The Railway Herald WORLDWIDE

Issue 1
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SWITZERLAND: Deutsche Bahn-operated *multi-voltage Class 185 No. 185 117 powers through Sissikon, beside the Vierwaldstatte See, with a southbound intermodal service on the Gotthard line on 31st May 2007.*
Brian Stephenson

Rear Cover

AUSTRALIA: *On a beautiful spring afternoon, a fully refurbished XPT set, led by No. XP2000, rounds the curves outside Coffs Harbour, on its way towards Casino, in the Northern Rivers of New South Wales, on 25th November 2007.*
Peter Reading

Publication

This is the first issue of Railway Herald Worldwide magazine, published on 29th January 2008. The magazine is published on the first Tuesday of the month. Issue 2 being available on 4th March 2008.

Submissions

We welcome submissions from all readers, especially digital photographs, for World News. Pictures should be sent to the editor at via email at editor@railwayherald.co.uk

Good quality scans of colour slides and prints are also acceptable. Currently there is no financial payment made for photographs published in *Railway Herald*.

Website

Our website contains all the back issues of the magazine and can be found on the internet at:
www.railwayherald.com

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Editorial

Welcome to the first issue of *Railway Herald Worldwide*, the new eMagazine from Railway Herald Limited.

For those of you who are new to *Railway Herald*, the company began publishing a weekly electronic magazine, *Railway Herald*, in February 2005, concentrating on the UK railway network and providing a round-up of the latest news and events. Since that time the readership of that magazine has grown from a small group of friends to over 25,000 across the world.

With the approach of our third birthday, and the success of a *Worldwide* supplement (released with Issue 110 of the UK magazine), the decision was taken to launch *Railway Herald Worldwide*. A new digital title aiming to showcase some of the best railway photography from around the world and including with it, news and information, together with written and photographic articles.

The outcome of all this, you are reading now. From Issue 2, *Railway Herald Worldwide*, will be published on the first Tuesday of each month, available by free email subscription or as a free download from our website http://www.railwayherald.com.

Worldwide follows similar principals to that of our UK magazine. It is written and produced by enthusiasts for enthusiasts. As a result, we hope that a number of people across the world will become involved in the title, whether in supplying news and information from their country or simply submitting digital images.

We welcome the submission of any items for use in the magazine, the deadline for them being seven days prior to the publication date. News, information and photographs, should be sent via email to editor@railwayherald.com

Railway Herald has also launched a new website (visit http://www.railwayherald.com) in recent days, bringing a range of new features, with more planned. One of the most popular has already proved to be the Imaging Centre, which allows people to upload their own photographs of UK and world railways from anywhere around the globe. Within the first two days of the site being live, over 104,000 pages had been requested from our servers! An amazing demand and one that we hope will continue.

We hope that you will enjoy this, our first issue of *Worldwide*. Please do feel free to email the PDF file, or pass our internet website address onto any friends, family and colleagues who you feel may be interested in reading it. Our aim is to make the magazine known across the world, so it can be enjoyed by as many railway enthusiasts and rail fans as possible.

We welcome your feedback and opinions on the title by contacting the Editor by email at editor@railwayherald.com

We welcome contributions from you!

Railway Herald Worldwide welcomes contributions from its readers, either in the form of stories, news briefs, locomotive and rolling stock information or simply photographs. The latter should ideally have a rare or news value associated with them. If sending digital images, please **ALWAYS** send the original high-resolution file from the camera and include as much caption information as possible. Specifically, date, location, working (if known) and locomotive/multiple unit number.

All contributions should be sent to
editor@railwayherald.com

▼ **AUSTRIA: *One of the OBB Class 1116 electric locomotives, which carries an advertising livery, No. 1116.246, heads north through Kolbnitz with a passenger service on 10th September 2007.* Steve Chapman**

Eurostar officially opens Ebbsfleet International

◀ **UNITED KINGDOM:** *A surprisingly grubby Eurostar arrives at Ebbsfleet International on the station's official opening day, 29th January, to carry the many guests at the event back to St Pancras International. Half-set No 3018 leads with No 3017 on the rear. Renowned Olympic athlete and Gold Medallist, Dame Kelly Holmes MBE officially opened the station.* **Both: Brian Morrison**

Relaunch for City Night Line service

GERMANY: Now majority-owned by Deutsche Bahn, City Night Line now offers 29 connections in nine European countries.

The aim is to continue the international success of the ICE trains in the night train connections, and Amsterdam, together with Munich and Zurich, have become a hub for the European night train services. The connections from Copenhagen, Prague, Vienna and Milan have been extended to the Dutch capital, and travellers from the United Kingdom can board the night trains to Berlin and Hamburg in Brussels, or change in Paris to travel overnight to Munich.

For more City Night Line destinations, such as Copenhagen, Prague, Vienna and Milan, boarding the night train in Cologne is a good option. With Eurostar's faster journey times following the move to St Pancras International last November, Cologne can be reached in less than FIVE hours!

A sleeper compartment can now be reserved for single use without a First Class ticket, an advantage for business travellers in particular. Only for the deluxe compartment including shower and toilet is a First Class ticket still necessary. The SparNight fares on City Night Line start from £51.00 per person for the journey and a berth in a sleeping compartment, from £38.00 for a berth in a couchette compartment and from £22.00 for a seat only. One-way fares from London to Berlin, Hamburg or Munich including a Standard Class seat on the Eurostar and a couchette in a six-berth compartment on the night train start from £75 per person.

Deutsche Bahn has extended the Germany Special, or in German the 'Dauer Spezial', by another year. The ticket is available for as little as £22 and is valid for a single Second Class journey of any distance anywhere in Germany, on IC, EC and ICE trains. It has to be booked at least three days in advance and is subject to availability. It can be purchased online or, for £4.00 extra, either at a DB station or by calling the Deutsche Bahn UK Booking Centre. With a small surcharge for the reservation of a seat or a berth, this ticket is also valid on the City Night Line!

▼ **AUSTRIA:** *One of the OBB Class 1142 electric locomotives No. 1142.567 heads a southbound local service just north of Launsdore on 13th September 2007. This class, together with the Class 1044s and 2016s were phased out of passenger service in the area with the December 2007 timetable change, being replaced by Class 4024 EMUs and Class 5022 DMUs.* **Steve Chapman**

Stadler light rail vehicles for Bergen

NORWAY: Six months ago, the City of Bergen announced it was to develop and build a light rail system. On 29th January, contracts were signed with Stadler Rail Group for the construction and delivery of 12 light rail vehicles, with an add-on option for a further 20 trams, in a contract worth around €35 million.

The new line will be built between the city centre of Bergen and Nesttun and the first vehicles on the 10km-long section are expected to come into operation from 2009.

The trams, which will also be maintained by Stadler for the first eight years, are 32 metres long and have a capacity of 84 seats, with standing room for 151. The 'Variobahn' modular type of light rail vehicle has a low-floor height of 350mm and a maximum speed of 70 km/h.

New shunting fleet for SBB

SWITZERLAND: SBB has announced an upgrade of its existing fleet of shunting locomotives used for preparing passenger services.

The company has signed a contract with the Winterthur Stadler AG for the delivery of 21 new electric shunting locomotives with delivery expected to start in July 2009, and will be complete by 2010.

Designated class Ee922, the locomotives, which represent an investment of 44.2 million francs (27.5 million), will be involved in work at Biel, Basel, Bern, Brig, Chur, Lucerne, St Gallen and Zurich stations.

SBB says the new fleet reflects the development needs of its passenger train preparation.

The current trend towards fixed formation sets on long-distance trains, together with articulated stock on regional traffic means the shunting requirement at stations has reduced and it is SBB's aim that the new fleet of 21 locos will remove 46 existing shunters from traffic, itself providing better economics with reduced maintenance and operating costs.

The first locomotive is due for delivery in July 2009 and will undergo testing and proving trials, with a further five being delivered by the end of 2009. The remaining 15 members of the class will follow in 2010.

▶ **FRANCE:** French railfreight operator Fret SNCF has stated that it wants to double the number of freight services operating to and from Benelux ports to 100 per week by 2010. In the last twelve months, the number of services have increased from five per week to the present 50, following the introduction of services to serveral routes including from Rotterdam to Lyon.

▶ **HOLLAND:** Following an agreement by the two companies in a Letter of Intent, Deutsche Bahn and the Port of Rotterdam Authority are to work together more closely. The infrastructure at the Port is currently insufficient to handle growing freight volumes and better use will be made of existing resources. This will only be possible by increasing the co-operation across transport modes. In Hamburg, rail has a market share of 32%, whereas the Port of Rotterdam, is currently only at 11%. The new agreement will seek to increase this, bringing environmental benefits as well as faster journey times.

▶ **FRANCE:** Shortly after 09.00 on 19th December, a TGV service travelling from Paris to Geneva hit a road vehicle in the area of Ain, between Bourg-en-Bresse and Ambérieux. Several passengers were injured in the accident, including the driver of the TGV. Traffic was diverted via Lyon until the line could be cleared.

▶ **GERMANY:** The Brandenburg-based private rail operator Havelländische Eisenbahn AG has ordered two six-axle Maxima 40CC diesel locomotives from Voith Turbo Loko-motivtechnik, the vehicles to be delivered during the next two years. The order was placed with an option for another six of the diesel-hydraulic mainline locomotives, currently the most powerful in the world. The Maxima has been approved for traffic in Germany, Poland and the Netherlands, and due to the low weight of its hydraulic drive system, it has a higher tank volume than other locos with comparable outputs, providing advantages in terms of both operation and economy.

▶ **UNITED KINGDOM:** The 279-strong fleet of Desiro trains in the UK reached a landmark 100 million miles in passenger service on 28th January, the equivalent of circumnavigating the globe 4,016 times! The Siemens fleet of Class 185s (diesel) and Classes 350s, 360s, 444s and 450s (electric) are used across the country by five operators.

▲ **POLAND:** ***On 27th November at Krakow Glowny, ET41 Class No. ET41-052 awaits departure time with Train 335, the 06.50 service to Zilina.*** **Ian Thurman**

Deutsche Bahn commits to further double-deck coaches from Bombardier

GERMANY: Bombardier Transportation has announced that it is to supply 64 double-deck coaches to Deutsche Bahn (DB) AG for use in the German state of Schleswig-Holstein.

The contract is valued at approximately €90 million and constitutes a further order under a framework agreement signed in 2003. That agreement provided for the acquisition of 298 double-deck coaches with options for a further 300.

With this announcement, DB has executed firm orders for 523 of the 598 vehicles available under the framework deal and now has more than 1,600 Bombardier double-deck coaches in operation or on order across Germany.

The new vehicles are to be used on the Eastern Network routes in Schleswig-Holstein, stretching from the city of Lübeck to Hamburg, Kiel, Lüneburg and Travemünde. Production is due to begin in the second quarter of this year at Bombardier's production plant in Görlitz, Germany. Bogies for the vehicles will be supplied by Bombardier facilities in Siegen, Germany. Vehicle deliveries will take place between October 2008 and October 2009.

Features on the new vehicles include full air-conditioning in First and Second Class compartments, comfortable seating, an innovative lighting system and exceptionally quiet ride characteristics. The driving cars that are equipped with driver cabins will have an entrance designed for use by passengers with restricted mobility. Some driving cars and non-driving coaches will also feature a passenger counting system.

VTG Rail UK promotes new Container Transport System

UNITED KINGDOM: VTG Rail UK is attempting to revolutionise the intermodal transport business in the UK using the Advanced Container Transport System (ACTS) in a variety of applications.

ACTS innovative turntable technology has the potential to transform the intermodal exchange process by making it possible for one person to transfer a loaded container between railway wagon and lorry in just 60 seconds.

The company says that the ACTS platform, when combined with VTG's railfreight rolling stock, gives customers a quick, simple and inexpensive means of transferring goods from road to rail and back again, without the need for expensive transfer stations or handling equipment. The technology can readily be applied to virtually any product suitable for being carried in containers, with notable applications including waste and recycled material, metals, liquids (in tank containers) and military equipment.

The ACTS system consists of three separate elements: a specialised turntable mounted on a low deck wagon, a special container suitable for the commodity to be carried, plus standard chain or hook-lift equipment mounted to a lorry chassis. The attractiveness of this latter element is that it is identical to that used on numerous existing trucks equipped to handle skips and waste containers, meaning that suitable road vehicles are likely to be readily available.

To unload a container, the operator simply unlocks and rotates the turntable into its open position. The road truck is then reversed into position, automatically connecting the hook or chain lift to a standard interface on the container, before pulling it onto the road truck and driving away.

Reloading from road to rail is a simple reversal of this process.

New trams for Brussels

Bombardier Transportation and the Brussels transport company STIB have signed an agreement for the delivery of 87 bi-directional Bombardier FLEXITY Outlook trams, with an add-on order for another 25.

The contract is part of the five-year framework agreement concluded with STIB in October 2003. The order value of the 87 vehicles is approximately €195 million. The delivery of the low-floor trams is expected to take place between April 2009 and July 2012. The vehicles are to be manufactured at Bombardier's Bruges site in Belgium, while the bogies will be produced at the Siegen facility in Germany.

The colourful world of metroTenerife

SPAIN: Proof, it it were needed, that a holiday on Tenerife does not, now, need to be all sun, beaches and rail-free!

As reader *Fred Landery* reports, since metroTenerife opened in June 2007, trams now connect the island's capital Santa Cruz, with La Laguna, the second city of the island and the light rail system is only an hour by service bus from the resorts of Playa de las Americas and Los Cristianos.

Leaving from Intercambiador, behind the capital's main bus station, the 7.5 mile route runs mainly along the centre of grassed dual carriageway roads to La Trinidad, at La Laguna, where one can escape the tourists and enjoy an authentic Spanish atmosphere that is not possible in the teeming resorts.

▲ *On 2nd November 2007, the colourful look of the system's trams can clearly be seen as metroTenerife tram No. 06 arrives at the terminus at Santa Cruz.*

▼ *The other end of the system is the La Laguna terminus, 7.5 miles from Santa Cruz. Here, two trams wait to return to the island capital.* **Both: Fred Landery**

Railion freight commences on Betuwe route

HOLLAND: Deutsche Bahn rail freight operator, Railion, commenced freight services from the Port of Rotterdam to Germany via the Betuwe line on 9th December, the first train being an intermodal service.

The Betuwe line, a dedicated rail freight line named after a Dutch region, links Europe's biggest seaport, Rotterdam, with German and European business centre's via Emmerich. Work on the Dutch stretch of the line was completed in June 2007.

Over the past months, Railion has equipped the first of a total of 26 Class 189 electric locomotives with the European Train Control System (ETCS). The Class 189s, built by Siemens/Krauss-Maffei, are a quadruple voltage locomotive.

The use of the new route has cut the travel time between Rotterdam and the Ruhr region from 4.5 hours to under three. Ten freight services operate on the route every day, although plans call for this number to be gradually increased over the coming months.

The majority of freight carried on the Betuwe line will be bulk freight such as coal, ore, oil and chemical products, as well as containers originating in the port of Rotterdam.

Plans call for about 60% of Dutch-German rail freight transport to be routed via the Betuwe line and to double the volume of freight transported out of the port of Rotterdam by rail by 2010 (see separate story).

DB on spending spree as more acquisitions are announced

UNITED KINGDOM: The German rail operator Deutsche Bahn (DB) has continued its current round of acquisitions in recent months, following the purchase of UK railfreight operator English, Welsh & Scottish Railway (EWS) last year.

DB has finally made its entry into the British passenger operating market with the purchase of franchise-operator Chiltern Railways as, subject to regulatory approval, the company signed contracts on 18th January to acquire Laing Rail Ltd. from John Laing plc.

As a result of the purchase, Deutsche Bahn AG has acquired a 100% share holding in Chiltern Railways from Laing Rail and a 50% holding in each of the two joint venture companies - London Overground Rail Operations and Wrexham, Shropshire and Marylebone Railways, the latter being the recently formed company to commence passenger operations between London Marylebone, Shrewsbury and Wrexham later this spring.

London Overground Rail Operations Ltd is a 50/50 joint venture between Laing Rail and the MTR Corporation of Hong Kong. Launched in November 2007, it runs services on lines previously serviced by Silverlink Metro and from 2010 it will run the refurbished and extended East London Line which will be renamed the East London Railway.

As the current holders of the National Rail Awards 'Passenger Operator of the Year' award, Chiltern Railways is regarded as one of the most successful and customer orientated train operators in the UK.

DB has confirmed that the Chiltern Railways identity and name will remain unchanged and that the current management team will remain in control of the company. Once the deal has been finalised, all the acquired operations will be assigned to DB Regio AG, the division of Deutsche Bahn responsible for regional and local services.

In a separate move, Deutsche Bahn is acquiring WBNWaggonbau Niesky GmbH, an insolvent company based in Niesky, near Görlitz, that filed for bankruptcy in mid-October of last year.

Insolvency proceedings were opened at the beginning of this year and shareholders have agreed that all shares in the company now be vested in Deutsche Bahn, the purchase price being undisclosed.

WBN Waggonbau Niesky manufactures a wide range of all kinds of freight cars as well as freight car components. With 253 employees, the Saxon company is one of the biggest employers in the region and achieved sales revenues of around €36.4 million in 2006.

New connecting line for Dublin Metro North light rail system

EIRE: A plan for a new connecting line that will form part of the Irish Metro North Rail system and have a capacity for thousands of fans travelling to and from Croke Park for matches and concerts, has been announced.

The Railway Procurement Agency (RPA) is to issue invitations to tender to the four concerns bidding to construct the 19-kilometre system, which is scheduled to run from Swords to St Stephen's Green in the next 12 weeks. Transport sources connected to the project have indicated it will cost around €3.2 billion.

Construction is scheduled to start at the end of 2009, with almost half the route through underground tunnels.

One of the new stations on the route will be at Drumcondra, an important one on the Metro North line, as commuters on the Maynooth suburban line will be able to interchange there.

The 20,000 passengers per hour - or 34 million passengers a year - design capacity of Metro North is larger than any other metro systems of its kind in the world.

▶ **POLAND**: A 14-year-old Polish boy from Lodz , described as an electronics genius, constructed a TV remote device with which he was able to control movements within the city's tram system. Treating it rather like any other schoolboy might operate a model train set, he was able to switch points to put trams on different lines. Unfortunately, he did not appear to realise the effect of his efforts, which resulted in a number of emergency stops, four derailments and dozens of minor injuries to passengers.

▶ **ITALY:** Italian train operator Nuovo Trasporto Viaggiatori (NTV) has ordered 25 of Alstom's new high speed AGV1 trains for €650 million. The contract covers the maintenance of the trains for a 30-year period, which is not included in this amount. It also foresees an option for a further 10 trains. The signing of this contract – which follows the Italian Transport Ministry's agreement to award NTV a Railway Company licence and authorisation to operate passenger services in Italy – marks the beginning of the implementation phase of NTV's project that will enable the private operator to start service on the new high-speed lines early in 2011. NTV will operate the AGV on the Italian high-speed network at speeds of upto 300 km/h. The trains will comprise 11 coaches and will offer around 500 seats. The AGV is constructed to the most recent European standards of inter-operability.

▶ **GERMANY:** Deutsche Bahn and ÖBB now operate direct ICE trains from Germany to Austria. The high-speed service runs every two hours between Frankfurt and Vienna and the travel time from Nuremberg has been reduced to just under five hours. In addition, the ICE network has extended northwards and for the first time, there is a high-speed rail link between the capitals of Germany and Denmark. Once a day an ICE service operates between Berlin and Copenhagen, connecting the cities in less than seven hours. This is in addition to the frequent ICE and InterCity services to the Danish capital from Hamburg.

▶ **FRANCE:** Euro Cargo Rail has received the first stage of an order for 150 aggregate hopper wagons. The first 44 vehicles were delivered in early December 2007 and immediately entered service, with the remainder expected to be delivered early in 2008. Arbel Fauvet Rail at Douai in northern France is building the 90 tonne capacity wagons, which will be used to meet customer demand.

▲ *The first train of the new Intermodal operation for Van Dieren Maritime from Norrköping in Sweden and Herne in Germany is pictured on 4th January, with TRAXX Class 241 No. 241001 at the helm.* **HectorRail**

New intermodal service inaugurated between Sweden and Germany

SWEDEN: HectorRail commenced a new intermodal operation for Van Dieren Maritime on 4th January, operating between Norrköping in Sweden and Herne in the Ruhr district.

HectorRail signed agreements with Van Dieren Maritime, enabling the Dutch logistics firm, which has grown rapidly in the Scandinavia–Continental market, to establish a direct rail service between Sweden and Germany and another between Västerås and the Continent that is to begin in September. Five services each week operate in both directions between Sweden and the Ruhr district of Germany.

On the basis of the first agreement, HectorRail placed an order for nine new four-axle locomotives to be manufactured by Bombardier Transportation. They are based on the proven TRAXX model, of which more than 1,000 have now been sold throughout Europe. For further details of this order, see the Worldwide supplement, published with Issue 110 of Railway Herald (UK) magazine, or click here.

▼ **CZECH REPUBLIC:** *One of the Ceske Drahy (CD) Class 754 Bo-Bo diesel locomotives No. 754044 is pictured at Stare Mesto u Uherskeho Hradiste with train R705, the 06.38 Praha Hl N - Luhacovice. The train is electrically-hauled from Praha to Stare Mesto, where the Class 754 takes over for the last section to Luhacovice. The type was introduced in the late 1960s and early to mid-1970s as Class T478.3, later class 753. Various rebuilds have seen them outshopped as Class 750 and 754 with electric train heating, although the Class 750 currently has very little passenger work, but is occasionally found substituting for unavailable '754s'.* **Andy Pratt**

▲ **UNITED KINGDOM:** ***On 16th January, EWS Class 92 No. 92011 Handel powers north through Leyland, near Preston, on the West Coast Main Line with a rake of NACCO Rail owned china clay slurry tanks, on one of the first workings of the contract.*** **Fred Kerr**

New cross-channel freight traffic commences from Holland to Scotland

For many years, the UK railway network has transported china clay slurry, used in the paper making industry, from Cornwall to Scotland, using distinctive silver wagons, which became known among enthusiasts as 'Silver Bullets'.

Recent changes in the China Clay industry have seen the cessation of this traffic and the introduction of a new cross-European flow.

The new service, which contains china clay slurry imported from Brazil, arrives in Europe through Antwerp Docks in Belgium. From there, it is shipped in four stages to Scotland; firstly Antwerp to Frethan in France, through the Channel Tunnel to Dollands Moor and onto Wembley Yard (London), from there to Mossend Yard (near Glasgow) and finally 'tripped' into the paper mill at Irvine on the west coast of Scotland.

Despite appearances, the train uses the same wagons leased from Nacco Rail, as the previous flow from Cornwall, but all 49 vehicles have undergone overhaul and attention at the SATI works in Belgium. The coupling strength has been increased from 34.5 tonnes to 56 tonnes and all of the tanks have been shot-blasted to remove years of dirt and grime.

▼ **GERMANY:** ***Arriva Class 223 No. 223064 waits to depart Regensburg Hbf on 11th January, with the 08.44 München Hbf - Praha HI N service. Operator Alex took over the operation of these services from December 2007 using hired in coaches, and Class 183 electrics between München and Regensbur. Class 223 diesels work from Regensburg via Schwandorf (where a reversal takes place) to Furth i Wald on the Czech Republic border.*** **Andy Pratt**

New wagons create visual impact for DHL kerosene service

GATX has provided 22 brand-new yellow-liveried 'jumbo rail cars' to transport aviation kerosene for the block train service from Bramsche to Leipzig Airport, Germany.

RTChem organises the freight forwarding and Rail4Chem handles the traction for this eye-catching highlight on Germany's rail network for DHL.

Leipzig Airport is being upgraded to become DHL´s European Intercontinental hub, placing it on a par with Wilmington (USA) and Hong Kong, the three largest DHL gateways worldwide.

After the successful testing period, which was completed last year, DHL´s kerosene requirement has progressively increased.

Initially, the new block train service booked to operate one to two trains per week, each carrying approximately 1,300 tonnes of aviation kerosene.

By the end of 2007, the service had expanded to a minimum of three trains a week, transporting around 1,400 tonnes of fuel and the figure is expected to rise again over the coming months.

Turkish rail crash kills 9

A Turkish passenger train carrying 734 people, traveling from Istanbul to Denizli, derailed near Kutahya on 27th January, killing at least nine and injuring 50 others.

Authorities could not immediately say what caused two of the carriages on the train to overturn, but it was the fifth major rail incident involving loss of life in the nation in the past four years. The country had been accident free in this respect since November 2005 when nine people died when a passenger train collided with a truck in southern Turkey. In August 2004, two passenger trains collided head-on south-east of Istanbul, killing six people and injuring 40, and a month earlier, a train travelling to Denizli struck a minibus when the driver of the vehicle ignored signals warning of the advancing train and attempted to cross the tracks, killing 14 people.

New deals announced for more Bombardier TRAXX locomotives

EUROPE: Bombardier Transportation in Berlin has announced that it has received an order worth €57 million from the rolling stock leasing company CBRail for 15 TRAXX electric freight locomotives, 10 of which are to be equipped with European Train Control System (ETCS) Level 2.

The new locos are to run in cross-border traffic on different European routes; five will operate the Germany-Austria-Hungary corridor, five the Germany-Austria-Switzerland and Italy corridor, while the final five will travel between Austria, Germany, Belgium and the Netherlands.

Final production of the multi-system and AC locomotives will take place in Bombardier's Kassel plant. The bodyshells will be produced at Bombardier's Wrocraw site in Poland, the bogies in Siegen and the propulsion and controls, as well as drive equipment manufactured at the German sites in Mannheim and Hennigsdorf. The locomotives will be powered by the reliable and efficient MITRAC solution.

Since 2006, CBRail has purchased a total of 61 TRAXX locomotives for pan-European freight transport.

In November 2007, Bombardier won a build contract for nine TRAXX locos (with add-on options for a further 12) for Veolia Cargo SAS in an order worth €34 million These vehicles will also be built at Kassel and will be utilised on the various cross-European corridors, such as Germany to France and Austria to the Netherlands.

In Poland, PKP Cargo S.A. has leased six Bombardier TRAXX locomotives from Angel Trains, the vehicles being made fit for use on the Polish, German and Austrian rail networks. An earlier forward procurement by Angel Trains meant that they could be delivered almost immediately and then leased for a three-year term.

With 5.6 MW of power available for use under various electrification and signalling systems, the fleet will be used on freight services between Poland and Germany, removing the need for a change of traction or operator at the frontier. These are the first series of modern, multi-system electric locomotives to be brought into service in Poland.

In Belgium, Angel Trains has concluded a further deal with Belgium Railways (SNCB) for the lease of 40 TRAXX locomotives. Drawing on a mixture of those already ordered for its portfolio and a further 35 new build examples ordered as a result of this large lease requirement, Angel will deliver all 40 to the Belgian national operator during 2009. During the 10-year term of the lease, SNCB will be deploying the locos on freight services in Belgium, the Netherlands, Germany and Austria, countries for which the four-voltage locomotives are suitable. The hire contract is the largest ever to have come from the Belgian railway.

Beijing-Hamburg 'Container Express' arrives FIVE days early!

▲ *Just fifteen days earlier these containers were in Beijing. Their journey through six countries took just 15 days and proved that intermodal shipments via rail could move goods in just half of the usual time by sea. Class 185 No. 185317 departs from Hamburg-Maschen yard on the final leg of the journey to the intermodal terminal within the Port of Hamburg. Both:* **Deutsche Bahn**

After just 15 days' journey time by rail, compared with 30 days by sea, a test freight from Beijing loaded with containers of electronic equipment, clothing and shoes, among other items, reached the marshalling yard at the Port of Hamburg on 24th January, five days earlier than scheduled.

The Beijing-Hamburg 'Container Express' left Dahongmen station in the Chinese capital on 9th January for the journey of over 10,000 kilometres through China, the Mongolian Republic, Russia, Belarus, Poland and Germany! Excellent co-operation between the railway employees of the six countries provided definite proof that Asian-European freight transport along the Eurasian Land Bridge has a future, and if further technical and bureaucratic hurdles can be overcome and the infrastructure upgraded, such freight transport could be regular by the end of the decade.

For a variety of reasons, some lost in the mists of time, Russia's railways are built to a gauge of five feet instead of the standard gauge used in most of Europe, the USA and China, meaning that one train cannot make the whole trip. Instead, the 49 freight containers had to be laboriously switched from a standard-gauge to a Russian-gauge train upon reaching the China-Mongolia border (Mongolia has the Russian system), and then again to standard-gauge when it crossed from Belarus into Poland.

To adjust the complete route to standard gauge would be an enormous undertaking, although it has happened twice before when invading German troops converted the tracks in occupied areas during each World War, only to have returning Soviet troops convert them back again! A similar gauge problem in the USA was quickly solved in 1886 by lining the entire rail network with many thousands of gangers, and having them all heave one rail three inches closer to the other and spike it down again. There are a few other problems as well before regular Asian-European services can come to fruition, such as border crossing paperwork, incompatible signalling systems, and a rule in Germany that limits the maximum lengths of freights.

▲ *The promotional banner carried on the side of Class 185 No. 185317.*

▲ *Two of the Euro Cargo Rail (ECR) operated Vossloh G1206 B-B locomotives power a freight through Les Mureaux on 26th January, with No. FB1546 leading and a classmate behind. The non-Class 66 loco fleet for ECR now consists of 28 diesel and three electric locomotives.* **Patrick Meunier**

Business booms for Euro Cargo Rail with expansion ahead

Euro Cargo Rail, the European freight arm of British freight operator English, Welsh & Scottish Railway (EWS), has told *Railway Herald Worldwide* that 2008 will see a year of expansion for the company.

Initally created and developed to win new-to-rail domestic traffic within France, the company is setting its sights on expansion and new traffic.

In November 2007, EWS announced that following the completion of issues surrounding the pricing structure for Channel Tunnel freight traffic, it was committed to increasing the tonnage carried through the tunnel between Britain and mainline Europe. The announcement included details of the first three trains that would operate under the new agreement, from Brussels to Daventry (three times a week), from Duisbury to Manchester (six times a week) and from Milan to Manchester (five times a week).

The first of these new services from Brussels is expected to commence during February 2008, with all services being operational by the end of the first quarter of the year. Although the section through the Channel Tunnel will be operated by EWS International, due to the safety case, the remainder of the trains will be operated under the Euro Cargo Rail branding, with the company working with its European rail partners to deliver the full service.

The service from Belgium will be worked by SNCB as far as the French-border, where Euro Cargo Rail will take over for the journey to the tunnel. For Duisberg (in the Ruhr area of Geramany) the initial operator will be Deusche Bahn, while for Milan, Italian Railways will operate the trains to the Italian/French border.

An example of this is the recently introduced operation of china clay slurry from Antwerp, Belgium to Irvine, in Scotland (see earlier story) which is operated in conjunction with SNCB.

However, this expansion in cross-European traffic to the UK is only the beginning. The company plans to extend its operations into Belgium and Spain by the end of 2008, working both domestic and cross-border traffic.

The plans for this expansion follows the arrival in late December of the first seven Class 66 locomotives, which will be known as Class 77s in France. All are painted in the ECR colours of light grey with the grey and red logo.

The motive power for ECR, now encompasses Vossloh G1000, G1206 and G2000 Bo-Bo locomotives, together with 50 Euro-equipped UK Class 66s and now seven purpose-built GM Class 77s. Also in the fleet are a small number of Class 185 electrics.

Austrian Railways support Euro 2008 teams

▶ **AUSTRIA:** ***OBB are supporting the Euro 2008 championships by progressively painting a locomotive in the country colours of all participating nations. Currently Austria, Switzerland, Italy, Sweden and now, Croatia all have their colours on the side of one of the 10,000hp Taurus locomotives. Class 1116 No. 1116 108, was launched on 22nd January by Croatian slalom world champion Ivica Kostelic, who signed his name on the loco.*** **Gerhard Zant**

▲ *One of VIA Rail's EMD F-40PH design locomotives, No. 6419 powers through Scarborough, Ontario, Canada. This is one of the locomotives that will be rebuilt under the terms of the contract.* **Richard Usewicz**

VIA Rail F-40 locomotives to be refurbished

VIA Rail, Canada's national passenger rail service, has announced that it has entered into a five-year contract valued at over $100 million with CAD Railway Industries Ltd (CAD) to rebuild its fleet of F-40 locomotives.

The programme involves stripping locomotives down to their shells and rebuilding them using the latest technology. The project is a key part of the recently announced Government of Canada capital investment plan to improve the sustainability and reliability of Canada's passenger rail system.

From December 2007, bodies have been repaired while the components of each system are thoroughly inspected, and new systems are being installed to meet today's environmental as well as safety standards. VIA expects to see a reduction of greenhouse gas (GHG) emissions of up to 12% once the work has been completed, and this in addition to a GHG reduction of 13% since 1990.

The first rebuilt locomotives should be back in traffic by March 2009 and the project is scheduled for completion during 2012.

CAD will itself embark on an infrastructure expansion programme as a result of being awarded the F-40 re-manufacturing contract. This expansion will position the company as the largest re-manufacturer of locomotives in Canada and as a major competitor in locomotive re-manufacturing in North America. VIA Rail is currently completing plans for a number of other projects that will improve its equipment, stations and infrastructure across its Canadian network.

▼ *Canadian National GE ES44DC No. 2283 and GE Dash 9-44CW No. 2669 head a mixed Manifest through Whitby, Ontario, Canada on 7th January, the lead locomotive being a recent delivery to the railroad.* **Thomas Blampied**

New daily service for Montreal and Ottawa commences

On 14th January, VIA Rail Canada commenced operating its new daily mid-day departure between Montréal and Ottawa in both directions.

The new service will provide more convenient connections for people travelling to/from Québec City. Passengers will be able to choose from six convenient departures for their weekday travel and the new mid-day service calls at Dorval and Alexandria, and includes a stop by request at Casselman.

Formed of the company's new Renaissance equipment, offering single and double seating throughout the train, and a lounge car for VIA 1 customers. Electric plugs are available at every seat, including Comfort and VIA 1 class cars.

STB says no to NS and Watco joint venture

Norfolk Southern is most unhappy that the Surface Transportation Board (STB) has denied regulatory approval for a joint venture involving freight and passenger rail service over 384 route miles in Michigan and Indiana with Watco, which it says represents a lost opportunity for the region's shippers, passengers and communities.

The companies had planned to jointly form a new regional railroad, Michigan Central Railway, to preserve and increase freight services in the region, and say that Amtrak passenger lines would have benefitted from an extended agreement ensuring continued maintenance and investment levels on the rail lines between Ypsilanti and Kalamazoo, Michigan.

Rail freight customers, Amtrak, short-line railroads and a number of state and local officials supported the transaction. The STB action effectively ends planned investment in the lines, and terminates the proposed Amtrak agreement that would have guaranteed $23 million in maintenance and infrastructure improvements on the main passenger routes.

Norfolk Southern said it will continue to look for options for the lines, but because the current traffic on certain rail segments does not justify additional investment by the company, some areas may see a curtailment of services.

The reasons behind the STB decision have not yet been published.

▲ *The scene at Revelstoke Yard, British Columbia, Canada, on 16th December 2007, as three freights line up to head westwards to Kamloops and over the 'Kicking Horse' pass. From left to right are Canadian Pacific General Electric AC4400CW No. 9557, lease power from CEFX in the form of General Electric-built AC4400CW power No. 1056 and Canadian Pacific General Electric ES44AC No. 8752.* **Ray Barber**

Union Pacific installs on-board Track Image Recorders to assist with rail safety

Union Pacific has announced that it will install over 1,600 further Track Image Recorders (TIRs) into its locomotive cabs during the course of the year.

The TIR system will digitally record a view of the track, crossings and signals directly in front of a train

"Installation of TIR equipment is another step in Union Pacific's commitment to employee and public safety," said Bob Grimaila, Vice President-safety and environment. "This equipment is a valuable tool in assisting with the investigations of pedestrian or grade-crossing incidents."

UP began installing TIRs in 2005 and has more than 4,000 locomotives now equipped with them out of their overall locomotive fleet of more than 6,000. More than 85% of Union Pacific's freight trains now have a TIR equipped locomotive at the helm.

A small camera is mounted inside the locomotive cab, looking down the track providing the train crew's point of view. A microphone is mounted outside to record the locomotive's air horn and bell. The video image disk can record up to five days of information.

TIR video images and locomotive event recorder data can be synchronised to provide detailed information about what occurred prior to an incident.

▼ *One of the new cameras.* **UPRR**

Hydrogen Fuel switching loco for BNSF

BNSF Railroadand Vehicle Projects LLC have announced that the two companies are developing an experimental hydrogen fuel cell switch locomotive.

The experimental loco has the potential to reduce air pollution, is not dependent on oil for fuel, and could also serve as a mobile back-up power source for military and civilian disaster relief efforts. The switch locomotive is currently under development and field testing is scheduled to begin later this year.

Maintenance contract win for Bombardier

Bombardier Transportation has announced that it has won a contract from the Greater Toronto Transit Authority (GO Transit) to provide fleet maintenance services for the commuter rail system serving Toronto and surrounding regions.

The five-year contract is valued at approximately CAN$128 million and includes options for up to 15 additional years of service. Should GO Transit exercise all available options, the contract could reach an estimated value of CAN$509 million. The new deal arrives on the heels of a separate agreement for fleet operations services signed by Bombardier and GO Transit in November last year. That contract means that Bombardier will be responsible for both fleet operations and maintenance duties on GO Transit's commuter rail services over the next five years.

Both contracts take effect in June 2008.

Heritage diesel railcars in use on Vancouver Island

On Vancouver Island, VIA Rail (Canada) operates a daily passenger service over the 139 miles from Victoria to Courtenay taking 4½ hours each way, using 50 year old diesel railcars built in 1955-57.

There are normally three of these vehicles on the island, which were built by the Budd Railcar Company, in Philadelphia, Pennsylvania, USA and are 85-feet (26-metres) long with extruded aluminium flutted sides, seating 90 passengers.

▼ *BRC-built diesel railcar No. 6135 on depot at Victoria taken on 17th September 2007. For environmental reasons, retention toilets have been fitted to all three sets and the exhaust pipes has to be cleaned every night to remove unburnt particles, so as to reduce the fire risk. These vehicles are the only passenger stock on Vancouver Island in regular use.* **Chris Taylor**

▶ Union Pacific is to spend $1.5 million this year on track improvements between Bonnots Mill, Montana and Jefferson City. When the project is complete, 5,500 ties will have been replaced while 13,100 tons of ballast will have been laid. Work is scheduled to be completed by mid-February. A further $68 million has been spent on track improvement projects on UP lines between Kansas City and St. Louis since 2006.

▶ On 28th December, Norfolk Southern (NS) completed the installation of a 50 kilowatt wind turbine at Bellevue Yard in Ohio to power the yard's wastewater treatment plant. The wind turbine consists of three 24ft rotor blades mounted on an 80ft tower and is estimated to generate more than 100,000 kilowatt hours annually. Since it was first announced, the company has received inquiries about the project from as far away as Australia.

▶ Despite heavy snowfall in Ontario and Quebec prior to Christmas, VIA Rail has stated that all its trains operated normally throughout the region. VIA operates some 60 trains per day throughout the Windsor-Quebec City Corridor, and although the snow caused some minor delays on some trains, none were cancelled.

▶ Norfolk Southern Corporation reports that its revenue for the last quarter of 2007 reached a record $2.6 billion, with income from its railway operations rising 12% to $686 million. A record year is also announced, with railway operating revenues increasing $25 million to $9.4 billion.

▶ Wisconsin & Southern Railroad has repainted one of its boxcars in a special pink color scheme with ribbon in order to heighten awareness and support for the fight against cancer. The car was painted in Wisconsin & Southern's Horicon paint shop and was released to traffic in early December 2007.

▶ The steam worked-Cumbres & Toltec Scenic Railroad commences its 2008 operating season on 24th May, from which date the railroad will be operating trains daily until 19th October. Visit the website http://www.cumbrestoltec.com

▲ *Train 563-12 is pictured stabled at Shire Oaks, Pennsylvania, with Norfolk Southern General Electric-built ES40DCs Nos. 7665, 7660 and 7664 traction units at the helm.* **Eric M. Johnson**

Norfolk Southern's electronic controlled brakes

Following the report in our first Worldwide supplement (published with *Railway Herald* (UK) Issue 110) with regard to the use of electronically controlled pneumatic (ECP) brakes by Norfolk Southern, reader *Eric M. Johnson* has kindly provided the following additional information:

Motive power was supplied by three newly-built ES40DCs from General Electric, constructed in May 2007, all of which are equipped for ECP operation. It is understood that around 20 locomotives are currently so equipped. The train consisted of 115 new Freight Car America ECP-equipped cars, with ECP equipment provided by New York Air Brake Company.

Norfolk Southern currently has two ECP equipped train sets in operation between Shire Oaks, Pento Consol Energy's Bailey Mine then to the Keystone Power Plant at Shelocta in Pennsylvania. The entire 115 vehicle train runs about 16,000-17,000 tons (gross tons) when loaded.

▲ *One of the new batch of Freight Car America wagons, No. NS46900, pictured at Shire Oaks Yard. This is one of the fleet which is fitted with ECP control..* **Eric M. Johnson**

GWI completes purchase of Maryland Midland

In early January, Genesee & Wyoming Inc. (GWI) announced that it has completed its acquisition of 87.4% of Maryland Midland Railway, Inc. (Maryland Midland) for cash consideration of approximately $29.1 million, to be adjusted for final working capital.

Maryland Midland, located approximately 40 miles from GWI's York Railway, operates over 63 miles of track between Glyndon and Highfield, Maryland., and between Walkersville and Taneytown, Maryland. It has 30 employees and is an interline carrier with CSX.

The remaining 12.6% ownership of the company remains with Lehigh Cement, Maryland Midland's largest customer.

GWI is owner and operator of several short lines and regional freight railroads in the United States, Canada and Australia and owns a minority interest in a railroad in Bolivia.

Mid-January saw the company announce that over 61,800 carloads were moved in December 2007, a decrease of 2,355 compared with December 2006. The decrease was principally due to a decline in GWI's other commodity group of 3,665 carloads, largely as a result of the discontinuation of haulage traffic on GWI's Meridian & Bigbee Railroad. The Meridian & Bigbee route had been handling haulage traffic since 2005, when damage caused by Hurricane Katrina resulted in the re-routing of traffic from the Gulf Coast.

New railways to enhance China's links

Construction should start this year on two railways linking China's western most Xinjiang with the central Asian nations of Kyrgyzstan, Uzbekistan and Kazakhstan.

The $861 million railways linking Korgas on the China-Kazakhstan border with China's inland railways is expected to be completed within the year and will then extend westwards to join the Sary-Ozek railways of Kazakhstan to become the second cross-border rail link between the two countries. The link will ease the burden of Alataw Pass, the largest land port in northwest China, which handled five million tons of train-laden exports last year, up 60% from 2006.

Meanwhile, preparatory work has begun on the China-Kyrgyzstan-Uzbekistan Railways, which starts from Kashi (Kaxgar) in Xinjiang and extends through Kyrgyzstan to Uzbekistan. Upon scheduled completion in 2010, the railways are expected to provide a faster link between western China and central Asia and also improve the southern passageway of the new Euroasia continental bridge.

Currently the only rail linking Xinjiang with central Asia is a 460km line between Urumqi and Alataw Pass, where it connects to Kazakhstan Railways.

East to West Australia in 64 hours

▲ *The Indian Pacific is one of the worlds longest rail journeys completing the trip from Sydney to Perth, a distance of 4,352km in 64 hours. Travelling between the Pacific Ocean on the eastern side of Australia to the Indian Ocean in the western side twice per week. Along the way the train traverses the longest stretch of straight track in the world, covering a distance of 478km, out in the remote part of Australia known as the Nullabore Plain, as well as passing through the famous mining cities of Kalgoorlie and Broken Hill. Here, No. NR26, carrying the dedicated livery is in charge of the 21-coach Indian Pacific as it descends through the Blue Mountains village of Hazelbrook, just 95km from its destination, Sydney.* **John Griffin**

Sydney to Melbourne mainline double tracking progresses

The main railway connecting Australia's two biggest cities, Sydney and Melbourne, is an interesting one writes *John Griffin*, as it is standard gauge throughout but double-tracked only for half its length. The distance is a little less than 1,000km, with the double track extending from Sydney to Junee. The standard gauge between the two cities was completed in 1961.

Currently the single track south of Junee is being increased by adding to some of the existing crossing loops, most of which are between 900 and 1,600 meters in length.

Five loop extensions are currently underway at Bowman, Uranquinty, Yerong Creek, Culcairn and Gerogery, and these will be extended out to seven kilometres. Concrete sleepers are being used throughout to replace the variety of wooden and steel ones currently in place. More of these extended loops, to be known as passing lanes because of their bi-directional signalling, are to be installed south of the New South Wales border in the state of Victoria. A concrete sleeper factory has just been commissioned at Wagga Wagga, a large rural city about 500km south-west of Sydney, and this is expected to supply millions of sleepers in the next few years. The overall objective is to install concrete sleepers on the entire route from Brisbane to Melbourne, a distance of over 2,000km.

Once completed, the running time between the two cities will be considerably reduced, putting the railway in a far more competitive position with the adjacent Hume Highway.

▶ *Silverton Locomotive No. 42266 unloading concrete sleepers at Uranquinty.* **John Griffin**

Broad and metre-gauge action around Rio de Janeiro

The rail system around Rio de Janeiro in Brazil is an interesting one, as railway photographer Iain C. Scotchman explains.

Basically, the rail system comprises an electrified Iberian broad gauge (1.6 metre) network centred on the main station, Centro do Brasil operated by franchisee SuperVia. Operational metre-gauge is now limited to two diesel worked feeder services from Saracuruna, one operated by SuperVia and the other by Government-controlled Central Logistica.

Freight services since May 2007 are limited to broad-gauge operator MRS Logistica SA, which took over services in this part of Brazil on privatisation of the Brazilian rail system in 1996. Services largely comprise bulk trains of iron ore from the Minas Gerais state to the north for export through the Port of Serepetiba which comprises two terminals: Guaiba Island and Itaguai which are served by the nearby yard at Brisamar. To the north of Rio, near Mendes, the Serra do Mar mountain range cuts off easy access to the mining area in Minas Gerais, entailing banking of the heavy southbound ore trains, often comprising of around 100 100-ton wagons, to the summit at Humberto Autunes. Northbound traffic includes imported coal for the steelworks at Volta Redonda and general freight and containers from the Port of Rio. At KM64 Junction near Japeri, the line splits with a branch going to Rio de Janeiro, serving the Arara yard with access to the thriving port.

The accompanying photos hopefully give a flavour of rail operations around Rio de Janeiro. They were taken on several expeditions organised by Joao Bosco Setti to whom I'm extremely grateful for arranging the permission of MRS to visit the various locations and accompanying me. Further information on the railways of Rio can be found on Joao's excellent website, located at http://www.trem.org.br

▲ *MRS Logistica SA No. 3758, formally ConRail General Electric C30-7, Mocosa SD40-2 No. 5211 and General Electric C36-7 No. 3830 cross the bridge from the Guaiba Island export terminal with ore empties towards Brisamar Yard on 4th August 2007.*

▶ *Central Logistica metre gauge No. 2302 departs from Saracuruna at the northern extent of the Rio de Janeiro suburban system with the 08.51 to Guapimirim on 23rd June 2007.*

Both: Iain C. Scotchman

▲ *On the 1.6-metre broad-gauge network MRS Logistica SA-operated General Electric DASH-9 C38-EMi locos Nos. 3910 and 3912 head an ore train at Mendes towards the summit at Humberto Autunes on 22nd June 2007.*

▶ *The electrified broad-gauge route is operated under a franchise agreement by SuperVia. EMU No. 710 passes KM64 Junction with a Japeri - Paracambi shuttle service on 23rd June 2007.*

▼ *MRS Logistica SA No. 3285, a General Electric U23c design unit, leads GE C36M type No. 3879, formerly in use with Union Pacific, and Macosa SD40-2 No. 5243 on 4th August 2007. The trio are departing from Brisamar yard with an iron ore train for export from the Guaiba Island terminal.*

All photographs by Iain C. Scotchman

Online Links

- Home Page
- Railtours Section
- Imaging Centre
- Register an account now

Account Information

Why do I need to create an account?

Creating an account allows you to subscribe, free-of-charge, to receive *Railway Herald* magazines via email (or to receive a notification that the new issue is available) each week.

It will also allow you to post and share your own digital images with others and to submit images to either of our railway titles online.

It should be stressed, if you do not wish to do any of the above and are happy to visit the website in your own time to download the magazine, you do not have to create an account

How do I create an account?

Creating an account is easy, simply click here or open a web browser and visit http://www.railwayherald.co.uk/register.

Registration is a quick and simple four-step process, which is completed in just a couple of minutes, following which you can start uploading pictures and exploring the site as you wish.

Imaging Centre

I have a digital camera but I have never had a website.

Then *Railway Herald*'s new Imaging Centre provides you with perhaps the best of both worlds. It can be used in two ways; firstly as a means of quickly, easily and simply sharing photographs between users (this is done through our automated galleries) or by using our new Photo Website option. Both are free-of-charge and neither has any limit on space or the number of pictures that can uploaded.

What are automated galleries?

To enable people to share pictures quickly and easily, we have developed several automated galleries, which allow you to view all images uploaded today, yesterday and within the past seven days, by photographers name, by locomotive or unit class type or through our Rail Diary.

Rail Diary becomes a visual journal, documenting the railway scene both in the UK and across the world. It displays images by the date they were taken.

To use the automated galleries, you simply upload your pictures and caption them. That's it!

New Railway Herald website launches

The new *Railway Herald* website was officially launched at 00.01 on 25th January, bringing a new look and new features to our online home.

Until now, the *Railway Herald* website has literally been the place to visit to download the magazine. However, with the launch of our new magazine on 29th January, it was felt that the website was well overdue a refresh.

Accessible 24 hours a day through www.railwayherald.co.uk or via our alternative address www.railwayherald.com, the site now provides users with a whole host of features, with more planned to reach fruition over the coming months.

So, just what is new to the site and how do people find their way around? Well, the feedback we've had from our system testers is that the site is easy to use and self-explanatory. For the first time, you can now quickly see if a new issue has been published, as the front covers of both magazines are now featured on the homepage of the site. The latest issue of each title can also be downloaded from here.

Navigation around the website is all controlled from the blue menu bar down the left hand side of the screen and present on all pages.

Clicking on 'Magazines' takes you to the magazines section, providing details on the content of the latest version of both *Railway Herald* and *Railway Herald Worldwide*. Links down the right hand side of the page also allow you to select back issues and the previous supplements that we've published (this feature will be available shortly.)

The popular 'Railtours' section remains, now with a latest news box, which will show when late news breaks. The listings are now more user-friendly and clicking on any locomotive number will allow the user to quickly search for tours featuring that particular locomotive or type, irrespective of origin, destination and operator.

A new addition to the website is the Imaging Centre, which we hope will build up into a truly unique photo archive, because you, the reader, can quickly and easily contribute from anywhere in the world. More information on uploading images to this section can be found in the story below.

Also, there is the ability to manage your account, which for the first time allows you, the reader, to turn your magazine notifications or PDF delivery e-mails on and off as you wish, at anytime of the day or night.

If you are already a subscriber to *Railway Herald*, the system should pick your existing settings up and show them when you log in. In addition, this section also handles your account information and passwords etc.

If you encounter problems, our online help section will hopefully provide you with the guidance and instruction you need, but if not you can also contact us via the Feedback section.

Welcome to the new online world of* Railway Herald, *your new world of railways 24 hours a day!

Now you can share and submit images for publication, quickly and easily online

As part of the new website, we have introduced the Imaging Centre, a place where enthusiasts and photographers alike can log onto, anytime of the day or night, and look at high quality images from across the UK and the world.

But the best part of the Imaging Centre is that it open to everyone. Anyone, whether a reader of the magazine or not, can sign up to create a free account, then start uploading images immediately.

There's no charge and no limit on the number of pictures you can upload. Your space is totally unlimited, so all thoughts of filesize and having to keep deleting older images to upload new ones are forgotten.

We've made the upload procedure as easy as possible. Simply log on, go into 'My Account' select 'Picture Management', then on 'Upload Images'. Accept the terms and conditions and you can upload multiple images in one go!

Once uploaded, simply caption them and they are submitted for approval by our moderators. Why do we moderate images? Because the latest uploads are featured on the front page of the website and also on the Imaging Centre and its related galleries, we need to ensure that no inappropriate imagery is uploaded, either as a joke or otherwise. Also, through the Imaging Centre we are aiming to create a selection of high quality photographs. This way, we can provide unbiased and constructive feedback to photographers, at the same time helping people to realise their achievements.

When uploading images, there is no maximum file size limit either. So you if wanted to, you could upload the high resolution file direct from your camera. Once uploaded, our system will resize your image and create the appropriate thumbnail and then discard the high resolution image. In that way, the picture that appears to the public is not high resolution, but allows you, the photographer, to upload images with the minimum amount of fuss.

Plus you can submit one or more of the uploaded images to either of the Railway Herald magazines by clicking a simple tick box! It makes submitting and sharing images quick, simple and easy. No matter what your knowledge or your age is or whether you are a beginner or an advanced digital photographer. Railway Herald's Imaging Centre is here to help.

Photo Website

But, what if simply uploading your images to be displayed in our automatic galleries isn't enough for your needs?

Have you ever wanted to produce your own website to show off your photographic collection but do not possess the knowledge of web programming languages to do it? Or, perhaps, you are not sure of your server from your domain?

Well again, the Imaging Centre can help you. Very shortly, we will be launching a brand new facility that will allow you to create your own photographic website with no internet knowledge and all by uploading pictures to the Imaging Centre. You can choose the website style, you can organise the albums and galleries that are displayed there. You can even obtain a domain name and direct it to your RH website quickly and easily.

It is expected that we will introduce this feature by early February, but click on the 'Your own photo website' link below for further details and keep checking back.

Click here now, to find out more and get started!

▲ *Tussling is the first station south of Muhldorf, itself about an hour east of Munich by train. A pair of Eichholz Nohabs, Nos. V1149 and V1151 head northwards with an engineering train. One of the two branches served by the location was closed for engineering work, hence the presence of these two locomotives.*

▼ *LTE Class 2016 No. 2016 904 powers coke empties from Burghausen back to Slovakia as it gains the line northwards passing DB Class 294 No. 294 161 on another freight.* **Both: Steve Chapman**

Australia's XPT service

▲ *A Sydney-bound XPT powers through Boambee Beach, just south of Coffs Harbour on 25th November 2007. The train was about an hour late due to trackwork in Sydney causing issues further along the route.*

◀ *With the rain clouds drawing away, the trailing power unit of the Grafton to Sydney XPT glides across one of the bridges just before Coffs Harbour station on the same day.*

▼ *With major floods and trackwork blocking the railway lines in the Hunter and Central Coast region, forcing all North Coast XPT's to terminate and originate their runs from Taree, this service is amazingly still on time! XP2006 leads the Casino XPT north out of Kempsey, on the North Coast Line on the 9th June, 2007.* **All: Peter Reading**

▲ *CountryLink XPT power cars Nos. XP2018/ XP2015 stand adjacent to the recently completed Platform 2 at Roma Street in the heart of Brisbane, Queensland on 12th November 2007. This platform was raised and gauntlet track laid to accommodate both narrow and standard gauge trains. The lead powercar carries the new 'Phase 3' livery.*
MIchael James

▼ *With the winter sun shining upon it, the Brisbane - Sydney XPT, running about 30 minutes late, crosses one of the bridges at Kagaru, just south of Brisbane. The devastating effects of the drought can be seen in the countryside*
Peter Reading

The Countrylink XPT service

The Australian XPT concept grew from the HST (or High Speed Train) built by British Rail in the late 1970s.

The concept was adapted for use in Australia, the power cars becoming shorter, the engine being downrated and the cooler group on the trains being changed to cope with local conditions.

A total of 15 powercars (Nos. XP2000 to XP2014) were constructed in the early 1980s, the first undergoing tests from August 1981, with public XPT services between Sydney and Dubbo in early April 1982.

In 1992, ABB Transporation constructed an additional four powercars (Nos. XP2015-XP2018) and today all 19 remain in traffic. The rolling stock comprises 59 coaches; 25 Standard Class, nine Buffet, nine First Class, eight sleeping cars and eight luggage vehicles.

Today the XPT service runs twice daily from Sydney to Melbourne and once a day from Sydney to Brisbane, Casino, Grafton and Dubbo. Passengers are able to purchase tickets on board Countrylink trains, subject to availability, although a pre-purchase option is available.

Unlike the UK version, the XPT also offers sleeping berths on the Sydney-Melbourne, Sydney-Brisbane and Melboune-Sydney services.

The fleet is currently progressing through a large scale upgrade, which includes a new internal colour scheme (including replacing carpets, seat coverings and sleeping berths), new toilets, widened aisles in Coach C for improved disabled access and an external repaint into an attractive white, dark blue and cyan colour scheme, known among enthusiasts as the 'phase three' livery. All of the fleet are based and maintained at the dedicated XPT depot in Way Street, Sydenham, near Melbourne.

More information on the Australian Countrylink service can be obtained by visiting the company's website at http://www.countrylink.info

Railroading in the USA ... winter style!

▲ *Winter in New England. Providence and Worcester Railroad GP38-2 No. 2009 plows through snow on the approach to Mill Brook Road crossing in Plainfield, en route to Cedar Hill Yard in New Haven, Connecticut on 17th December 2007, with 16 cars of general freight and helper locomotive B39-8 No. 3906 on the rear.* **Nick Palazini**

▼ *Train Q390, a general manifest service operated by CSX Transportation passes through Wicklifee in Ohio, around five-miles east of Cleveland on the same day. Despite the trains' operation by CSX, the lead unit is an Electro-Motive Division SD70MAC No. 4902, owned and operated by Union Pacific.* **Paul Duda**

▲ *A seven locomotive consist led by Union Pacific SD40-2 No. 3082 heads over the Chippewa River and out of Eau Claire in Wisconsin, towards St. Paul, Minnesota, with a train of autoracks. The fogginess is caused by the wind blowing across the Cascade Tissue's water treatment holding pond and open water caused by the dam a couple hundred feet down river.* **Travis Dewitz**

▼ *The general manifest train of the Saginaw Bay Southern Railroad (SBS), proceeds south through Clio, Michigan, following the snow storm which hit the mid-west region of the United States on 16th December 2007. The Lake State Railway No. 1169, owned by the parent company of the SBS, is a rebuilt GP40M-3, of which SBS currently owns six of the type.* **Galen Witham**

Up and over the Rockies

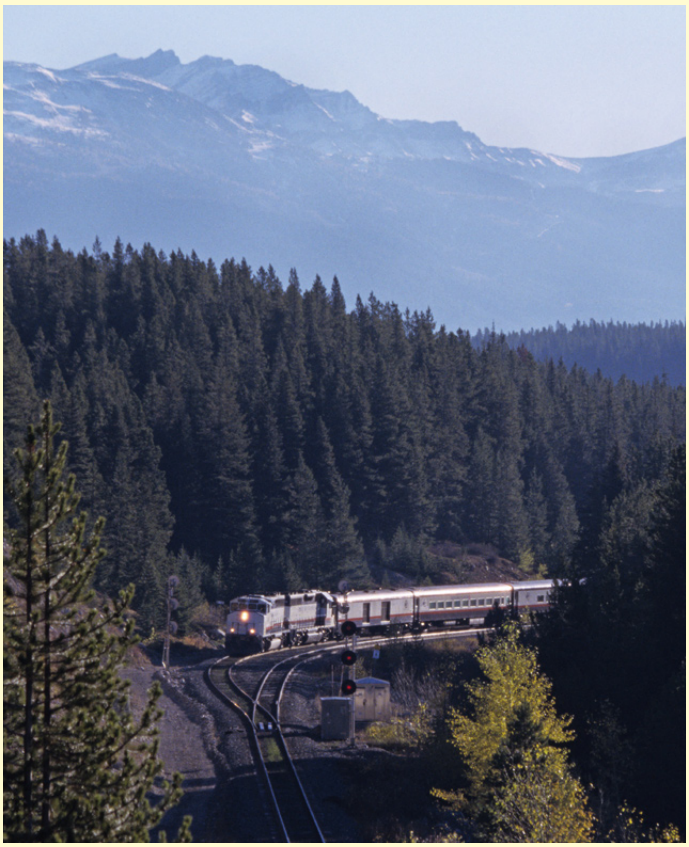
The climb over the Canadian Rockies provides some superb and spectacular photographic opportunities as *Ian Lothian* explains

The interference and involvement of politicians in railway management decision-making might appear to be a recent occurrence, but in fact this is nothing new.

The construction of the Canadian Pacific (CP) transcontinental main line was the result of political pressures being put onto the Canadian government that ultimately decided where it was to be built. In 1871, the province now known as British Columbia, agreed to join the Canadian Confederation, but only on the grounds that a transcontinental railroad would be constructed within 10 years. The construction was agreed and the route the line was to follow surveyed.

The easiest crossing of the Rocky Mountains was by the more northerly Yellowhead Pass – the route used today by Canadian National's transcontinental main line. This decision infuriated the people who were living in Southern Alberta, as just across the border into the USA, the Great Northern Railroad was building its Transcontinental line across northern Montana. The Canadian Government was worried that the Great Northern would build lines north into Alberta and that the people of Alberta would vote to join the State of Montana.

A decision was therefore made that the Canadian Pacific Railroads line would run west by a more southerly route. Although construction was well underway, a route had yet to be found through the Rockies and the adjacent Selkirk Mountains further west. An



▲ *An eastbound Vancouver-Toronto Intermodal is seen at sunrise on 15th October 2007, as three of the new ES44ACs Nos. 8757, 8811 and 8802 negotiate a series of tight bends as they run alongside the Bow River between Gap and Exshaw.* **All photographs by the author**

▶ *The last westbound 'Rocky Mountaineer' of the 2007 season, working from Calgary to Kamloops, is seen on 14th October as it prepares to leave the loop at Stephen West and start the 15.5 mile descent of Kicking Horse Pass. GP40-2L No. 8011* **Pride of Kamloops** *leads GP40-2 No. 8016.*

▲ ***A grain train is seen as it comes off the gradient of Kicking Horse Pass and runs onto level track at Field, British Columbia, the foot of the climb. Leased AC4400CW No.1054 leads Canadian Pacific's own AC4400CW No. 9607 and SD90MAC No. 9117 on 26th June 2005.***

American surveyor, Major Rodgers was hired to find a way west, and in time that is what he did. From Calgary, the line followed the Bow River to Lake Louise and then climbed to the Continental Divide. The descent from there to Field, at the foot of Kicking Horse Pass, was initially constructed at a ruling gradient of 1 in 22. The descent had a series of spur lines where runaways could be diverted to; for trains climbing the pass, one locomotive was limited to a maximum of five wagons and no freight service was allowed to exceed 25 wagons with five locomotives.

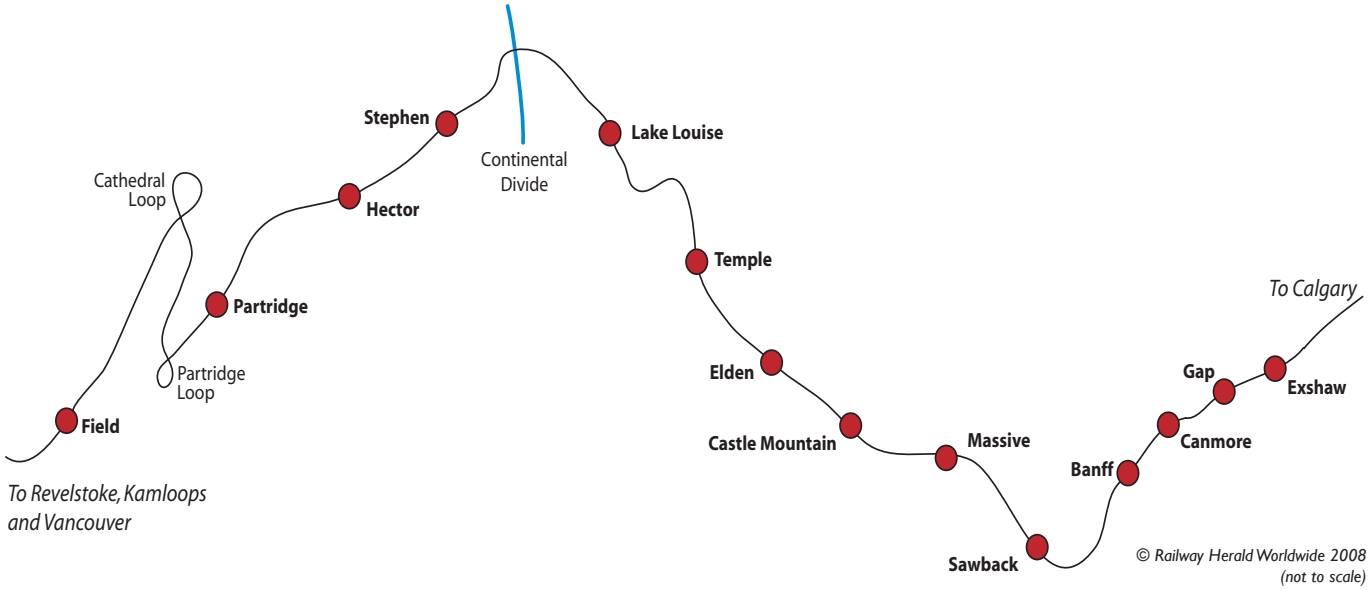
The line was opened to traffic in 1884, and it was soon obvious that Kicking Horse Pass was imposing far too many limitations and simply could not cope as the levels of traffic carried increased. The cost of the line's construction had nearly bankrupted CP, therefore, some time was needed to recover and plan what to do. CP's engineers were sold the idea of a new line down the pass using spiral tunnels, as had been built in Switzerland on the St. Gottard Railway. Construction of the new line started in 1907 and was completed in 1909. The maximum grade on the pass was now only 1 in 45, so longer and heavier trains could now be worked safely in both directions.

In common with all railroads in Canada and the USA, Canadian Pacific divides its lines up into sub-divisions or 'Subs' and gives them all names. The main line west from Calgary to Field is known as the Laggan Sub; from Field onwards to Revelstoke on the western side of the Selkirks, the line is known as the 'Mountain' Sub. Laggan was the original name for the place that is now known as Lake Louise.

From Calgary, the headquarters of Canadian Pacific and a mere 3,440ft above sea level, the line follows the northern bank of the Bow River; the first 56 miles are across the High Prairies to Exshaw, Alberta. Here, the line meets the mountains. In the 56 miles to Exshaw, it climbs 821ft. From Exshaw to the Continental Divide it will climb another 1069ft in the next 65 miles. The summit of the line at Divide is at a height of 5330ft above sea level, the highest point on the Canadian Pacific Railroad. From Divide, the line descends Kicking Horse Pass for the next 15.1 miles before it arrives at Field, a crew-change point and also home to several locomotives needed to help push certain trains up what the local railwaymen refer to as 'The Big Hill'.

The line was made famous by the photographs of Nicholas Morant, the Canadian Pacific's publicity photographer from 1929 until 1981. One location that he used so many times and made world famous was the curve alongside the Bow River at

The route of the Canada's 'Kicking Horse' pass



(not to scale)

▲ *After a brief stop for a crew change, a Calgary-Vancouver loaded potash train pulls away from Field on 13th October 2007 with a pair of AC4400CWs, Nos. 8522 and 9608 providing the front end power. A further two of the class are providing further power as mid-train helpers.*

Milepost 113.4, near Lake Louise. It is now officially named Morant's Curve – he thought it one of the most beautiful views in the whole of Canada, and anyone fortunate enough to stand there and photograph cannot help but totally agree with his opinion!

There are many places where great photographs of the trains can be taken and the line is very easy to reach in so many of these. Train speeds are not high and the same train can often be photographed in several locations.

Many airlines now fly to Calgary from a variety of UK airports, car-hire is easily arranged, accommodation is plentiful and the resorts of Canmore and Banff can supply anyone with whatever their taste in food might be. Petrol (gas) is about half the price we pay in the UK; added to all this is the absolutely stunning scenery and also the local wildlife. When photographing trains in the United Kingdom, there is a tendency to occasionally look over your shoulder to see what wildlife is about. In Canada, however, it is a necessity, as a close encounter with a bear is to be avoided at all costs, as such encounters can have fatal consequences.

A question to be asked by anyone thinking of visiting is "what trains will I see?" Canadian Pacific runs a basic service of around 14 freights each way per day, and at certain times of the year this can increase with extra grain trains being a good example.

Services tend to be in block train format, with intermodals (double-stack containers and automotive wagons known as Autoracks, which carry new cars on three levels), potash trains with wagons labelled 'Canpotex', sulphur trains with their wagons labelled 'Sultran', grain trains that have a great variety of differently coloured and labelled wagons, occasional tank–car trains and the mixed goods trains known as Manifests. These are great to photograph as they have such a wide variety and colour of wagon types; real mixed freight in a block train length.

◀ *An ES44AC No. 8834 leads AC4400CW No. 9612 on the climb from Lake Louise to Divide with a westbound Intermodal bound for Vancouver on 14th October 2007. The wagons behind the locos are called Autoracks, which carry cars on three levels.*

▲ ***Between Canmore and Banff East, the line is not accessible; this view shows train 473, Calgary Alyth Yard to CN Thornton Yard (15 miles east of Vancouver). The service is a manifest (mixed goods) and is climbing up towards Banff East behind AC4400CW No. 9594 and SD90MAC No. 9156 on 14th October 2007.***

Over Kicking Horse Pass, trains are (by North American standards) a little on the short side at about 100 wagons, but as some wagons can hold over 100 tons each, its easy to see why a train weighing over 10,000 tons can take over an hour to descend the 15 miles from Divide to Field! These days CP's through trains are hauled by the latest high horsepower locomotives. There are two builders of these, Electro-Motive Division (previously General Motors) and General Electric. The GM locos are the 1999/2000 built SD90MACs of 4,300hp of which there are 61 in the class. The GEs are much more numerous, the 16-cylinder 4,400hp Ac4400CWs, with a total of 438, date from 1995, and the more recently introduced 12 cylinder 4,400hp ES44ACs were first introduced in 2005. A total of 140 of these excellent locomotives are currently in service with further ones on order. CP also has some AC4400CWs on long-term lease, which are painted in a most attractive blue livery which contrasts with CP's own red. There are two types of passenger train to be seen; the 'Rocky Mountaineer' that runs three times a week each way along the line to and from Calgary, and the luxury 'Royal Canadian Pacific', CP's equivalent to the 'Royal Scotsman' in the UK. Both are diesel-hauled by their own dedicated locos. The other engine that can often be seen at the head of older preserved coaches is CP's No. 2816, a 1930-built 4-6-4 oil-fired Royal Hudson named *Empress*. Based at Calgary, it works frequent specials over the line and is well worth a look.

Older diesels are to be found on the occasional ballast/engineers trains – usually a 1930s–built GM 3,000hp SD40-2, and on trip workings to/from Calgary's Alyth Yard, several GM GP38-2s are employed, two being based at Exshaw for the Lafarge cement traffic. These are 2,000hp locos dating from the early 1980s, and make a great contrast with the new high-horsepower machines as some of them are still in older CP liveries.

CP's line through the Rockies can be recommended as a great place to visit; so much to see and with a great number of superb locations that are so easily reached - as in most mountainous areas, roads, rivers and rails are never far apart.

The weather can vary, as snow falls every month of the year, although in summer it is only on the tops of the mountains. In fact, it is possible to experience virtually all four seasons in one day, but when the sun shines and the trains run, it would be hard to find a better place to be in the whole world.

▼ ***Canadian Pacific operate Royal Hudson No. 2816* Empress, *a 1930s-built 4-6-4 that is oil-fired to cut down the fire risk in the various National Parks that the line runs through. On 29th June 2005, the loco is performing a rather spectacular run-past at the well-known location of Morants Curve.***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