridor, with 1,020 circulation and transported 1,051,778 tons in 2009, amplified the corridor capacity by 110% in traffic circulation till 2137 and 60% of the load 1,697,310 tons transported in 2010.

Strengthening the area of Valencia as a reference node intermodal Peninsula, supports the line of work started by ADIF in relation to the proposed adjustment in the near future, the Logistics Center Fuente San Luis Valencia. This project will, for their implementation, support from European funds through the TEN-T Executive Agency.

Additionally, building on the recent launch of high speed Madrid-Cuenca-Albacete/Valencia, have undertaken various measures to promote freight traffic on the standard gauge line between Madrid and Valencia.

These measures aim to increase the productivity of freight corridor Madrid-Valencia and future Aranjuez Logistics Center, currently being tendered and will leverage and optimize the existing freight rail corridors, improving connections with ports, centers manufacturing and distribution, especially in the Mediterranean corridor, where actions are being developed for the creation of an important high-performance freight transport by rail, and improve the distribution of goods in the south of the Community of Madrid.

It should be noted here that to achieve this goal, ADIF has undertaken various actions such as adaptation of sidings, improved rail traffic management and logistics services provided by ADIF, which bind to the tender Intermodal Logistics Centre in Aranjuez (Madrid), through an initiative of Public-Private Partnership.

Extension of period for submission of tender offers in Aranjuez Logistics Center

The tender Aranjuez Logistics Center is the first show developed by the Special Plan of the Ministry of Public Infrastructure, which aims to revive the economy and employment through investment in transport infrastructure.

The development of new logistics center will be implemented by a corporation owned by ADIF, public company under the Ministry of Development. This company will design and execution of the construction project, in addition to the management and operation of the Centre for a maximum period of 25 years.

In this sense, Adif at the request of interested companies and associations, has decided to extend the deadline for submission of bids until April 6 in order for candidates to have more time to prepare a feasibility plan and construction project Centre, being set the bid opening date for June 6.

On the operational side, the new center will be ready for receipt and dispatch of trains of 750 meters in length, without fractions, with a handling capacity of 115,000 UTI's (Intermodal Transport Units) per year and initial storage space of 1,920 TEU (international unit of transport in containers).



Czech Railways are looking for the name of the train from Skoda



Next year, Czech Railways passengers will try out a new single-electric unit, which has just begun assembly at Skoda Vagonka. The trains are missing just one thing - the name. Czech Railways and Skoda Transportation have announced a competition - "Name the new train." Everyone can participate, just send your proposal via www.NovyVlak.cz, mail or e-mail.

Czech Railways in collaboration with Skoda Transportation decided to address the general public and prepare a competition for naming the new train. The trains will bear the winning name on its side and gradually from next year will travel on regional routes in South Bohemia, Hradec Kralove, Olomouc, Pardubice and Ústí.

"Naming the trains of Czech Railways has a long tradition and everyone knows what we imagine the title CityElefant, regions or Pendolino trains. It is such a designation now looking for a new single-unit, which will cater to regional services in five counties," says the meaning of the name Peter Acorns, General Director of Czech Railways.

"We believe that the main motivation for the rail fans a chance to win with their proposal," added CEO Bernard Joseph Skoda Transportation. "Moreover, authors of the best designs will be rewarded with valuable prizes."

The entrants will be selected by a large group of names which will be legally verified the possible use in conjunction with the new train. Of these, representatives of the Czech Railways, Transportation Damage and the governors of regions where the new train will run, select the winning design. Ten best ideas will be rewarded. Authors can enjoy the products made by HTC (HTC Tablet Flyer or HTC Desire) or a ticket from the Czech Railways.

For more information on the new drive train and also detailed the conditions of competition are available on the website www.NovyVlak.cz.

Stadler vehicles for RhB, NSB and Bergen win red dot design award



Stadler Rail has won three of the renowned red dot awards for top international design. It receives the awards jointly with design studios Nose, Paulussen and FuggiBaggi. Bergen's Variobahn and the Intercity FLIRT of the Norwegian State Railways (NSB) won the prestigious red dot for their high-quality design. The Allegra dual-voltage multiple-unit train of the Rhaetian Railway (RhB) was actually awarded "red dot: best of the best" for its interior. Thus it joins an illustrious list of past prizewinners including Mercedes, Philips and Apple.

Super design for a super train

Allegra is RhB's new train plying the world-famous Bernina railway. Its interior conceals significant innovations and plentiful power. The multiple-unit train can run on two different power systems. It is also sufficiently powerful to haul up to seven panorama carriages of the Bernina Express over the steep inclines of the Albula and Bernina lines, classed by UNESCO as World Heritage. Heavy goods trains pose no problem either. Stadler commissioned the design of this unique railway vehicle from Zurich-based Nose Design AG, which has come up with an appropriately unique design. The interior echoes the traditional building style of the Swiss canton of Graubünden. Side walls are clad in traditional "Vrin" timber panelling, while the "Vals" covering of the equipment boxes represents irregular monolithic strata.

Two prizewinning vehicles in Norway

Norway's harsh climate and geographical conditions place extreme demands on both exterior and interior of the Intercity FLIRT, designed for NSB. The train's nose has to be strong, to assure safe running even in snowdrifts and at freezing temperatures. The interplay of warm and cold shades of grey inside creates a timeless, Nordic ambience. This offers the comfort needed on very long journeys. Peripheral areas are dimmed at night to give passengers a sense of security. Love of detail was lavished on the design of the Variobahn, the new tram system introduced in Bergen. The modern but timeless exterior is the work of design studio Paulussen in Düsseldorf, while the interior design is the output of Norwegian designers FuggiBaggi. Inside, particular emphasis has been placed on a friendly atmosphere with clear lighting. A special feature of Bergen's Variobahn is the strip lighting on the vehicle ceiling, which shines through Perspex luminaires of artistic design. These set off the ceiling in different colour shades and patterns, creating a very special ambience for the interior. The red dot design award is one of the leading and largest design competitions. Since 1955, the Design Zentrum Nordrhein Westfalen in Essen, Germany, has selected examples of outstanding design quality which receive the seal of its approval at an exhibition. The prizes will be presented to all this year's winners at a ceremony at Essen's Aalto Theatre on 4 July 2011.



On modern tracks from Austria to Switzerland



€ 90 million investment for rail line between St. Margrethen Lauterach and will bring more flood safety, less noise, convenient transport stations and faster trains between Vorarlberg and Switzerland.

A big welcome at the ceremony for the official start of construction in Lustenau the expansion of the rail line between St. Margrethen in the Swiss canton of St. Gallen and Lauterach Vorarlberg in Austria. By the end of 2015 around 90 million euros in the modernization of the railway line to be invested.

The cross-border construction phase extends over almost nine kilometers in length, wherein in a section of 1.9 km side of the existing rail line increased by two-meter new route is built, including the bridge over the Rhine.

For the residents, there are clear improvements result in flood protection, and less traffic noise. The traffic stations in Lustenau, and hard to be customer friendly and rebuilt in Lauterach West is a new station. The transport between Vorarlberg and the canton of St. Gallen can be further compressed. The newly planned route to expansion after the completion of all measures, the long-distance trains run faster. Zurich - Bregenz is then in 90 minutes and St. Gallen - Bregenz possible in 30 minutes.

Transport Minister Doris Bures, its Swiss counterpart Doris Leuthard, Vorarlberg's Governor Herbert Sausgruber, government representatives from St. Gallen, Josef Keller and the CEO of ÖBB-Infrastruktur AG Andreas Matthä put on the site at the first bridge pier together the symbolic start of construction. Here, a ton of ongoing concreting formwork scaffolding was lifted by a crane. floated on the formwork element attached as a symbol of the cross-border large-scale project, the two flags of Austria and Switzerland.

Funding by Federal and State - Switzerland participates in the construction of the bridge over the Rhine Total will be invested over the next five years, more than 90 million €. Switzerland is contributing with 20 million francs on the construction of the Rhine bridge, Vorarlberg contributes to the overall project, some 12 million €. The European Union has supported from the Regional Development Fund (ERDF), the planning costs for the project with EUR 1.5 million. By mid 2013, the first section St.Margrethen to be ready to Lustenau, including the new bridge over the Rhine. The second phase of Lustenau up to Lauterach implemented by 2013 to 2015.

First step - building the bridge with six clean approach bridges

The Rhine bridge to be constructed consists of two approach bridges on the Austrian side, four approach bridges on the Swiss side and the main bridge over the Rhine with the wingspan of more than 100 meters. The low-water period of the Rhine in November last year already ideally exploited for the preparation work for the establishment of the first structures in the Rhine foothills. Thus, the foundation work, where piles were set up to 20 meters in depth, are now complete. For each of the pillars up to 24 individual wells were needed with a diameter of 90 cm, which were covered with steel and filled with concrete. Currently work is underway at the six bridge piers - four to two on Swiss and Austrian side - and to the structures as links between the pillars. By raising the Rhine bridge at two meters on a section of 1.9 km length renewed seven bridge objects on roads, streets and highway and railway museum. By July 2013 the section St.Margrethen on the new Rhine bridge to the station Lustenau be ready.

Second phase of expansion - more attractive to the section Lustenau Lauterach

Is in the first phase of construction the new bridge over the Rhine, including the necessary Zusatzbauobjekte and the track acceleration in the foreground, it is in the second section to the traffic stations. The railway station Lustenau is being converted into a modern transport hub with a square, park and ride spaces and a bicycle stands. For customers, a customer-friendly connection point is created for regional bus services. adapted to the new station hardware Fußach and Lauterach West is a new transport station. For the populated area in the sequence corresponding mitigation measures are provided. The second section is currently in the planning phase and will be implemented from 2013 to 2015,

Biggest-ever order for Stadler Pankow GmbH



Stadler to supply 35 FLIRT multiple-unit trains to Bavaria

At the end of February 2011, after long negotiations, Stadler Pankow GmbH and regional transport provider Veolia Verkehr Regio GmbH signed a contract for the supply of 35 electric multiple-unit trains for the E-Netz Rosenheim rail network. Total order volume – the largest in Stadler Pankow's history – is around EUR 200 million. The contract comprises the supply of 7 three-carriage and 28 six-carriage FLIRT multiple-unit trains.

This fleet, which will run in cross-border services on the Munich–Rosenheim–Salzburg, Munich–Rosenheim–Kufstein and Rosenheim–Holzkirchen–Munich lines, will start service when the timetables change in December 2013.

The multiple-unit trains with three carriages are 59 metres long and seat 158 passengers, including 8 in the first class. They also offer two toilets, one of which is large-size for disabled access.

The multiple-unit trains with six carriages seat 333 passengers, again including 8 in the first class. Measuring 107 metres in length, these vehicles offer three toilets, one of which is large-size for disabled access. Both models pay special attention to the needs of passengers of limited mobility. Ramps are fitted to the doors to bridge the gap between train and platform. There is ample space for boarding the train, and communication devices are appropriately designed. Low flooring throughout enhances travel comfort. The trains reach a maximum speed of 160 km/h.

"This order marks progress in our expansion plans in the region," explains Michael Daum, Director of Stadler Pankow GmbH. He adds, "We are delighted with our first order from Veolia Verkehr Regio GmbH and the confidence they have placed in us." Stadler Rail Group, system supplier of customer-specific solutions for rail vehicle construction, has locations in Switzerland (Altenrhein, Bussnang and Winterthur), in Germany (Berlin-Pankow, Berlin-Hohenschönhausen, Berlin-Reinickendorf and Velten), in Poland (Siedlce), in Hungary (Budapest, Pusztaszabolcs and Szolnok), in the Czech Republic (Prague), in Italy (Merano) and in Algeria (Algiers). The Group has a workforce of over 3,500 people around the world.

The best-known vehicle series from Stadler Rail Group are the articulated multiple-unit trains GTW (551 trains sold), the Regio-Shuttle RS1 (495 trains sold), the FLIRT (656 trains sold), the double-decker multiple-unit train KISS (133 trains sold) in the railway segment, and the Variobahn (284 trains sold) and the newly developed Tango (101 trains sold) in the tram segment. Furthermore, Stadler Rail manufactures passenger carriages and locomotives and is the world's leading manufacturer of rack-and-pinion rail vehicles.



Progress of the construction work Modernization of the railway section Votice - Benešov u Prahy



Along the whole section of the line Votice – Benešov u Prahy there are ongoing excavations and concreting of foundations for overhead line masts, their construction and equipment, subsequent re-hang of the overhead contact line and dismantling of original masts and foundations, upgrade of cabling and signalling installation components and cabling relocation for possible construction.

The main work continues on tunnels, however, the situation is getting better. In connection with the vegetation rest coming to an end, cutting of woodland green in areas which will be affected by the construction this year is in its final stage. Good weather conditions allowed work on the rehabilitation of the cut at the beginning of the section near the village of Strelitov, where different geological conditions as against the project were detected. Work on the railway substructure also proceeds in the railway sections Votice – Olbramovice, Olbramovice – Tomice and Tomice – Bystřice. Work continues with cuts, embankments, surface modifications including the preparation for planting vegetation.

Work still proceeds on five built tunnels, one excavated – Votický and four pierced ones – Olbramovický, Zahradnický and Tomický and Tomický II.

Work in Olbramovický tunnel proceeds with concreting of the vault. Zahradnický tunnel has been pierced, however, the final part of the tunnel bottom extraction, reinforcing with armour and concreting of footings and concreting of definite lining are in progress.

Work in Tomický tunnel proceeds with piercing of the calotte and the core of the tunnel and ground concrete in portals and the tunnel is prepared for the concreting of footings. The whole tunnel has been profiled.

Work at Tomický tunnel II proceeds with the piercing of the calotte.

Work at Votický tunnel proceeds with the extraction and clearing of slopes from loose stones and securing slopes; in another section concreting of the grand concrete, reinforcement and concreting of footings, assembling of the vault lining and its concreting is being finalized.

Construction workers also continue their tasks on bridge structures. Work still proceeds with the bridge structure above the village of Srbsice as well as with a new railway bridge across Road I/18. There is extensive work related to a bridge structure which is being rebuilt to a railway culvert near Bystrice. Near bridges and culverts which are expanded or just rehabilitated, work focuses on cutting subterranean cavities and their rehabilitation, regrinding, grouting, blasting, pointing, concreting of cornices, application of protective and uniforming paints, or possibly pavement and setting of the railing.

The railway construction is linked to the construction of noise barriers; there is a section which is being built to protect a borough of the city of Bystřice.

There are preparations for the reconstruction of the railway station Olbramovice in odd set of tracks, pulling out parts of tracks to ensure smooth continuation of construction work – railway substructure, new overhead line masts, cable duct, relocation of water conduit and passenger underpass. There is construction work on the passenger building at the station Olbramovice, also for the purpose to include new systems for operation safety while work continues on the extension of the passenger building.

The construction work calls for necessary track possessions and detours on neighbouring roads. In the daytime, track possessions relate to ongoing work on the foundations of the overhead contact lines, earthwork and blasting operations near the line. The construction also affects traffic operations. Traffic is restricted in areas, where work proceeds on bridge structures, or is directed to neighbouring roads.

The construction started in August 2009 and the deadline for its completion was set for December 2013. The financial means were provided by the State Fund for Transport Infrastructure. Co-funding of this project by the European Union from the Cohesion Fund under the Operational Programme Transport totals CZK 4.085.845.894.

2011: 500 new apprentices at the ÖBB



To mark the upcoming International Women's Day, Federal Minister Doris Bures and CEO Christian Kern visited the female trainees of the ÖBB Group headquarters in Wienerberg to show that in previous male-dominated technology women are taking over and they received the 318 girls to congratulate them for their commitment and their academic results.

Also it was an important signal for the social mandate of the education of our youth was set in 2011, the ÖBB is training 500 new apprentices with the support of BMVIT.

As a symbol of the advance, all the girls in the apprenticeship wore red T-shirts bearing the words

"Today, the ÖBB female".



More apprentices for Austria's labor market

"Austria's economy needs young people who are well trained. And the young people need training courses, where they are encouraged and promoted. This is provided by ÖBB", said Transport Minister Bures. Due to the strong support of the Ministry of Transport 1900 young people learn a whole profession with a future, in 2011 another 500 apprentices in the company are included. Last autumn a historic record high was reached with 1900 first-time apprentices.

ÖBB: # 1 in technical professions - girls conquer technique

As the largest technical apprenticeship training in Austria, the Austrian Railways are currently a total of 1,850 trainees. Proud of them 318 are girls, or approximately 17% percent - compared to 2005 an increase of more than 20% - and the proportion is rising steadily. Although the majority is still learning in commercial areas within the ÖBB, more and more girls take the existing male-dominated technology. The reasons for this are many, to try to learn their interest in technology and not a typical female occupation are certainly two of the most important. "I am proud of the high proportion of women in our apprentices and encourage each girl to take even a technical apprenticeship," said Christian Kern, CEO of ÖBB-Holding AG. Transport Minister Bures is pleased with the rising proportion of female apprentices ÖBB: "With the ÖBB are now increasingly women to train. I am glad that there are so many tech-savvy girls who take the chance of a good education and a job with future opportunities."

The web is not only one of the greatest trainers, but also one of the best. 90% of the ÖBB-apprentices have passed a final examination in the previous year positively. 40% of teaching qualifications in the previous year's success with honor or good. And: The Austrian Federal Railways have the official seal of approval as "state-excellent teaching." Between 60 and 70% of young people who complete their training at the Austrian Federal Railways, remain in the company. And the other are open all doors. Because who has a teaching degree at the ÖBB is, in industry and industrial demand as a specialist.

With the ÖBB professions are learned for the future, mainly in technical fields, so metal and mechanical engineering, electrical engineering and electronics, information and communication technology and electronics news. Since this year there are also lessons in six railway specialized occupations (industrial engineering, transportation engineering, automotive engineering, electrical engineering, safety engineering, vehicle maintenance, technology). In addition, of course, available commercial and shipping trades.

Alstom to deliver 11 additional Coradia Nordic to the Swedish transport operator Västtrafik



Västtrafik, the public transport operator in western Sweden, has decided to exercise its option with Alstom Transport for 11 additional Coradia Nordic Regional trains (X61). The first order was placed in December 2008 for 11 trains, which will be delivered until end of 2012. The delivery of the additional 11 trains is scheduled during 2013. The option is worth a total of about € 66 million euro.

The new trains for Västtrafik are 4-car articulated Coradia Nordic EMUs (Electric Multiple Unit) capable of speeds of up to 160 km/h. Coradia Nordic trains are particularly well suited to harsh winter conditions, with the main equipment (traction, static converters, air conditioning, etc.) placed on the roof. Able to accommodate up to 528 passengers, these trains will offer enhanced accessibility, made possible by lower floors. Alstom's regional trains are part of the company's environmental protection strategy: they are 98% recyclable and their distributed power optimizes braking and acceleration for each carriage.

"We are very proud to receive yet another order of Alstom Coradia Nordic regional trains. The decision of Västtrafik to order new and modern trains clearly shows a commitment towards travellers", says Lars Kleppe, MD Alstom Transport Nordic Countries.

Alstom Transport is present in 8 sites in the Nordic Countries. To date Alstom has already supplied 71 regional trains to Stockholm's public transport operator SL. Another 49 trains have been ordered by the operator Skånetrafiken. The Östergötland and Jönköping regions also respectively ordered five and two Coradia Nordic Trains as well as Norrtåg who have ordered 12 trains. Both SL and Västtrafik have decided to use their options of respectively 12 and 11 trains. Alstom has sold a total of 173 Coradia Nordic to Swedish operators.



Adif tender the construction of a new building at the maintenance base of Sant Vicenç de Calders (Tarragona)



Adif has tendered the construction of the new building of the infrastructure maintenance base in Sant Vicenç de Calders (Tarragona), which will replace existing units. The works aim to provide a modern and operational units for maintenance personnel in the areas of signaling pathway and infrastructure, electrification and electrical and mechanical installations.

The estimated time for the new building is 8 months and the investment budget amounts to EUR 1,187,633.7. This action is part of the overall investment plan that ADIF is underway for the permanent improvement of facilities and infrastructure of the standard gauge railway network, with the aim of offering a higher quality and better security features and effectiveness. The new building will be an industrial plant of 904 m² only distribution which has as its starting point the axis of the railroad. Inside is located five offices, which will have voice and data network, a warehouse for electrification, a workshop, two stores, a hall for the Directorate of Civil Protection and Safety, as well as rooms for staff. The main hall will have a maintenance pit wagons, 15 m long by 1.4 m wide and 1.7 m deep. The roof of the building is resolved through a reinforced concrete slab on piles of the same material. It is envisaged the implementation of several skylights on deck, for areas that are further inland and are not open to the facade. Outside, the proposed access from the Avenue of the Parliament of Catalunya is 5.5 m with respect to the altitude of the route by entering the cars and the building is situated. Therefore, it has raised an access for vehicles with a slope of 10%. It provides a straight pedestrian bridge this gap and work to consolidate the embankment with vegetation in the area. It is planned to enable a parking area for use by service vehicles and personnel.



On the other hand, the entire perimeter of the base will be fenced and monitored by cameras CCTV and alarms. In addition, the building will have facilities that capture solar energy for water heating. With this measure, new maintenance units will be adapted to environmental sustainability is already applied in other rail bases. It also reaffirms the commitment Adif has with the environment and the use of renewable energy to make the railroad more environmentally friendly means of transport. With this work aims to meet the increased demand for storage and living quarters for service personnel, as well as getting facilities that meet the current needs of operation and maintenance, storage and repair of all types of machinery and materials, as these are the fundamental elements for the development of the daily work of the maintenance base in the area of this line. In this regard it is noted that ADIF is responsible for railway infrastructure management and maintenance to provide the highest quality services. Thanks to this work is guaranteed security in the circulation and improving the operation of the facilities, all following the highest standards of quality, safety and environmental friendliness.

Thus, ADIF is responsible for maintenance of over 11,000 km of conventional gauge lines.

German railway is strengthened from the crisis in 2010 - double-digit sales and profit rise



Deutsche Bahn AG has strengthened the financial and economic crisis is overcome and in 2010 moved back to growth. Double-digit revenue and profit increased, the volume of net capital expenditure increased significantly and the number of passengers increased by rail by 42 million customers.

Deutsche Bahn CEO Dr. Ruediger Grube said during the press conference in Berlin: "A more customer-friendly track in the next few years our goal. The economic success of the DB creates an essential prerequisite for improved service and quality. "The employees benefit from the upturn. The DB will pay for 155,000 qualifying employees in Germany, as in the previous year a bonus of 300 €.

The conversion of the DB Group increased in 2010 over the previous year by 5.1 billion euros (+17.3 percent) to 34.4 billion euros. The comparable sales, with no effects of acquisitions and exchange rate changes, rose by 3.1 billion euros or 10.6 percent to 32.5 billion euros. Adjusted operating profit (EBIT), at just under 1.9 billion euros to 181 million euros (+10.7 percent) over the result 2009th At the same time increased the DB its net investment by 14.3 percent or 259 million euros to 2.07 billion euros. In 2010, DB was able to achieve in all relevant markets again significant volume growth. This is especially true for rail freight transport and the global transport and logistics activities, recorded in the previous year had some significant declines.

In 2010, the DB Group has attributed its net debt by around € 1 billion. The acquisition of the British Arriva's net debt increased at the end as expected. It is the Group of 31 December with 16.9 billion euros recorded, an increase of 1.9 billion euros over the previous year. Chief Financial Officer Dr. Richard Lutz: "All business black again. Although we have not reached again in winning the pre-crisis levels, the upward trend is sustainable. We are on the right track. "

More passengers

The number of passengers carried increased by rail in 2010, despite problems with persistent car compared to the previous year by 42 million passengers (+2.2 percent) to 1.95 billion, which was even higher than the figures from the record year 2008. The increase in long-distance transport was placed with an increase of 2.4 percent above that of DB Regio, where 2.2 percent more passengers were counted on the track. Passenger numbers from Arriva are not included. The transport performance of rail passenger traffic rose by 2.4 percent to 78.6 billion passenger kilometers. The number of BahnCards increased year on year by 5.2 percent, year-end 2010 at 4.3 million cards.

Transport and Logistics: strong growth after the slump

The current volume of the business unit DB Schenker Rail rose sharply. Overall, the transport capacity by 12.6 percent to 105.8 billion ton-kilometers increased. The amount of goods transported rose by 21.8 percent to 415.4 million tonnes. The utilization of the trains was increased by 3.8 percent. Total sales rose by 13.0 percent.

Consistently positive in all sectors and regions was the development of the business unit DB Schenker Logistics. was driven mainly by strong economic development in Germany and in Asia there are clear increases in sales and earnings. The number of programs adopted in European land transport by 15.4 percent.

The volume of air freight increased by 18.7 percent, ocean freight volume increased by 15.7 percent, the contract logistics to put on sales by 13.7 percent. The total turnover of the business unit increased by a total of 26.7 percent.

Infrastructure: Again, more traffic on the rail

The economic recovery in 2010 saw more traffic on the network. Operating revenue for DB infrastructure networks increased over the previous year by 3.1 percent or 31 million train-path kilometer (tp km) to 1,032 million train-path km. The proportion of Group railways is around 19 percent, increasing by 14.6 percent. In the number of station stops, there was an increase of 0.3 percent in 2010.

Crewe Basford Hall Charity Open Weekend

In conjunction with the Crewe Heritage Centre, Freightliner's Basford Hall complex was opened to the public for guided tours on March 12/13th. We, of course, just had to pay a visit and on the Sunday the weather was certainly much better than it had been on the Saturday.

From the UK



One of Freightliners new General Electric Class 70 locomotives stands at the head of a line of the more popular General Motors Class 66s. [Andy](#)

Class 66 565 heads a northbound Freightliner service parked up for the weekend in the yard. [Brian Battersby](#)



Class 66 606 is seen on the refuelling line. The yard can undertake fuelling and light exams on the locos. [Brian Battersby](#)



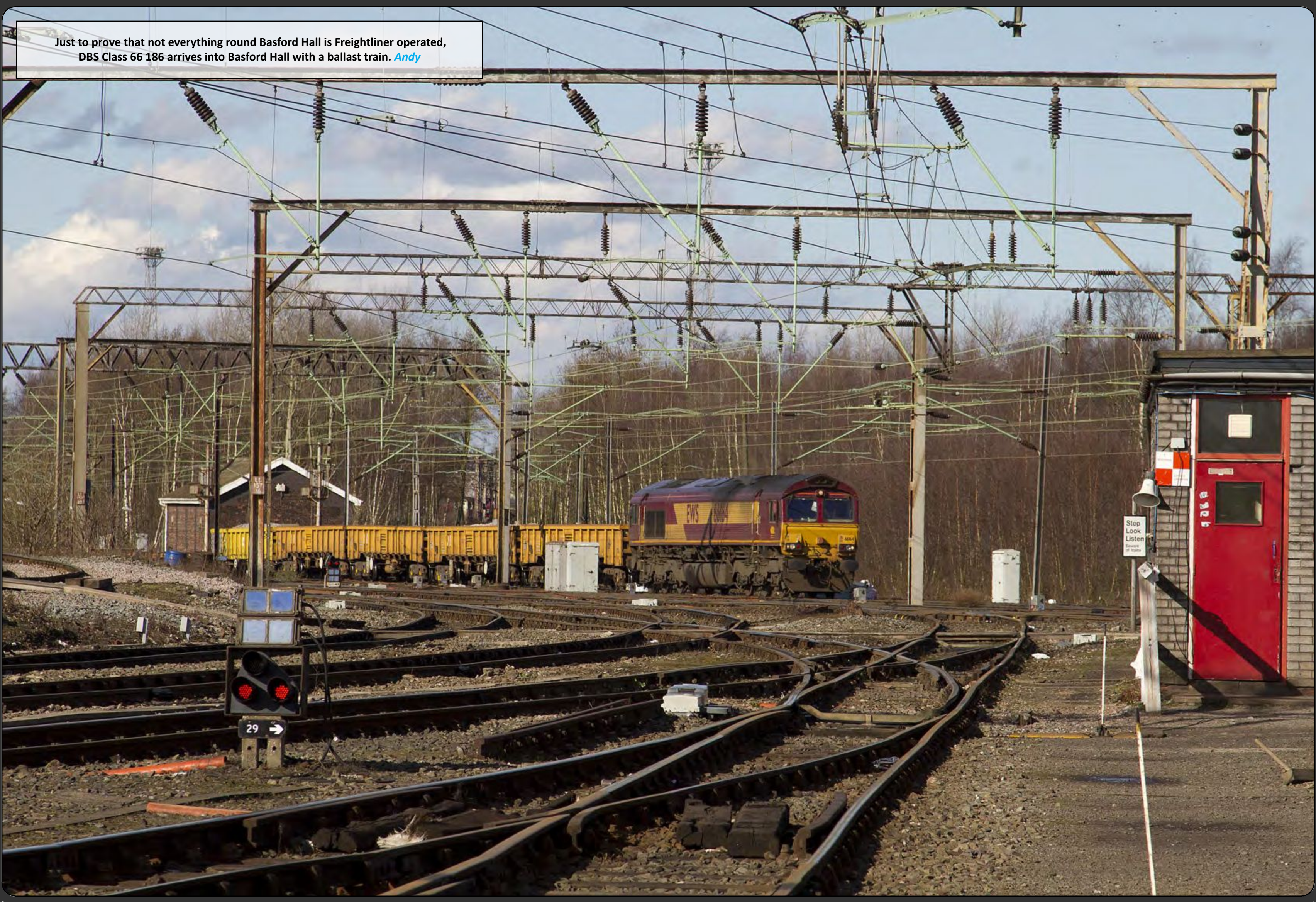
Not looking bad for 50 years old, veteran Class 86 604 and 86 605 are seen in the sun at the south end of the yard. [Andy](#)



Another new Freightliner loco is Class 70 006. These locos are bringing a delightful change from the normal "Class 66 on everything." [Brian Battersby](#)



Just to prove that not everything round Basford Hall is Freightliner operated, DBS Class 66 186 arrives into Basford Hall with a ballast train. [Andy](#)



Stop
Look
Listen

29 →

Under maintainance is grey liveried Class 90 044. This grey livery was the original livery carried just after privitisation from British Rail. [Andy](#)





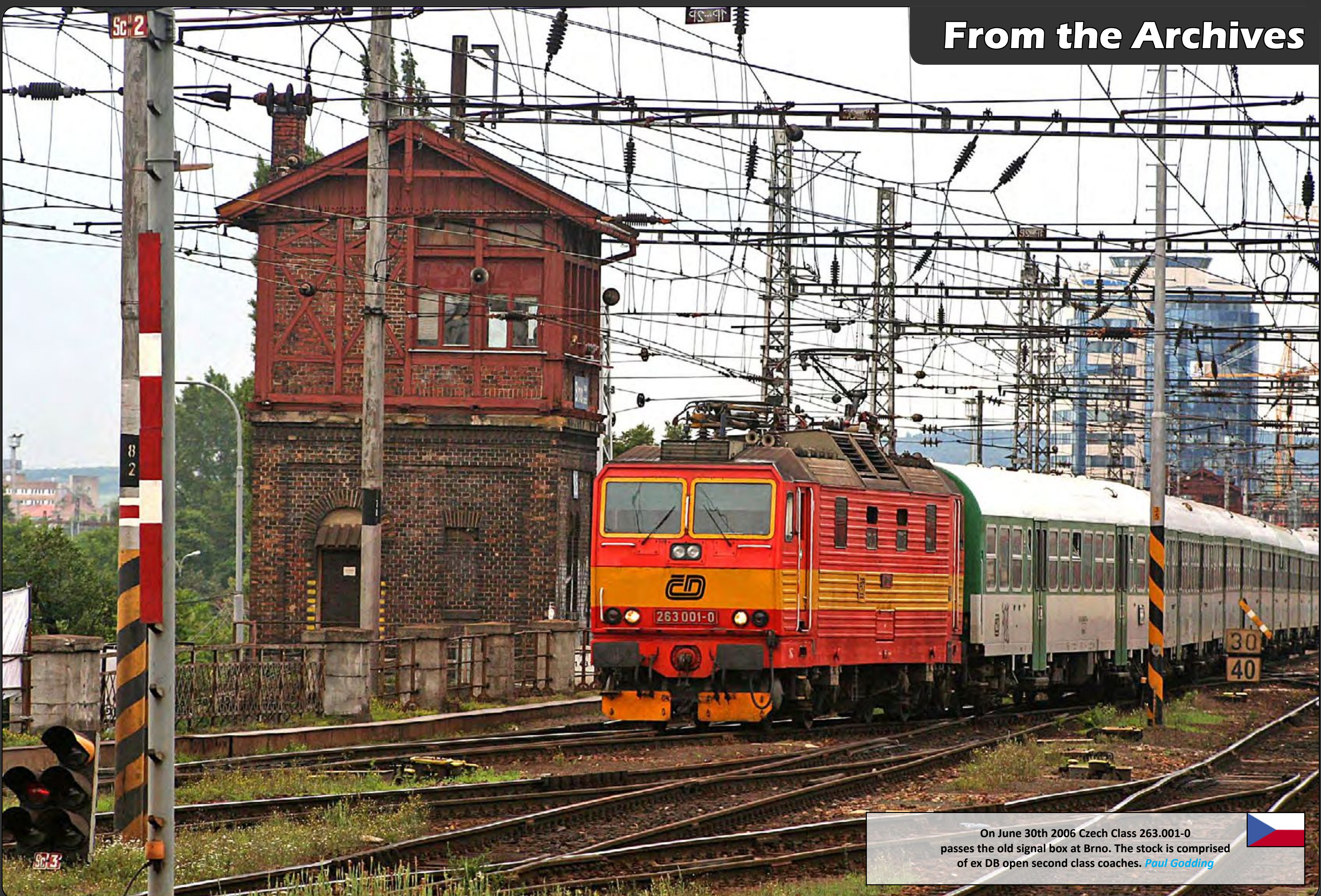
Class 70 006 and 66 526 are seen in Basford Hall yard with Class 66 565 in the background. [Class47](#)

Waiting to head south is Class 66 589, along with Class 90 016 which is just behind the container on the left. [Andy](#)



Over at Crewe's Heritage Centre, Class 66 619 and Class 70 011 were on display to the crowds. [Richard Hargreaves](#)





On June 30th 2006 Czech Class 263.001-0 passes the old signal box at Brno. The stock is comprised of ex DB open second class coaches. [Paul Godding](#)



On June 26th 2006 Czech "Goggles" Class 750.308-9
heads through Jihlava. [Class47](#)





Above: GM powered SNCB No. 6256 pauses at Gent St. Pieters on June 27th 2001.
 Below: 1953 vintage SNCB Class 22 No. 2231 passes through St. Niklaas on June 27th 2001.
Both: Paul Godding

