

Railtalk Magazine *xtra*

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Submissions

Should you fancy getting involved with the magazine, then please send any photographs, videos or articles, to us at the below email address:

entries@railtalk.net

Please include a detailed description and credits of the author.

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From the Editor...

Wow I know that February is a short month but I can't believe how fast 2015 is moving. In mainland Europe each week produces even more and more new locos in some very colourful liveries. Although it seems at the moment that the Siemens Vectron range have the edge on variety, against Bombardier's TRAXX.

In this months magazine we have quite a few 'snow shots' as the winter weather finally arrived into many countries. (You may remember that I mentioned that not much snow had fallen in many places so far this winter). However there certainly has been a mild winter in many others, just look at the Belgium photos and you will see what I mean.

In the News section this month you will see that in Poland, PKP continues to acquire other companies, and in Czech an end to the double deck coaches that have been a feature of the Cercany weekend services in Prague for many years as Ceske Drahy announces that they will be refurbished, will this also mean an end to their popular opening windows for enthusiasts?

Our 'From the UK' this month features the Midland Railway Centre which is well worth a visit at any time of year. The sheer variety of locos and DMUs spread across their two locations I

don't think can be beaten in the UK.

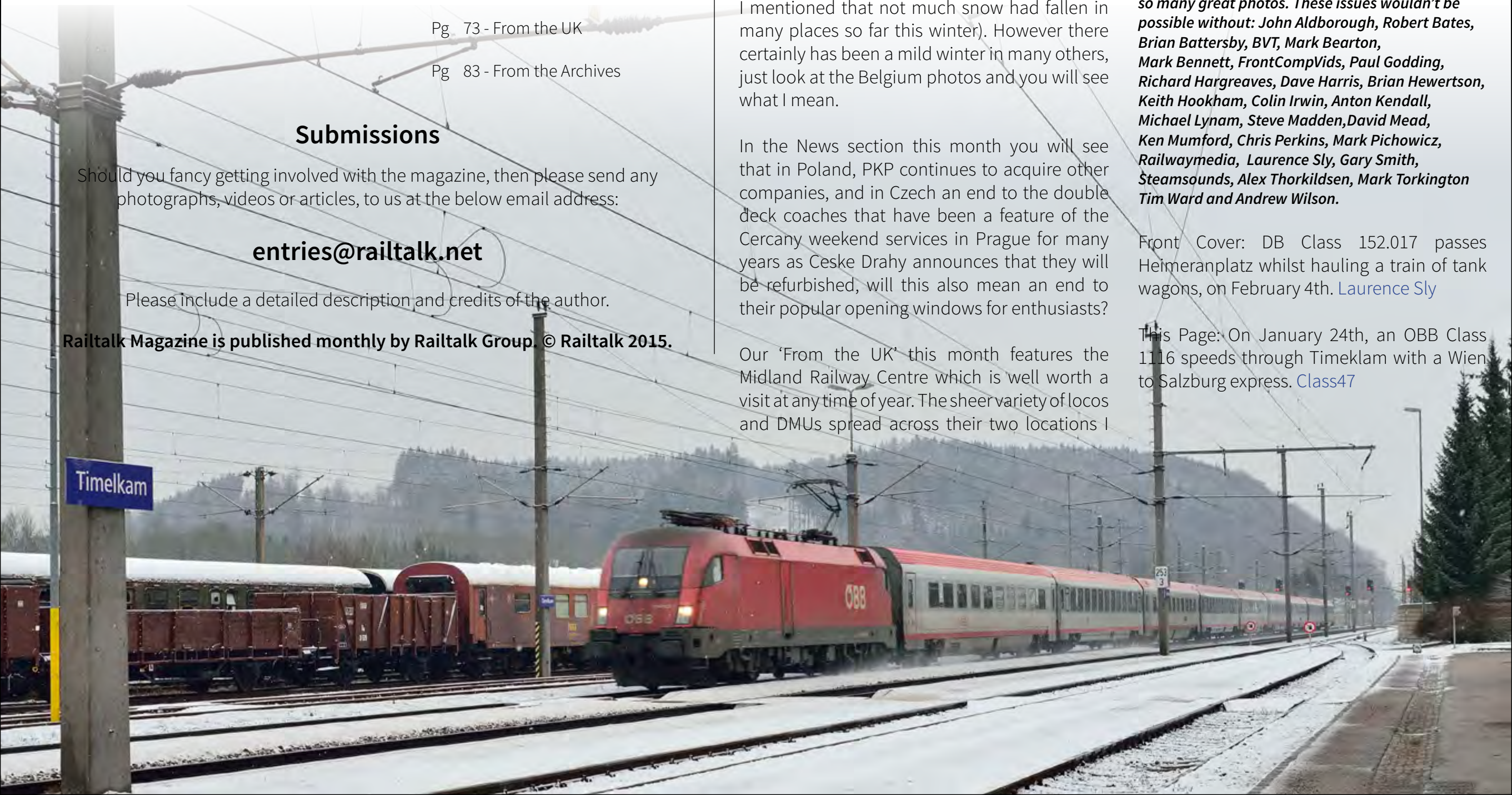
Anyway 'till next month and as always keep sending in the photos. If you are going on holiday please don't forget to take the camera.

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. These issues wouldn't be possible without: John Aldborough, Robert Bates, Brian Battersby, BVT, Mark Bearton, Mark Bennett, FrontCompVids, Paul Godding, Richard Hargreaves, Dave Harris, Brian Hewertson, Keith Hookham, Colin Irwin, Anton Kendall, Michael Lynam, Steve Madden, David Mead, Ken Mumford, Chris Perkins, Mark Pichowicz, Railwaymedia, Laurence Sly, Gary Smith, Steamsounds, Alex Thorkildsen, Mark Torkington Tim Ward and Andrew Wilson.

Front Cover: DB Class 152.017 passes Heimeranplatz whilst hauling a train of tank wagons, on February 4th. [Laurence Sly](#)

This Page: On January 24th, an OBB Class 1116 speeds through Timeklam with a Wien to Salzburg express. [Class47](#)



Pictures



Trainsport runs 3 times a week, a train of zinc ore between Stolberg and the Antwerp port of Groenland. Here a train of empties is seen on its way to Stolberg, passing Testel and hauled by Rur tal Bahn Class 66 No. V266. [BVT](#)





ZSSK's Class 240.059-6 stands at a snowy Bratislava Hlavna Stanica on January 24th with a terminating service. [Class47](#)





Preserved VHE lok No. 11 is seen before working the ECS from its home in Huttwil to Burgdorf (Train No. 32167 13:29 Huttwil - Burgdorf) where it was part of the Fondue celebrations on January 24th. The ECS was available for customers to travel on for only CHF5. [Keith Hookham](#)





As part of the consist for the Fondue celebrations on January 24th, and preserved by VHE, Railcar No. 240 is seen shortly before working the ECS from its home in Huttwil to Burgdorf (Train No. 32167 13.29 Huttwil - Burgdorf). The railcar was used in top and tail mode with steam lok No. 11 in order to not keep having to run round the steam lok. [Keith Hookham](#)





Montreal Locomotive Works built M4 No. 746 waits time at the small station of Ganewatta with the daily morning 'Inter City Express' from Vavuniya to Colombo, January 7th.
Mark Torkington





A pair of Trenitalia Class E405 locomotives with E405.008 leading, wait to depart Brennero, heading for Trento with RoLa train No. 43243 from Worgl, whilst in the bay platform is E405.009. Laurence Sly



Slovenske Železnice's ES64U4 Nos. 541-109 and 541-108 stand in the yard at Schwarzach St. Veit. Class47





TPC No. 93 stands at Bex, working service No. R22 09:39
Bex - Villars-sur-Ollon. Keith Hookham





On February 2nd, FS Class E652.171 and RTC Class EU43.004 are pictured stabled on the shed at Brennero. [Laurence Sly](#)



Alex Class 183.003 stands in Munich Hbf on January 23rd working a service to Praha hl.n. Class47

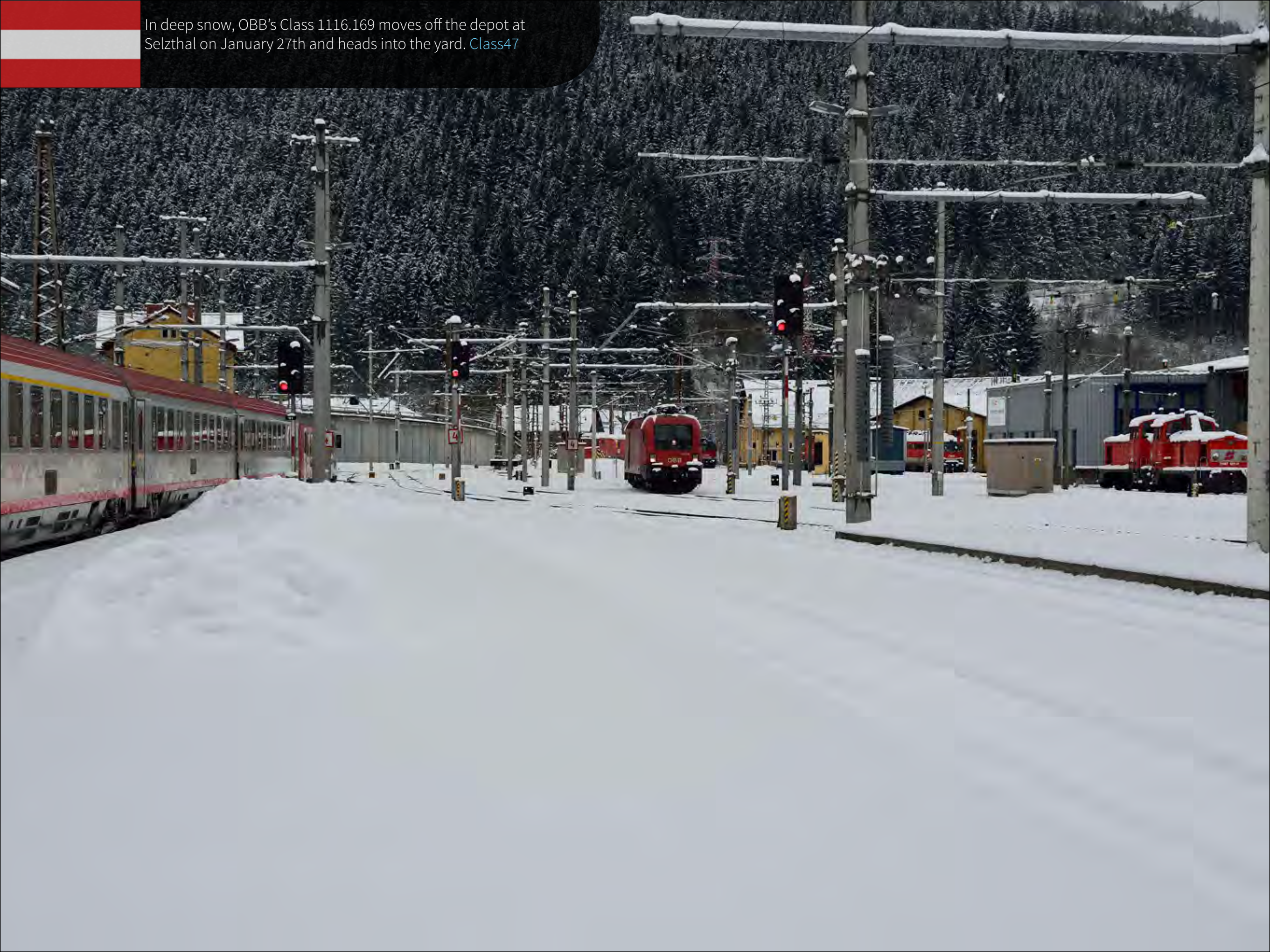




On December 29th, OBB Class 2016.024 stands at Bratislava hl. st. after arriving with train No. R2528 17:53 from Wien Hbf.
Mark Pichowicz



In deep snow, OBB's Class 1116.169 moves off the depot at Selzthal on January 27th and heads into the yard. [Class47](#)





On January 26th, TPC No. 83 is seen departing Col-de-Bretaye with service No. R423 10.55 Col-de-Bretaye - Villars-sur-Ollon.
Keith Hookham





OBB's Class 1116.139 waits to depart
Innsbruck whilst working train No. EN246
22:47 Wien - Bregenz on February 2nd.
Laurence Sly





On January 9th, Hitachi M5 No. 777 approaches Galle station with the 05:10 Kandy to Matara train. At Galle the engine must run-round before the final 43 km to Matara. [Mark Torkington](#)




Crossrail's colourful Class 66 No. DE6310 takes an empty rake of car transporters from Antwerp-Waaslandhaven back to Germany. The left bank port of Antwerp is, together with Zeebrugge, one of the most important entry points for huge car vessels. From there on trains depart/arrive to many European destinations. [BVT](#)





SBB cargo Class 421.371 is seen working train No. EC197
18:16 Zuerich HB - Munchen Hbf on January 22nd.
Keith Hookham



 SNCB Class 77s Nos. 7755 and 7735 haul Class 13s Nos. 1356 and 1358 through Antwerp Berchem on January 12th.
Brian Battersby



DB Class 140.600-8 hauls a rake of mixed steel wagons through Lehrte. Paul Godding





GYSEV's Class 651.004 is seen stabled at Szombathely. [Steamsounds](#)



ZSSK Class 362.009 working train No. EC170 to Berlin is pictured ready to leave Budapest Keleti. [Steamsounds](#)



DB Class 641.026 departs from Neuenmarkt-Wirsberg with a service for Hof Hbf. [Steamsounds](#)

SNCB EMU No. 672 is seen at Liege-Guillemins with an Interreggio service to Aachen. [Class47](#)



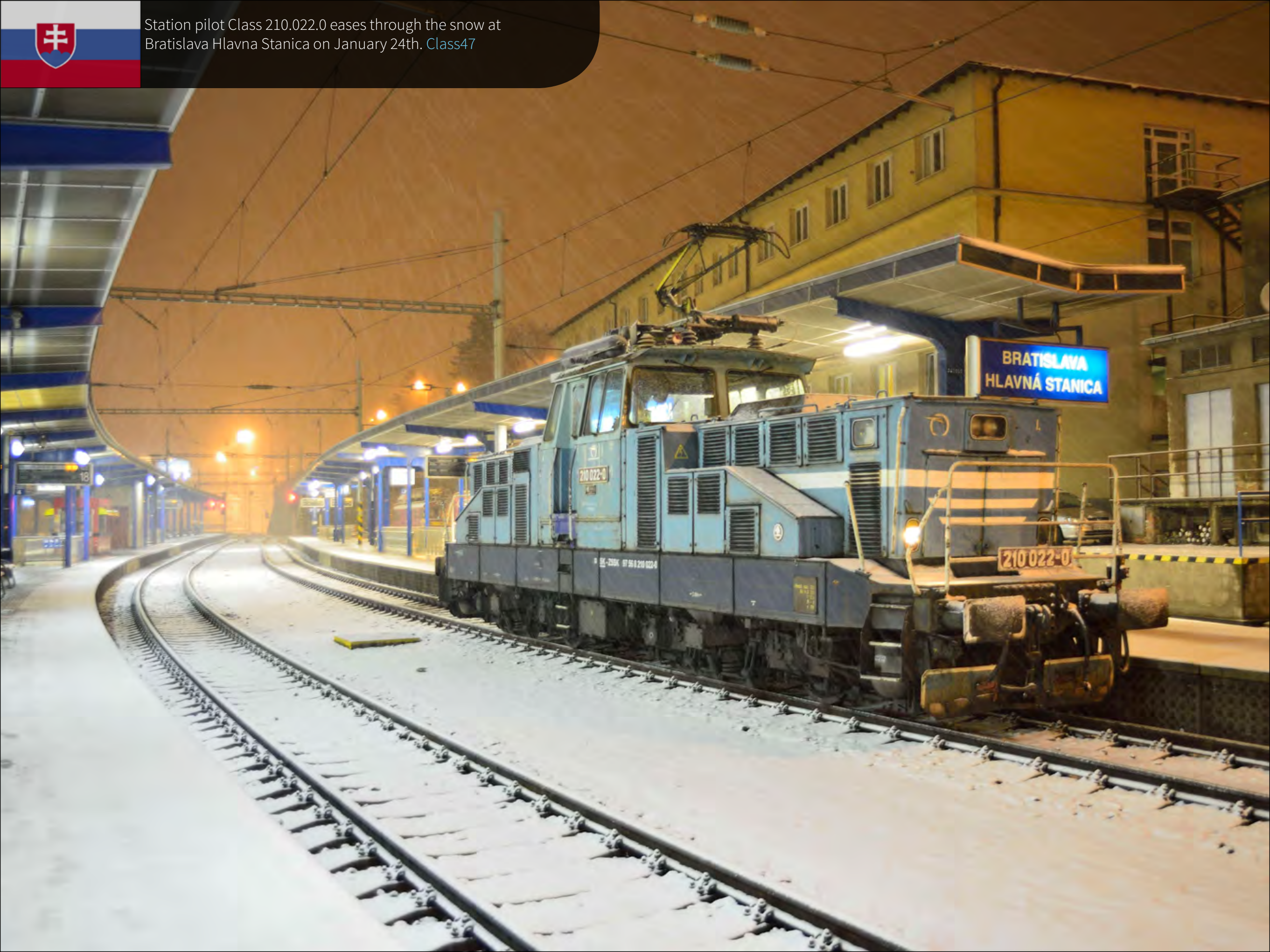


An Allegra service is seen departing from Alp Grüm, heading for Tirano. Steamsounds





Station pilot Class 210.022.0 eases through the snow at Bratislava Hlavna Stanica on January 24th. Class47



OBB Class 1116.081 passes Gries am Brenner (approx 1250m above sea level) whilst hauling RoLa train No. 52449 from Worgl to Brennero, February 2nd. Laurence Sly



Sometimes photo opportunities can go wrong, or turn out surprisingly well, like this meeting between a SNCB Logistics Traxx No. 2804 on its way to Germany and a Class 66 No. 66 007 from Crossrail heading to Zeebrugge. Crossrail Benelux is one of the 13 private operators that have a certificate to run freight trains through Belgium. [BVT](#)





A busy morning scene at Prievidza sees Class 754.072 working train No. R724 12:21 to Bratislava, Class 736.105 working train No. Os5004 11:21 to Nové Zámky and Class 750.182 working train No. Os5607 12:41 to Horná Štubňa. [Mark Pichowicz](#)





Rhb No. 627 is pictured arriving at Scuol-Tarasp on train
No. R1932 10:02 Pontresina - Scuol-Tarasp, January 23rd.
Keith Hookham





ZSSK's Class 230.009-3 stands in the yard at Devínska Nova Ves during a blizzard on January 25th. [Class47](#)





On December 30th, Class 751.128 and 751.084 are seen stabled on shed at Prievidza. Mark Pichowicz



Dispolok Class 189.909 leads 189.935 with an intermodal train past Heimeranplatz, on February 4th. Laurence Sly





Regiojet's brand new Vectron Class 193.206-0 stands in the sidings at Bratislava Hlavna Stanica on January 25th.
Class47





On December 31st, Class 757.014 departs Banská Bystrica with train No. Zr1849 10:54 Zilina - Zvolen whilst 754.033 is seen stabled in the station. Mark Pichowicz



An OBB Class 4023 EMU stands in Salzburg Hbf on January 25th working a service to Freilassing. [Class47](#)



DB Class 218.466 waits to depart Munchen Hbf with train No. RB27065 17:48 to Muhldorf on February 4th. Laurence Sly





On January 26th, Trenitalia's Class E464.636 is pictured stabled at Brennero. [Class47](#)





Right: A DB ICE service with power car No. 401.563 leading arrives into Fulda. [Paul Godding](#)

Main: MRCE's Class 185.564-2 speeds through Hunfeld with a lengthy liner. [Paul Godding](#)





On January 3rd, Class 242.274 pauses at Brno hl.n. with train No. Os4912 13:16 Vranovice - Žďár nad Sázavou. Mark Pichowicz



A
sektor

242.274-S

DIV. BRNO

143.5

A pair of OBB Class 1116s head a RoLa service towards Brenner on January 26th, seen here passing the delightful village of St. Jodok. [Class47](#)



DB Class 218.401 and 218.404 wait to depart Munchen Hbf on
February 4th working train No. EC190 18:32 Munchen Hbf
- Zurich. Laurence Sly





SBB's Re 4/4 II No. 11171 pauses at Olten on January 26th with a short freight. [Class47](#)





Right: DB Class 111.097 arrives into Heidelberg with an RE service to Munich Hbf. [Paul Godding](#)

Main: DB Class 420.288 is seen departing Wiesbaden Hbf with an RMV service to Hanau. [Paul Godding](#)



Whilst it's good to see through services between Innsbruck and München Hbf via Mittenwald again, it won't be quite such a pleasant ride on DB's Class 2442.704 as it was when the BR Class 111s hauled the trains. [Steamsounds](#)





Rhb No. 620 passes through Chur with a rake of loaded timber wagons. [Steamsounds](#)



SNCF's Transilien BB No. 17098 is seen stabled in Paris Gare de l'Est on January 28th. [Class47](#)



Railpool's Traxx Class 186.281 leads a triple headed working through Roosenheim on January 23rd. [Class47](#)





On January 7th, M8 No. 845 passes the beach at Mount Lavinia (a suburb of the capital Colombo) with an afternoon commuter train. Mark Torkington





Rhb No. 647 stands at Filisur with the 12:58 Chur to St. Moritz service. Steamsounds



Car No. 6 is seen at the top station of the Drachensfelbahn. This is a rack railway line in the North Rhine-Westphalia region of Germany. The line runs from Königswinter to the summit of the Drachenfels mountain at an altitude of 289m. [Steamsounds](#)



Akiem's plain grey liveried Class 186.186-3 blends well with the dull grey sky as it passes through Antwerp Berchem on January 12th.
Brian Battersby





SBB Class 460.051 stands at Chur working the 09:08 service to Zürich HB and Basel SBB. Steamsounds



Trains of autoparts between Heilbronn in Germany and the Brussels Audi factory at Vorst mostly run at night, but when one is delayed, it is possible to photograph it in daylight. On such a working, SNCB Logistics Traxx No. 2825 crosses the eastern part of Aarschot on its way to Germany. [BVT](#)



Captrain's Class 66 No. 6605 heads a rake of tanks through Antwerp Berchem on January 12th. [Brian Battersby](#)



The transport of chalk between Belgium (Hermalle) and the Netherlands (Beverwijk) normally runs via the shortest route via Visé and Maastricht. Here the train is diverted via Hasselt and Essen, seen passing Langdorp with DB Schenker's Class 65s Nos. 6513 and 6505 on their way to Holland with a set of chalk filled wagons. [BVT](#)





Rhb No. 644 is seen crossing the Landwasser Viaduct with the 12:02 St. Moritz to Chur service. Steamsounds



Stern Hafferl No. 26.111 prepares to depart from Vocklamarkt with a working to Attersee on January 24th. [Class47](#)





Right: Barcelona's Alstom Citadis tram No. 13 departs the city centre on route No. T3 to St. Feliu. [Michael Lynam](#)

Main: Tram No. 23 arrives at Placs Francesc Macia on route No. T2 from St. Marti de l'Erm. [Michael Lynam](#)

Below: Tram No. 11 arrives into Placs Francesc Macia on route No. T1 from Bon Viatge. [Michael Lynam](#)



Linz tram No. 063 is seen at Taubenmarkt in the Landstraße. [Steamsounds](#)



Alstom awarded contracts to supply signalling and infrastructure for Cairo metro line 3

Alstom has signed two contracts with Egypt's National Authority for Tunnels (NAT) to supply the signalling system and the infrastructure of the phase 4A of Cairo metro line 3, currently under construction. Alstom's shares in these contracts are worth around €80 million.

Cairo's metro carries 3 million passengers per day and this number should reach 5 million by 2020. Its network includes two fully operational lines and a third line, partially opened, whose construction is being carried out in different phases. Phase 4A of line 3, which covers 5.7 km and comprises 5 stations, will be completed in early 2018.

For the phase 4A of Cairo metro line 3, Alstom will provide its Urbalis 200 signalling system as well as points machines and station signalling equipment. The company will also provide electromechanical equipment including power supply to feed the third rail, ventilation system and elevators/escalators. With this extension, the line will carry over 750,000 passengers per day in total safety.

"We are pleased that NAT has entrusted Alstom with these new contracts. This is a continuing partnership that was initiated more than 30 years ago. NAT can be reassured of Alstom's engagement to further develop Cairo's metro network", said Gian-Luca Erbacci, Senior Vice-President of Alstom Transport for Middle East and Africa.

A long-time partner of the Cairo metro, Alstom has provided trains as well as infrastructure, signalling and services solutions for lines 1 and 2. In January 2015, Alstom has also signed a contract to modernise the signalling systems on the regional railway line from Beni Suef to Asyut.



Alstom presents the all-new Régiolis regional train for Provence-Alpes-Côte d'Azur

Alstom showcased its first new-generation regional train, Régiolis, destined for the Provence-Alpes-Côte d'Azur (PACA) region during an inaugural voyage between Marseille and Arles in the presence of Michel Vauzelle, President of the Regional Authority, Philippe Bru, Regional Director of SNCF and Jacques Beltran, Vice President Sales and Marketing of Alstom Transport France.

The PACA regional authority has ordered 10 train sets to boost its transport service by offering exceptional comfort on regional lines. Since December 2014, regional SNCF personnel have received training on the new train to prepare for its entry into commercial service on the Marseille - Avignon line in April 2015. The Régiolis trains will then run on the Avignon - Carpentras line.

72 metres long, the PACA Régiolis trains comprise four passenger cars with a seating capacity for 214 people. The interior offers a high level of comfort, with seats featuring individual reading lights and power sockets, bicycle and baggage storage spaces. The quality of the travelling experience is also enhanced by large windows and reduced noise levels. The low-level flooring throughout ensures universal accessibility. Régiolis is the first train to meet the new STI PMR standard.

The cars features automatic passenger counters, enabling operators to better monitor train occupancy and usage, and thereby optimise their operations. The hybrid electrical and combustion engine enables extensive operational flexibility,

as the train can be operated on both electrified and non-electrified tracks.

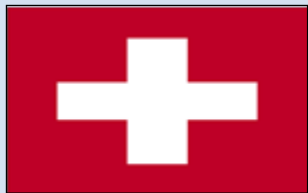
Régiolis is part of Alstom's Coradia range of trains. With its modular architecture it can be easily adapted to the individual requirements of each operating authority, as well as to the various types of use: suburban, regional and inter-city routes. It is available in three lengths (56, 72 or 110 metres) and offers optimal passenger comfort, whatever the length of the journey. Régiolis is exceptionally energy-efficient and its maintenance costs are low, making it both eco-friendly and economic. Last but not least, it offers universal accessibility with its low flooring throughout, designed to be the same height as the platform.

To date, 184 Régiolis trains have been ordered by twelve French regional authorities and 56 trains have been delivered to nine French regions. Less than one year after being brought into service in 2014, Régiolis has already travelled a million kilometres. Additional trains are scheduled to enter service in 2015 in the Franche - Comté and Haute Normandie regions.

The production of Régiolis trains has created more than 4,000 jobs across France, both for Alstom and its suppliers. Six of Alstom's 12 sites in France are involved in the project: Reichshoffen for engineering and assembly, Ornans for the engines, Le Creusot for the bogies, Tarbes for the traction drives, Villeurbanne for the on-board computer systems and Saint-Ouen for the styling.

A view of outside Vyborg Station. This is the border crossing on the Russian side of the St. Petersburg – Helsinki line. [John Alborough](#)





Alstom to supply four additional Pendolino high speed trains to SBB

Alstom has been awarded a contract worth around €115 million by SBB - the Swiss federal railway operator - for the supply of four Pendolino high speed trains. The first two trains will be delivered in 2016 and the two others in 2017. Designed to meet European interoperability standards (TSI), thanks to the Alstom Atlas signalling system, the trains will run between Milan and Geneva or Bern–Basel and between Milan and Zurich or Luzern–Basel, to cope with the increase of passengers on those lines.

The Pendolino train for SBB is a seven-car train set which can accommodate up to 430 passengers at a commercial top speed of 250 km/h. The train offers an excellent level of passenger accessibility and comfort thanks to, among other features, wide gangways and corridors, reclining seats, individual reading lights and electric sockets, as well as large panoramic windows.

The train is equipped with the latest generation of flexible bogies reducing track and wheel wear. It also benefits from Alstom’s unique tilting technology that allows for trains to run safely at a speed 35% faster through curves on conventional lines. Designed to be eco-friendly, Pendolino is 95% recyclable and is equipped with an electric braking system enabling almost 10% reduction in energy consumption. “We are pleased to be awarded a new contract by SBB with whom we have built

a strong relationship over the years. This choice demonstrates Alstom’s leadership in the high-speed sector. With its unique tilting technology and its cross-border performance, Pendolino is perfectly adapted to SBB network,” said Andreas Knitter, Europe Senior Vice President of Alstom Transport. With this new order, which is exercised as an option, the total fleet of Pendolino trains owned by SBB will be 19. The trains will be made in Alstom’s Savigliano site in Italy, where Pendolino trains have been manufactured for more than 30 years.



Since the launch of Alstom’s Pendolino in the 1970s, more than 500 trainsets have been sold worldwide, covering over 700 million kilometres in commercial service. Pendolino trains are crossing today 7 borders and running in 14 countries: Italy, Austria, Germany, China, Czech Republic, Finland, Portugal, Russia, Spain, Slovakia, Slovenia, Switzerland, United Kingdom and recently Poland.

Carris tram No. 573 leaves Martim Moriz, Lisbon on route 12 circular. Michael Lynam



Alstom to provide track work for Line 7 of Delhi Metro

Alstom has been awarded a contract worth €25 million by Delhi Metro Rail Corporation (DMRC) to provide track work on the new line 7 of Delhi Metro by the end of 2016.

This new line is 59 km long and includes 38 stations. It is part of the Delhi Metro Phase III project to extend the metro network from 6 to 8 lines. With the two new lines expected to open in early 2017, the number of commuters is projected to go up from 3 million currently to about 4 million. Alstom is in charge of the supply, installation, testing and commissioning of 30 km of concrete and ballast tracks. The concrete track is for the elevated and underground sections from Lajpat Nagar to Shiv Vihar stations, while the ballast track is for the depot. “Alstom is pleased to be involved in the extension of the prestigious Delhi Metro. Alstom’s state-of-the-art rail infrastructure solutions not only provide high performance levels, but also reduce operating costs while offering passengers an optimum comfort. Through its complete range of systems, Alstom is well positioned to support metro project developments across India,” said Dominique Pouliquen, Senior Vice-President of Alstom Transport Asia-Pacific.

With more than 2,000 km of trackwork undertaken throughout the world, Alstom has the required experience and knowledge base in rail infrastructure construction: structures in both ballast and concrete for high-speed lines, conventional lines, metros (on tyres or on metal wheels) and tramways.

High Speed Electric Multiple Unit No. ER200-105 is seen at the Moscow Railway Museum, Rizhsky Rail Terminal. This was the original 'high speed train' that ran from St. Petersburg to Moscow which was only replaced by more modern stock in the last ten years. [John Alborough](#)



СЕРИЙНАЯ ЭЛЕКТРОПОЕЗД
ЭР200-1

Система тока	однофазный, 25 кВ
Тип двигателя	АС Т
Скорость	200 км/ч
Длина поезда	200 м
Число осей	16
Габаритная высота	4,4 м
Максимальная скорость	200 км/ч
Максимальная тяга	1000 кН

Производство: Россия, завод «Волгарь», г. Волгоград, 1979 г.
1979 г. - первый поезд, 1984 г. - последний поезд.
1984 г. - последний поезд, 1984 г. - последний поезд.
1984 г. - последний поезд, 1984 г. - последний поезд.



The Alstom-Bombardier consortium will supply 10 additional trains for the RER A line in Paris

STIF (the Île-de-France transport authority) has ordered a further ten MI09 double-deck trains from the Alstom-Bombardier consortium. The total amount of the contract is €150 million, including €95 million for Alstom. This order relates to a purchase option on a contract awarded to the Alstom-Bombardier consortium in 2009. The new trains - which will be delivered during 2017 - will operate on the RER (the Île-de-France regional express network) line A, which carries 1.2 million passengers per day, making it the



busiest regional line in Europe. The new order aims at strengthening the line's performance by increasing trains capacity and frequencies. It goes along operations that are related to a performance master plan being conducted on the line.

“The MI09 is the only train able to absorb a flow of over a million passengers a day, enabling RATP to smooth the traffic on its network. Priority was given not only to the capacity but also to traction performance and passenger comfort,” says Ana Giros, Senior Vice President of Alstom Transport France.

Each MI09 train can carry up to 1,725 people at a maximum speed of 120 km/h. The 110 metres train is composed of five cars, each with three wide doors on each side to optimise passenger flow in stations. Its high-performance electric braking system reduces the train's energy consumption. A train-ground Wi-Fi link transmits operating parameters for the train, making it possible to anticipate maintenance operations and guarantee a reliable service.

The MI09 trains are designed and built in France at Alstom's industrial site in Valenciennes. The five other Alstom sites involved are Ornans for the traction motors, Le Creusot for the bogies, Tarbes for the traction equipment, Petit Quevilly for the traction transformers and Villeurbanne for the onboard computer systems.

The MI09 trains previously ordered and currently in service on the RER line A have already covered more than 19 million kilometres.

Photo: © ALSTOM Transport / TOMA - C. Sasso



Alstom delivers “Jazz”, the new regional train for Trenitalia to the Toscana region

Alstom has delivered the new train “Jazz” to the Toscana region at the Firenze Santa

braking capability of the train allowing energy consumption and brake wear to be



Maria Novella railway station. This train is part of the regional trains ordered by Trenitalia to Alstom in November 2012, among which 12 are intended for Toscana region. All the trains will be delivered by the end of 2015.

The delivery ceremony took place in the presence of Vincenzo Soprano, Trenitalia CEO, Enrico Rossi, President of the Toscana region and Pierre- Louis Bertina, Alstom Transport Italy Managing Director.

“Jazz” is the latest train generation of Alstom's Coradia Meridian range designed for regional operators in Southern Europe, mainly in Italy. It is an Electric Multiple Unit (EMU) train that can run at a maximum speed of 160 km/h.

Its concentrated traction system, with two motor bogies, optimizes the electrical

reduced. Designed to be eco-friendly, the train is 95% recyclable.

Coradia Meridian regional trains are designed and manufactured by Alstom in Italy. Project development, most of the manufacturing as well as the certification, are done in Savigliano site in Cuneo.

The plant in Sesto San Giovanni (Milan) is responsible for the design and manufacturing traction systems and auxiliary switchers. Trainborne signalling systems are delivered by the Bologna site.



Market Leader in Rail Throughput

In 2014, more containers than ever before were handled by rail at HHLA's container terminals in Hamburg. With over 1.6 million standard containers (TEU) processed, the terminals at Altenwerder, Burchardkai and Tollerort significantly exceeded the previous year's high figure once again. This means that HHLA's terminals in Hamburg alone are likely to have handled more rail containers than any other port in Northern Europe.

“Port terminals are only as good as their hinterland connections. The record level of throughput by rail therefore underlines what our facilities are capable of,” says Klaus-Dieter Peters, Chairman of the Executive Board of Hamburger Hafen und Logistik AG (HHLA). “The Port of Hamburg is Europe's biggest railway port. We will work on our terminals and with our intermodal companies to ensure that we can continue to fully utilise this advantage. However, the Port of Hamburg's strength in terms of rail connections is not self-perpetuating. Given the huge amounts being invested in the rail infrastructure of our competitor ports at present, it is essential to continue strengthening the Port of Hamburg's rail connections.”

Once again last year, the Container Terminal Altenwerder was Germany's largest container railway terminal. With 785,000 TEU, it almost reached the previous year's record numbers (2013: 813,000 TEU). The Container Terminal Burchardkai recorded substantial growth, handling a total of 629,000 TEU. This represents an increase of more than 20 percent on the previous year (2013: 524,000 TEU). Throughput at the Container Terminal Tollerort rose by 19 percent, surpassing the 200,000 TEU mark for the first time with a total of 201,000 TEU (2013: 168,000 TEU). By way of comparison: in 2013, total rail throughput at the Ports of Bremen was 1.049 million TEU, in Rotterdam 790,000 TEU and in Antwerp 396,000 TEU.

As well as recording growth in rail throughput at its container terminals, HHLA registered a marked increase in the hinterland transportation volume of its intermodal companies. In 2014, they transported 1.3 million TEU, 9.4 percent more than in the previous year. In January 2015, HHLA's rail subsidiary Metrans opened its ninth inland terminal in Usti nad Labem in the Czech Republic.



Alstom to deliver to Sydney Citadis X05, the latest evolution of its tram range

The ALTRAC consortium of which Alstom is part, announced that the contract for the new Sydney tramway line awarded by the State's public transport authority, Transport for New South Wales, has come into force. The financing of the €1.4 billion project, awarded on 17 December 2014, has been secured via a public-private partnership (PPP). Commercial service is expected to start in early 2019.

For this new 12 km long line, Alstom is responsible for the integrated tramway system which includes the design, delivery and commissioning of 30 coupled Citadis X05 trams, power supply equipment, including APS -ground power supply- over two kilometres, signalling systems, the energy recovery system HESOP, depot equipment and maintenance.

As part of the contract, ALTRAC consortium also takes over the operations and full maintenance of the existing Inner West Light Rail (IWLR) system which includes 12 trams and connects Sydney's inner west with Pymont, Darling Harbour and the southern CBD.

“Alstom is very committed to Sydney's transport network and is pleased to bring with Citadis X05 a new passenger experience, high capacity, sustainable, full fluidity and optimum system services. Sydney will benefit from Alstom's worldwide experience and latest evolution of its tram range”, said Dominique Pouliquen, Senior Vice President of Alstom Transport Asia Pacific. “This project will transform Sydney and provide a step change in the city's public transport capability and reliability while protecting the aesthetic appeal of the Central Business District”. Citadis X05 integrates new technologies such as permanent magnet motors to reduce energy consumption and easier sub-system integration and maintenance to decrease lifecycle costs. Citadis X05 for Sydney will offer high-end comfort, including double-doors for improved access and passenger flows, large balcony style windows, multi-purpose areas and ambient LED lighting. It also offers the highest levels of customer safety including constant CCTV monitoring, emergency intercoms and the latest way-finding aids for real time passenger information. The Citadis X05 for Sydney will be manufactured at Alstom's sites in Europe.



Alstom to supply 25 Coradia Nordic regional trains to Skånetrafiken

Alstom has been awarded a contract worth around €150 million by the Swedish operator Skånetrafiken to supply 25 Coradia Nordic regional trains for Skåne region, in the south of Sweden. The trains will be delivered starting April 2017.

Alstom is in charge of the design, manufacturing, supply, installation, testing and commissioning of the 25 Coradia Nordic trains. Each train will be made up of 4 cars, about 74 m long in total, with a capacity to carry up to 510 passengers. The trains will run at a maximum operational speed of 160 km/h and will be fitted with air conditioning and passenger

information systems for a high level of passenger comfort. They will be manufactured in the Alstom site in Salzgitter, Germany. “The Påga-train (Pågatågen: name given to the regional trains system in Skåne region) has been an institution in Skåne's public transportation for 30 years. The new generation delivered by Alstom since 2010 is a train that suits the travellers of Skåne perfectly: a high level of performance and passenger comfort and an attractive design”, says Magnus Andersson, Train Manager at Skånetrafiken. “With the new trains we are preparing to meet future expansions in the railway network and number of travellers”.

The regional train network in Skåne region has had a steadily growing number of travellers in recent years and is predicted to continue growing by 5-6% per year onwards.

“The Alstom popular and well-proven Coradia Nordic regional trains continue to be appreciated by the Swedish travellers. The company is focusing on providing safe and reliable rail infrastructures and train maintenance solutions to meet the future performance demands of the Swedish railway”, says Henrik Anderberg, Managing Director, Alstom Transport Nordics. Leading supplier of regional trains in Sweden, Alstom has provided a total of 277 Coradia Nordic Regional trains since 2002 to local transport authorities, including 69 for the operator Skånetrafiken. From 2017, Skånetrafiken will own a total of 99 Coradia Trains, becoming one of the largest fleets in Sweden.

Coradia Nordic belongs to Alstom's Coradia range of modular trains which benefit from over 30 years of experience and proven technical solutions. More than 3,000 Alstom regional trains have been sold. In Europe, they are currently circulating in Denmark, France, Germany, Italy, Luxembourg, the Netherlands, Portugal, Spain, Sweden and the United Kingdom.



Photo: Alstom Coradia Nordic train © Alstom Transport/ B. Rosenthal



Alstom to maintain Caledonian sleeper trains.

Alstom has been awarded a 15-year service contract worth €125 million by Serco to maintain 75 passenger cars on the “Caledonian Sleeper” trains, one of only two sleeper services in the UK. Alstom has been providing maintenance services for the “Caledonian Sleeper” trains for more than a decade.

During the first three years, the Alstom teams will carry out preventive and corrective maintenance work, while also ensuring that the cars continue to function to their highest potential. From 2018, Serco will acquire a new fleet which will also be maintained by Alstom for the final 12 years of the contract. The maintenance will be mainly carried out at Alstom Polmadie (Glasgow) and Wembley

(London) traincare centres. “We are delighted to continue maintaining the Caledonian Sleeper trains, especially as the new vehicles come into service, offering an upgraded experience for passengers. This is a significant long-term contract for Alstom that highlights Alstom’s maintenance capabilities across a range of trains in the UK”, said Terence Watson, President of Alstom UK. “It’s clear that guest experience is going to be key to our success, and the high quality of our sleeper trains requires the highest level of maintenance quality which is why we’ve agreed this 15-year contract with Alstom,” said Peter Strachan, Serco’s Managing Director for the Caledonian Sleeper.

The Caledonian Sleeper trains currently run from London Euston to five Scottish termini – Aberdeen, Edinburgh, Fort William, Glasgow and Inverness – and carry 270,000 passengers annually. Alstom is carrying out regular maintenance works on the fleet during checks every eight days and further checks every 66 days to ensure vehicles present a suitably high standard.



Alstom inaugurates a new bogie overhaul facility in Manchester

Alstom has inaugurated a new bogie overhaul facility in Manchester in the presence of Sir Richard Leese, Leader of Manchester City Council. The site which is 3,600 m² and counts 63 new employees is capable of overhauling up to 26 bogie sets every week.

Based within Alstom’s traincare centre in Longsight, the facility has already started the overhaul of the Virgin’s Pendolino high-speed train fleet since the beginning of January of this year. A total of 1,148 bogies will be overhauled by March 2016. The workshop is capable to cater for other Alstom trains, such as the Coradia regional trains, as well as non-Alstom trains.

During the overhaul, the bogies are washed and stripped, frames are checked and repainted. Wheelsets, gearboxes, drop links, yaw dampers and other associated components are overhauled or exchanged. The bogies are then reassembled and tested before being fitted to a train.

Terence Watson, President of Alstom UK, said: “This new workshop has been specially developed as a result of Alstom’s experience and learning from the overhauls the company has carried out over 20 years and it is designed to optimise mileage between overhauls and to increase fleet availability.”

Alstom has major industrial sites in the North West of United Kingdom such as in Preston, Liverpool, Chester, and Manchester, counting more than 500 employees.



Alstom to supply two H3 hybrid shunting locomotives to Audi

Alstom will supply two H3 hybrid shunting locomotives for Audi’s freight transport. The automotive manufacturer will use the shunting locomotives to reorganise its factory traffic in Ingolstadt.



The locomotives will be delivered at the end of 2015 and the end of 2016.

The three-axle H3 hybrid locomotive consumes up to 50% less fuel than conventional shunting locomotives and cuts pollutant emissions by up to 70%. Noise emissions are also significantly

reduced. The 350 kW diesel generator meets the requirements of exhaust gas standard stage IIIB. Depending on the application, the H3 hybrid locomotive will spend between 50% and 75% of its service time in battery mode. This makes emission-free rail transport possible. The locomotive achieves a maximum speed of 100 kilometres per hour which is very suitable for mainline traffic.

“Alstom is pleased to count Audi amongst our H3 customers, after Deutsche Bahn and Volkswagen. The benefits of our newly developed shunting locomotive platform are multiple: the H3 is environmentally friendly, compact and powerful in terms of tractive force on starting. On top, the innovative hybrid traction allows to reduce energy cost significantly”, said Ralf Materzok, Managing Director in charge of locomotive services at Alstom in Germany.

“The size and performance of the locomotives are perfectly tailored to our requirements. Whereas the old traction vehicles consume over 20 litres of fuel per hour, the generator of the hybrid locomotive, which is needed only to charge the battery block, requires a maximum of nine litres per hour,” said Johann Schmid, Operations Manager for Audi’s industrial railroad at the location of Ingolstadt.



Alstom's Régiolis: one million kilometres travelled in the heart of the regions



Régiolis, Alstom's regional train, has already covered one million kilometres less than one year after entering service back in April 2014. This symbolic milestone coincides with its entry into commercial service in the Pays-de-la-Loire region.

The Pays-de-la-Loire region has ordered 20 four-car train sets, each one 72 metres long with a total capacity of 218 seats. The train offers improved level of comfort thanks to individual reading lights and electrical power outlets, dedicated spaces for bicycles and luggage, large windows and reduced noise level within the passenger compartments. Its fully low floor guarantees universal accessibility. Régiolis is the first train to meet the requirements of the European TSI-PRM. Half of the trains are also fitted with automatic metering devices. These

provide improved monitoring of train use and occupation rates, thus optimizing operations.

“This first million kilometres represents a great success, proving the reliability of our train and the excellent cooperation between the SNCF and Alstom teams. Comfort is our priority and Régiolis has demonstrated that it is perfectly adapted both to daily and long distance journeys”, says Ana Giros-Calpe, SVP Alstom Transport France.

To date, 52 Régiolis trains have been delivered to nine French regions. Alstom's aftersales service teams have been working at customers' sites to provide corrective maintenance services and ensure availability and reliability of the equipment. Additional trains are scheduled to enter service in the PACA, Franche-Comté and Haute-Normandie regions during 2015.

Régiolis is part of Alstom's Coradia range of trains. Thanks to its modular architecture it can be easily adapted to the individual requirements of each organising authority, as well as to the various types of use: peri-urban, regional and inter-city. It provides optimal comfort for passengers, regardless of the length of the journey.

The production of Régiolis trains has created more than 4,000 jobs across France, both for Alstom and its suppliers. Six of Alstom's twelve sites in France are involved in the project: Reichshoffen for the design and assembly, Ornans for the motors, Le Creusot for the bogies, Tarbes for the traction systems, Villeurbanne for the on-board computer systems and Saint-Ouen for the design.

Photo: ©Alstom Transport/ Jean SCHWEITZER

A glimpse of Rhb No. 705 heading north from Filisur. [Steamsounds](#)





CD Cargo wins contract for Praha hl.n. roof renewal

CD Cargo has won the contract for delivery and removal of roofing material for the reconstruction of the roof in Prague's Main Train station. Reconstruction will include new coatings for metal parts, replacement windows and associated work. The construction will be carried out by Metrostav, which is also responsible for customer service and CD Cargo has rented them several wagons, which will carry materials.

Unfortunately, in most cases the goods into railcars will be loaded in Prague-Liben, where it will be imported by truck. After loading of wagons, they will be hauled to the main station at the appropriate platform for unloading. The first shipment was on February 4th and the reconstruction should take approximately 2.5 years.

Photo: © CD Cargo



CAF SIGNS CONTRACT TO SUPPLY 75 COACHES TO SERCO IN SCOTLAND

Construcciones y Auxiliar de Ferrocarriles (CAF S.A.) has announced the signature of an agreement with Serco Caledonian Sleepers Ltd for the manufacture of 75 rolling stock coaches, plus associated spares and technical support. The new coaches will be of 5 different types, formed into 4 trains of 16 coaches, plus 11 spare coaches for the Caledonian Sleeper franchise, operating the Highland and Lowland services. The coaches will provide a mixture of travel options including, en-suite berths, standard berths, standard seats and POD seat. There will also be improved catering and accessibility, amongst other improved facilities compared to the existing service.

Serco were chosen by Transport Scotland in May 2014 to be the franchise operator of this service which connects Glasgow, Edinburgh, Aberdeen, Inverness and Fort William in Scotland with London. This 15 year franchise will take over from the existing operator in April 2014 and the new coaches will be introduced into service in April 2018.

The project is being funded with £60m from Scottish Ministers, with additional financing being provided by Caledonian Sleepers Rail Leasing Ltd, a subsidiary of Lombard North Central Plc. Overall the contract is valued at approximately €200m for CAF.

Caledonian Sleeper adds to the recent projects secured by CAF in the last quarter of 2014 and January 2015; namely, 118 Civity trains for NS in the Netherlands, Mexico-Toluca inter-urban trains, Bucharest Metro extension and the supply of trams for Saint Etienne and Utrecht.



New ÖBB Railjet: Cyclist riding at 230 km/h!

ÖBB has started to equip their railjets with bicycle compartments, each train will get a bike compartment in which up to 5 bikes can be parked. The first train is already rebuilt, and all the other sets will follow gradually, to be completed by the end of 2016.

Bicycles in Austria will be able to be taken on almost all long-distance and local trains from the end of 2016. For ICs and ECs some bicycle transport has already long been possible, and on S-Bahn and regional trains with enough free spaces without reservation.

Alois Stoeger, Federal Minister for Transport, Innovation and Technology: “Cycling and train travel are a perfect combination. With the bike compartments in railjet ÖBB is not only fulfilling the desire of many train users, they also set another important label for environmentally friendly mobility “.

Christian Kern, CEO of ÖBB Holding AG: “We have now improved our services for cyclists. In addition to the S-Bahn and the REX, ICs and ECs most, bicycles can now be taken in railjet “.

The maiden voyage to the south is on April 3rd on the route between Vienna and Linz. In the next step, the railjets will be operating with bicycle compartments between Vienna and Graz and Vienna to Villach. Thereafter, the conversion of railjets on the west line will be done. The nine additional railjet ordered sets, replacing the InterCity trains between Vienna and Salzburg from December 2016 will also provide bicycle parking spaces.



ČD Cargo strives for new shipments

On the night of Saturday January 31/Sunday, February 1, 2015 the first test train loaded with containers containing Dacia cars took place. The train was the culmination of several months of trade negotiations, as until now the train from Romania to the port of Hamburg travelled via Hungary and Austria.

On their way, the train commenced its journey from the Romanian station at Ciumești on January 29 at 7:30 pm, and arrived at its destination on February 1 at 18:45. This journey time was fully comparable with the Austrian route.

CD Cargo said “It was very important that the train passed through the Czech Republic without major operational problems and even right after entering Germany, ČD Cargo in cooperation with other partners, needed it to function smoothly. We believe that the quality and accuracy of transportation will convince the customer to get such movements permanently changed”.

Photo: © CD Cargo





Czech Railways to modernize decker cars

Czech Railways have announced a limit public contract for the modernization of 12 multi-storey series BMT0 carriages. These Double Decker cars will undergo substantial “rejuvenation”, after which they will be deployed mainly in the Prague Integrated Transport area. After their commissioning, it is expected to end the regular operation of older units of the Classes 451 and 452, so called ‘Pantographs’ or ‘žabotlam’.

The Double Decker cars are currently used on the weekend trains and after repair, the car’s interior and seats will get a new fabric upholstery in colours of Czech Railways. New blinds will protect against direct sunlight on the upper floor with folded windows in the roof. Lighting should be improved by new elements integrated into the ceiling. The WC will be changed to an advanced closed system similar to in completely new trains, then it will be possible to use the toilet even when the train is in the station.

Substantial improvements will be made in the information system and ancillary services for passengers. The interior will have LCD displays that will inform passengers about the direction and train stops. The new electronic board with information about the direction the train will also be installed on the external the sides of trains. A brand new feature is the placement of twenty sockets 230 V 50 Hz power for small electronics. The vehicles will also be equipped with Wi-Fi internet access and modified with storage space for 8 bicycles.

The complete reconstruction will also see new power operated doors which can be locked whilst moving and selective door unlocking at stopping stations to allow safe alighting.

The car will now be equipped with a variety of other technical devices, such as the central source of energy (CZE) and on board monitoring systems. It is anticipated cars will be marshalled into sets with driving control cars and locomotives.

Upgraded cars are designed for operation in Prague and Central Bohemia in the Prague Integrated Transport area. This will allow withdrawal of older units of the Class 451/452 called ‘Pantographs’ or ‘žabotlam’ from regular operations. In addition, it will increase train capacity in the Prague Integrated Transport area. Trains in the Prague area are used daily by around one hundred thousand passengers and those interested in travelling by train in Prague area continues to grow.



Škoda wins the largest Czech engineering order in Germany

Škoda Transportation will supply 39 single-deck electric units to Germany. The total value of the contract will exceed ten billion Czech crowns (approx. over 380 mil. EUR). The RegioPanter-type vehicles will operate on the suburban lines of the Bavarian city of Nuremberg.

“It is an absolutely key order which proves that our products are both high-quality and competitive. Our long-term investments in research and development are paying off. Thanks to these investments we can compete with the largest global manufacturers of rolling-stock vehicles. Last but not least, this contract, which is worth ten billion Czech crowns, means that our strategy to focus on western markets is the right one,” says Tomáš Krsek, Chairman of the Board of Škoda Transportation, adding: “It is not only good news for Škoda, but for all of Czech industry. This contract shows that Czech products can succeed even on the most demanding markets in the world.”

Škoda Transportation was in a tender for the supply of vehicles for the British operator National Express against several of the most significant global players such as Bombardier, Alstom, CAF or Stadler. National Express is one of the largest private operators in the field of railway and bus transportation in the world.

At the ordering party, the Bavarian railway company BEG (Bayerische Eisenbahngesellschaft), announced

that National Express will probably be the winner of the contract for providing suburban transport (S-Bahn) in the Bavarian city of Nuremberg in the period from 2018 to 2030. Škoda will therefore produce 39 modern vehicles, which will replace the Bombardier Talent 2 trainsets currently being operated by Deutsche Bahn on the suburban lines, at the end of 2018.

“In 2013 we succeeded in concluding a contract with Deutsche Bahn for six trainsets including locomotives for the Nuremberg - Ingolstadt – Munich line. It is also thanks to this order that we can today announce that more Czech trains could be operating on the tracks in Bavaria, the strongest German federal state. In the S-Bahn Nürnberg tender, we offered a very



high-quality RegioPanter type vehicle, which offers a competitive combination of low operating costs, low energy consumption and a reasonable price,” adds Zdeněk Majer, vice president for sales at Škoda Transportation.

In recent years, Škoda Transportation has significantly focused on western markets. In the coming months, we are, for example, expecting the announcement of the winner in a tender for the supply of double-deck regional units in the state of North Rhine-Westphalia. Škoda has qualified in this tender in a consortium with the French company Alstom.



PKP CARGO in top five Poland's best stock exchange listed companies communicating via Twitter

The 'strefainwestorow.pl' (investors' space) Internet portal honored PKP CARGO for the company's communication via Twitter. In the opinion of the portal journalists the company is among five best WSE listed companies in communicating its operations to the investors. According to the authors, PKP CARGO presents the significant potential of its operations on Twitter in highly attractive manner. Data to be found on the company's Twitter include the company's plans, financial results and forecasts. Published news include also these distantly related to the core business of the company, for example on drones tested for train set security capacity in Silesia, which spotted the local coal robbers.

Record from drone's e-camera published by PKP Cargo on Twitter has achieved high viewing rates in electronic media for several days.

In addition to presence of PKP CARGO on Twitter, the company wants to reach its target group via Facebook. The most entertaining photos and films enabled by PKP Cargo may be viewed on Instagram and YouTube profile of the company.

Follow PKP CARGO content in social media - links to the company's profiles are presented below:

Twitter: https://twitter.com/pkpcargo_media

Facebook: <https://www.facebook.com/pkpcargo>

Instagram: https://instagram.com/pkp_cargo/

YouTube: <https://www.youtube.com/channel/UCQF8EiYPR2CYUI5zf9gPdkw>



Organization of this year's Steam Locomotive Parade in Wolsztyn gets underway

PKP CARGO, together with the Wolsztyn municipality, are making arrangements for this year's Steam Locomotive Parade. At the same time, works intended to establish the Cultural Institution at the Steam Locomotive Shed in Wolsztyn are being finalized by local governments from Greater Poland and PKP CARGO. In accordance with the business plan accepted by all parties, the Institution shall commence its operations in July 2015.

and international tourists. I am grateful for PKP CARGO's support which has enabled this event with 20 years of tradition to continue to be organized and I sincerely hope the event is yet to welcome many satisfied visitors," says Wojciech Lis, Mayor of Wolsztyn. "I believe that when the Cultural Institution is up and running, our city and region will gain new promotion opportunities by evoking the rich traditions of historical railways", the Mayor adds.

"This year's Steam Locomotive Parade will provide a great opportunity to promote the new Cultural Institution, a project in which PKP CARGO and our partners have put a great deal of effort," says Mirosław Kuk, PKP CARGO spokesman. The Cultural Institution in Wolsztyn is being established jointly by PKP CARGO and the authorities of the Greater Poland Voivodeship, the Wolsztyn district and the Wolsztyn municipality. Its activities shall focus on preserving the cultural heritage related to the history of railway transportation, in particular to steam traction and historical railway rolling stock, as well as promoting knowledge about railway transportation and organising exhibitions.

"The Steam Locomotive Parade is a key event promoting Wolsztyn and our region among Polish



The Institution will also provide passenger transportation services using steam traction in continuous traffic and transportation services for tourists; the income from these will support the pursuit of the Institution's statutory goals.

The venue of this event for railway enthusiasts is PKP CARGO's Steam Locomotive Shed in Wolsztyn, which is a unique attraction in the region and worldwide. The Steam Locomotive Shed is visited by nearly 12,000 tourists every year and by about 25,000 during steam locomotive parades. It is currently the only site of its kind in the world, because its steam locomotives are still used for providing continuous passenger transportation services. The Shed houses many interesting historical monuments of railway technology such as a railway turntable from 1908, a historical holding station for 8 machines along with workshop facilities and other machines and devices that have been in continuous use for at least half a century. The hostel building houses the Museum of the Steam Locomotive Shed and Junction in Wolsztyn.

The first parade was organized in 1991 upon request from German steam aficionados. The event attracted so much interest that two more parades were organized a year later. A wide audience enjoyed an opportunity to admire historical locomotives on 8 May 1993. At first, only steam locomotives from Wolsztyn were featured in the event. The first foreign guest visited the parade in 1998 – it was a German series 03 204 machine. Steam locomotives from Chabówka arrived for the first time in 2005.

PKP CARGO is a patron of historical monuments of railway technology. The company maintains over 100 steam locomotives along with a historical railway rolling stock and equipment at the Steam Locomotive Shed in Wolsztyn and in the Chabówka Rolling-Stock Heritage Park, which has been organizing the Parowozjada event for the last 9 years.



PKP CARGO and KGHM join forces on the railway freight market

On 2 February 2015, PKP CARGO and KGHM Polska Miedź S.A. concluded a preliminary agreement under which PKP CARGO will take up 49% of shares in Pol-Miedź Trans (PMT), a company wholly owned by KGHM. Both parties intend to finalize the transaction in the second quarter of 2015.



The agreement allows for the continuation of the process leading to the acquisition by PKP CARGO of a 49% stake in PMT in return for a cash contribution and a contribution in kind in the form of locomotives. The agreement entitles PKP CARGO to conduct due diligence of the PMT enterprise and to submit the relevant application to the Office of Competition and Consumer Protection (UOKiK). KGHM has consistently pursued the strategy of focusing resources on its core business and finding a strategic partner for the railway part of Pol-Miedź Trans will facilitate the process. The transaction will be preceded by the separation of other areas of the enterprise's business. "The road transport and fuel trade businesses will be separated from Pol-Miedź Trans and incorporated in other companies within our group as organized parts of the enterprise while maintaining the current staffing and employee

benefit levels," says President of the Management Board of KGHM Polska Miedź Herbert Wirth. "This project is in line with our group's long-term strategy, which assumes focusing on our core business. An industry partner for our railway operations will enable us to reduce investment in this area while strengthening PMT's position on the railway freight market."

For PKP CARGO, the investment in PMT means broadening its customer base and the ability to use its rolling stock more efficiently. The main benefits of this transaction for KGHM Polska Miedź include access to the largest, constantly modernized rolling stock fleet in Poland, and a wide range of logistics services offered by the PKP CARGO Group.

"Cooperation with KGHM is a perfect example of our strategy to strengthen PKP CARGO's market position domestically and improving our offerings for large industrial groups which operate their own railway freight services. Using our high-quality services, rolling stock and know-how, we can work together to develop highly beneficial synergies for all stakeholders," says Chief Executive Officer of PKP CARGO Adam Purwin.

PMT controls approximately 2.4% of the Polish rail freight services market, has a stable revenue base and is financially sound. The company has a diverse rolling stock, including 63 locomotives and 1,550 freight wagons for transporting bulk goods. By initiating cooperation with PMT, PKP CARGO will gain another stable source of revenue and new business contacts; the scale of its operations will also be expanded.



PKP CARGO acquires PS Trade Trans

PKP CARGO has acquired the remaining 44.44% stake in PS Trade Trans, a large Polish logistics operator. Gaining full control over the forwarder's business puts



the ownership structure of subsidiaries in order and opens up the possibility of using the full potential of PKP CARGO Corporate Group as a logistics operator. PS Trade Trans has 25 years of experience in providing comprehensive logistics and forwarding services throughout Europe. This acquisition will allow PKP CARGO to

continue its dynamic expansion on international markets.

In recent years, PS Trade Trans, which has an average income of roughly PLN 500 million, has organised the transport of 10 million tons of goods a year. The average distance PS Trade Trans travels throughout Europe a year reaches around 20 million kilometres. The company hires 350 employees in 18 customs agencies and 12 branch offices. This entity has a strategic meaning for the development of PKP CARGO as an integrated logistics operator, as it will complement other areas of the company's development.

"The acquisition of PS Trade Trans is a step which brings us closer to our goal of PKP CARGO's international expansion. We aim to unveil the strategy for PS Trade Trans and the new offer of our company's logistics services as soon as in the second quarter of the year," says Chief Executive Officer of PKP CARGO Adam Purwin. "Full integration of the Poland's largest rail freight carrier with one of the largest forwarding companies in the sector will allow further development of PKP CARGO, while the experience gained by PS Trade Trans on international markets will allow us to expand our contact network," adds Adam Purwin.

PS Trade Trans provides comprehensive transport, handling, storage and customs services. The logistics structure of the company ensures the handling of the largest and most demanding transport undertakings. PS Trade Trans services include rail and road freight forwarding, organisation of transport by sea, inland waters and air, transport of trains and lorries by ferry from Poland to Scandinavia and the other way round, transport of oversized and particularly heavy cargo, comprehensive customs services, biomass and cereal logistics, handling of cargo in sea ports and inland cargo terminals, and warehouse logistics.

The forwarding company owns a total of 9 handling terminals. Together with the terminals of PKP CARGO, they will form a strategic network of handling centres located throughout Poland. Goods which are most frequently handled by PS Trade Trans terminals include wood and wooden products, metals and metal products, black coal, brown coal, and coke.

PKP CARGO provided the rolling stock while PS Trade Trans supplemented PKP CARGO's offer with forwarding, ferry and road transport services.

From the UK - Midland Railway Centre

The Midland Railway – Butterley lies on the Ambergate to Pye Bridge line of the old Midland Railway, although the present-day heritage line terminates at Hammersmith. It is operated by the Midland Railway Trust. The railway is also home to the Golden Valley Light Railway: a narrow-gauge line built on the trackbed of a former ironworks railway. On February 8th, Class 141 113 railbus stands at Swanwick Jct. [Andrew Wilson](#)



Recently returned to main line standard, Class 20 205 stands in the sunshine at Swanwick on February 8th. [Andrew Wilson](#)



Hudswell Clarke 0-6-0 shunter No. D1114 'Manton' is seen in the yard at Swanwick.
Andrew Wilson



Class 47 401 stands sheeted over at Swanwick, ready for the 2015 season to commence. Andrew Wilson



Balfour Beatty liveried Class 20 142 was at the Midland Railway Centre for a spot of maintenance. [Andrew Wilson](#)



Class 127 DPV No. 55967 stands in Butterley Yard awaiting restoration.
Andrew Wilson



Another Class 127 vehicle, this is operational No. M51591, seen here in the spring like sunshine at Butterley on February 8th. [Andrew Wilson](#)



British Rail Class 02 0-4-0 DM No. D2858 is seen inside the museum at Swanwick on February 8th. [Andrew Wilson](#)



For many years Class 20 057 was in store at Long Marston destined for scrap, now in preservation it is pleasing to see that restoration has commenced.
Andrew Wilson



Class 20 205 leads 20 189 (and with 20 048 on the rear) with a service to Butterley, seen crossing Butterley Reservoir causeway. [Andrew Wilson](#)



From the Archives



Alstom built SNCB Class 18 No. 1802 arrives into Gare du Nord, Paris on May 16th 1996. This loco was scrapped in July 2009 at Courcelles-Motte. [Brian Hewertson](#)



SNCB Class 62 No. 6246 stands at Voroux on June 25th 2001. [Paul Godding](#)



OBB Class 2143.034-3 pulls into Herzogenburg on June 22nd 2004 with a Krems to St. Polten service. [Class47](#)

