

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. Time for our “From the UK” section to have a look at what’s happening in the South West this summer as many of us go on holiday in ‘Glorious Devon’.

Well with summer in full swing, it is a delight to see so many excellent photos arriving into the Railtalk mailbox - many thanks to all of you, old and new. On page 46 of this issue, you can find an advert for the ‘iPod Repair Team’, and what’s it all about you might think? Well we have been involved in repairing iPods and iPhones for quite a while now, but never bothered advertising in either magazine. However after much discussion, we thought we’d give it a try and see if there is anyone who needs our help. So if you have a faulty device, let us know and we might just be able to resolve your problem. Contact us by either email or on Facebook.

Andy has been to the Czech Republic this month, and reports that there is still plenty of ‘Grumpy’ action to be had. The ‘Grumpies’ seem to be very active from Friday till Monday, so if you want to catch some action a weekend visit is currently recommended - we are assured though that it won’t last much longer and plans are already in place to replace some services with a Class 854 units and coaches, as always time will tell. Once again thanks for all the great photos sent to us this month, please do keep sending them and as always, if you are going on holiday, 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 Kendall, Laurence Sly, Colin Hart, David Mead, Piotr Kozlowski, Derek Neesham, Roger Williams, Mark Bearton and Andy Pratt.

Front Cover: On June 15th, making a rare outing, 1913 Built Ge 2/4 No. 222 passes alongside the Rhine close to Trin on its way to Ilanz where it was on display for the weekend. Steam loco G 3/4 No. 11 can just be seen on the rear of the train. [Mark Pichowicz](#)
This Page: Class 2062.056 is seen powering away up the grade from Kosovo with freight No. 65325, the 09:47 pick up goods from Knin to Unesic on July 18th. [Andy Pratt](#)



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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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On July 10th, E.402 016 passes Rigoroso whilst working Inter City train No. 515 from Torino P.N. to Genova Brignole. [Laurence Sly](#)



Belgian Railways run daily special trains for the personnel working at the classification yard of Antwerp-North. On July 26th, a Class 900 sprinter with a morning train from Kontich to Antwerp-North passes Ekeren. The port region is difficult to reach with public transport and highways are mostly congested, so the train is the perfect solution to get there. [BVT](#)



Bzmot No. 29-272 is seen working the 12:08
Győr to Celldömölk, seen departing
Gecse-Gyarmat on June 26th. [Mark Bearton](#)





On August 6th, the last of the current conversions to Class 750/7s stands at Brno hl.n with a working to Jihlava. [Andy](#)



QR National's brand new narrow gauge loco
No. ACN 4144 passes through the countryside at
Waterloo, in South West Western Australia with caustic soda tanks.
Colin Gildersleve



Class 750.183-6 waits to depart Nove Zamky station
with the 17:50 service to Prievidza, June 30th.

Steve Madden



Bombardier Traxx loco No. 2817 takes on one of the many trains between Antwerp and the German station of Gremberg , here we see it passing through the famous curve of Ekeren near Antwerp-Noorderdokken, a fine spotting place for freight only traffic, July 26th. [BVT](#)



Class 630-143 (formally V63-143) struggles up the incline
at Tata with a liner train. The driver can be seen
using the sanders to help with his adhesion, June 28th.



Steve Madden



On August 5th, CD "Grumpy" Class 749.107-9 stands at Cercany waiting to depart with the service back to Praha. [Andy](#)



One of the new Class 480's working a very lightly
loaded mixed freight at Hegyeshalom, Hungary
on June 28th. [Steve Madden](#)





The future of rail travel on the Praha - Cercany line?
Once a regular Class 749 diagram, this is
Class 754.020-6 seen at Cercany with a
Praha bound service on August 5th. [Andy](#)



Three Grumpies, Nos. 751.055, 751.197
and 751.083 are seen lined up around the turntable
at Nove Zamky Depot, June 30th. [Steve Madden](#)



RegioJet Class 162.114-1 pauses in the
glorious sunshine at Praha hl.n on
August 3rd with an Ostrava bound service. [Andy](#)





1914 Built Ge 4/6 No. 353 pauses at Trin with the Alpine Classic Pullman stock working the 16:10 Chur to Ilanz, June 16th. [Mark Pichowicz](#)



Top Right: Privately owned T478.1008 (749.008) and T478.1010 (751.010) double head train No. Ex 35057, an ECS movement from Pardubice hl.n to Nedvedice, seen at Hlinsko v Cechach on July 6th. [Andy Pratt](#)



Bottom Right: Czech 4-8-2 No. 475.101 departs Rozna station in the late afternoon sunshine with train No. Sp 1824, the 17:04 Nedvedice to Havickuv Brod on July 7th. Note the railcar No. 851.032 on the rear of the train. [Andy Pratt](#)



Below: JHMD No. T47.005 arrives at Jindrichuv Hradec with train No. 253, the 12:49 from Nova Bystrica on the JHMD Narrow Gauge system, July 24th. Of note is that the train is running on dual gauge tracks here sharing the running line with the electrified CD line from Veseli nad Luznici to Havlickuv Brod. [Andy Pratt](#)



DB Class 112s and 143s
are seen stabled at Cottbus Station on
July 27th. [Steve Madden](#)



On July 25th, BR232-03 owned
by Pozbruk Connect waits outside
the stone quarry at Lasow. [Steve Madden](#)



ÖBB Class 1216.145-1 leads 1144.048-6
and a steel working through Villach Warmbad,
Austria on June 28th. [Anton Kendall](#)



SBB Re 4/4" loco No. 11109 pushes
a passenger train at speed through
Killwangen-Spreitenbach, Switzerland on July 2nd.

Anton Kendall



Ae 6/6 No. 11518 leads a mixed freight
through Killwangen-Spreitenbach, Switzerland
on July 2nd. [Anton Kendall](#)



A sister of the now withdrawn
SNCF CC6500 class, SZ No. 363.018-7 leads an
empty iron ore rake from Linz steelworks to Koper Docks through
Ljubljana on June 29th. [Anton Kendall](#)



Former DB loco Class 139.558-1, now
working for Rail Adventure, hauls a grain
train through Mainz Bischofsheim, Germany
July 12th. [Anton Kendall](#)



Slovakian steam loco No. 556.036
is seen at Praha Branik on August 4th with the
"Krivoklatsky expres" from Praha Branik to
Luzna U Rakovnika. [Andy](#)



Top Right: Class 2062.104 drifts down the grade towards Kosovo with train No. 1522, the 09:26 Split - Zagreb GI Kol on July 17th. This train has been booked loco and coaches this year and provides a nice opportunity to ride the picturesque line to Split in daylight and on a real train. [Andy Pratt](#)



Bottom Right: Class 2044.019 seen having just departed Perkovic with train No. 520, the 08:25 Split - Zagreb GI Kol on July 16th. Another loco vice unit working and a Class 2044 making a rare appearance on the Split line. [Andy Pratt](#)



Below: Class 2062.010 emerges from the short tunnel near the summit at Labin Dalmatinski between Split and Perkovic with train No. 5506, the 15:23 Split to Perkovic on July 16th. [Andy Pratt](#)



QR National Diesel Electric locos Nos. 5025 and 5032 work a loaded coal rake through Thornton towards the Newcastle export terminals on May 19th. [Anton Kendall](#)



Top Right: An unidentified pair of Class 218s lead an Inter City service over the Hochbrücke at Hochdonn while a container ship passes underneath in the Nord-Ostsee-Kanal, June 28th. [Andy Pratt](#)



Bottom Right: The only access to and from the Island of Sylt is by train or ferry, and services get very busy in the summer. The Nord Ostseebahn (NOB) strengthen a lot of their workings to cope with the numbers of passengers. In this view the regular 6 coach set has been strengthened with 4 older slam door type coaches with the strange sight of the loco in the middle of the formation. The train is seen approaching the Hindenburgdamm to take it over to Sylt and Westerland on June 29th. [Andy Pratt](#)



Below: There are no roads onto the island of Sylt, so all vehicles must use either the ferry or the DB Autozug which runs between the terminals Niebüll and Westerland. This is the view from the top deck of the car carrying wagons directly behind the locos as the train sets off from a signal check at Keitum on June 30th. [Andy Pratt](#)



PKP Class EU07-173 is seen at
Gdansk Główny with the InterCity service
from Hel to Katowice on July 30th.
Julian Churchill



Ge 6/6 krokodil No. 414 is seen in the
Rhineschlucht (Rhine gorge) shortly after departing
Trin with the 11:30 Chur to Disentis/Mustér.



Mark Pichowicz



On June 30th, Class 460.023 is the
station pilot at Budapest Déli.

Mark Bearton



Top Right: Class 2062.110 and 2062.116 are seen near Zrmanja with freight No. 61303, the 04:01 Zagreb Resnik - Split Predgrade on July 17th. [Andy Pratt](#)



Bottom Right: Class 2062.113 is seen in charge of train No. 524, the 14:41 Split - Zagreb Gl Kol vice unit near Ramljane between Drnis and Knin on July 17th. [Andy Pratt](#)



Below: Class 2062.056 picks it's way through the weeds towards the ungated road crossing in Drnis with a trip working to the local lime works on July 18th. [Andy Pratt](#)



In the hills above Budapest is the 'Children's Railway'. It is operated by MAV but most roles (except driver of course) are fulfilled by Children. A diminutive signalman observes Mk45-2004 arriving at Széchenyi-Hegy on June 30th. [Mark Bearton](#)



PKP Class SU45-116 is seen sitting at Tczew
with a Leningrad to Berlin sleeper coach
on August 3rd. [Julian Churchill](#)



On July 24th, SBB Re 4/4ii No. 11259 is seen passing through Oberbuchstein with an eastbound ballast train. [Mark Pichowicz](#)



SateB locos No's. 8 and 10 are seen at
Chateau d'Eau on June 30th.

Keith Hookham



Steam loco 'Liseli' heads
under 'Fun 2' at
Pied du Barrage on June 30th.

Keith Hookham



OBB Class 1144.064 waits departure from
Wien Westbahnhof with the 1818 to St. Valentin
on June 25th. [Mark Bearton](#)



A maroon Class 2M62, No. 2M62-0925 passes Stundas with a train of oil from Russia, bound for the large port at Ventspils. [Steve Madden](#)



EMD F40PH-2C Loco No. 2102 departs San
Diego whilst working Coaster train No. 657,
16:52 San Diego - Oceanside on July 23rd. [Laurence Sly](#)



On June 26th, Slovakian 'Goggles'
Class 750.201-6 is seen outside Nové Zámky
depot. [Mark Bearton](#)





On July 22nd, 1925 Built Ae 3/6i No. 10996 stands at St. Margrethen with a circular SBB historic tour around Eastern Switzerland. [Mark Pichowicz](#)



ARG's L3118 and LZ3120 pass the pedestrian crossing at High Wycombe with a loaded grain train for Kwinana on a summer Saturday afternoon.

Colin Gildersleve



2M62-0096 passes Spungeni with a
mixed freight on May 9th.

Steve Madden



On July 23rd, Crossrail Nos. 436.115 and 436.112 pass through Herzogenbuchsee with a southbound intermodal train which will pass via the Lötschberg pass and the Simplon tunnel on its way to Italy.

Mark Pichowicz



RENFE Class 599 DMU No. 599.011-4
has just arrived at Murcia del Carmen station
with a regional service from Cartagena, July 20th.
Steve Dennison



QR National's narrow gauge No. ACN 4152 heads
away from the smoke haze of an earlier bush fire
for the Port of Bunbury with loaded Alumina hoppers.

Colin Gildersleve



E.444 106 passes Pizzale whilst working
InterCity Night train No. 784 from Siracusa to
Milano Centrale on July 10th. [Laurence Sly](#)



With 305 new Desiro units on order for SNCB and the first ones already on test, views like this of No. 834 arriving at Brussels Nord on a Binche to Louvain la Neuve Uni working are to become rare in next year or so. [Mark Bearton](#)



On August 12th, wearing a special livery to commemorate 80 years of DB car trains, No. 115.509-2 stands in early morning sunshine at Hamburg Lagenfelde. [Mark Bearton](#)



Class 742. 054-0 is seen shunting in the
yard at Nove Zamky on June 30th.

Steve Madden



Two FEVE (Ferrocarriles de Via Estrecha
- Narrow Gauge Railways) Class 2900 diesel
hydraulic units Nos. 2910 and 2911 have just
arrived at Los Nietos station with a service from Cartagena,
July 20th. [Steve Dennison](#)



Bombardier's New High Speed Train Design Unveiled in Italy



The Prime minister of Italy, Mario Monti, has visited the full scale mock-up of the Frecciarossa 1000, the newest member of the BOMBARDIER ZEFIRO family of high speed trains. The groundbreaking train design for cost efficient, high capacity transport will be exhibited at the InnoTrans 2012 rail trade show in Berlin.

Italian rail operator Trenitalia has unveiled a full scale mock-up of the of the Frecciarossa 1000 high speed train currently being built by rail technology leader Bombardier Transportation and its consortium partner AnsaldoBreda. The Frecciarossa 1000 is the newest member of Bombardier's ZEFIRO family of high speed trains, known as the V300ZEFIRO model.

The unveiling took place in Rimini, Italy on Sunday, August 19. The Prime Minister of Italy, Mario Monti, attended the event along with Mauro Moretti, Managing Director, Ferrovie dello Stato (Italian Railways), Maurizio Manfellotto, Managing Director, AnsaldoBreda, and Roberto Tazzioli, Chief Country Representative of Bombardier Transportation in Italy. "In addition to its beautiful design, our new train is a game changer in the rail industry," Tazzioli said. "It offers not only very high speeds of up to 360 km/h, but also cost-efficiency, a capacity of up to 600 passengers, reliability, safety and durability. The ZEFIRO family also sets a new benchmark for sustainable mobility by offering the lowest energy consumption per seat of any very high speed train in the world today. This unparalleled economic and environmental performance makes high speed rail an attractive alternative to other forms of travel."

The new train also offers an unusually high acceleration that ensures excellent travelling times even on winding routes. In September 2010 Bombardier and AnsaldoBreda won an order to deliver 50 trains. The first units are already in production and track tests will take place at the end of 2012. After the Rimini exhibition, the Frecciarossa 1000 mock-up will travel to Berlin, Germany, to be displayed at the world's largest rail trade show, InnoTrans, from September 18 to 21.

Bombardier Transportation holds unparalleled expertise in the field by delivering more than 1,000 high speed trains and rail vehicles worldwide, either as sole supplier or in partnership. Bombardier has participated in the development of many of the world's leading high speed rail systems, including four different generations of TGV in France, the ICE trains used in Germany and the Netherlands, Italy's ETR 500 and Frecciarossa 1000, Spain's AVE 102 and AVE 112, China's Xinshisu, the BOMBARDIER ZEFIRO family of high speed trains and the Acela in the USA.



Vossloh to supply 8 Train Trams to German city of Chemnitz



The contract is worth €42 million and deliveries will start in 2014.

The consortium of Vossloh España and Vossloh Kiepe has won the tender called by the eastern German public transport operator Verkehrsverbund Mittelsachsen, for eight Electric/Diesel-electric light rail vehicles, including the option for another two.

The contract is worth €42 million and the deliveries will start in 2014.

Vossloh España is responsible for the engineering and building of the vehicles and the bogies and Vossloh Kiepe for the traction equipment and its HVAC system.

The barrier-free train-trams will link the city of Chemnitz with the surrounding areas without passengers having to change vehicle.

Within the city, they will operate electrically as zero-emission trams, outside diesel-engine driven, taken advantage of the existing regional rail network.

The first deliveries will be in 2014

The AVE Galicia receives a boost investment



The high-speed line (HSL) Madrid - Galicia has received a increase in investment in just eight months.

The Minister of Development, Ana Pastor, has recently visited the works of this important infrastructure in the stretch from Ponte Miamán - Ambía, which is 6.7 km in length, designed for high-speed two-way and runs entirely by the municipality of Molgas baths (Ourense).

The execution of the works of this leg platform has a budget of 75.9 million euros.

During the visit, the Minister checked the progress of the work and its progress on schedule as well as the status of implementation of the main structures.

Among the unique elements of the section Ambía Miamán - Ponte, which is part of the route between Lubián (Zamora) and Ourense, and is notable for its lengthy (1,014 m) Arnoia viaduct.

The viaduct supports a dual-track railway platform with a width of 14 m. It has 19 batteries, with heights ranging from 6.5 m to 57.4 m. The batteries Nos. 16 and 17 are gantry type, different from the rest, with a higher threshold which preserves the junction with the conventional line Zamora - A Coruña.

Besides Arnoia Viaduct, the stretch from Ponte Miamán - Ambía presented as unique structures Miamán viaducts (177 m), to save the valley caused by Regueiro Porro, and Bouzas (216 m) above the valley through which runs the Bouzas Regueiro; Bouzas tunnel (852 m), and includes two viaducts carrying conventional rail lines.

Supercap tram successfully in service



The first supercap tram from Stadler Rail has been successfully in service for the Geneva transport company TPG since early July.

The supercap energy-saving system allows braking energy to be stored during normal operation and reused when the vehicle starts to move in order to conserve energy.

The energy stored in the supercaps allows the vehicle to travel at least 400 metres without mains power in an emergency situation. If driven economically, the distance can even be increased to over a kilometre.

The first few of a total of 32 Tango trams have been in regular service for Geneva-based TPG since December 2011. Of the 32 vehicles ordered, one was equipped as a prototype with the supercap energy-saving system. This system stores braking energy in condensers fitted to the roof of the vehicle. During regular service, this is fed back into the system when the vehicles start to move, i.e. when most energy is needed.

1,500 metres without power

In an emergency, the vehicle can even travel without mains power, for example, if there is a power failure or a fault with the contact wire or pantograph. During the first tests on 6 July, a vehicle covered a distance of 1,500 metres on a TPG depot circuit without mains power. This required economical driving, i.e. slow acceleration and low speed. Since then, the vehicle has been in service on the Geneva tram network and has performed excellently.

The supercap units on the TPG vehicle weigh about a tonne and can store energy equivalent to the entire kinetic energy of the empty vehicle at 55 km/h. The benefit of the supercaps over batteries is that they can absorb and release the temporarily very high levels of current produced during braking.



Retrofit option across whole series

The supercap prototype is being extensively tested by TPG and Stadler in conjunction with ABB, the manufacturer of the traction converters, on the TPG network, and its energy consumption is compared to that of the other Tangos, which also absorb braking energy and feed it back into the contact wires. If the tests prove positive, the remaining 31 series vehicles could be fitted with supercap modules relatively easily.





Alstom will supply 8 additional New Pendolino trains to SBB, the Swiss federal railway operator



Alstom has been awarded an order from the Swiss federal railway operator, SBB, to supply 8 additional New Pendolino high speed trains that will be added to the existing fleet of 7 trains already owned by SBB. This order, worth around €200 million, is an option of the contract signed in March 2004 between Alstom and Cisalpino, the former joint venture of Trenitalia (Italian railway operator) and SBB. The delivery of the new trains is scheduled for 2015. SBB will operate the new trains on the lines between Milan and Geneva and between Milan and Zurich.

“We are very pleased that SBB has again shown its confidence in Alstom. This choice clearly demonstrates Alstom’s leadership in tilting technology, allowing high speed trains to run on existing networks and reduced journey times. It is the optimal solution for SBB’s network and its cross-border services”, said Gian-Luca Erbacci, South Europe Senior Vice President of Alstom Transport. The New Pendolino is equipped with tilting technology, developed by Alstom. This unique technology allows the train to tilt up to 8 degrees in curves while increasing speeds up to 35% higher than conventional trains - all in safety and improved comfort for passengers.

The New Pendolino ordered by SBB is a seven-car trainset that runs at a top speed of 250 km/h. This train, which can accommodate up to 430 passengers, is designed to optimise operating costs over its lifetime. It is equipped with the latest generation of flexible bogies which reduces track wear. In addition, the New Pendolino is 95% recyclable and is equipped with an electrical brake system which recycles up to 97% of power back into the catenary system, enabling up to 8% energy consumption savings. Particular attention has been paid to noise reduction, externally as well as internally. The train is streamlined to reduce noise through the roof. The design of the trains has been aerodynamically optimised and sound insulation has been increased under the body. In addition, a damping vibration system has been placed on the wheels.

Inside the train, wide corridors and gangways offer optimal accessibility and comfort to passengers. Seats are equipped with individual reading lights, reclining function and electric sockets. They are aligned with the large panoramic windows which allow passengers to benefit from natural light and enjoy the scenery. Video monitors and a video surveillance system ensure maximum safety.

The New Pendolino cross-border trainsets for SBB have been designed to meet the interoperability European standards (TSI) and will be equipped with Atlas - the Alstom European signalling system (ERTMS) - required to operate in Switzerland, Italy, Germany and Austria.

The trains will be manufactured in Alstom’s Savigliano site in Italy, where Pendolino trains have been manufactured for more than 30 years. The other Alstom Transport sites involved are Sesto San Giovanni and Bologna in Italy, Le Creusot, Ornans and Reichshoffen in France, Montreal in Canada, and Neuhausen in Switzerland.

Bremen, Aschaffenburg and Bad Schandau are stations of the year



Rail Alliance awarded Stations of 2012

The Pro-Rail Alliance announced on August 29th in Berlin, the stations of the year of 2012. Bremen Central Station was voted best city railway station and the Aschaffenburg Hauptbahnhof won the “city of a hundred thousand inhabitants.” For the first time this year, the National Park station Bad Schandau, in Saxon Switzerland won the special prize in addition tourism.

Rail customers were from April to June invited to nominate their favourite stations on the Internet. The five-member jury of the Pro-Rail Alliance then examined these stations on the spot. In addition to good customer rating of each winner station also had to comply with all points of a comprehensive outstanding checklist.

“The award for Station of the Year is very important because it shows us how the travellers and visitors perceive the stations. We value this independent assessment by the jury of the Pro-Rail Alliance. So we can see where our services are good and where we can improve in terms of rail customers,” said Dr. André stuff, CEO of DB Station & Service AG.



The Bremen Central Station with its bright and airy entrance hall with historic wall mosaic also convinced the jury that it is one of the finest in Germany. In addition, the hall offers a wide range of food and service everything the traveller needs.

The new Aschaffenburg Hauptbahnhof, which opened in 2011, won by the perfect integration into the environment. The experts thought that effort has been taken in the clear construction, which “performed harmoniously” with surroundings and was well looked after by friendly staff. Even the station underpass heard praise.



Bad Schandau won the special tourism prize. The National Park railway station in the Saxon Switzerland promises at the first sight holiday joy by the Tuscan-sounding station building. “The town of Bad Schandau created a successful combination of natural, soft mobility and tourism,” the jury found.

The Stations of the Year have been honoured by the Pro-Rail Alliance since 2004. With Bremen, Aschaffenburg and Bad Schandau there are now nineteen stations with the award. Winners last year were the Leipzig Central Station and Halberstadt.



Summer in the South West 2012

We start our look at the South West this year with the classic shot of a HST along the sea wall at Dawlish. With the once familiar hire-in's during the summer months from Midland Mainline and East Coast no longer taking place, it is left up to CrossCountry to break the monotony of First Great Western along here. This is CrossCountry HST power car No. 43384 heading towards Plymouth on July 25th. [Richard Hargreaves](#)



The town of Dawlish provides an excellent backdrop to the line and there are many unusual vantage points available to the photographer. This is FGW power car No. 43009 at the head of a Penzance - London Paddington service on July 29th.

Richard Hargreaves



On July 25th, First Great Western's HST power car No. 43181 leads a Paddington - Plymouth service through Dawlish.

Richard Hargreaves





Above: On July 26th, Class 66 548 passes through Dawlish Warren with an engineers train from Taunton.

[Richard Hargreaves](#)

Top Right: On July 31st, DBS Class 66 165 leads the 6V62 09.17 Fawley - Tavistock Junction. [Richard Hargreaves](#)

Bottom Right: Class 66 527 heads the 6C66 14.43 Moorswater to Westbury cement train through Dawlish Warren on July 23rd. [Richard Hargreaves](#)

Below: Network Rail's Class 950 001 heads through Totnes on July 24th. [Richard Hargreaves](#)



Class 158 763 heads for Paignton with a service from Exeter
on July 25th. [Richard Hargreaves](#)





Above: 3-car Class 150 921 pauses at Dawlish on July 23rd with a service to Cardiff. [Richard Hargreaves](#)

Top Right: On August 9th, looking out towards Shell Cove, FGW HST power cars Nos. 43041 and 43159 have just emerged from Parson's Tunnel on 1A78 Penzance - Paddington. [Steve Thompson](#)



Bottom Right: On August 7th, after Class 57 603 had failed near Camborne on 1A40 the previous night, 57 605 was added to the consist of 1C99 Paddington - Penzance in order to facilitate a rescue. Here we see 57 605 and the errant 57 603 at the head of 5C99 passing through Dawlish. [Steve Thompson](#)

Below: On August 5th, the return working of 'The Torbay Express' approaches Dawlish hauled by BR Class 8 Pacific No. 71000 "Duke of Gloucester." [Steve Thompson](#)



Every 5 or 6 weeks, Network Rail's NMT makes a journey along the sea wall for the purpose of checking the track alignment etc.
On July 27th, power cars 43014 and 43062 head towards London Paddington. [Richard Hargreaves](#)





Above: The two former London Midland Class 153s are popular in these parts, their livery demonstrating what a pleasing image can be achieved if you really try. It is not often they get to work together, of course, but on August 10th, Class 153 325 and 153 333 are captured working with 143 618 on 2F47 Paignton - Exmouth. [Steve Thompson](#)

Top Right: CrossCountry's Class 221 124 heads through Teignmouth on July 23rd with a Plymouth - Edinburgh service. [Richard Hargreaves](#)

Bottom Right: The CrossCountry 'Voyagers' are particularly problematic during high seas at Dawlish, however on August 11th, Class 221 126 seen to have survived whilst working 1V47 Manchester- Paignton. [Steve Thompson](#)

Below: On August 10th, Class 66 510 heads along the sea wall on 6C17 Westbury - Moorswater cement tanks. [Steve Thompson](#)



On July 22nd, the regular Sunday 'Torbay Express' is seen heading towards Paignton hauled by BR Standard Class 7 No. 70000 'Britannia'. [Richard Hargreaves](#)



In previous years, South West Trains have run along the sea wall through Dawlish, but these through services have now ceased and Exeter is as far west as these units now travel. This is Class 159 015 at Exeter St. Davids on July 27th. [Richard Hargreaves](#)



One of the few oddities this year was this London Midland Class 153. A recent arrival from LM it was pressed into service prior to being re-branded into First Group livery.

Richard Hargreaves



On July 26th, Colas Rail's Class 66 846 heads into Newton Abbot with a reasonably new freight flow taking timber logs to Chirk.

Richard Hargreaves





SNCF electric locos, Nos. 9507 and 9474
are seen paired up at Neussargues
on August 17th 1984. [David Mead](#)



On August 15th 1984, one of the last remaining "Double-Deck" Railcars No. X4203 is seen here on a local stopping train at Ales. [David Mead](#)



On August 15th 1984, SNCF No. BB8226 passes through Béziers with a Cement Train. This is a town situated within the province of Languedoc on the busy main line between Marseilles and the Spanish border. A weekday visit here in 1984 saw many freight and passenger trains passing through.

David Mead

