Railtalk Magazine *Xtra*

Issue 86x | November 2013 | 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 Autumn Diesel Gala at the Severn Valley Railway, a really good day out and with plenty of locos in action.

Fresh from my travels to Germany, I have visited Spain this month, an excellent country and some really nice trains, but with a ticketing system for the tourist that does seem to be over complicated. Now I’m sure the locals have it sorted, but as far as I am concerned there are just far too many variables. However this is not to say that the UK isn’t any different as we found out recently on a trip to London with Chiltern Railways. As winter approaches and the dark nights are upon us, it is pleasing to see so many sunny photos still arriving from all over the world. I was particularly pleased to receive a huge bundle of photos from America where Andy Pratt has been travelling around. The USA is vast and looking at some of their trains and the journeys that they take, it makes even a trip across Europe seem very small.

Just time for one last trip into Europe for me this year, and it could only be to the Czech Republic to see probably one of the final working for the ‘Bardotkas’ as after over 50 years service they are finally being retired. Now I know that their retirement has been mooted for years, but this time it looks like it is finally going to happen. Anyway, as always thanks for reading the magazine and remember, 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, John Coleman, Steve Thompson, Steamsounds, Piotr Kozlowski, Derek Neesham, Roger Williams, Mark Bearton, Andy Pratt, Derek Elston, Julian Churchill, Dave Felton, Mark Enderby and Enrique Dopico.

Front Cover: Floyd Class 86 No. 0450 006 is seen in Budapest Keleti Yard on September 5th. *John Coleman*
This Page: CD ‘Goggles’ Class 754.012-3, is seen working a special service from Brno to Mikulov. *Martin Grill*

Contact Us

Editor: David
david@railtalkmagazine.co.uk

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

Contents

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.

Trenitalia Class E464.005 passes Tusa whilst working train No. 12765, 14:25 Messina Centrale - Palermo Centrale on September 9th.
Laurence Sly

On October 15th a pair of Rodalies de Catalunya EMUs head along the coastline at Sitges with a Barcelona - Vilanova i la Geltru service. *Class47*

Still carrying its fertis livery, Floyd's No. 659.003, the former BR Class 56 117 is seen awaiting a visit into the depot at Budapest Keleti on September 5th. *John Coleman*

DB Class 120.106 is seen arriving into Berlin Hbf on August 29th with a Eurocity service from Warsaw. *Brian Battersby*

A pair of RENFE Class 447 EMUs head along the sea front at Badalona with a Mataro - Molins de Rei service on October 16th. *Class47*

On September 22nd, SBB Re 4/4 II Nos. 11228 and 11155 wait to depart Basel SBB with train No. IR1785, 16:47 to Chur. *Mark Pichowicz*

PKP Intercity Class 370.003 is seen at the very stylish Berlin Hbf on August 29th with a cross border working to Poland. ***Brian Battersby***

DB's Class 152.025 passes through the huge yard at Maschen on October 1st, heading for Maschen depot. This view probably shows just over a quarter of the size of the freight yard. *Class47*

Trenitalia Class E656.492 crosses the viaduct at San Biago whilst working train No. IC728, 07:00 Palermo Centrale - Roma Termini on September 9th.

Laurence Sly

The Eurostar ‘spare’ power car No. 3999 is seen departing Brussels Midi on September 23rd on the rear of a service to London St. Pancras International. *Brian Battersby*

On October 2nd, DB Class 218.397-8
is seen arriving into Hamburg Hbf
with a service for Frankfurt.
Andy

Top Right: Electric locos Nos. TPF 12, CEV 82, TPF 14, MOB 2003 & GF 75 are seen outside the museum at Chamby during the Blonay Chamby Festival des Tracteurs on September 21st. *Mark Pichowicz*

Bottom Right: Trenitalia Class E464.204 passes Ali Terme whilst working Regionale train No. 12880 14:23 Catania - Messina Centrale on September 10th. *Laurence Sly*

Below: SNCF Ter DMU No. 73733 is seen at St-Jean-Pied-de-Port, having arrived with the 14:55 service from Bayonne on September 19th. *Martin Hill*

PKP Cargo Class ET22.2003 leads ET22.982 through Ostrów Wielkopolski on August 28th with a rake of coal wagons. *Brian Battersby*

DB Class 152.020 is seen storming through Bremen Hbf on a freight working, September 6th.

Keith Hookham

Top Right: Floyd No. 659.002 is seen inside Keliti depot undergoing engine repairs on September 5th. ***John Coleman***

Bottom Right: HZ Class 2062.106 leads 2062.108 heading south past Sitno whilst freight No. 61151, 21:45 Kutina - Razine on August 26th. ***Laurence Sly***

Below: Private BBL loco No. 04 (formerly SGL V150.05, Class 214 013-5) is seen passing through Hamburg Harburg on October 1st. ***Class47***

The SM31s (production model 411D) are Polish diesel shunting locomotives used by PKP and industry and were built by Fablok between 1976 and 1985. This is SM31.21 in the new PKP cargo livery at Ostrów Wielkopolski on August 28th.

Brian Battersby

On September 21st, TPF Te4/4 No. 14 and GF No. 75 head away from Chaulin with a Blonay bound train during the Blonay Chamby Festival des Tracteurs. *Mark Pichowicz*

Top Right: On September 10th, Trenitalia Class E656.427 skirts the coast at Ali Terme whilst working train No. IC722, 07:33 Siracusa - Messina Centrale. *Laurence Sly*

Bottom Right: A pair of HGK Class 185's, Nos. 185.606 and 185.596 head through Hamburg Harburg and towards the container terminal on October 1st. *Andy*

Below: HZ Class 2062.104 and 2062.119 pass Zrmanja whilst working the 02:10 Ogulin - Solin mixed freight service on August 31st. *Laurence Sly*

Koleje Mazowieckie (Masovian Railways) is a regional rail operator in the Masovian Voivodeship of Poland. This is ELF emu No. EN76.028 seen at Poznan Glowny on August 24th. *Brian Battersby*

Top Right: Metronom's Class ME146-08 is seen departing Hamburg Harburg on October 2nd with a service for Uelzen whilst ME146-13 arrives with a terminating service.
Andy

Bottom Right: Trenitalia Class E656.294 approaches Pollina whilst working train No. IC730, 10:07 Palermo Centrale - Messina Centrale, September 9th. ***Laurence Sly***

Below: On September 26th, FS Class E633.240 heads south through Camaiore Lido Capezzano. ***Railwaymedia***

On September 27th, ČD Class 754.012-3, is seen working the return of a special service from Mikulov back to Brno seen here at Kyjov.

Martin Grill

Przewozy Regionalne Class EP07P.2004 is seen working a regional service at Poznan Glowny on August 24th. *Brian Battersby*

On August 30th, HZ Class 2044.022 crosses the level crossing at Podrute whilst working train No. 3004, 09:30 Varazdin - Varazdin. *Laurence Sly*

Former DB Class 232-598 now owned by Gysev and running as No. 651-004 has just departed Csorna with train No. 10912, 08:24 Budapest Keleti to Szombathley. The 232 took over the train at Csorna. *Steve Madden*

‘The Smurfs 2’ branded Thalys 2 No 4303 is seen arriving into Brussels Midi on September 20th with a service from Paris. *Brian Battersby*

Top Right: EC Kassel Huskies liveried TX Logistik's Class 185.540-2 passes through Hamburg Harburg on October 1st. *Andy*

Bottom Right: Rail Polska has rebuilt several Ukrainian origin M62 locomotives. This is No. M62M-004 seen at Krakow Bieżanów on August 21st.
Brian Battersby

Below: An ex Czech railways Class T669 stands derelict at Prrenjas on September 5th.
Mark Enderby

ZSSK Class 754.010 is seen working train No. R930, 15:21 Kosice to Zvolen at Hodejov.
Steve Madden

A pair of elderly Class EN57 EMUs, Nos. EN57.919 and EN57.755 are seen at Ostrów Wielkopolski on August 28th. This class is believed to have had the longest production period in the world for electric multiple units from 1962 until 1993. ***Brian Battersby***

Trenitalia Class E656.427 departs Acireale whilst working train No. IC1959, 22:20 Roma Termini - Siracusa on September 11th. In the background is Mount Etna. *Laurence Sly*

Top Right: Ferrovie Udine Cividale (FUC) Class 190.301 is seen at Villach Hbf with train No. REX1881, one of the two daytime cross border Microtra services to Udine in Italy. ***Steamsounds***

Bottom Right: Ceske Drahy's Class 163.021-9 is seen at Poznan Glonwy on August 29th having recently arrived on a service from over the border. ***Brian Battersby***

Below: TEŽ No. 425.964 is seen at Starý Smokovec with a service heading for Štrbské Pleso. ***Steamsounds***

Class M41, No. 418-305 accelerates away from Papa Station with train No. 9202, 10:38 Budapaest Keleti to Szombathley. *Steve Madden*

Top Right: Making it's way towards the downtown, a Chicago Transit Authority Red Line service runs non stop through Armitage station on September 13th. *Andy Pratt*

Bottom Right: The Chicago Metra BNSF line runs from Chicago Union Station to Aurora. The evening peak sees trains every few minutes. Here No. 113 is seen heading west with one such service on September 13th. *Andy Pratt*

Below: Amtrak train No. 3, the Southwest Chief from Chicago to Los Angeles is seen in the Chicago suburbs at the start of it's 2265 mile journey which will take 39 hours to complete. *Andy Pratt*

Siemens Vectron Class 193.342 is seen heading out of Hamburg and passing through Hamburg Harburg with a fully loaded liner, October 2nd. *Andy*

On October 17th, OBB's Class 1142.614 heads the 15:04 Wien Westbahnhof to St. Valentin into Loosdorf. *Railwaymedia*

No. 3E/1-51 (91 51 3 140 005-2) is owned by DB Schenker Poland and is seen here working a freight of German-registered steel wagons through Chorzow Stary on September 28th. *Anton Kendall*

Top Right: A pair of UP locos are seen stabled at Gratsville, Utah at the end of their day's work on September 18th. The mountains in the background are the Oquirrh range, located about 20 miles south west of Salt Lake City. *Andy Pratt*

Bottom Right: A Union Pacific train of coal loads makes it's way across the Salt Flats of Utah towards Delle on September 18th. *Andy Pratt*

Below: A Union Pacific loaded train of coal reaches the summit at Marblehead heading west on September 18th. *Andy Pratt*

DB Dampflok No. 50 3562-1 is seen at Bahnhof Kirchweyhe on September 9th.
Keith Hookham

Recently repainted into original PKP green livery, No. EP07-174 is seen at Poznan Glowny on August 24th.

Brian Battersby

Soviet built for DR but now operated by NBE Rail. Class 232.105-9 speeds through Hamburg Harburg on October 1st. *Andy*

Top Right: Trenitalia Class E656.489 passes Tusa whilst working train No. IC723, 07:39 Roma Termini - Palermo Centrale on September 9th. ***Laurence Sly***

Bottom Right: An SNCF Ter Aquitaine single car DMU is seen working the 10:48 from Bayonne to St-Jean-de-Port near the station of Villefranque in the foothills of the Pyrenees on September 19th. ***Martin Hill***

Below: ABEG Class 140.857-4 is seen heading a rake of empty freightliner wagons through Hamburg Harburg on October 1st. ***Andy***

Deutsche Reichsbahn 2-6-2T No. 64.317
is seen at Frankfurt (oder) on August 29th.
Brian Battersby

Lotus operated Railpool Class E186.276 passes through Poznan Staroleka on August 28th with an intermodal working. *Brian Battersby*

Top Right: Bombardier NGT6 No. 2030 is seen heading through Krakow on route 18, to Kremedrza Gerka on August 17th.
Brian Battersby

Bottom Right: Bombardier Transportation built, Dresden tram no. 2810 is seen outside the Hauptbahnhof. *Steamsounds*

Below: Innsbruck tram No. 314 arrives at the Hauptbahnhof working service No. 3 to Hottinger. *Steamsounds*

Inspiro metro trains are now running in Warsaw

The new metro trains from Siemens started to operate on October 7th in Warsaw, the Polish capital. Together, Hanna Gronkiewicz-Waltz, Mayor of Warsaw, Jerzy Lejk, CEO of the Warsaw Metro, and Jochen Eickholt, CEO of Siemens Rail Systems, sent off the first train on line 1 with passengers on board. For Siemens, this also marked the first regular passenger operation of the new generation of Inspiro metro trains. Two trains are now already running in Warsaw. A total of 35 six-car metro trains were ordered in February 2011, 15 more of which will come into operation one by one by the end of the year.

“It is always a proud moment for us at Siemens to see a vision come true – and officially turn it over for public service. And this particular project – the Warsaw Inspiro – is especially important. It was the first order worldwide for our new metro generation. And it was the biggest order Siemens has ever received in Poland. Just as important, the Inspiro marks the beginning of a new partnership in Poland”, said Jochen Eickholt, CEO of Siemens’ Rail Systems Division.

With the Inspiro Metro Warsaw project Siemens has designed the first new train generation based on the Inspiro platform. Priority was given to a light-weight construction, energy savings, good maintainability and sustainability. Due to the use of natural and recyclable materials, the Inspiro is 94.8 percent recyclable. Thanks to the Inspiro’s high efficiency, the greenhouse gas emissions during the operating phase are much lower than in private transportation. Compared to a car with an internal combustion engine, the Inspiro reduces greenhouse gas emissions by as much as 88 percent per passenger.

The trains are capable of carrying a total of up to 1500 passengers each, with seating for up to 244 passengers. All cars are equipped with 8 electrically powered exterior sliding doors (4 each side).The end cars are equipped with a driver’s cab to allow bidirectional operation.

A number of new design concepts and features are implemented based on Siemens’ wide range of operating experience and using proven components. The interior and exterior design of the Inspiro, the complete accessibility and the optimized floor plan are all among the particular strengths of the vehicle and improve the passenger comfort.

The vehicle design that was developed in cooperation with Designworks USA, a subsidiary of BMW Group, sets new standards with the futuristic front module and the side doors with their attractive octogonal look. The open and modern interior underlines the attractiveness of the metro. Together with the walk-through configuration of the train, the interior design gives passengers a significantly improved sense of security.

The passenger area is completely free of equipment cabinets and used exclusively for the benefit of the passengers. In a further effort to reduce weight, air ducts are made of light textiles rather than the metal previously used, while a new type of cork-aluminum floor weighs 30 percent less than before, acts as a noise dampener, and also provides better heat insulation.

The Passenger Information System (PIS) provides both visual and audio information inside and outside the train. It comprises, among other elements, the destination indicators at the end and side faces of the cars as well as the internal loudspeakers. Six displays are also installed in each passenger compartment for passenger information.

Each train comprises six cars made of aluminium in a Mc-T1-M-M-T1-Mc configuration (Mc – end motor car, T1 – intermediate trailer car, M – intermediate motor car). Each car of the train is carried by two 2-axle bogies.

Two-thirds of the axles of the train are electrically driven. The traction system in each motor car consists of 4 self-ventilated asynchronous motors. The 750 V DC line-voltage is supplied via current collectors from the third rail. In February 2011, the Warsaw metro operator Metro Warszawskie Sp. z o.o. ordered 35 six-car metro trains from a consortium of Siemens and the Polish rolling stock manufacturer Newag.

This was not only the biggest order Siemens had ever received from Poland, but also the first order placed for complete Inspiro trains, the new metro generation from Siemens.

Wolsztyn Steam Depot - Poland

Wolsztyn's shed is still an operating steam locomotive depot that runs mainline steam-hauled trains on regularly scheduled passenger services to Leszno and Poznań. This is the one and only place where workshops, machines, locomotives' maintenance facilities and other objects of technical background can be seen. It is not some kind of a heritage park or a museum created particularly to present the steam engines and their facilities. It is a real, working roundhouse that has been fully operational for more than 100 years. Every day only there you can see red-hot, belching out steam locos.

Top Right: Class Ol49s are a Polish construction of a passenger locomotive in 1949. These locomotives were built to replace worn-out Ol12s and Ok1s on secondary lines. The locomotive has a low axle load, with the result that has become indispensable on lines with poor track. The tenders are also a Polish construction of type 25D49. The disadvantage of the steam engine and the small diameter of the cylinder, which means that the loco has a small acceleration, is relatively weak and not suitable for heavy passenger trains. Here in Wolsztyn, however, they are indispensable. This is No. Ol49-07 built by Fablok - Chrzanów, works No. 2609/1951, inside the shed at Wolsztyn on August 26th. *Brian Battersby*

Bottom Right: No. Ol49-1 is seen on display at the depot. This loco is no longer serviceable. *Brian Battersby*

Below: 1953 built No. Ol49-59 seems quite modern compared to Linke - Hoffmann built works No. 1866/1919 No. Ty1-76 at Wolsztyn on August 26th. *Brian Battersby*

Wolsztyn Steam Depot - Poland

continued...

Top Right: In 1948 Poland constructed the TKt48 engine. Often called the 'tendrzak', it can move with the same speed in both directions. So it was very useful on using local lines, where there is often no turntables at stations terminus. This was a very successful design and as the cylinder has a large diameter, it has very good properties with rapid starting, and although the engine was designed for freight, due to its maximum speed of 80 km/h, it worked perfectly on passenger services. This is No. TKt48-143 built by Fablok - Chrzanów to Works No. 4733/1956. *Brian Battersby*

Bottom Right: Steam locomotive No. Tr5-65 arrived in Wolsztyn on May 3rd 2002 from the Jaworzynie Silesian roundhouse. It is used mainly for special trains. It is a German locomotive G8.1 structure built in 1921 at the Orenstein & Koppel factory, works No. 8961. *Brian Battersby*

Below: No. Ok1-322 was built by Linke - Hoffmann to works No. 2269/1921. *Brian Battersby*

Chemin de Fer du Haut-Quercy

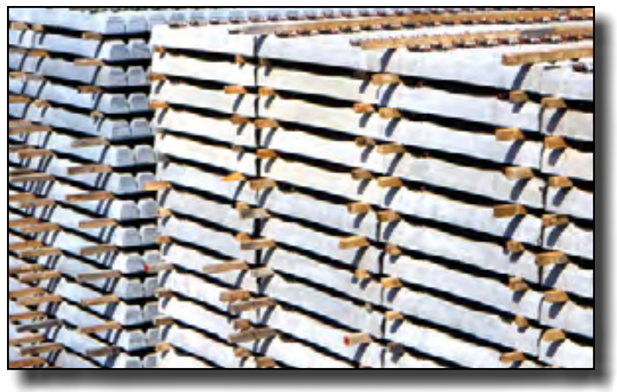
Three photos from September 22nd of the 'Chemin de Fer du Haut-Quercy'.
This amazingly picturesque railway is nicknamed 'le Truffadou' as it was used to carry the valuable truffles to market.
The railway runs from Martel to St-Denis-les-Martel. This is part of the original SNCF line that ran from Bordeaux to Aurillac. The line ceased to be used by the SNCF in 1980. The loco is No. 040 T17 SACM, it was built in 1927 by the Alsatian Society for Mechanical Constructions Graffenstaden, and assigned to the Coke Silardière (Loire).
It was purchased in 2010 by the line and restored in 2012. ***Martin Hill***

Class M62 No. 628-310 waits in the loop at Papa for a Class M41 hauled passenger train to clear the single line. *Steve Madden*

ADIF renews the Real - Badajoz City line

The works, which have a budget of EUR 701 237 tender , will run over 4920 meters within the Mérida - Aljucén

ADIF has tendered, amounting to EUR 701 237, for the renewal of conventional gauge track between Ciudad Real and Badajoz, between mile markers 453/780 and 458/700 on the Mérida - Aljucén line, which runs entirely in the province of Badajoz.



The project includes the installation of monobloc concrete sleepers and rail sections of 16m along a 4,920m section, replacing the short bar rail and the existing wooden sleepers .

This action will significantly reduce the cost of maintaining the stretch and, at the same time increases the quality and safety of the infrastructure, which will result in greater passenger comfort .

Also, this modernization is aimed at uniting infrastructure all the way between Mérida and Badajoz, except for the stretch Aljucén -La Garrovilla , which is undergoing a gradual renovation of the sleepers and rail.

An opportunity to improve France's regional railways

Arriva, one of the leading European passenger transport operators, has offered to launch a series of pilot passenger rail projects to drive the development of the French rail market and create cost savings for the French taxpayer. The proposal comes in the wake of a report published by the European Commission that found that taxpayers could benefit from cost savings of up to €40 billion were competitive tendering for rail contracts to be extended across Europe. Building on its track record of working with national, regional and local authorities running rail operations in seven European countries, Arriva has proposed the establishment of four pilot projects in France.

These pilot projects, which would deliver early quality and cost benefits, would be launched in January 2015 becoming operational end of 2016, in advance of the main programme of French rail tendering which is due to take place from 2019. David Martin, chief executive of Arriva, said: "We understand that authorities are under pressure to deliver and the challenge that this presents given the current economic climate. This is precisely where Arriva can help. Across our operations, we save clients typically 20-30 per cent of their costs, whilst importantly attaining, and maintaining, record levels of passenger satisfaction."

Arriva recently published its own report ("Liberalisation and competition in the European regional rail market") examining the benefits that can be gained by opening rail markets up to competitive tendering. Both the European Commission and Arriva reports found that the rail passenger sector is confronted with substantial challenges over the next decade. To address these challenges, the Commission has proposed further widespread liberalisation of rail markets. It concluded that where competitive tendering for the procurement of Regional and Urban passenger rail networks is established, it has delivered better value for money, investment and improved service quality. The Commission's report found that: "Improved services would bring clear benefits to passengers and savings of some €30 billion-€40 billion to taxpayers if competitive tendering was extended across the whole of the EU".

David Martin said: "European public transport markets are moving towards competitive tendering and as part of helping to prepare for this, we've recently presented our report and a proposal to establish pilot projects. Based on our experience across Europe we know that through competitive tendering Arriva can deliver real value for money to French tendering authorities while providing innovative approaches that will bring real improvements for regional rail users without compromising safety and quality. Our aim is that these pilot schemes in regional passenger rail will be able to demonstrate these improvements, whilst also reassuring that authorities retain control over fares and service levels – as is the case across most of our operations."

The Advantages of Competitive Tendering

With rail passenger operations in seven European countries, Arriva has extensive experience of the various passenger rail tendering models that have been adopted in Europe and operate both in mature and emerging markets. Additionally, as part of the Deutsche Bahn Group we have access to the extensive knowledge and experience of the whole group. In its paper "Liberalisation and competition in the European regional rail market", Arriva shares some of its experiences and sets out what it considers to be the key elements of a successful rail passenger tender model. In summary, where competitive tendering for the procurement of Regional and Urban passenger rail networks is established in such countries as Germany, the UK and Sweden it has delivered better value for money, investment and improved service quality leading to:

Increased public transport market share through better customer orientation, better quality and performance controlled costs through increased efficiency and reactivity.

Specific examples show that:

in Germany, Europe's largest competitive rail transport market in terms of train kilometres, approximately 32 per cent of the annual volume of 629 million train kilometres per year was put out to public tender by the end of 2008. The previously high concession payments were thereby reduced by an average of 26 per cent, enabling authorities to increase the amount of train kilometres offered to passengers;

in the UK, successive reviews of franchising have concluded that the franchising system has helped deliver better services, more passengers and lower public funding than would have been possible under British Rail, and;

in Sweden passenger transport authorities systematically use competitive tendering for rail public service contracts, although they are not required to do so. This demonstrates that there are clear benefits from the competitive process.

Together for safe mobility

A dramatically designed Taurus engine advertises the numerous benefits that ÖAMTC and ÖBB offer every day, providing around the clock service throughout Austria. More than 3,000 ÖAMTC and 39,833 ÖBB employees stand for safety and reliability, and provide daily - even nights, weekends and holidays - that people are mobile and will remain that way. In order to make this often hidden in everyday performance seen, the 10,000-hp Taurus example shows four typical occupations of the two companies. The new locomotive was officially christened by ÖBB CEO Christian Kern and ÖAMTC Association Director Oliver Schmerold at Wien.

"We are there for people when it comes to convenient, reliable, and environmentally friendly travel. Mobility needs to increase, and we have good, sustainable solutions. With the locomotive in the new ÖAMTC design, we want to show that it is a cooperation of vehicles and individual participants in the entire mobility chain. Such is ecologically and economically sensible mobility possible in the future," said Christian Kern.

Key Visual: The many workers mobility

ÖBB ÖAMTC and support people in their mobility on Austria's roads and rails. A breakdown can happen at any time - but it is good if an ÖAMTC helper is nearby. The railway also needs such helpers: there are many needed in order to set a train in motion for example.

Therefore, the livery of the locomotive reflects professionals from each company in four typical professions: they are the roadside assistance, helicopter pilot, driving skills instructor and employee base for the ÖAMTC. For ÖBB train conductor, Verschubmitarbeiter, Postbuslenker and customer service employees are symbolic of the various professions.

Photo: © ÖBB / Scheiblecker

Metrans Class 761-003 passes Gyomore with a liner train heading for Hodos Yard. *Steve Madden*

Alstom and Italian railways FS celebrate the 25th anniversary of Pendolino

Alstom and Ferrovie dello Stato (FS), the holding company that manages infrastructure and services on the Italian rail network, recently celebrated the 25th anniversary of Pendolino at Milan's Central Station in Italy. On this special occasion, two Pendolino models were presented; the ETR 401, the first prototype produced in 1974 at Alstom's Savigliano factory in Italy, today a centre of excellence for high-speed trains, and the ETR 450, the first model to enter commercial service in 1988 on the Milan to Rome line.

To mark the special event, Alstom, represented by Pierre-Louis Bertina, Managing Director of Alstom Transport Italy, offered the original patent of the first model to the FS Foundation represented by Mauro Morretti, Managing Director of the Italian railways.
Part of Alstom's high-speed train offer, Pendolino is designed to run at up to 250 km/h on both high-speed and conventional lines. With around 500 trains sold worldwide, Pendolino is the world's best-selling high speed train. Pendolino is certified to operate in 13 countries (including cross-border journeys). Its success rests on its modularity and flexibility. Pendolino can be fully customised from interior layout to the number of cars (3 to 11), voltage power supply, gauge and suspension. It offers flexible configurations, allowing all passengers to travel comfortably, thanks to its catering facilities and areas for children, wide corridors and gangways offering optimal accessibility and comfort, passenger information systems, and large panoramic windows allowing passengers to benefit from natural light and enjoy the scenery.

Pendolino can be operated under extreme climate conditions (up to 45° and -45°C). It is also available with Tiltronix, Alstom's tilting technology, which enables the train to tilt by up to 8 degrees and still run at 250 km/h, allowing it to travel 30 to 35% faster than conventional trains. Pendolino is mainly produced at Alstom's Savigliano factory in Italy. Its first entry into commercial service dates from 1988 with a total of 492 Pendolino trains sold worldwide - including 65 in Italy - representing 85% in exports. Pendolino has recently been ordered by Russian, Chinese, Swiss and Polish operators. The Savigliano factory is currently executing contracts for PKP (Poland) and SBB (Switzerland).

PRASA and Gibela (led by Alstom) sign historic agreement for the supply of modern commuter trains in SA

PRASA (Passenger Rail Agency of South Africa) has signed a contract with Gibela - a joint venture led by Alstom to supply 600 passenger trains (3 600 coaches) to be delivered between 2015 and 2025. The contract is worth R51 billion and includes the construction of a local manufacturing facility. In addition to this contract, Gibela will provide technical support and supply of spare parts over an 18-year period. This project is one of the biggest in rail transport worldwide and is the largest contract ever signed in Alstom's history. The contract was signed by PRASA Group CEO, Lucky Montana, Alstom Chairman and CEO Patrick Kron, and Henri Poupart-Lafarge, President of Alstom Transport.

The contract is part of PRASA's aim to revitalise the rail industry, create jobs and provide efficient, reliable and safe public transport. This ambitious programme was launched by the South African government in 2010 to respond to the growing number of commuters in the country. The programme will replace the ageing suburban trains in service in Pretoria, Johannesburg, Cape Town and Durban, with 1 200 electric trains over a period of 20 years. PRASA and Gibela will now proceed with the process of reaching financial close at the end of December 2013.

Speaking on the occasion of the signature, Lucky Montana said, "The PRASA fleet renewal programme is the catalyst for the transformation of Metrorail services and public transport in South Africa as a whole. It is the beginning of the roll-out of government's comprehensive rail programme. While the urgent challenge to improve passenger services remains primary, the rolling stock programme has been designed to achieve government's objectives of developing skills, creating jobs and delivering quality services to citizens."

"Alstom is proud to have been selected by PRASA for a project of this magnitude. We are fully committed to mobilising the best of our technology and expertise through our South African joint venture Gibela and we believe our trains will set a high standard in serving the interests of commuters," Henri Poupart-Lafarge said.

PRASA will be supplied with X'Trapolis Mega, the new X'Trapolis train developed by Alstom to fit the 1.067 metre gauge in South Africa. The train can travel at speeds of up to 120 km/h with the ability to be upgraded to 160 km/h. Each single-deck train is composed of six cars and is able to carry more than 1300 passengers. Thanks to the modularity of X'Trapolis, PRASA will be able to adjust the configuration of the train depending on the number of commuters (from 4 to 6 cars with the option of having the set coupled). The train is equipped with air conditioning, ergonomic seats, real-time on-board information, Wi-Fi internet access and a combination of direct and indirect lighting to increase the feeling of space. Additionally, it includes an enhanced door system to provide better accessibility for passengers with reduced mobility and full-length connecting gangways for improved fluidity. With a 95% recyclability rate, the X'Trapolis sets a high standard in environmental sustainability. Additionally, the stainless steel car body-shell reduces the weight of the train and its electrical braking capacity enables a significant reduction in energy consumption.

PRASA, through the rolling stock programme, is in the process to procure approximately 7224 new rolling stock with a projected investment of 123 Billion Rand over a period of 20 years. The procurement of the rolling stock is being done in two phases, with the first phase of the programme being launched. Gibela is contracted for the first 10 years. Gibela will build a manufacturing site in Ekurhuleni, east of Johannesburg, to produce the trains in South Africa. The manufacturing facility will also house an engineering center and a training facility. Construction is scheduled to start in early 2014 and the factory is due to come on-stream in 2015. The project will create over 1500 direct jobs in the local factory and 33,000 indirect jobs over the first 10 years, achieving a local-content level of over 65%. The first 20 trains will be manufactured in Lapa, Brazil. Alstom's French sites Ornans, Tarbes, Le Creusot, Villeurbanne and Saint-Ouen will be involved in the project over the long term.

Alstom to supply 34 Coradia Liner intercity trains to French operator SNCF

As part of the project initiated by the Prime Minister in July 2013 and conducted with SNCF to renew Corail trains for the intercity lines, SNCF has ordered 34 Coradia Liner trainsets, the latest generation of long-haul trains from Alstom, for around €350 million. The trains are expected to enter into service from December 2015.

The Coradia Liner, a long-haul train, is classed between a regional train (TER) and a high speed train (TGV). It was designed in such a way as to provide intercity lines with a specific identity, more comfort and services with an improved performance. In its current configuration, the train can carry up to 267 passengers.

The Coradia Liner matches exactly the SNCF's requirements in terms of performance, comfort and services for passengers. It is fully accessible thanks to platform-level boarding. On-board passenger traffic is made much smoother thanks to spacious passenger areas perfectly suited to long-haul journeys. New seats feature upholstered armrests, a power socket and a coat hanger. The floor is coated with special material to reduce ambient sound. Lastly, large bay windows and indirect interior lighting reinforce the feeling of comfort for the passengers. The design of this new long-haul train, specified in advance by SNCF, allows the company to offer a host of on-board services to its passengers.

Innovative technical solutions will enable Coradia Liner to reduce travel time on long-haul trips. Large gangways and platforms optimise boarding times. Thanks to distributed power throughout the train, acceleration and braking capacity are improved. The Coradia Liner is an economical train. Lighter than the previous generation of long-haul trains, it will use significantly less energy and its architecture has been designed to facilitate maintenance operations.

It is bimodal (electric and diesel) and complies with all current European standards. It can travel on all tracks in the conventional network.

Coradia Liner belongs to the Coradia range of modular trains which benefit from over 30 years' experience and proven technical solutions. More than 3,000 Coradia trains are currently in circulation and have travelled more than 4 billion kilometres in Denmark, France, Germany, Italy, Luxembourg, the Netherlands, Portugal, Spain and Sweden.

Six of the ten Alstom facilities located in France will be involved in the Coradia Liner project: Reichshoffen (design and assembly), Ornans (engines), Le Creusot (bogies), Tarbes (traction systems), Villeurbanne (on-board computers) and Saint-Ouen (design).

Pictures: © Alstom Transport / Design & Styling

Alstom Transport opens a new delivery centre for Euroduplex trains at Belfort site

Jérôme Wallut, the Managing Director of Alstom Transport France, recently opened a new delivery centre for very high-speed Euroduplex trains at the Belfort site, in the presence of Yves Ackermann, President of the Departmental General Council, Damien Meslot, Member of the French Parliament, Senator Jean-Pierre Chevènement, Etienne Butzbach, Mayor of Belfort, and Jean-Robert Lopez, Prefect of Belfort.

The new delivery centre - which is equipped with an inspection pit 200 metres long - is the result of four years' work, and is part of a global programme for supplying SNCF with trains that are ready for passengers as soon as they are delivered. The centre will make it possible to work beneath the train, inspect the running gear and brakes and carry out roof operations on the whole length of the train. The Euroduplex availability targets require Alstom to exercise tighter control over its testing and commissioning cycles. The ability to accommodate trains over the pit and provide direct access to the rail infrastructure has become a key element of the industrial process for train manufacturers working for SNCF.

Located at the junction between three frontiers (France, Switzerland and Germany) and close to the recently-opened Rhine-Rhône high-speed line, the Belfort site will be able to carry out all the steps of the testing process at the point where trains arrive on the European high-speed network. This phase will be fully effective once the line between the inspection pit and the main lines at Belfort station is electrified. By extending its activities and developing its infrastructure, Alstom aims to offers its clients all the operations required before trains can enter commercial service.

Photo: © The inspection pit, at the new delivery centre. Alstom Transport / C. Lemontey

Seoul renews contract with Transdev and RATP Dev for operation of subway line 9

Transdev and RATP Dev have signed a new contract through their joint venture in Asia to operate and maintain Line 9 of the Seoul subway. The 10- year contract represents more than € 525 million in revenues.

The city of Seoul and the consortium SML9, responsible for the operation and maintenance of the city's subway Line 9, have expressed their continued confidence in the Asian joint venture between Transdev and RATP Dev, renewing for 10 additional years the contract for the line's operation and maintenance that the JV has held since July 2009.

"We are very pleased with this renewal, demonstrating our client's confidence in our ability to offer high quality service to travelers. This is another significant success for the Transdev-RATP Dev joint venture, coming a few months after the August commissioning of the light rail network in Shenyang, China." Jean-Marc Janaillac, Transdev Chairman and CEO and RATP Dev CEO François-Xavier Perin.

With 27 km and 25 stations, Line 9 of the Seoul subway connects the Gangnam area in the southeast with Gimpo Airport, west of the city, greatly facilitating mobility in one of the world's most populous cities, with 22 million inhabitants.

The flagship line of the Seoul subway network, known for the quality and consistency of its service, Line 9 transports 430,000 people per day. It is the only privately operated line in Seoul.

Alstom to modernize Virgin's Pendolino in the UK

Alstom has been awarded a contract worth over 12 million euros by Virgin to modernize its entire Pendolino fleet (56 trains). The contract includes the refurbishment of the interiors, bar, kitchen facilities and toilets. The work is being undertaken at two Alstom Traincare Centres, Oxley (Wolverhampton) and Longsight (Manchester) in the United Kingdom, and will be performed over a period of eight months.

The trains to be modernized have been running from London to Birmingham or to Glasgow for more than 10 years. The modernization will enhance the comfort of around 20 million passengers travelling each year on these two lines.

The interiors will be improved by the replacement of spotlights with LED lighting that will also help improve energy efficiency, and the improvement of other saloon lighting, including a change to blue luggage rack lighting. The overhaul also includes the application of new vinyl wraps, new decals, new litter bins and a completely new toilet bowl. The toilets will be refreshed, with the toilets for people with reduced mobility also having a new messaging system that tells users when the door is locked.

Vestibule venting will be improved and existing carpeting will be replaced. All catering equipment, including chillers, will be replaced, alongside strategic modifications to the kitchen layout to facilitate cleaning. The kitchen design, which was developed by the Alstom team with Virgin, is intended to offer improved service to passengers, while making it easier to clean and to recycle waste.

Tim Bentley, Managing Director, Mainline at Alstom UK, said: "this project represents an opportunity for Alstom to improve the Pendolino experience for all of Virgin's customers and I'm sure that everyone will see a real difference to their journey".

The works will be performed without impact on train availability following the recent completion of the third heavy engineering overhaul of the entire UK Pendolino fleet.

Two Talgo S-102 300 km/h high speed units are seen working a Madrid to Valencia service at El Rebollar on October 21st. *Enrique Dopico*

Rail Cargo Group strengthens the business units petroleum, and agricultural chemicals through the merger of the subsidiaries AgroFreight and ChemFreight

The new company, Rail Cargo Logistics GmbH is a further milestone in the consistent implementation of the Rail Cargo Group's strategy has been implemented. The fusion of AgroFreight Spedition GmbH with ChemFreight in the transport, logistics and wagon hire GmbH and the simultaneous change of name to Rail Cargo Logistics GmbH. Thus, a key step for simplification, transparency and merging of tasks, authority and responsibility set and an even more effective, transnational cooperation can be ensured.

Pooling of expertise

An international network of partners and logistics specialists is the basis for sustainable and future-oriented transportation and logistics services. The more efficient doing tasks and skills are combined, the more powerful, the Rail Cargo Group operate in the European market for its customers.

To optimally position the business units petroleum, agricultural and chemical Rail Cargo Group in the market, was the merging of the AgroFreight Spedition GmbH and ChemFreight Transport, Logistics & Railcar Ltd. and renaming the Rail Cargo Logistics GmbH is now another important step for put the success of the group.

The new company enters the market under the brand Rail Cargo and Logistics combines the expertise around rail logistics services of products of petroleum, gas, chemical and agricultural industries, both national and international single wagon and block train. Innovative and flexible logistics solutions, as well as the ongoing development and adaptation to increased transport demands of dangerous goods in the agricultural sector and enable a wide range of services.

Freightliner Poland's Class 66 008 (92 51 3 650 009-5), the former UK Class 66 586, lifts 40 loaded coal boxes through Kedzierzyn-Kozle on September 27th. *Anton Kendall*

MF01 metro inaugurated on Line 9 of the Paris transport network

The MF01 metro train built by a consortium consisting of Alstom Transport, Bombardier Transport and Areva TA was inaugurated on October 21st on Line 9 of the Paris metro. With a special livery defined by regional transport authority STIF and Paris public transport operator RATP, the first MF01 trainset was unveiled at Porte de Saint-Cloud station in the presence of STIF Chairman Jean-Paul Huchon, RATP CEO Pierre Mongin and Managing Director of Alstom Transport France Jérôme Wallut.

The inauguration represents a milestone in the contract signed between RATP and the consortium whereby a third option for 66 MF01 units was taken up in 2011, with Alstom taking charge of project management, component supply and assembly of the railcars. A total of 161 metro trains were ordered under the contract signed with RATP in 20012.

Particular emphasis has been placed on the interior comfort of the new metro cars. MF01 is fully accessible and has wide corridors and gangways for more fluid movement and reduced changeover times in stations. The large windows and bright interior colour scheme create a light and spacious feel. Noise levels and vibration inside the car have been reduced through the use of ONIX traction equipment for improved acoustic comfort. Respect for the environment is also an essential feature of Alstom rolling stock design. The MF01 consumes 30% less energy than a conventional metro train through improved efficiency of the power train and a high-performance energy-recovery electric braking system.

Alstom's expertise in metro design, whether it is steel-wheeled (MF01) or tyre-mounted technology (MP05), is confirmed by the excellent track record of reliability of its trains in service on the Ile-de-France network. Nearly a hundred MF01 metro cars have been running on Line 2 since 2007 and on Line 5 since 2011 at levels of reliability compliant with the safety requirements specified by the operator. The MP053 class, which will be celebrating two years of operation on Line 1 in November, also boasts an excellent track record in commercial service, with a level of reliability well above contractual requirements. These results demonstrate the high level of quality of Alstom metro trains, which are designed to offer the best operational performance for the benefit of operators and passengers.

Five Alstom sites are involved in the project: Ornans for the motors, Sesto (Italy) and Tarbes for the traction/braking systems, Villeurbanne for the on-board computer and passenger information systems, and Valenciennes for interior layout, equipment integration, assembly and testing.

The first tram from the Škoda Transportation factory heads to Turkey

On October 30th, Škoda Transportation unveiled the first tram in Turkey, which was produced for the Turkish city of Konya. New modern 100% low-floor tram 28T is now ready for commissioning in Konya. Škoda will deliver a total of sixty complete trams to Konya. "Our company was able to produce the first tram, designed for the rapidly growing Turkish market, half a year after signing the contract. It gives us confirmation that we can develop and produce advanced technology vehicles, which also meet all the latest standards, in a very short time" says Josef Bernard, Škoda Transportation CEO. "Our readiness to deliver the first tram in a record time is a clear indication of our performance and Skoda's commitment to provide technologically advanced, competitive pricing and fast deliveries to our customers. We are very pleased to have met the Konya Municipality's requirements and looking forward to other challenges, given Turkey's dynamic and fast growth, and committed investments in the development of rail transportation and urban public transport," said Zal Shahbaz, Sr. Vice President of Sales at Škoda Transportation.

The modern bidirectional 28T tram combines Skoda's experience, proven quality and features used in suburban units, metro and other trams. "Two vehicles for Konya can be linked together like a train, have higher strength and are equipped with automatic coupler for easy connection. Due to the planned operation in the 4.5 km long tunnel, the vehicle is constructed as an underground tram, like a light metro. For this reason, there are also materials used that meet higher fire safety," says Jaroslav Kulhánek, chief engineer of the project.
The fully low-floor vehicle can hold up to 364 passengers. Easy entry and exit for all passengers, including persons with reduced mobility and baby carriage. "Operating in severe climate conditions also increased the need for air conditioning, which is adapted to the changing climatic zone in Turkey. In connection with this, it was also necessary to redesign the entire ceiling," notes project manager Václav Petr.

OBB's new "Ski Austria" train

From October 2013, for a period of three years, OBB has become the "Official Mobility Partner of the Austrian Ski Team."

To kick off this partnership, mobility Einkleidungs, the official presentation of the Austrians at Vienna's Westbahnhof teams was held on October 10th. Austrians stars like Marcel Hirscher, Marlies Schild and Gregor Schlierenzauer travelled specifically for this purpose with the special train Ski Austria railjet from Innsbruck to Vienna, where they were received by ÖBB chief Christian Kern, Austrian Ski Federation President Peter Schröcksnadel and Sports Minister Gerald Klug on the platform.

Following this, the most successful skiers of Austria presented the Austrians Winter Collection 2013/14 and demonstrated the new race and jump suits for the upcoming winter season. Countless children, youths and adults secured a signature of their favourite athlete at the autograph session held at ÖBB Bahnhof Wien West.

ÖBB CEO Christian Kern: "The new red-white-red partnership between ÖBB and Austrians combines top performance and high-speed.

Immediately we bring the fans environmentally friendly and safe transport for all the winter sport events. We wish the athletes good luck for the coming season and of course at the Olympic Winter Games 2014 in Sochi.

British-built English-Electric No. EU06-10 works a short coal train through Kedzierzyn-Kozle on September 27th. Based on the UK Class 83, there are only two left in service. *Anton Kendall*

Siemens signalling technology links Europe and Asia

Turkish State Railways opened the roughly 13 kilometre long Marmaray tunnel in Istanbul for revenue service on October 29th. Siemens supplied the entire signalling and control technology. The tunnel is the centrepiece of one of the biggest transport infrastructure projects in the world. Running under the Bosporus, it now links the rapid transit lines on the European side of Istanbul with those on the Asian. Trains operating at two-minute intervals will transport up to 75,000 passengers per hour through this new tunnel between Asia and Europe.

With its nearly 15 million inhabitants, Istanbul is one the world's largest cities. The only previous connections between both parts of the city were provided by ferries and two bridges for road traffic. In an effort to reduce chronic traffic congestion and the associated environmental impact, the government is massively expanding the urban transport infrastructure.

Siemens automated the rapid transit services for the new tunnel with a radio-based automatic train control system (Trainguard Sirius), electronic interlockings (Trackguard Westrace) and the operations control system (Controlguide Rail 9000), which monitors the traffic and controls the interlockings and the infrastructure.

Furthermore, the tunnel will be expanded in a second phase to accommodate not only rapid transit services, but also long-distance passenger trains. As of 2015, the Marmaray tunnel should be the first standard-gauge rail link between Europe and Asia. The line will have an overall length of 76 kilometres. Travel time between the cities of Gebze and Halkali will then be cut in half to around one and a half hours. Siemens has already automated the tunnel for mainline service and thus installed the European train control system (European Railway Traffic Management System) Level 1.

Siemens has also equipped Line 1 of the Istanbul Metro with rail signalling and communications technology. The company also supplied the control and signalling systems for the 21 kilometre long extension of that line, which was commissioned in 2012. In the mainline sector, the ETCS signaling system was installed by Siemens on sections of the Bandirma – Menemen line and on the route linking the industrial center Konya and the capital Ankara, one of the most important railway lines in Turkey.

Siemens constructing driverless subway system in Riyadh

Photo: An artists impression of the Riyadh largest subway project.

Siemens is supplying a complete turnkey system for two driverless subway lines in the Saudi-Arabian capital Riyadh. With a population of five million, the fast growing city, which previously relied primarily on diesel buses for its urban transit needs, intends the investment as a step towards modernization of the traffic infrastructure. The order for Siemens covers subway rolling stock, as well as electrification systems and signalling technology for driverless operation. Siemens is also responsible for system integration across the 63 kilometres making up the lines. Siemens was awarded the order by the High Commission for Urban Development (ArRiyadh Development Authority), with its share worth a total of some 1.5 billion euros (2.1 billion US-dollars), as part of a consortium with the US company Bechtel and the local construction outfits Almabani and Consolidated Contractors Company. The total order value for the consortium is approximately 7.5 billion euros (10 billion US-dollars).

Siemens is equipping Lines 1 and 2 of the six-line system. “We are proud that our leading technology is to be used in one of the largest metro projects in the world,” said Sami Atiya, CEO of the Siemens Mobility and Logistics Division. “The integrated supply of rolling stock, signalling and electrification gives our customers definite advantages.” Siemens will deliver a total of 74 Inspiro-type metro vehicles, The aluminum-bodied trains are designed to run on standard-gauge track at a top speed of 90 km/h.

The 2 and 4-car trains have been designed with the region’s particular climate in mind. One such feature is a higher capacity air conditioning system, capable of delivering sufficient cooling power to ensure the wellbeing of passengers even in extreme heat. In addition, the bogies, traction drive, brakes and doors have been fitted with special seals and filters in order to reduce the ingress of sand.

The signalling and train control technology ensures that especially during rush-hour periods trains can operate at 90-second intervals, an operating frequency that enables the system to handle 21,000 passengers per hour. The two lines will be equipped with a Siemens-supplied, WLAN-based control system for driverless and conductor less train operation. Automatic train control, radio transmission and 31 electronic interlockings are also being installed. Siemens is also fitting out the operations control centre for both lines, from where the routes will be directed and monitored. The contract also covers training in the use of the new technology.

Siemens is also responsible for the lines’ power supply systems. The electrical energy generated by the trains when the brakes are applied will be fed back into the metro system’s power supply and thus made available for all other electrical loads. The electrical equipment will also include emergency power facilities with diesel generators and uninterruptible power supplies (UPS).

Siemens is a leading supplier of turnkey systems complete with rolling stock, signalling technology and electrification. For example, Siemens is currently installing metro lines in Rennes (France) and in Delhi (India), as well as a tram system in Doha, the capital city of Qatar. Fully automatic driverless lines are already in operation in Algiers (Algeria), Santo Domingo (Dominican Republic) and Rennes.

With its sustainable technologies, Siemens’ Infrastructure & Cities Sector contributes to the long-term improvement of the quality of life of people in urban centres of population. This is exemplified by the turnkey subway lines in Riyadh, for which various units are pooling their expertise, in order to optimize mobility for the city’s inhabitants, make more efficient use of energy and cut CO2 emissions.

Severn Valley Railway's Autumn Diesel Gala

Following on from the SVR's Autumn Steam Gala, is the lines Autumn Diesel Gala. Once again this is a big crowd puller, but unlike the steam gala there is no continuous running, and the gala traditionally finishes on the Saturday to allow normal steam services to recommence on the Sunday.

The National Railway Museum's Class 37 No. D6700 is seen heading towards Bewdley with a service for Kidderminster on October 5th. ***Andy***

Another visitor to the line for the gala, Class 24 081 is seen storming up the bank at Haybridge on October 5th, heading for Bridgnorth.
Phil Martin

Class 108 DMU Nos. M50933 and M52064 are seen ready to depart Bewdley with a local service for Kidderminster on October 5th. *Class47*

Class 50 031 ‘Hood’ is seen descending Eardington Bank on October 5th, heading for Kidderminster.
Phil Martin

Top Right: Class 50 135 'Ark Royal' in Loadhaul black and orange livery is seen in the station at Kidderminster on October 5th. ***Class47***

Bottom Right: Class 52 No. D1062 'Western Courier' prepares to work the last train of the day from Kidderminster to Bridgnorth on October 5th. ***Class47***

Below: 'Warship' Class 42 no. D821 'Greyhound' is seen departing Bewdley, with the secondman about to obtain the token from the signalman. ***Richard Hargreaves***

Top Right: Class 08 diesel shunter No. D3201 leads Class 11 No. 12099 as the pair arrive into Kidderminster with a special 'Shunter Shuttle' from Bewdley on October 4th. ***Richard Hargreaves***

Bottom Right: Class 55 002 'The Kings Own Yorkshire Light Infantry', visiting the line for the gala, is seen descending Eardington Bank with a Bridgnorth - Kidderminster service on October 5th. ***Phil Martin***

Below: Class 20 No. D8059 is seen doing a spot of shunting at Kidderminster station on October 5th. ***Richard Hargreaves***

Class 52 No. D1062 ‘Western Courier’ is seen heading along the line at Haybridge with a Kidderminster - Bridgnorth service on October 5th.
Andy

Class 37 No. D6700 is seen heading along Eardington Bank on October 5th, with a Kidderminster bound service. *Phil Martin*

Normally based at the East Lancs Railway, Class 37 109 arrives into Bewdley with a local service on October 5th. *Richard Hargreaves*

Class 55 No. D9009 ‘Alycidon’ storms up Eardington Bank heading for Bridgnorth on October 5th. *Phil Martin*

DB Class 261 diesel shunter No. 261 664-7 is seen stabled at Bonn station on June 3rd 1983. *Dave Felton*

CFL Cargo locos Nos. 1815 and 1801 depart Luxemburg in fine style on August 23rd 2007. *Brian Battersby*

OBB Class 2143.043 is seen heading a short freight through Herzogenburg on June 22nd 2004, heading for St. Polten. *Class47*