

Railtalk Magazine Xtra

Issue 66x | March 2012 | ISSN 1756 - 5030



Railtalk Magazine *Xtra*

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 around the world. Our “From the UK” section this month looks at the Ribble Steam Railway, based at Preston Docks.

Well what a month it has been, after commenting on the amount of snow we’ve had in last months issue, I was amazed to see very heavy snow in Austria this month during our trip. This was possibly the deepest and heaviest snow that I have ever seen in all my trips to Europe, and I’m pleased to say that the Austrian OBB performed brilliantly throughout our stay. Many thanks to OBB for organising our itinerary and we certainly look forward to visiting there again very soon. Snow is something that Steve Madden hasn’t come across this month, he sent us some excellent shots from Jordan, very sunny and a country that we’ve not featured before in the magazine. Back in the UK the highlight of the month has to be the visit to the Ribble Steam Railway, not a line that I have ever visited before but I can highly recommend it and will certainly go back there again. From this months issue, Andy has done some design changes to the magazine, nothing too major, and I hope that it is all still readable, but if not you know who to complain to! Well only France and Czech Republic to look forward to visiting in March, (its a hard life I know!) so until next month I hope that you all have a great time and wherever you are in the world, please keep sending in the photos as we really do appreciate them.

David

Once again many thanks to the many people who have contributed this month, it really makes our task of putting this magazine together a joy when we see so many great photos. This issue wouldn’t be possible without: Colin Gildersleve, Steve Madden, Brian Battersby, Paul Godding, Richard Hargreaves, Pavel Kopec, Tomáš Kubovec, Martin Grill, Martin Válek, Mark Pichowicz, Richard Weber, Filip Štajner, Pavel Šturm, Bea Želtvayová, Petr Holub, Pavel Martoch, Honza Štofaňak, BVT, Ivo Rušák, Zdeněk, MirKo, Libor Hyžák, Keith Hookham, Jaroslav Charvát, Matouš Vinš, Martin Hill, Steve Dennison, Ian Leech and Piotr Kozlowski.

Front Cover: Renfe Class 334 locomotive No. 334.008.0 approaches Murcia del Carmen station with a service from Cartagena to Barcelona on January 5th. [Steve Dennison](#)
This page: ARG’s narrow gauge No. S3302 pulls away from the loop at the small country town of Brunswick Junction with empty coal hoppers for another load of export coal from the mine at Collie. [Colin Gildersleve](#)

Contact Us

Editor: David
david@railtalkmagazine.co.uk

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

Contents

Pg 2 - Welcome
Pg 3 - Pictures
Pg 38 - News and Features
Pg 40 - From the UK
Pg 50 - From the Archives

Submissions

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

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine Xtra

Railtalk Magazine Xtra is published monthly by Railtalk Group. © Railtalk 2012



On February 13th, a DB Regio Südostbayernbahn service to München Hbf pauses at München Ostbahnhof with Class 218.418-2 at the helm. [Class47](#)



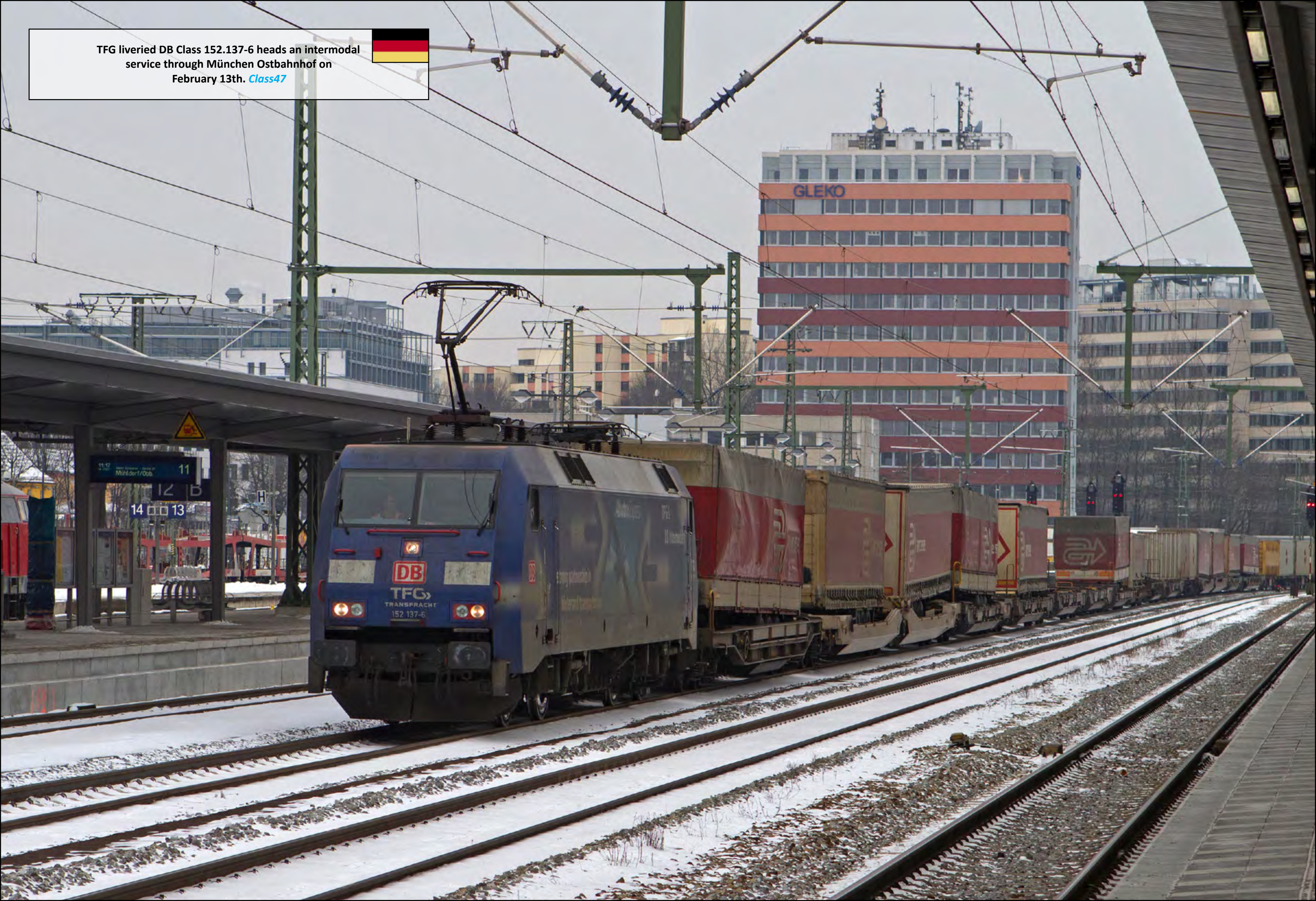
A Stern Hafferl operated single car electric unit is seen at its terminus of Vöcklamarkt. This unit works the local service to Attersee. [Andy](#)



At the end of October 2011, Thalys started a new service between Brussels Airport and Paris-Nord station. Due to lack of space this train is stabled before its morning run to Brussels Airport at Leuven. [BVT](#)



TFG liveried DB Class 152.137-6 heads an intermodal service through München Ostbahnhof on February 13th. [Class47](#)



In Slovakia, BZMOT Class 812.050-3 is coupled to EMU Class 560.030, this strange pairing are seen waiting to depart Komarno Station. [Steve Madden](#)



A reasonably new operator in Austria and a direct rival for OBB is Westbahn. Operating on the busy Wien to Salzburg route, one of its modern FLIRT units is seen at Salzburg Hbf on February 13th. [Andy](#)





Brand new Class 18, No. 1850 stands at Liege-Guillemins during a test run to and from Brussels which was needed before commencing scheduled service. ICE 3MF No. 4612 is just departing out on its way to Frankfurt. [BVT](#)

Gysev Class 1116.060-3 passes through the small town
of Szony with an express from Budapest to Gyor.



Steve Madden



"Brejlovce" Class 753.758-2 and 753.759-0
head a rake of car transporters between
Sedlejšovice and Sychrov on February 3rd. [Petr Holub](#)





The beautiful Slovakian countryside sees
Class 362.010-1 heading between Štrba and Vážec
with an express train on January 29th. *Bea Želtvayová*





M41 2309 passes Siemens electric No. 1047 002 as it accelerates away from Győr with a service for Celldömölk. [Steve Madden](#)



Australian Railroad Group's LZ3109 and LZ3112 take loaded grain hoppers through High Wycombe for export at the Port of Kwinana on December 3rd.



Colin Gildersleve





Ceske Drahy's Class 754.012-3
heads through the countryside between Rožná
and Bystrice nad Pernštejnem on February 12th. [Petr Holub](#)





Renfe Class 334 locomotive No. 334.008.0 runs around its Talgo trainset at Murcia del Carmen station on January 5th, with a service from Cartagena to Barcelona. The diesel will take the train as far as Alicante where it will be replaced by an electric locomotive for the rest of the journey. [Steve Dennison](#)



The new timetable which started in December 2011
has seen a shift of Class 13 locos. The Class has now taken
over all freight trains which had been pulled by older Class 23s and Class 26s.
This is No. 1310 working a steel train between Gent and Genk
passing through Langdorp on December 17th. [BVT](#)





Polish PKP 2-6-2 No. OL49-59 stands at Poznań Główny on February 11th. The loco is working a regular service to Wolsztyn. [Carl Grocott](#)



Top Right: A pair of OBB Class 1142s look like they may be some time before they can move off the depot at Selzthal. This photo was taken during a snow storm depositing even more snow on these poor locos. [Class47](#)



Bottom Right: On February 13th, the afternoon Inter-City train to Lisbon, is seen alongside a local Class 0450 DMU that has just arrived from Lagos. [Martin Hill](#)



Below: An OBB Class 1144 stirs up a huge amount of snow as it departs Schwarzach St. Viet heading for Salzburg on February 14th. [Andy](#)



Top Right: The morning Alfa-Pendular high-speed train from Porto and Lisbon is seen arriving into Faro on February 13th. [Martin Hill](#)



Bottom Right: OBB preserved Class 2045.017-7 is seen outside the museum at Sigmundsherberg on February 16th. [Andy](#)



Below: This DVT looks like it has been through a huge snowdrift. Hard to believe that it was only about 10 minutes late at the end of a two hour journey. Seen here upon arrival at Stainach - Irdning on February 11th. [Class47](#)



Class U24s Nos. 702 and 701 are seen working an empty
Phosphate train past Ash Shakiriyya
on February 26th. [Steve Madden](#)





U20Cs Nos. 303 and 314 are seen shunting wagons at Aqaba Depot. U20C No. 303 was involved in an accident and as can be seen from this shot the front cab is quite obviously bent. The poster to the left of the shot is of the present King and Prince of Jordan. [Steve Madden](#)

On February 26th, Nos. 314 and 303
pass the small village of Al Twyel with empty
wagons for Hedjaz Mine. [Steve Madden](#)



FS electric loco No. E633.205
heads a freight through Pavia on
February 16th. [Carl Grocott](#)



V63 026 is seen working a mixed freight
past Bicske Station. [Steve Madden](#)





FS electric loco No. E655-430 heads an oil tank train
through Milano Rogorodo on February 16th.

Carl Grocott





An OBB/DB Class 4011 unit is seen speeding through St. Valentin heading for Wien on February 15th. [Class47](#)





OBB Class 1116.149-4 is seen at Salzburg Hbf working a service through to München on a snowy February 13th. [Andy](#)



A Renfe Class 592 DMU No. 592.022M has just arrived at Lorca Sutullena with a local Cercanias service from Murcia on January 6th. [Steve Dennison](#)



The TransWA 3 car narrow gauge diesel unit
"The Australind" passes through the small south
west town of Harvey in Western Australia with its
second trip of the day between Perth and Bunbury. *Colin Gildersleve*





At Jenbach on February 14th, ZillertalBahn diesel shunter No. D11 shunts the stock for the next service. [Class47](#)



DB Class 101.136-0 stirs up the snow as it heads
for Salzburg with a service through
Schwarzach St. Viet on February 14th. [Andy](#)



Hungarian MAV operated Class 470 009
heads a RoLa road train service through
Linz on February 16th. [Andy](#)



CD Class 754.079-2 heads a passenger working through
Ruda nad Moravou on February 12th.

Carl Grocott





On February 13th, a Westbahn service arrives into Salzburg Hbf whilst a DB working through to München is seen departing. [Class47](#)





OBB steam loco No. 52.7046 is seen covered under a thick layer of snow at Selzthal. Hard to believe that there are actually running lines in front of the loco. [Andy](#)



A pair of Munich P-Class trams with
No. 2028 leading is seen outside
München Hauptbahnhof on February 17th. [Class47](#)



Bombardier's ZEFIRO Very High Speed Train Tops Design Awards

The latest generation BOMBARDIER ZEFIRO train design wins prestigious prizes in USA and Germany

Rail technology leader Bombardier Transportation has won the iF Product Design Award as well as the Good Design Award for its groundbreaking very high speed (VHS) train currently being developed for leading railway markets in Europe, Asia and North America. The ZEFIRO train combines aerodynamic efficiency with a distinctive appearance reflecting Bombardier's state-of-the-art technologies.

The ZEFIRO platform forms the basis for the most economical and eco-friendly family of high speed and VHS trains. It combines the highest capacity in the industry with pioneering levels of passenger comfort and employs leading-edge technologies and advanced aerodynamics to reduce energy consumption. The technology exists to meet virtually any high speed requirement anywhere in the world.

The ZEFIRO high speed train platform can accommodate speed performance from 250-380 km/h (155-235 mph) and is highly flexible. ZEFIRO trains can significantly reduce travelling times between major cities and boost interregional economic growth. The iF Product Design Award from Germany recognises design quality, finish, choice of materials, degree of innovation, environmental impact, functionality, safety as well as brand value. It is also the third time in five years

that Bombardier has won the Good Design Award for its train design. The award is conferred annually by the Chicago Athenaeum: Museum of Architecture and Design together with the European Centre for Architecture Art Design and Urban Studies.

"These prestigious awards are testament to the ZEFIRO VHS train's innovative approach to very high speed travel," said Michael Sohn, Teamleader Industrial Design, ZEFIRO project, Bombardier Transportation. "As one of the world's fastest series-production trains, its design benefits from Bombardier's long-term expertise in train specific aerodynamic research. As well as being extremely energy efficient, the train's shaping of windows, lights, splitlines and graphics creates a distinctive appearance that sets new standards in the railway industry for sustainable transportation and passenger comfort."

The unique aerodynamic design of the ZEFIRO train family leads to superior cross wind stability, aerodynamic drag and pressure pulses. Bombardier Transportation is the first company in Europe to develop and apply an aluminum carbody for driving cars as well as trailer cars in the high speed segment, resulting in reduced weight and lower track wear as well as full compliance with stringent safety requirements. Bombardier's UK-based Centre of Excellence for aluminum carbody design, in Derby, was involved in the development of the technology. Other innovative developments include the BOMBARDIER EBI Drive 50 Driver Assistance System and Bombardier's Thermo Efficient Climatization System. These and other energy saving measures mean that ZEFIRO trains boast the lowest energy consumption per seat of any VHS train. All of Bombardier's expertise and experience gained from building more than 850 high and VHS trains in the past two decades has been invested in the development of this next generation vehicle.



The first new Zentralbahn train has arrived



The first of 10 new Zentralbahn trains was rolled out recently at Stadler Rail in Bussnang (canton of Thurgau). As well as being particularly light, dynamic and comfortable, this new train is also impressively quiet. The order as a whole is worth a total of around CHF 140 million, making it the largest order for rack-and-pinion rail vehicles ever issued in the world. On 15 February 2012 in Bussnang (canton of Thurgau), Stadler Rail and Zentralbahn presented a further milestone in the young railway company's development: the rollout of the first new three-carriage train. The vehicle makes a very dynamic, elegant and sporty impression, and this fast, innovative low-floored model goes by the name of FINK. The interior is an innovation in its own right, with panorama windows providing a spectacular view, comfortable seats promising a pleasant journey and the low-floored entrances facilitating platform-level access. "We are delighted finally to be able to present this new train to the public, and look forward to handing it over to our passengers soon," comments Renato Fasciati, Director of Zentralbahn. And not only the passengers are in for a treat: "It's fascinating how quiet these new trains will be – this is certainly a huge bonus for local residents," continues Fasciati.

Also a milestone for Stadler Rail

This train is a milestone not only for Zentralbahn, but also for Stadler Rail. Peter Spuhler, CEO and owner of Stadler Rail Group, enthuses: "I'm proud of this modern train, which has given us the chance yet again to put our expertise as the

world's leading manufacturer of rack-and-pinion trains to the test. We are setting new standards with this Zentralbahn fleet." The rack-and-pinion railway business forms part of the tailor-made vehicles segment that is among the core competencies of Stadler Rail. This business contributed to the initial success of the company, and continues to be of great significance today. As Spuhler emphasises: "We aim to remain world market leaders in rack-and-pinion railways, and our new concept for the Zentralbahn vehicles will help us to achieve this goal." The new trains are distinctive in their separation of rack-and-pinion and non-rack-and-pinion drive, lightweight aluminium frame with panorama windows and height-adjustable pinion.

A clever train

The new train and the rest of the order combine to make a very clever package – the highly flexible usage of the new vehicle, meeting the commuting and leisure needs of passengers, the conscious use of low-floor areas, the infotainment and reservation system, the bistro in the seven-carriage trains, panorama windows, luggage storage areas, low noise emissions, height-adjustable pinion, etc. are the result of well-conceived and intelligent project planning and implementation, both by Zentralbahn and by Stadler Rail.

Just the beginning of a new era on the railways

This first train marks the beginning of the delivery of 10 new vehicles, six of which are three-carriage trains that will be used both to provide reinforcement between Lucerne and Interlaken East and to travel suburban routes. The actual new flagships for Zentralbahn are four new seven-carriage trains that will travel as InterRegio trains from Lucerne to Interlaken East, and as such will replace the entire existing Brünig fleet by the end of 2013.

Alstom to supply five more Regiolis regional trains to the Pays de la Loire region for €25 million



The SNCF, on behalf of the Pays de la Loire Region, has just placed an order with Alstom to supply five regional trains from the Coradia Polyvalent range for some €25 million. The Pays de la Loire Region now operates 54 Alstom regional trains and has already ordered 15 Coradia Polyvalent trains with an average seating capacity of 216 (in a length of 72 metres): 10 hybrid dual-voltage trainsets and 5 electric dual-voltage trainsets.

In addition, the Pays de la Loire Region has also ordered 24 Citadis Dualis tram-trains, some of which have been in service on the Nantes-Clisson line since 15 June 2011. This order corresponds to an option exercised under the framework

contract financed by the French regions, signed with the SNCF on 27 October 2009. To date, 171 Coradia Polyvalent trainsets in total have been ordered by the regions of Alsace, Aquitaine, Auvergne, Basse-Normandie, Haute-Normandie, Lorraine, Midi-Pyrénées, Pays de la Loire, Picardie, Poitou-Charentes and Provence-Alpes-Côte d'Azur.

In the long term, the framework contract should be applied to 1000 trainsets for a sum of over seven billion euros, and promises to boost the industrial activity of our French production sites. The last order from the Pays de la Loire Region confirms the ability of the Coradia Polyvalent range to meet regional rail transport needs in terms of performance, energy savings, comfort and interoperability.

The first Regiolis train off the production line at the Alstom plant in Reichshoffen was presented to the French regions and the SNCF on 14 June 2011. The test phases are currently under way, in accordance with the project schedule. The first deliveries are due in 2013.

Alstom to supply 34 Metropolis trains and signaling upgrade to Singapore metro



The Land Transport Authority of Singapore has awarded Alstom a contract worth around €240 million to provide new trains for two metro lines, the Circle Line (CCL) and North East Line (NEL), along with signaling upgrade for both lines. 18 trains will be delivered to NEL whereas 16 will be supplied to CCL. Delivery is to start in 2015. These additional trains will boost capacity of Singapore metro, in order to meet a growing demand which has increased from 1.78 million passengers in 2009 to over 2 million 2010.

Part of Alstom's Metropolis range, these driverless metros will be designed in Alstom sites of Valenciennes, Le Creusot (France) and Sesto (Italy). They will be manufactured in China-based Alstom sites, SATCO (Shanghai Alstom Transport Co. Ltd) and SATEE (Shanghai Alstom Electrical Equipment Co. Ltd). They are a modernized version of the trains currently in service on CCL and NEL, also provided by Alstom.

Alstom and Transmashholding present their new tramway to Moscow Mayor



The tram-set presented in Moscow Alstom Transport Alstom and Transmashholding (TMH) have presented in Moscow on 27 February to Sergey Sobyenin, Mayor of Moscow, a modern high-speed low-floor tramway designed for Russian cities. The presentation was held in presence of Patrick Kron, Chairman and CEO of Alstom.

Alstom and TMH intend to manufacture these new low-floor high-speed tramways in Russia. The partners aim at implementing in Moscow innovative solutions with regard to rolling stock design, traffic and passenger management, signaling systems and other rail aspects.

The tram-set presented in Moscow is a completely modular vehicle combining the latest know-how of modern tramway engineering based on Alstom flagship's model Citadis. It is equipped with a new model of bogie to fit Moscow existing rail network, thus reducing the infrastructure preparation phase and cutting the operation costs. Designed for maximum speed of 75kph, it can run at an average speed of 25kph depending on existing infrastructure and signaling systems, compared to 11kph for existing tramways in Moscow.

State-of-the-art engineering solutions such as composite materials, new innovative bogie or modular sections used in this new model of tramway ensure easier repair and lower maintenance costs as well as energy savings (the use of composites reduces by 10% energy consumption). The life-time of this new

rolling stock is 30 years. From 25 to 35 m long depending on customer's requirements, the tramway has also a capacity of 300 passengers, almost twice as much as in the current vehicles.



This tramway has a low-floor, providing easy access to disabled or elderly people and to passengers with prams. It can be equipped with WiFi internet connections. Alstom designers will give the tramway a unique "Moscow-inspired" exterior. Three different proposals of design ("classic", "dynamic" or "friendly") combining different shapes of exterior front head with different colors of seats and interior equipment were submitted today to Sergey Sobyenin.

Alstom's leadership in tramway solutions combined with TMH's experience as the largest rolling stock manufacturer in Russia will allow the partners to offer Moscow a comfortable, safe and modern city transport. Over 1,500 Alstom tramways are in operation in 40 cities of the world and have already transported over 4 billion passengers.

Ribble Steam Railway

The Ribble Steam Railway is a standard gauge preserved railway in Lancashire, in the United Kingdom. It was opened to the public on 17th September 2005, running along Preston Docks.

On February 18th/19th it held a Steam Gala and we went along to see the action.....

Furness Railway No. 20 was built in 1863 by Sharp Stewart & Co. of Manchester as one of a batch of eight 0-4-0 tender locomotives supplied between 1863 and 1866. [Richard Hargreaves](#)



Do not trespass
on the Railway
Penalty £200

Warning
Do not trespass
on the Railway
Penalty £200

Hunslet No. 3155, "Walkden"
crosses the swing bridge that is the entrance
to the marina at Preston. *Richard Hargreaves*



Andrew Barclay "Fife Flyer" No. 6 is nearly ready for a return to service, seen in the yard at Preston Docks. [Richard Hargreaves](#)



Borrows No. 53 "Windle" is seen alongside Class 05 No. D2595 and Lancashire and Yorkshire Aspinall No. 1300 in the workshops at Preston Docks. [Richard Hargreaves](#)



English Electric Class 11 No. 671 is seen in the museum in Dutch livery. In the foreground can be seen "Greenbat" a 1945 built battery-electric loco. [Richard Hargreaves](#)



Andrew Barclay built this loco in 1908, No. 1147 "John Howe"
which also worked for a time at Steamtown, Carnforth.
Seen here on February 19th. [Richard Hargreaves](#)



One of the many exhibits inside the museum at the lines headquarters is this Andrew Barclay 1929 built saddle tank. No. 1969 "J.N DERBYSHIRE". *Richard Hargreaves*



Another exhibit inside the lines museum is Borrows No. 48
"The King" built in 1906 and spending most of its life working in
glass works at both London and St. Helens. [Richard Hargreaves](#)



Hunslet No. 3155, "Walkden" was built in 1944
and for many years worked in the Netherlands. [Alan Naylor](#)



Furness No. 20 steams alongside the River Ribble
heading back to the station. *Class47*



English Electric action on the continent as Portuguese CP No. 1803 is seen arriving into Tunes station on May 30th 1993. [Ian Leech](#)



From the Archives



An OBB Class 1161 electric loco is seen as station pilot at Innsbruck in June 1982.

Derek Elston



Portuguese CP1802 heads north after departure
from Messines with an evening train to Barriero
on September 9th 1995. [Ian Leech](#)

