

Railtalk Magazine Xtra

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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 recent Keighley and Worth Valley Railway's diesel gala.

Firstly, what a dramatic turn around in the weather this month, as we seem to have gone from very hot sunshine, so much that the Railtalk computers were getting very warm, but just as I finished writing this the rain has returned and it has gone much cooler again. Will we ever get stable warm sunny weather?

As I said last month, I've been to Germany, an excellent place with lots and lots of freight, with many different liveries and operating companies, I hope that you will enjoy some of the photos from there in this month's issue. I must say that Hamburg-Harburg is "the" place to be for both freight and passenger in the Hamburg area. I have never seen freight so frequent and although I hadn't planned to, I went back the following day to spend several more hours there whilst I was in the area.

Back in the UK, I attended the Keighley and Worth Valley diesel gala this month, which was a superb affair. Despite the problems with the Class 50 on the Friday, it was good to see it back in action on the Saturday afternoon, so well done to all concerned for a great event.

Many thanks for all the photos sent in this month, and with the main holiday season nearly upon us, don't forget to pack the camera.

David

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. This issue wouldn't be possible without: 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, Anton Kendal, Laurence Sly, Piotr Kozłowski, and Roger Williams.

Front Cover: On the first weekend of the Summer operating season DB Class 218.835-7 is seen in a brief moment of sunshine at Seebad Heringsdorf with the Saturday only IC working to Köln, March 31st. [Mark Pichowicz](#)

This Page: Queensland Rail National's Nos. 6003 and 6007 take a Friday morning intermodal service from Perth to Melbourne through Midland. [Colin Gildersleve](#)

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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.

Railtalk Magazine Xtra

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In Egypt on March 17th, this driver of narrow gauge loco No. 17 has a sleep while the local farmer loads his wagon full of sugar cane. [Steve Madden](#)



H.F. Wiebe Class 216.032-3 is seen
in the attractive company yellow livery at
Hamburg-Harburg on May 7th. [Class47](#)



CD Class 720-509-9 is seen with a rake of car transporters at Breclav on March 29th.



Class47



On March 29th, CD Class 754.009-9 and 704.001-7 are seen in the yard just outside Brno hln. waiting their next duties. [Class47](#)



Egyptian Railway's Henschel No. 3159 is seen at Boghdadi on the outskirts of Luxor with a express for Aswan, March 16th. [Steve Madden](#)



DSB (Danske Statsbaner) 3-car DMU No. 5282
is seen departing Hamburg Hbf with a working through
to Denmark on May 7th. [Class47](#)



Czech CD Class 380.006-7 and 380.018-2 are seen on test heading through Bildwerder-Moorfleet in Germany on May 7th. [Class47](#)



German private operator, Metronom, is seen
at Hamburg-Harburg with Bombardier TRAXX P160 AC1
No. ME 146-04 heading a service for Hamburg Hbf on May 7th. [Class47](#)



Crayoning books out kids, time to colour in a loco!
A Nord-Ostsee-Bahn Siemens built DE2700 loco in
colourful livery is seen at Hamburg Altona with a working to
Westerland on May 7th. [Class47](#)



ARG's No. DD2358 takes empty woodchip hoppers away from the Albany unloading facility, having just deposited its load for export to China. [Colin Gildersleve](#)





OBB Class 116.111-4 is seen at Breclav in the Czech Republic with a working from Wien in Austria on March 29th. [Class47](#)



Pacific National's TT class No. TT119 leads TT04 and TT103 through Victoria Street on a westbound empty coal working, May 19th. [Anton Kendall](#)





On the Western Australian south west main line at Brunswick Junction ARG's No. S3309 hauls a loaded coal train past No. DD2357 in the yard which is preparing to depart after mechanical problems, which has seen it remain in this location for three days. [Colin Gildersleve](#)



Pacific National's TT class No. TT101 leads
TT08 and TT112 over the hump at Beresfield on May
19th with a westbound empty coal working. The rear of the train is still
passing through Tarro station in the distance. [Anton Kendal](#)





Pacific National's Nos. NR115 and NR85 start their 1.8km long Auto/Intermodal train from its starting point in Kewdale Yard Western Australia. The journey will take about three days across Australia to its destination in Melbourne. The first vehicle is the crew coach and after about 9 hours the crews will swap over.

Colin Gildersleve



Henschel No. 3114 is seen departing Luxor with train
No.157, 07:30 Luxor to Alexandria, March 17th.



Steve Madden



CD Class 743.003-9 speeds through Most
on March 28th heading for Usti nad Labem.



Class47



Top Right: A DB/Railion Class 290 shunter hauls 0-6-0 shunter No. 363.650-3 through Hamburg-Harburg on May 7th. [Class47](#)



Bottom Right: Ceske Drahy's Class 121.031-8 crosses the river at Usti nad Labem with a loaded coal train on March 29th. [Brian Battersby](#)



Below: Ceske Drahy's "City Frog" Class 451.101-0 is seen arriving into Praha Masarykovo on March 31st. [Brian Battersby](#)



On April 3rd, DB Class 218.477-8 is seen departing
Bad Vilbel on the rear of the 17:15 Frankfurt - Nidda
service. [Mark Pichowicz](#)





XPT power car No. 2000 (with No. 2009 on the front) races through Thornton with the 0715 Sydney - Casino on May 19th. [Anton Kendal](#) 

Top Right: Still carrying its previous owners livery, (but we believe it has since been repainted) Regiojet's Class 162.112-7 is seen at Praha Smichov on March 30th. [Brian Battersby](#)



Bottom Right: On March 31st, Ceske Drahy's Class 751.031-6 and 751.223-9 are seen stabled at Kralupy nad Vltavou. [Brian Battersby](#)



Below: CD Class 742.270-2 is seen stabled at Praha Vrsovice on March 30th. [Brian Battersby](#)



A Class 2TE116 made up of 2TE116-570
at the front and 2TE116-628 on the rear work a
liner train into Rezekne Yard on May 10th. [Steve Madden](#)





In a lucky patch of Sun, Skinest Rail
Class 2TE116, No.2TE116-1667 accelerates out of
the loop at Asote with a loaded oil tank train from Russia, May 12th.

Steve Madden



A number of Latvian Class 2M62's are seen stabled on the depot at Ventspils, May 8th.

Steve Madden



Latvian 2 Car DMU DR1A-405.7 passes
Spungeni with a service from Krustpils to Riga,
May 9th. [Steve Madden](#)



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E.656 018 is seen stabled at Pisa with the Archimede Treno Misure Di Rete Ferrovia Italia (a diagnostic/test train) on April 26th. [Laurence Sly](#)



Owned by Russian company Skiness Rail,
2TE116-889 approaches Krustpils with a train
of oil tanks for Ventspils, May 9th. [Steve Madden](#)





Most shunting movements at Murcia del Carmen station require trains to cross over a level crossing before they can pull back into the station. Shimmering in the heat are an unidentified Class 334 diesel locomotive which is running around its train in order to continue the journey from Cartagena to Barcelona. Class 592 DMU No. 592021M has just pulled out of the sidings and will move into the station to form a Cercanias service to Alicante, April 28th. *Steve Dennison*



OBB liveried Class 1216.236 is seen arriving into Prague hln. with a service from Wien on March 31st.

Brian Battersby



Once again this month we have received photos of Class 749's at work in the Czech Republic. This is Class 749.253-1 at Praha hln. with a České Budějovice working. [Brian Battersby](#)



Class 334 Diesel locomotive No. 334.028.8
approaches Murcia del Carmen station with an
Altaria service from Madrid to Cartagena, April 28th.
Steve Dennison



DB Class 151.096-5 is seen running light engine through Hamburg-Harburg on May 7th.



[Class47](#)



Canadian built Nos. 9015, 9019 and 9026 lift a coal train over the grades at Beresfield on May 19th. This was one of the first coal trains into the Newcastle ports after a 4-day block on the line west of Maitland. The train is about to pass the site of a major crash in 1997 which demolished the station.
Anton Kendal



On March 28th, Class 749.257-2
is seen running round its train at
Zábřeh na Moravě. [Class47](#)



CD Cargo Class 742.399-9 is seen shunting
at Praha Liben on March 30th.

Brian Battersby



EVB (Eisenbahnen and Verkehrsbetriebe) liveried
Siemens Type ER20 No. 420.11 is seen heading through
Hamburg-Harburg on May 7th. [Class47](#)



D.445 1175 approaches Castellina Di Chianti
whilst working Regionale train No. 11757, 0910
Firenze SMN - Siena on April 27th. [Laurence Sly](#)



An attractive livery on this Skoda built Brno tram No. 1117 as it passes Brno hln. on March 29th. [Class47](#)



Alstom takes over Deutsche Bahn's (DB) shares in the Alstom locomotives service joint venture in Germany



Over the last 11 years, it has supplied more than 300 locomotives of V100 class to private operators.

Both partners emphasized the success of the joint work carried out over the past years. Klaus Hiller, head of the Train Life Services Department within Alstom Transport Germany, stated: "The business model of the Stendal site has proven itself to our customers. I am sure that in the coming decades we will see this historic site, founded in 1873, as a strong, flexible partner with advanced business ideas in this exciting market."

Alstom aims to develop in Stendal new environmentally friendly three-axle shunting locomotives with four different types of engine, including hybrid technology. After five years of development work and successful testing of the first prototypes, this innovative vehicle is designed for the industrial market and harbour railway systems. In addition to improved operational performance and flexibility, the locomotive will use up to 50% less fuel than modern vehicles (when comparing high performance hybrid shunting locos (700 kW) with similar performance hybrid diesel locos).

Alstom and DB Mobility Network Logistics AG have signed a contract for the takeover of the 49% stake held by DB Mobility Network Logistics AG in the "Alstom Lokomotiven Service GmbH" joint venture in Stendal (Germany). Alstom Deutschland GmbH, who was holding a 51% stake since the creation of the JV in 2002, now becomes the sole shareholder.

Alstom Lokomotiven Service GmbH's activity is based in Stendal, which counts more than 200 employees. In close cooperation with the Braunschweig site, the Stendal site works on locomotive renovation and shunting locomotives, trams, regional trains, bogies and other maintenance components from all manufacturers.



Modernization of the line Votice - Benešov u Prahy: Work progress (May 2012)



It involves the reconstruction of bridge structures still in use, work on the track substructure and setting up noise barriers and contact line mast foundations.

Given the kindly climatic conditions, planned working processes can be fully developed and the modernization work on the line Votice – Benešov u Prahy is underway.

The main work in May focused on the completion of the reconstruction of the seven set of tracks in railway station Olbramovice, put into operation as at 14/5/2012 after finishing works on the railway superstructure had been carried out and the platform and lift shafts of the subway together with other equipment for passengers had been completed; works on a noise barrier running along the whole length of the station are being finalized.

Lighting towers have been installed and cable routes have been laid, the signalling installation adapted to new line parameters has been activated and the overhead contact line has been installed.

At the start of the 8-day permanent traffic closure, on respective sections – when the whole anchorage section was not preserved in the new system, or if the current line was deserted, first it was necessary to dismantle the current overhead contact line in order to allow the follow-up work – the already-executed dismantling of the track structure in Tomice and Bystřice.

With Bystřice being put into service, at the current stage of the construction, when the service track for traffic purposes involving speed restriction is used, it was necessary to ensure the regulation of the overhead contact line on the adapted sections (a temporary crossover between the 3rd and the 5th station track between the bridge structures in Bystřice). The utilization of the 5th station track called for the installation of the overhead contact line over this track and for the use of contact line supports by then serving for the overhead contact line over the 3rd station track.

In the next period in addition to other tasks, the work will proceed mainly on the reconstruction of railway station Bystřice, including the new relocation running in the direction of Bystřice through tunnels Tomický and Tomický II.



Bombardier Wins Order for TRAXX Locomotives for Cross-border traffic in Scandinavia



Bombardier Transportation has announced that it has won an order from Bure for seven BOMBARDIER TRAXX F140 AC locomotives. The locomotives are designed for freight transport in Sweden and Norway, with delivery expected in the fourth quarter of 2012. The contract is valued at approximately 24 million euro (\$31 million US).

Bombardier's TRAXX F140 AC locomotives represent the state-of-the-art in electric rail freight transportation in the Nordic region. They are part of a family of locomotives comprising single- and multi-system electric and diesel vehicles. A common feature of all TRAXX locomotives is their modular construction.

Bure has purchased these locomotives to lease them to train operator RushRail AB. In April, RushRail won a multi-year transportation contract for Trätåg AB. Trätåg is a logistics company, owned by Stora Enso and Korsnäs. Its purpose is to handle rail transportation of forest products, timber, pulpwood and biofuel. RushRail will, in an efficient and environmentally friendly manner, transport timber and other forest products by rail from Stora Enso and Korsnäs's timber terminals to their production sites around central Sweden. The contract is one of the largest of its kind in Sweden.

Peter Ammann, Vice President Sales & Marketing of Bombardier Transportation's Locomotives Unit, said: "We are proud that Bure as a new customer and RushRail as the operator have chosen our TRAXX locomotives to serve this significant rail transport undertaking."

"Rush Rail's selection of the TRAXX locomotive for their operation enhances Bombardier Transportation's position as the prime supplier of locomotives for the highly competitive and entirely deregulated Swedish commercial market of freight operation, where reliability and efficiency are paramount," said Klas Wählberg, Chief Country Representative, Bombardier Transportation Sweden.

"At Bure, we are pleased to be able to offer highly competitive freight transportation services with TRAXX locomotives together with RushRail. We look forward to working together with RushRail and Bombardier on this long-term investment," said Henrik Blomquist, Vice President of Bure.

"We at RushRail are excited to have gained the trust of Trätåg and Bure and we believe that this – together with the TRAXX locomotives – can be a solid basis for our future expansion," said Jan Lindqvist, CEO and co-founder of RushRail.

Production of the locomotives will take place at Bombardier's Kassel plant in Germany. The carbody will be produced at Bombardier's Wroclaw, Poland site, bogies at its Siegen, Germany site, while the Propulsion and Controls equipment will be manufactured at its Mannheim and Hennigsdorf sites, also in Germany.

The locomotives will be powered by the renowned BOMBARDIER MITRAC traction converters offering unmatched reliability. The related control system is the sophisticated MITRAC offering safe and energy efficient traction power for sustainable mobility. MITRAC equipment has been selected for well over 3,000 locomotives all around the world.

Europorte and Alstom sign rail freight partnership agreement



Europorte, the rail freight subsidiary of the Eurotunnel Group, and Alstom have signed a partnership agreement covering the maintenance of 17 Alstom manufactured Prima locomotives now operated by Europorte.

Within this framework, the two partners will improve the management and availability of the Europorte locomotive fleet. To do this, they will analyse existing processes; optimise maintenance cycles, interventions on the locomotives and the equipment of the maintenance sites. They will work to reduce the transport to depot time and the locomotive down time to generate significant productivity improvements.

With the Technical Specifications for Interoperability (TSI) now applicable to the Channel Tunnel, the two partners are planning to organise homologation tests for the new generation of Alstom Prima II locomotives in the autumn of 2012.

Jacques Gounon, Chairman and Chief Executive Officer of Groupe Eurotunnel SA, stated, "This agreement will enable Europorte and Alstom to put their combined experience, as manufacturer and locomotive fleet operator, together thereby ensuring the future of rail freight between Great Britain and the Continent."

Henri Poupart-Lafarge, Chairman of Alstom Transport, stated, "This partnership between an operator and a manufacturer is particularly important as it will bring about a reduction in maintenance and operating costs; it is a win-win approach in support of the development of rail freight."

Alstom chosen by Lille Métropole to renew Lille's Line 1 automatic metro



Alstom has been selected as preferred bidder by Lille Métropole to modernise Line 1 of the city's metro. With a value of more than €250 million, the project provides for the supply of an integrated system which includes an automatic driver system and 27 rubber-tyred metro trainsets in order to address the expected increase in traffic over the next few years. After the signing of the contract, contemplated in June, it will start mid-2012 for a completion in 2017.

The automatic trainsets from Alstom's Metropolis range will be doubled in length in comparison to the existing fleet and will be able to carry up to 545 people. Their design will offer passengers a more comfortable ride, thanks particularly to the absence of partitions between each car. The interior design will create a warm, bright environment with larger windows. Passenger information will be improved by electronic display

units and multimedia screens. Spaces will be dedicated to people with reduced mobility. A system of video cameras transmitting images in real time to the control centre will strengthen the security of passengers on-board the metro and on the station platforms. Urbalis signalling system control equipment will replace the current system.

The modernisation of Line 1 will allow transport capacity to be doubled. It will also lead to a reduction in energy consumption of 20%. The new system will be less costly to maintain and more flexible to run. It is scheduled to come into service progressively from 2015 and this will be carried out without disturbing line operation.

« After many cities in Asia, South America and Europe, Lille's choice of Alstom's automatic metro system is a great source of satisfaction for us. It shows the dynamism and industrial know-how of the French rail sector », declared Henri Poupart-Lafarge, Alstom Transport President.

The Alstom rubber-tyred metros are designed and produced in the company's site of Valenciennes, in Northern France. Six other Alstom Transport sites in France are also involved in this project: Saint-Ouen, Reichshoffen, Ornans, Le Creusot, Villeurbanne and Tarbes.

Reconstruction of the platform in Štáhlavy on the line České Budějovice - Plzeň may be revolutionary



The upcoming reconstruction of the platform in train stop Štáhlavy (Plzeň-south) on the line České Budějovice – Plzeň may bring about a radical change of procedures applied within legislative duties to reduce over-limit noisiness of the surrounding built-up area in connection with the railway traffic. This is currently made possible only when using noise barriers or earth embankments. This construction, the investor of which is the Railway Infrastructure Administration, state organization (SŽDC), is going to test for the very first time the new type of the platform edge equipped with noise absorbing matrices of recycled rubber on the front (track-adjointing vertical) surface. The new type of the platform edge H 130 disposes of a distinct antiskid design of the contact surface. The platform edge is still 550 mm over the top of rail to allow an easier access and exit for passengers. The contractor of the construction is Skanska a.s. SŽDC together with the Railway Research Institute (VUZ, a.s.) carried out check acoustic measurements before the launch of the reconstruction. After that there will be another measurement followed by acoustic evaluation of noise absorption by means of platform edges H 130. The output values of noise absorption will be later used when projecting the future construction of platforms, especially train stops without noise barriers as well as for applications of the upcoming low noise prevention wall completing the current noise protection measures on railway.

Until 22nd June, passengers can use provisional filled-up platform; the new one including the shelter and the lighting will have been in full operation by 28th June at the latest, i.e. before the start of summer holiday. In July and August 2012, other structures will be completed (e.g. the culvert under the line) and all the other required work, which shall not affect the railway traffic, will have been finished by the end of September.

The new test system of noise absorption:

Noise absorbing elements on platform edges will result in lower noise level in the proximity of its source (the wheel running on rail), thus allowing to reduce the scope of projected conventional noise barriers which are set up behind the platform, i.e. rather far from the rail where the noise is induced. The reduction of the noise level will always depend on local conditions, however, during optimal dimensioning of noise absorbing elements, comparable noise absorption can be expected on the facade of the respective residential buildings, at that at markedly lower cost, too.

The new type of the platform edge in connection with the restriction on the installation of conventional noise barriers also contributes to maintaining good visibility conditions and higher safety on less segregated train stops areas (both during ordinary railway traffic and accidents), including fewer cases of vandalism.

If this solution proves efficient, it will become one of the standard features of noise protection and could also contribute to further reduction of investments costs of the modernization of railway lines in the Czech Republic.

The installation of the noise absorbing layers, as well as the new version of the universal platform edge with antiskid modification – trademark „ŽPSV – H130“ are the results of company's own development task which is covered by ŽPSV, a.s. own funds. The installation in Štáhlavy will have no financial impact on the budget of the construction and SŽDC's costs will not be increased. The installation will be carried out by the contractor, SKANSKA, a. s. This construction has been included in the so-called „test section“ in accordance with approving products for the lines under SŽDC's administration and it will also be evaluated this way. This platform edge is the subject of ŽPSV, a.s. industrial property when the Industrial Property Office in Prague entered the technical solution in the register of utility models. The platform edge „ŽPSV – H 130“ is the „basic building block“ of the newly created system of ŽPSV platforms.

In terms of the cost of applying a noise absorbing layer of recycled rubber on the platform edge it is anticipated that its acquisition cost may represent one tenth of the price of the current one-side PH wall.

The noise absorbing layer of the platform edge ŽPSV – H130 stands for an ecological elimination of at least 4 discarded car tyres per one common metre of the platform edge. Instead of removing worn-out tyres permanently to approved or forbidden waste dumps, the original material - now the rubber recycled material will prove its significance in terms of reducing the noise and vibrations, this time, however, for practical use on railway.

As a result of the on-going modernization of the rolling stock of carriers, as the new cars equipped with a disc brake no longer cause unpleasant screeching while braking (unlike the older cars equipped with cast-iron tread brake), the noise level at train stops will be further reduced, which will surely please all passengers.

Roll-out of first GTW for Gelderland (NL)



Arriva and Stadler Rail are celebrating the joint roll-out of the first diesel-electric articulated multiple-unit train (DMU-GTW) in the Dutch province of Gelderland. In mid-2010, Arriva Netherlands placed an order with Stadler for 24 DMU-GTWs for the Rivierenland Achterhoek concession in the province of Gelderland. These vehicles have been developed in many areas and, as such, are improved versions of the Arriva GTW trains that are already successfully in service. One of the enhancements is an ultra-modern, environmentally friendly drive unit.

Arriva is one of the largest public transport service providers in Europe. Their buses and trains carry more than 1.5 billion passengers in 12 countries every year. The company was taken over by Deutsche Bahn in August 2010. In June 2010, Arriva Netherlands ordered a total of 38 GTW articulated multiple-unit trains from Stadler, of which 24 were for the province of Gelderland and the remaining 14 for the provinces of Overijssel and Drenthe. This brings the total number of GTW trains ordered by Arriva for use in various parts of the Netherlands since 2005 to 99.

Peter Jenelten, Executive Vice President Marketing & Sales at Stadler Rail Group, is pleased about the development: "We are proud to be able to kit our DMU-GTW trains out with an ultra-modern, environmentally friendly drive unit, bringing Stadler state-of-the-art low-floored vehicles into service in another province in the Netherlands. Once again, Stadler was able to process the order quickly. This was only possible thanks to the real commitment and enthusiasm of all those involved. I am very grateful to all of them."



Anne Hettinga, Managing Director Arriva Netherlands: "The Roll Out is a milestone in our entire implementation. Our client can see with her own eyes that we are on schedule and Mrs. Bieze, deputy of the province of Gelderland, can judge the trains to all the requirements and extra offers we have done."

Environmentally friendly drive unit

The vehicles are essentially based on the various DMU-GTW trains delivered to Arriva since 2005. The modern diesel-electric drive has been newly developed with a 16.0 V8 TCD motor from Deutz, which complies with the European Stage III B emission standard. This makes these vehicles very environmentally friendly compared to the previous drive systems.

The trains are air-conditioned and 75% low-floored. Legroom is very generous in all compartments. Up to four trains can run at the same time in multiple-unit operation. The vehicles are made of lightweight aluminium and have a newly developed lighter motor bogie. The vehicles have public WLAN, four TFT monitors in each carriage and a passenger counter system. The trains are also designed in accordance with the TSI standard for disabled access.

Demonstration of new LEO Express train - Trial tests begin



Czech railway operator LEO Express has introduced its new modern train unit to public for the first time. The train starts carry passengers between Prague and Ostrava this year. At the Velim test circuit, guests have had a unique opportunity to thoroughly and closely examine its exterior and interior: super luxury class Premium, ubiquitous LCD screens, special places for the handicapped, or modern toilets. Subsequent test drives demonstrate the high level of comfort of this technologically advanced electric unit. After successful completion of the tests on the test circuit, ninety meters long LEO Express train - the most modern one in the Czech Republic - sets off to a normal rail traffic. By December this year, LEO Express gradually takes over another four new sets from Swiss Stadler Rail Group, which will offer unprecedented convenience and high quality services on that route.

"A new era of the Czech Railways has started today. It is actually the first new train of the Czech private carrier designed for the long-distance route. Our train units belong to the most modern ones in Europe, the Swiss manufacturer Stadler has produced it exactly according to our requirements specifically for Czech customers. In many parameters, these units represent the best that passengers could use in the domestic rail. They bring a unique combination of high speed, short travel time, respectively, with the provision of high quality services, fully comparable with the level of travel in Western Europe. We want to make traveling with our trains really fun, comfortable and restfully. Our new trains will allow us to effectively fight our true competitors, namely road transport," says Leos Novotny, the owner of LEO Express. He claims that his firm - a new railway operator - is doing its best for LEO Express to be the most convenient, fast and fun train to travel with. With LEO Express trains, travelling would not be just a duty, but also becomes a great experience and provides maximum relaxation possible.



Peter Jenelten, Executive Vice President Marketing & Sales of Stadler Rail, is also very delighted with the new trains: "LEO Express unit has not only elegant, aerodynamic shape and a beautiful design, but you can also describe it by highly functional design and effective internal arrangement. Our trains are very economical, efficient. They have a modern, light and very durable construction, half of the conventional trains weight, significantly lower power consumption and low running costs. All of these maintaining the top performance, dynamics and comfort while driving."

One of the world's leading financial institutions, CREDIT SUISSE AG provided a credit for LEO Express: "We financed the company because the project was well prepared and thought out, and supported by a solid business plan. In addition we believe that the Stadler trains selected represent the optimal choice for implementation of the business plan. We believe in the great potential of LEO Express and its ability to take advantage of the liberalisation of the railway sector in Central and Eastern Europe. We support and respect the good management of LEO Express, which combines strong practical experience with entrepreneurial flair," says Jérôme Gaeschlin from CREDIT SUISSE. In the upcoming weeks the first LEO Express train will pass the necessary tests at the Velim test circuit. Experienced specialists of the Research Institute of Railway brake check while new sets, noise level measurements must try and electro - magnetic compatibility (EMC called - electro magnetic compatibility). If the kit successfully passes all the tests required for approval of a vehicle to run on our track, it should then go trial on the normal route. In December this year, LEO Express starts operation in full range, with all five units and sixteen connections per day. LEO Express has already taken over two new units out of five, the other three will be taken over from the producer to the end of the year. The route Prague-Pardubice-Olomouc-Ostrava-Bohumin is just the first step. In the following years LEO Express is going to operate on other rail routes in the Czech Republic and neighbouring countries.

Train ringtones and wallpapers with ÖBB logos for free download



From now on all rail fans at the ÖBB website www.oebb.at have a choice of eight different ring tones with typical noise (including Zugsignalhorn, Gong on the platform, departure whistle, driving off Taurus locomotive, etc.) and wallpapers with ÖBB themes for free download. ÖBB customers can now use their favorite track from the train everyday sounds

as mp3 and m4r download them directly to your PC and mobile phone or the image of their favorite locomotive as a desktop background or screen saver for their computers.

“ÖBB are a company that stands by its customers around the clock. We use it very much our social media channel. With the new ÖBB sounds and wallpapers we have listened to numerous customer requests and bring the train world for free to your mobile phone or PC,” said Kristin Hanusch-Linser, Head of ÖBB Group Communications.

How it works

ÖBB train enthusiasts can be found on the web at www.oebb.at and look in the services area then download area of the request, ring tones and background images. The process is simple: click the desired area with the right mouse button on one of the download links, the function “save as” dialog and save the file on your PC. The ringtone must then be loaded on the phone as SMS, alarm or ringtone.

ÖBB hopes you will have fun with them.

Photo: ÖBB - Wallpaper train at night



Keighley and Worth Valley diesel gala

Somewhat of a novelty in recent months is a diesel gala and nice weather, however for the annual diesel gala at the KWVR, we had some very nice weather and a superb line up of locos. Despite the Class 50 developing a problem on the Friday, it was repaired by the Saturday afternoon and the timetable ran just about on schedule. This is Class 37 075, a recent arrival at the line, alongside Class 108 DMU Nos. M50928 and M51565 and Class 25 059 outside the shed at Haworth. [Class47](#)





Above: Railfreight Grey liveried Class 20 031 heads out of Keighley heading for Oxenhope on May 26th. [Neil Davies](#)

Top Right: Class 05 shunter No. D2511 is seen departing Keighley with a working to Ingrow West on May 26th. [Neil Davies](#)

Bottom Right: Class 25 059 departs Haworth for Oxenhope during the KWVR diesel Gala, May 25th. [Colin Irwin](#)

Below: Class 25 059 and 32 103 head along this very scenic line near Haworth. [Pete Cheshire](#)



Class 37 075, dressed in an odd form of BR Blue with white stripe and Kingfisher logotypes, heads back north with a service for Keighley. [CJ Sutcliffe](#)



Class 25 059 passes North Ives with an Oxenhope - Keighley working on May 26th. [Carl Grocott](#)



Visiting from its normal home on the Dean Forest Railway,
Class 31 466 heads through North Ives with a
Keighley - Oxenhope working on May 26th. [Carl Grocott](#)





Above: Class 31 466 and 33 103 are seen at Oxenhope on May 27th. [Amy Bucki](#)

Top Left: Class 33 103 "Swordfish" is seen departing Keighley on May 26th with a service to Oxenhope. [Richard Hargreaves](#)

Bottom Left: Class 37 075 returns light engine to Haworth during the KWVR diesel Gala, May 25th. [Colin Irwin](#)

Below: Haworth yard shunter, Class 08 266. [Richard Hargreaves](#)



Class 50 026 "Indomitable" heads an Oxenhope - Keighley
working through North Ives on May 26th.

Carl Grocott



Class 50 026 is seen passing Topfield between Oxenhope and Haworth with the 14:00 Oxenhope - Keighley on May 27th. [Mark Pichowicz](#)



0-6-0 shunter No. D0226 is seen arriving into Keighley with the shuttle from Ingrow West on May 26th.

Neil Davies



Fresh off repair after its traction motor problems, Class 50 026 leads 37 075 with a Keighley - Oxenhope working through North Ives on May 26th. [Carl Grocott](#)



In wonderful EWS livery, Class 31 466 looks great as it runs round its train at Oxenhope on May 26th.

Richard Hargreaves



WHISTLE

Visiting the line for the gala, Nemesis Rail's Class 33 103
"Swordfish" crosses Mytholmes Viaduct with the 15:35
Keighley - Oxenhope on May 27th. [Mark Pichowicz](#)



Class 750.333-7 and Class 749.254-9
are seen stabled at Lethorad on June 27th 2006.
This depot in 2006 housed a large fleet of diesels but during a recent
visit only a couple of Class 750s were seen. [Class47](#)



On June 27th 2006, Class 751.104-1 and Class 751.080-3 pause at Lickov awaiting arrival of a freight, which they will work from here. [Class47](#)



On June 28th 2006, a DB Class 180 is seen stabled at Vsetaty awaiting a return working to Germany. [Class47](#)

