

Railtalk — — Magazine *xtra*

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Railtalk

Magazine *Xtra*

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Contents

- Pg 2 - Welcome
- Pg 3 - Pictures
- Pg 61 - News and Features
- Pg 73 - From the UK
- Pg 82 - From the Archives

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...

Welcome to another edition of Railtalk Xtra, with what I hope is an enjoyable selection of photographs from around the world.

This month it seems like many of our readers have been visiting Switzerland, from the amount of photos received, not that I am in anyway complaining, the beauty of the countryside with the stunning mountain backdrop's really help to produce some magnificent photos.

The main news this month of course has been the strike by German rail workers and the threat of action in both Belgium and the UK. However as I write this, hopefully things have been resolved and we can look forward to a summer of no disruption.

The amount of new liveries popping up in many countries seem to be increasing, even in the UK, there certainly is now far more types of livery and design that at any point in the last few years, and I notice that certainly in Germany the livery variations have been coming thick and fast.

Our 'From the UK' section this month features the Great Central (North), which is about to change forever as the link up with the main Great Central Railway is completed.

As always a huge thanks to everyone who have sent in photos this month, please keep them coming as it makes our job even more enjoyable and as always don't forget to take the camera on holiday with you!

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, John Balaam Robert Bates, Brian Battersby, BVT, Mark Bearton, Mark Bennett, Steve Dennison, Tim Farmer, FrontCompVids, Paul Godding, Richard Hargreaves, Dave Harris, Brian Hewertson, Martin Hill, Keith Hookham, Colin Irwin, John Johnson Anton Kendall, Michael Lynam, Steve Madden, David Mead, Chris Perkins, Mark Pichowicz, Andy Pratt, Tim Proudman, Railwaymedia, Laurence Sly, Gary Smith, Steamsounds, Mark Torkington, Tim Ward and Andrew Wilson.

Front Cover: An Intercity service from Brig to Geneva Airport passes Rivaz on March 24th with Class 460.008-6 leading. [BVT](#)

This Page: On April 27th, SD 'Goggle' rebuilds Nos. 753.604 and 753.601 wait to depart Hostivice. [Laurence Sly](#)



Pictures



The Belgian Class 62s and 63s are mainly used by Infrabel and TUC Rail. With re-liveries currently taking place, this is Class 62 No. 6295 still wearing the old yellow and green livery as it hauls an empty ballast train between Hasselt and Leuven, through Langdorp on March 10th. [BVT](#)



Trenitalia's Class E656.254 and E444.037 are seen stabled at Genova Piazza Principe on March 14th. Gary Smith





Ferrovie Emilia Romagna owned, former German V200s, stand at Rubiera station on May 19th. Whilst No. 220.074 goes off in search of it's next liner train to trip down the branch to the local container terminal, classmate No. 220.049 basks in the evening sunshine waiting for it's next train. [Andy Pratt](#)



MRCE Dispolok No. ER20-014 stands at Hamburg Altona on March 25th working a NOB service to Westerland. [Class47](#)





On March 24th, an SBB ICN train from Brig passes alongside Lake Geneva at Rivaz. [BVT](#)





SBB Re 4/4 II Nos. 11263, 11353 and 11324 approach Silenen whilst hauling a southbound freight train.
Laurence Sly





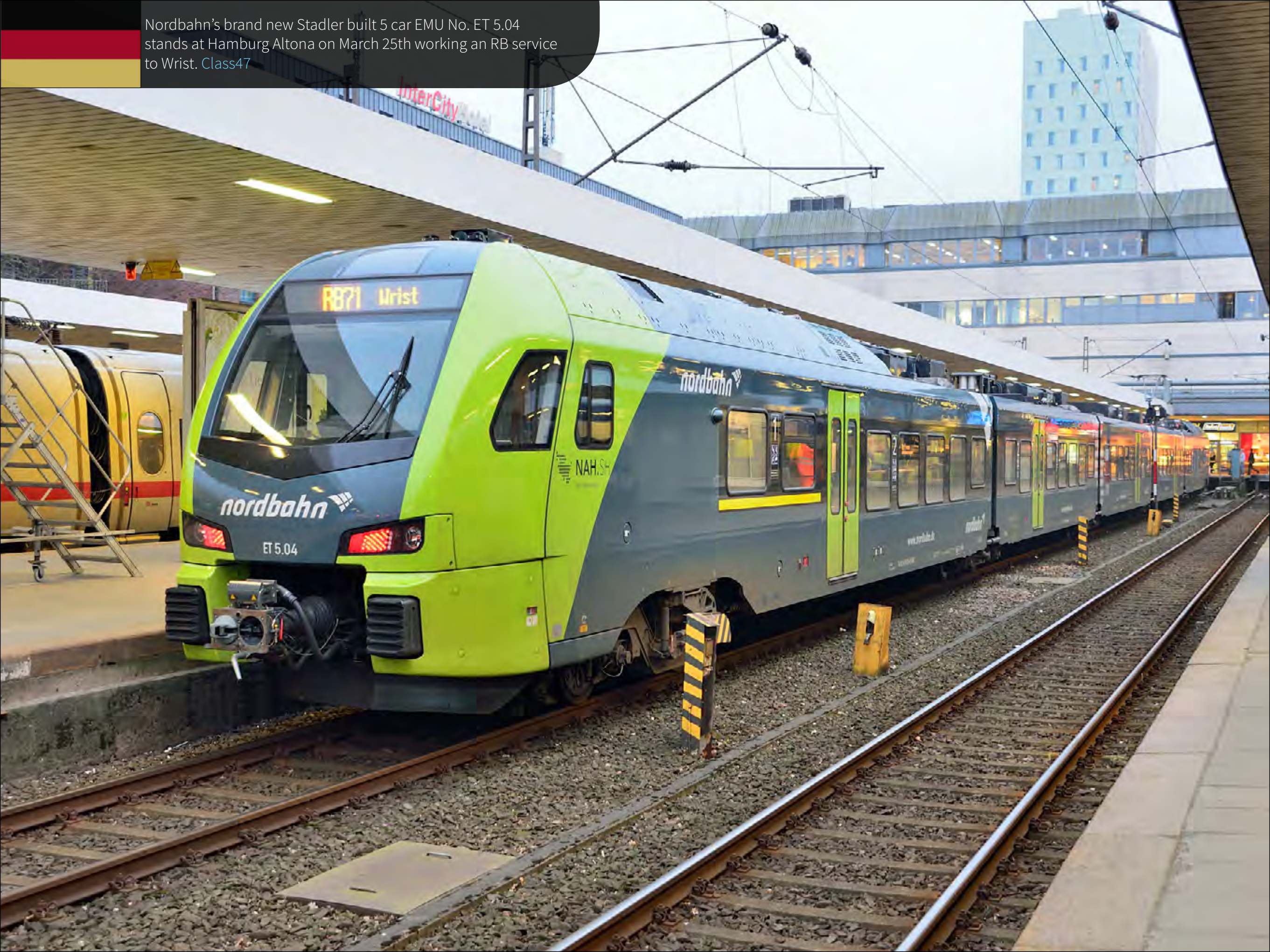
SBB Re 4/4 II No. 11197 departs Biasca whilst working train No. IR2421 12:09 Zurich - Locarno. Laurence Sly



FS Trenitalia's Class E403.001 stands at Reggio di Calabria on March 16th after arriving with a service from Naples. Gary Smith



Nordbahn's brand new Stadler built 5 car EMU No. ET 5.04 stands at Hamburg Altona on March 25th working an RB service to Wrist. Class47





The small station of Puidoux-Chexbres is the ideal stopover station to discover the vineyards between Puidoux and Vevey. Intercity trains regularly pass through this small station, and on March 24th, we see a Lausanne - Bern train with a rake of double deck coaches lead by Class 460.055. [BVT](#)



ÖBB's Class 1116.180-1, advertising the Eurovision Song Contest, heads a rake of PKP open steel wagons towards Italy through Villach Warmbad on April 8th. Anton Kendall





On February 20th, SBB Class 460.081 approaches Ambri-Piotta whilst hauling train No. IR2417 10:09 Zurich - Locarno.
Laurence Sly



DB Class 143.883 was one of two 'trabbies' in service on April 28th on the S1 Meißen Triebischtal - Dresden - Schöna route amongst the normal Tauruses. This is the 09:16 from Meißen to Bad Scahdau at Kurort Rathen, on the banks of the Elbe.
Mark Bearton



On March 26th, DB Class 101.050-3 sporting all over advertising livery, arrives into Hamburg Harburg working an IC service to Hamburg Hbf. [Class47](#)





BLS Class 485.018 and 186.102 pass
Castilone whilst hauling a southbound
intermodal train. [Laurence Sly](#)





Puidoux-Chexbres is the start station of the famous 'Winetrain', not being served on the train but giving a fantastic view at the vineyards on its way to Vevey. On March 24th at Puidoux, the train on the left is the local service for Lausanne, whilst the right heads to Vevey. [BVT](#)



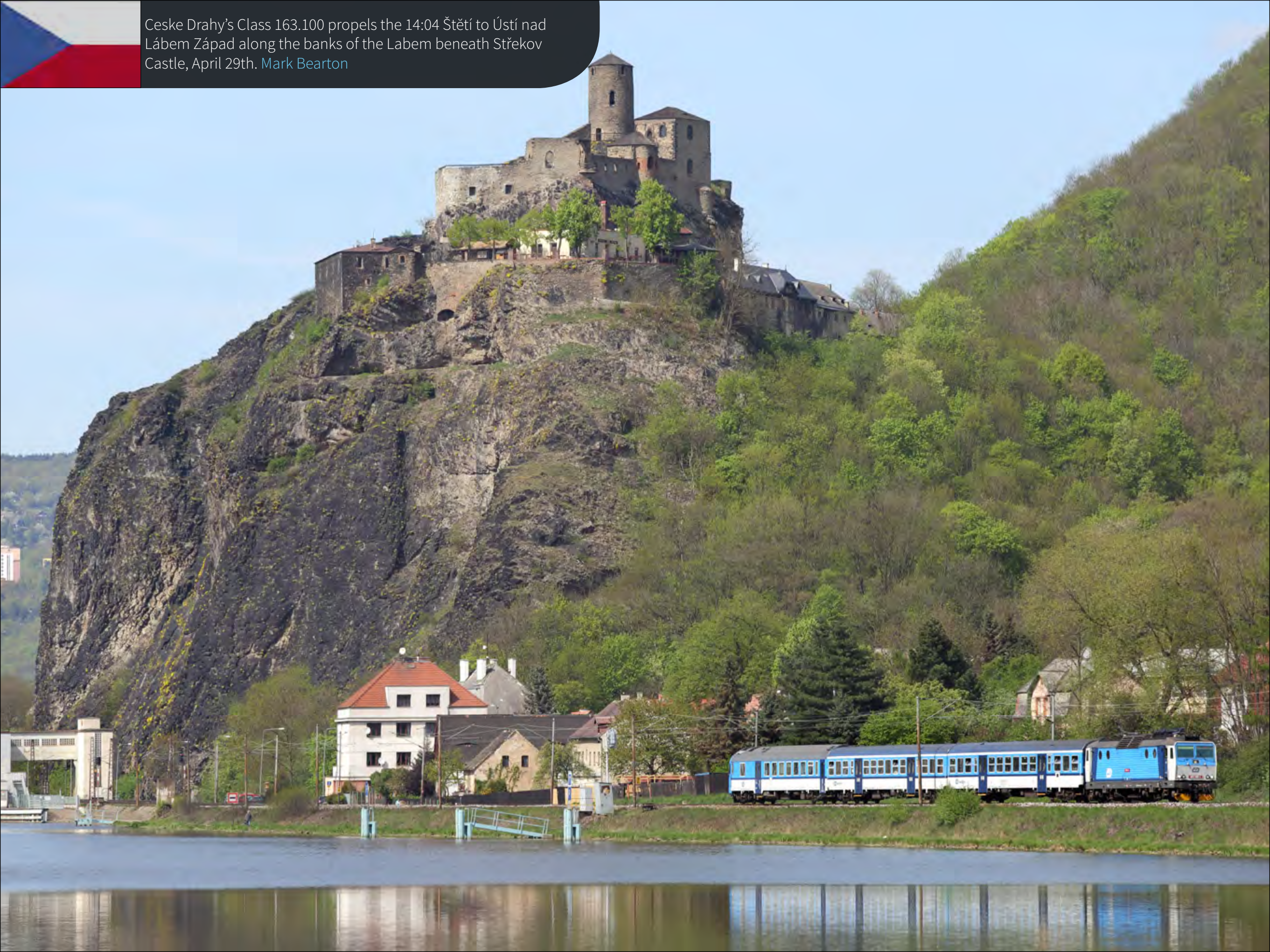
DB Class 151.035 and 151.043 head a lengthy coal train through Kaub on May 14th. Paul Godding



Hectorrail's TRAXX F140 AC2 No. 241.002 speeds through Hamburg Harburg on March 26th working an intermodal service. [Class47](#)



Ceske Drahy's Class 163.100 propels the 14:04 Štětí to Ústí nad
Lábem Západ along the banks of the Labem beneath Střekov
Castle, April 29th. [Mark Bearton](#)



Harzkamel No. 199.874 is seen shunting the Freundkreis Selketalbahn e. V. charter from Gernrode to Brocken at Eisfelder Talmühle on April 25th. [Andy Pratt](#)





SBB Class 460.023 passes Wassen whilst working train No. IR2417 10:09 Zurich - Locarno. Laurence Sly





The small village of Rivaz is well known for not only its wine cellars, but also for its unique photo location next to the lake. On March 24th, SBB Cargo No. 11603 hauls a short mixed freight from Brig to Geneva through the station. [BVT](#)



Captrain's Class 285.119-4 heads a liner through a wet Pirna on March 27th, heading for Dresden. [Class47](#)



Train No. EC176 'Johannes Brahms', the 05:41 Brno to Hamburg Hbf passes Kurort Rathen in Germany, on the line along the River Elbe, behind Czech loco Class 371.001. [Mark Bearton](#)



CD Cargo Class 122.028 passes Techlovice as it hauls an LKW
Walter intermodal train on April 29th. Laurence Sly



AWT's Siemens ES64F4 Class 189-150 is seen stabled at Decin hl.n. on March 27th. Class47



MRCE Railtraxx Class 66 No. 653-05 is often seen pulling chalk trains between Holland and Belgium. These train normally cross the border at the Maastricht - Visé line but due to engineering work, they are sometime diverted via the Essen - Roosendaal of which is a longer route. One of these diverted trains on its way to Jemelle is seen here at Testelt, between Antwerp and Hasselt, on March 20th. [BVT](#)



A number of original ETR450 Pendolino's are seen stored at Reggio di Calabria. [Gary Smith](#)





DB Class 185.137 (and three other DB Class 185s) haul a northbound cargo train through Airolo. Laurence Sly



CD Cargo's Class 753.764-0 and 753.765-7 are seen stabled at Zábřeh na Moravě on March 28th. [Class47](#)





RENFE Electric Multiple Units Nos. 530M and 771M are seen approaching Santa Susanna station with the 11:17 service from Blanes to Barcelona Sants on May 16th. [Dave Felton](#)



DB Class 182.019 passes Kurort Rathen whilst working the 08:46 Meissen Triebischtal - Schoena on May 1st. [Laurence Sly](#)





Passenger traffic on the northern side of Lake Geneva is intense with IC and local services passing Lausanne and Vevey on their way to Brig. On March 24th, an IC service, heading for Geneva, is seen here passing Rivaz. This small village is renowned for its many wine cellars. [BVT](#)



CD Cargo's Class 123.029 passes Strekov Castle whilst hauling a southbound freight train on April 29th. Laurence Sly



Ceske Drahy's Class 363.002-1 calls at Kolin whilst working a Brno to Praha hl.n. service on March 28th. Class47





SBB Re 6/6 No. 11683 leads Class 420.346, Re 4/4 II No. 11345 and Re 6/6 No. 11671 past Biasca whilst hauling a southbound intermodal train. [Laurence Sly](#)





SBB No. 11203 departs Ersfeld whilst working train No. IR2315
08:04 Basel - Locarno. Laurence Sly



SBB Cargo's Class 421.396-3 heads a rake of GATX tanks through Bremen Hbf on March 25th. [Class47](#)



CD Cargo's Class 731.057-6 stands at Kutna Hora on March 29th having arrived to rescue the failed Class 742 that it is seen coupled up to and take it to Kolin for repairs. [Class47](#)





A triple headed DB freight train rounds Wattinger Kurve, as Class 185.096 leads 185.132 and 185.127. Laurence Sly





Rivaz is an ideal spot to do some walking between the vineyards and... photograph some trains! Here we see a Brig - Geneva IC train passing the Chateau de Glérolles alongside Lake Geneva on a quiet sunny day. [BVT](#)



SNCB Class 13 No. 1314 heads a freight working through Antwerp Berchem on March 31st. [Class47](#)





Rhb (Rhaetian Railway) No. 647 is seen climbing away from Filisur. [Steamsounds](#)





BLS locomotives Nos. 164 and 167 pass Quinto whilst hauling a freight train from Emmenbrucke -Lecco.
Laurence Sly



BoxXpress' Siemens Vectron No. 193.880 heads a liner through Regensburg Hbf on March 27th. [Class47](#)



ECR Class 77 028 is rarely seen in the eastern part of Belgium, but on March 22nd it ran light to Antwerp after having worked a train of aluminium scrap from Kinkempois to Genk. Seen here passing Langdorp as a container train bound for Germany heads in the opposite direction. [BVT](#)



DB Class 182.017 stands at Dresden-Neustadt on March 27th working a service to Pirna, whilst fellow classmate No. 182.020 arrives with a service from Pirna. [Class47](#)



Dispolok No. ER20-015 (Class 1223.015) stands at Munich Hbf, ready to work an Arriva Alex service to Oberstdorf. [Class47](#)





CD Cargo's Class 122.053 passes Brná nad Labem whilst hauling a southbound coal train on April 29th. Laurence Sly





SBB Re 4/4 II No. 11141 rounds Wattinger
Kurve whilst hauling train No. IR2319 10:04
Basel - Locarno on February 19th.
Laurence Sly



SNCB Class E186.124 (No. 2802) stands at Bruxelles Midi on March 24th working a service to Amsterdam. [Class47](#)



On May 21st, former German V200, now owned by Ferrovie Emilia Romagna, No. 220.074 trips a liner train from the container terminal at Rubiera back to the main line junction.
Andy Pratt





On April 29th, Ceske Drahy's Class 162.012 waits to depart Ústí nad Labem with train No. RE6955 22:14 to Roundnice nad Labem. Laurence Sly



DB Class 155.128-2, still carrying its Railion branding, passes through Bremen Hbf with a steel train on March 24th. [Class47](#)



Emons Class 185.612-9 speeds through Bremen Hbf on March 25th with a lightly loaded liner. [Class47](#)



Lokotrain's Class 193.221 passes Kostel sv. Josefa with a train of tanks on the west bank of the River Elbe near Ústí nad Labem, on April 29th. Laurence Sly





Right: Dresden's Bombardier Flexity tram No. 2586 is pictured heading along Hauptstrasse, Radebeul, working a service towards Dresden. [John Balaam](#)

Main: Chemnitz tram No. 907 heads down Carolastrasse. [John Balaam](#)

Below: Nordausen's Siemens Combino tram No. 108 crosses the river bridge with a service to Bahnhofplatz. [John Balaam](#)



On March 13th, an Alstom Citadis tram passes through the centre of Nice. In this short section without OHLE, the trams run only on battery power. Gary Smith



News and Features

Cantus Verkehrsgesellschaft mbH FLIRT No. 428.002 stands at Kassel-Wilhelmshöhe with a service to Fulda. [Steamsounds](#)



Xrail alliance will strengthen the European single wagonload



Xrail, the alliance of six leading freight railways in Europe, continues its activities to continuously improve the offer in international wagonload traffic and starts over the course of 2015, with the pilot transports for international capacity booking. The Presidency of Xrail is done immediately in rotation and is currently perceived by SBB Cargo and Green Cargo.

Based on a unanimous decision to boost the single wagonload traffic in Europe, each Xrail member has by successful turnaround projects and the imminent implementation of capacity management, already realized significant progress. With a share of nearly 30 percent and an estimated volume of up to 85 billion tonne-kilometers in Europe, the single wagonload traffic continues to form the backbone of rail freight. Xrail supports sustainable, significant improvement of the offer in international wagonload traffic by introducing cross-border capacity reservation. As part of the XCB (Xrail Capacity Booking) initiative Xrail members are working on the implementation of capacity controlled national networks.

The central broker system, developed by Xrail, is thereby connected to the members individual systems, thus enabling simple seamless bookings of single wagonload traffic between the six partners throughout the Xrail network. Customers receive when booking a estimated time of arrival (ETA) and thus experience a new level of quality for European single car transportation.

The first pilot for international traffic capacity bookings are currently in preparation and will be implemented from autumn 2015.



Alstom's Régiolis to be serviced in a new workshop in Alsace

On Thursday 28 May, the Alsace region and SNCF Alsace inaugurated a new multi-series maintenance workshop for the Alsace TER of Mulhouse.

passengers, including passengers with reduced mobility. The elements of the train are interconnected, making it possible to move along the whole length of the train.




In the long run, the workshop will accommodate the Coradia Polyvalent (Régiolis) trains of the Alsace region. The Alsace region has acquired 24 Régiolis dual-mode (electric and diesel) and dual-current (1,5 and 25 Kv) train sets. To date, 11 Régiolis train sets have been delivered to the Alsace region and a team of 7 SAV technicians ensure maintenance operations under guarantee in SNCF's workshops in Strasbourg.

In its suburban configuration, the Régiolis rolling stock acquired by the Alsace region has a large number of doors and exchange platforms to help passengers get on and off the train and optimise stopping time in stations.

The Régiolis train sets can also accommodate standing passengers in rush-hour in conditions of maximised comfort and security. All the train sets have a fully low floor, facilitating access for all

The Régiolis train sets of Alsace are also equipped with new functionality, such as display screens and a dynamic sound system. They also have electrical sockets and diverse space for luggage storage.

To date, a total of 71 train sets have been delivered to 10 French regions: Alsace, Aquitaine, Basse-Normandie, Franche-Comté, Lorraine, Midi-Pyrénées, Pays-de-la-Loire, Picardie, Poitou-Charentes and Provence-Alpes-Côte d'Azur. Alstom's SAV teams are currently deployed in these regions and guarantee the availability of material by ensuring corrective maintenance and reinforcing the reliability of the material. In total, the Régiolis trains have already covered over 2.5 million km in commercial service.



A BKV Tram is seen at the Jászai Mari tér terminus of Line 2, Budapest. [Steamsounds](#)



Twelve Siemens streetcars for Ulm

Siemens will deliver twelve Avenio M low-floor light rail vehicles to Ulm, Germany. SWU Verkehr GmbH (subsidiary of Ulm municipal authority) and Siemens sealed the deal on May 22nd at a contract signing. The order is valued at some 32 million euros. The agreement also includes an option for the supply of six additional trams. The new streetcars are planned for use on the new Line 2. The first vehicle delivery is due within 24 months, around mid-2017. The final vehicle delivery is scheduled for spring 2018. The trams will be manufactured at the Siemens plant in Vienna. The bogies will be manufactured in Graz, while the control and traction drive technology will come from the Siemens factory in Nuremberg.

“The Avenio is similar in many ways to the existing Combino with the result that we can offer our passengers a reliable vehicle,” stated Ingo Wortmann, managing director of SWU Verkehr, very satisfied with the result of the invitation to tender concluded mid-2014. He added: “This means that we will be able to operate the two future tram lines from an almost standardized vehicle pool. That will also be economically reasonable. “This order is an important milestone for the streetcar business at Siemens. After Munich, the order from Ulm is the second one we

have received from Germany. All eight new trams have been in service in the Bavarian capital since the start of the year,” explained Sandra Gott-Karlbauer, CEO of the Urban Transport Business Unit at Siemens. “But at the same time the vehicles for Ulm represent a first too. This is the first time a multi-articulated version of the Avenio is being deployed”. The Ulm metropolitan area is among the fastest growing economic regions in Germany. As a result, it has a commensurate need for mobility in public transportation. The municipal council called on SWU Verkehr GmbH in 2009 to plan a second streetcar line for Ulm. The new Line 2 connects the science district in the north of the city with the central train station, downtown, and Kuhberg to the southwest. The Ulm city council decided on May 6, 2015 with a large majority to go ahead with the construction.

The new streetcar line will have 20 stations and measure 10.5 kilometres long, of which 9.3 kilometres and 18 stations have yet to be built. Construction of the new line and a depot expansion will require an investment of some 192 million euros. Federal and state funds will cover 85.3 million euros of the construction costs. The remainder of the investment will be funded by the City of Ulm. The bus network will also be adapted. This will enable the streetcar to be optimally incorporated into the existing transportation network. The city of Ulm will also designate new residential building areas along the tram line which will provide new impulses in urban development.



Alstom Citadis tram technology debuts in China

The joint venture of Alstom and Shanghai Rail Traffic Equipment Development Co., Ltd. (SRTED) - Shanghai Alstom Transport Co. (SATCO) has been awarded a contract worth about €72 million by Shanghai Songjiang Tramway Investment and Operation Co. Ltd to provide 30 Citadis trams for the two first tramway lines of Songjiang, one of the suburban districts of Shanghai. This is the first tramway project with Alstom Citadis technology in China. The Songjiang district plans to build six tramway lines by 2020. The 30 Citadis trams will run on the two first lines, T1 and

its worldwide experience and expertise in tram technology”, said Fang Ling, Managing Director of Alstom Transport China. SATCO will benefit from the Alstom’s Citadis tramway technology to better address Chinese needs in terms of urban transport. For this particular project, SATCO will manufacture the Citadis trams and Alstom will supply the traction systems, bogies and the Train Control and Monitoring System (TCMS). The Alstom sites in France that will be involved in this project are La Rochelle for the TCMS software and Villeurbanne for



T2, that will cover a total distance of 31 kilometres and include 42 stations. These two lines are expected to be in operation by 2017 and transport 173,000 persons per day. In total, the city of Shanghai plans to build 800 km of tramway network by 2020. “Alstom and its partner are pleased to have been selected by Shanghai district for the supply of Citadis trams which will contribute to enhance the city transport services and energize urban life, while contributing to the protection of the environment. Alstom will contribute to this ambitious tramway development plan with

the hardware, Le Creusot for the bogies, Tarbes for technical support to the power modules. Sesto site, in Italy, will also provide technical support to the traction inverters. With over 1,900 trams sold to 49 cities worldwide, Citadis is the global standard in the tram market. The 1,600 Citadis trams already in operation have covered over 800 million kilometres, carried nearly six billion passengers and helped reduce 5 million tons of carbon dioxide emissions since the first tram entered service in 2000.

A look at the unusual Hungerburgbahn station at Hungerburg, Innsbruck. [Steamsounds](#)



Alstom is building new commuter trains for SL - traffic starts in 2017



In 2012 Alstom was awarded a contract to supply new commuter trains to SL. The first one, (Pictured here) of a total of 46 new X60B-vehicles, will be in service in 2017 in connection with the opening of Citybanan. However, before passengers can travel on the new commuter trains extensive testing is required and recently the first vehicles rolled in on Swedish tracks.



The 22:10 Cercanias service from Murcia to Alicante passes a level crossing near Murcia del Carmen station on May 23rd.
Steve Dennison





CITAL inaugurates its assembly and maintenance site for Alstom Citadis trams in Annaba

CITAL, a joint-venture (JV) composed of Alstom, EMA (Entreprise du métro d'Alger) and Ferrovia, has celebrated the inauguration of its Citadis tramway assembly and maintenance site in Annaba, Algeria, in the presence of Ramtane Lamamra, Algerian minister for foreign affairs, Abdesselam Bouchouareb, Algerian minister of industry and mining, Amar Ghoul, Algerian minister of transports, Laurent Fabius, French minister for foreign affairs, Omar Hadbi, CEO of EMA,

already in service in the cities of Algiers, Oran and Constantine. With more than 210 Citadis trams to be assembled in Annaba for cities like Constantine, Oran, Ouargla, Mostaganem, Sidi Bel Abbes, Setif, Batna and Annaba, CITAL will recruit hundreds of new employees. The site - which is around 46, 000 m² - is able to assemble five trams per month. As of today, 20 trams have already been assembled.

On the same day, CITAL also announced



Salah Melek, CEO of Ferrovia, Gilles Esprit, president of CITAL, Henri Poupart-Lafarge, president of Alstom Transport and Henri Bussery, president of Alstom Algeria.

Created in 2011 to assemble and maintain the Alstom Citadis trams for Algerian cities, CITAL supports the industrialisation of the country and boosts the local economy. To date, the JV counts about 200 employees of which 90 are based in Annaba and the others across the country to maintain the Citadis trams

the prolongation of the Memorandum of Understanding (MOU), which was signed in December 2014, regarding CITAL's activities extension to the engineering, manufacturing and maintenance of intercity trains for Algeria as well as the entry of SNTF as a new shareholder of the JV. This new phase enables to mature the project. This MoU reflects the strong will of the Algerian Government to pursue the development of the national industry, making Annaba the centre of excellence for serving the rail industry.



Alstom ships the first Citadis tram to the city of Cuenca in Ecuador

The first Citadis tram for Cuenca has left Alstom's factory at La Rochelle and is being shipped to Ecuador. On 17 May it is scheduled to leave the port of Antwerp towards its final destination where it is expected to arrive by end of June. The 13 remaining tram units are currently being manufactured at the Alstom site in La Rochelle. The last tram is expected to be completed by October 2015 with entry into commercial service scheduled for 2016.

In 2013, the city of Cuenca chose the consortium CITA Cuenca (CIM, Ineo, TSO and Alstom), led by Alstom, for the supply of an integrated electromechanical tramway system. Alstom's share also includes electrification, power supply and systems integration.

Ecuador's first tramway network spans 10 km and includes 27 stations, crossing the historic centre of the city over a stretch of 2 km. Cuenca, a listed UNESCO world heritage site, is Ecuador's third biggest city and has opted for Alstom's APS1

technology to preserve its architectural heritage. Cuenca will be the first city on the American continent to benefit from a catenaryless tramway system, already in operation in a number of cities worldwide, such as Bordeaux, Reims, Angers and Dubai.

The Citadis trams of Cuenca are nearly 33 metres long and can transport around 300 passengers. They are equipped with fully low floors and wide doors, guaranteeing perfect accessibility, notably for passengers with reduced mobility.

Other Alstom sites in France are participating in this project: Ormans for the motors, Le Creusot for the bogies, Villeurbanne for the electric traction systems, IT control system, passenger information system and onboard equipment, and Tarbes for the modules and circuit breaker cabinets. To date, over 1,900 Citadis have been ordered by 49 cities worldwide.





Emil Zátopek has approval for operation in Germany

The new 109E Emil Zátopek locomotive from the Czech manufacturer Škoda Transportation has obtained approval to be put into operation on all German railways. Approval had already been obtained before this in five other countries, namely Austria, Poland, Hungary, Slovakia and the Czech Republic. Moreover, it was just the second locomotive in the world to obtain the TSI High Speed RST certificate, necessary for the European interoperability of a high-speed railway system.

The 109E locomotive is a three-system, high-speed machine designed for commercial operation with speeds up to 200 km/h. The complete development and manufacturing were realised in the company Škoda Transportation in Plzeň. High power, reliability, low consumption of energy and environmentally friendly operation are the advantages of the locomotive. “We have successfully completed a series of prescribed and demanding tests that were necessary to obtain approval for operation on German railways and the German Railway Institute EBA issued a key approval for operation to us. The whole process was very challenging and I am pleased that this Czech locomotive is one of the first HS locomotives in the world to obtain these approvals,” says Tomáš Ignačák, General Director of Škoda Transportation.

The new three-system locomotive was designed for operation on the lines of the railway corridors in all neighbouring countries of the Czech Republic and in Hungary. In these countries it will be able to travel smoothly across areas with different power supply systems. The machine therefore complies with the specific conditions of the railway lines and their power supply systems with AC voltages of 25kV/50Hz, 15kV/16.7Hz or possibly DC voltage of 3kV.

“Particularly, the German Railway Institute EBA (Eisenbahn-Bundesamt) is absolutely uncompromising in the approval process and the technical assessment often comes down to the most minute details. Thanks to the approach of all members of the homologation team, particularly the regular staff of the company as well as external collaborators, Škoda Transportation successfully managed the whole process and I wish to sincerely thank all colleagues,” says Petr Špalek, chief engineer for Škoda Transportation railway vehicles. Škoda Transportation invested more than 950 mil. CZK into

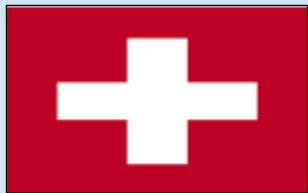
the development of the fastest and most powerful domestic locomotive. The locomotive includes approx. 30 kilometres of cables and as well as more than 10,000 electric connections; illustrating the intensity of the manufacturing of this new machine. Škoda Transportation used the most advanced materials for its production, such as fibre composites, similar to the ones being used for Formula 1 racing cars that significantly improve the riding qualities of the vehicle and the stress on the railway lines.

Škoda Transportation paid special attention to safety. The new locomotive therefore meets even the most stringent safety limits. This is reflected in its structure; for example the engine driver area is surrounded by crumple zones that have to absorb a large amount of energy in case of a possible collision. The fixing of a plough in the front of the locomotive is similarly designed. In case of an extreme collision with

a truck type tank car with a weight of about 15 tons at the speed of 110 km/h, the area around the engine driver remains undamaged and undeformed. Thanks to its resistance, the locomotive can be repaired relatively simply. Within the scope of the tests the locomotive also successfully passed the fire prevention tests. Fire detectors and effective active fire extinguishing devices are installed on the machine. The partition between the cabin and machine room withstood fire for a period of 15 minutes.

Through the 109E locomotive, the company continues in the long-standing tradition of the production of electric locomotives and has launched more than 5,500 machines on the market. The beginnings of the production of modern electric locomotives can be found in the year 1928 when Škoda developed the 1Elo locomotive operated by Czechoslovak Railways.





Alstom to supply three extra metros to line m2 in Lausanne



Alstom will supply three extra metro train sets to Transports Publics de la Région Lausannoise SA (tl) for line m2 of the automatic, rubber-tyred metro of Lausanne in Switzerland. The train sets, consisting of two cars each, will be identical to the first 15 train sets delivered in October 2008.

Line m2 of the tl network is a true commercial success with constantly increasing numbers of passengers, which is leading tl to increase its fleet. In fact, 28 million passengers took this metro in 2014. Delivery of the three new train sets is scheduled for the second quarter of 2017 with entry into service planned for the last quarter of the same year. As well as being an automatic, ultra-modern metro, the m2 is also a feat of engineering, being the world's only rubber-tyred metro capable of operating on a slope with a gradient of 12%.

«Alstom is proud to pursue its collaboration with tl, one of the company's historic clients in Switzerland. Because of its modernity and technology, the m2 metro of Lausanne represents a technological showcase for customers all over the world,» says Herman Van der Linden, Managing Director of Alstom Transport in Switzerland.

Alstom's Valenciennes site in France will be responsible for the manufacture of the three m2 metros, assisted by various Alstom entities in Europe including the Swiss site in Neuhausen. Alstom's metros are world-renowned, proven, reliable and secure, and operate in numerous big cities including Amsterdam, New York, Paris, São Paulo, Shanghai and Singapore. One out of every four metros currently in service throughout the world is supplied by Alstom.



PKP CARGO wins the biggest tender for coal transportation this year – worth PLN 62.5 million

PKP Cargo will continue to deliver coal from Bogdanka mine in Lubelskie Voivodeship and the Silesian mines belonging to ENEA Wytwarzanie Koźienice Power Plant. The new contract will apply from July 2015 for 12 months. The total mass of fuel transported under the contract will exceed 5 million tonnes. PKP CARGO thus confirmed the effectiveness of trade policy and the success of operational and cost optimization of the biggest Polish carrier.

- "The Contract for transport services to Koźienice is a strategic one for PKP CARGO. For the section between Bogdanka and Koźienice Power Plant, we have developed a very good transportation model. The transportation is carried out using shuttle trains specially designed for this contract. High performance and operational excellence under this contract enable us to offer an attractive price", says Member of the Management Board in charge of Commerce at PKP CARGO Jacek Neska

The tender for the delivery of coal to Koźienice was divided into two tasks – the first is the transportation from Bogdanka in Lubelskie Voivodeship, the second – from Silesian mines belonging to Katowicki Holding Węglowy, Kompania Węglowa and Jastrzębska Spółka

Węglowa. During one year, Koźienice will receive 3.6 million tonnes of coal from Bogdanka and another 1.5 million tonnes from Silesia.

PKP CARGO evaluated transports from Bogdanka at PLN 28.34 million gross, and from Silesian mines at PLN 34.22 million. The total gross value of carriage under the contract will amount to PLN 62.56 million.

Transport of coal to Koźienice Power Station is a strategic contract for PKP CARGO. Transport from Bogdanka to Koźienice will be carried out by rolling stock used only for this order. With regard to deliveries from Silesia, PKP CARGO is using its large-scale of activities to reduce to a minimum the number of empty transport. After unloading the coal at the power plant and before returning to the south of the country, the wagons are partly loaded with cargo of other customers.

In the face of difficulties on the rail freight market, PKP Cargo has taken a number of optimization measures to reduce the cost of doing business. After the first quarter of 2015, the number of empty transport decreased by 4%, the average gross tonnage of a train per locomotive increased by 3%, the average locomotive working time was extended by 2%, and the average transport performance per employee increased by 9%.

PKP Cargo also improved results at the cost side. In the first quarter of 2015, the annualised unit cost of access to infrastructure decreased by 15%, the unit cost of energy and fuel fell by 7%, and the wage per transport fell by 2%. All these factors allow PKP Cargo to offer high quality transport services at an attractive price, while maintaining very good financial results.

The famous bells of Filisur station. A few minutes before the arrival of a train, the bells chime a distinctive melody that indicates where the train is coming from. There are 3 directions (Davos, Chur and St. Moritz) so there are 3 melodies. [Steamsounds](#)





100 Stadler FLIRTs in operation in Hungary

Stadler Rail Group has delivered on Friday the 100th low-floor electric FLIRT train to Hungary. The Swiss railway manufacturer received different



orders in the past couple of years for altogether 112 FLIRT units from Hungarian railway operators: 102 from Hungarian National Railways MÁV and 10 from Győr–Sopron–Ebenfurth Railway GYSEV. Since starting operation in 2007, the trains have run a total of 80 million kilometres on the Hungarian railway lines. The 100th FLIRT, which belongs now to the fleet of MÁV, started service after successfully completing the official running test supervised by the National Transport Authority, which is a mandatory for every vehicle that is put into operation in Hungary. The first two vehicles started their operation exactly 8 years ago on the Budapest–Pusztaszabolcs–Dunaújváros line. All of the 10 FLIRT EMUs ordered by GYSEV are already in operation, while out of MÁV-START's 102 vehicles, 90 are carrying passengers so far. The remaining 12 MÁV EMUs will be delivered by 30th September.

Facts about the FLIRT:

- With its 102 FLIRT trains, MÁV owns the largest technically homogeneous FLIRT fleet in the world which belongs to one single operator;
- With the altogether 112 trains, after Germany and Switzerland the 3rd largest FLIRT fleet in the world is going to operate in Hungary;
- The FLIRT trains already in service have run altogether 80 million kilometres on the Hungarian railways, with an excellent availability above 94%;
- Stadler has received orders so far for 1018 FLIRTs from 15 countries. .

For the 112 FLIRT units Stadler received orders by winning 3 different public procurements. The first contract for 30+30 trains for the Hungarian Railways was signed in 2006, followed by GYSEV's order for 4 units. Stadler won the latest procurement issued jointly by MÁV and GYSEV in 2013 for 42+6 EMUs .

ZSB No. 99.787 stands at Zittau waiting to work the 13:00 to Kurort Oybin. [John Balaam](#)



ADIF will invest 92.9 million euros in the implementation of ERTMS in the first section near Barcelona

The Ministry of Development, through ADIF Board of Directors, has approved the tender proceedings for the implementation of ERTMS in L'Hospitalet de Llobregat - Mataro stretch, in the suburban rail network of Barcelona, with an investment reaching 92.9 million euros (including VAT).

The total investment for these actions, which have a deadline of 21 months is 56.8 million euros (VAT included) corresponding to the execution of the works, and the remaining 36.1 million euros (VAT included) the maintenance of the facilities for a period of 20 years. The contract includes the drafting of the construction projects, execution of works, conservation and maintenance of facilities, interlockings, train protection systems, power supply, as well as fixed and mobile telecommunications GSM-R system for the implementation of ERTMS Level 2 in this section, approximately 56 km long.

The main objectives of this project are to improve the capacity in this section and achieve higher reliability parameters in railway operations.

The main features consist of replacing electrical interlocks, and complementary actions on all these devices that regulate rail traffic in the area of stations on certain routes to allow its relationship with ERTMS as well as the adequacy and relocation of signalling elements.



Czech carrier AWT is now owned by PKP CARGO Group, the transaction worth EUR 103 million is completed



PKP CARGO has completed the acquisition of 80% of shares of Advanced World Transport, the second-largest rail freight operator in the Czech Republic and one of the largest private carriers in Europe. The value of the transaction amounted to PLN 427 million (EUR 103,2 mln).

Thus, PKP CARGO significantly strengthened its strategic position in the region as an integrated logistics operator with European coverage. The acquisition of shares in AWT is one of the biggest acquisitions of foreign businesses by a Polish company in recent years and the first acquisition of this type by an entity of the PKP Group. It is also the second largest investment by a Polish company in the Czech Republic.

The signing of the agreement and the settlement of the agreed price of EUR 103.2 million (PLN 427,3 million) is the culmination of the acquisition process which required approvals from antitrust authorities in Poland, Germany, Slovakia and the Czech Republic. Through this transaction, PKP CARGO significantly strengthened its market position and growth potential in the North-South transport corridor.

“Investing in AWT is a breakthrough in our strategy of international expansion. The Czech Republic is the gateway to southern Europe. Following the acquisition of AWT, we will be able to further leverage the strategic location of Poland, in particular the Silesia, to develop new routes and provide comprehensive logistics and transportation services in the Baltic-Adriatic-North Sea corridor,” says Chief Executive Officer of PKP CARGO Adam Purwin. “We believe that this transaction will reaffirm our ability to exploit the organisational and financial potential of PKP CARGO. In addition, we are confident that our success will also benefit other companies, particularly in the industrial sector. We should remember that rail transport is an important part of our economy, and all indications are that its role will grow in the coming years,” adds Adam Purwin.

“I consider the story of AWT to be one of a great success. The company was over time developed from a local transport operator into a respected rail group with international ambitions. When AWT, from our investment perspective, became mature for a sale there were many interested parties and we opted to choose PKP CARGO, the Polish national carrier, as a strategic and credible partner from within the industry best able to ensure long-term development of AWT.

PKP CARGO is the second biggest player on the rail freight market in Europe and the AWT group is thus accessing fresh growth potential with the support of PKP CARGO’s operational excellence, background facilities and assets,” says Zdeněk Bakala, majority selling shareholder of AWT.

Following the transaction, the share of PKP CARGO in the Czech market rose to 10%. This is important, given that the Czech Republic is the ninth-largest rail freight market in Europe. The main transport routes of the continent intersect here. PKP CARGO’s presence in this market means the ability to attract new customers and ensures better service for operations in the Czech Republic and further to the south of Europe. PKP CARGO also gets access to the Ostrava Paskov terminal, which is located 60 km from the border with Slovakia and 25 km from the border with Poland. It provides a gateway to important points on the map of Europe and a chance for an even more dynamic development of intermodal transport carried out by PKP CARGO.

As pointed out by Adam Purwin, the acquisition of AWT does not satisfy PKP CARGO’s



hunger for the development of international activities. These will be implemented both through acquisitions and strategic alliances with other carriers. - “We strive to build lasting business and operational relationships with partners from other markets, to extend our routes and reach as far as possible.

For this purpose, we concluded a strategic agreement with HŽ Cargo, i.e. the Croatian National Railways. We are looking for opportunities either through alliances or through acquisitions of other carriers in the North Sea-Baltic-Adriatic Sea triangle”, says Adam Purwin.

“For me, it is also particularly important that PKP CARGO has high-quality professionals with experience, who can conduct such large and complex transactions. Paweł Waksman from the Strategy Office and Aleksandra Szymczak from the Legal and Organisational Office, who were engaged in the AWT transaction for many months, both deserve congratulations”, says Adam Purwin.



First bi-modal Stadler-FLIRT

Stadler has sold its first bi-modal FLIRT. On May 12th, 2015 the Valle d'Aosta Region of north-



west Italy awarded Stadler Rail a contract worth approx. € 43 million Euros for five bi-modal trains (BMU) able to operate in Diesel mode or under 3 kVDC catenary, for the interregional passenger service between Aosta and Torino. The bi-modal trains, of the newest FLIRT3 generation, will be delivered in 2018. The new FLIRT3 which is compliant to the newest TSI Norms and standards, thanks to its modular design, will cover the full range of possible EMUs, DMUs and BEMUs train configurations, allowing each customer to personalize the train with the needed functionalities and operational features, being those for EMUs, DMUs or, like in case of Region Valle d'Aosta, for bi-modal trains.

The contract includes staff training, technical documentation, spares and a full-maintenance contract for five years. There is an option for a further five trains (to be taken up within 36

months from delivery of the last train) and extension of maintenance for a further three years, which would take the contract to approx. € 94M EUR.

As with all FLIRT trains, they also include the following features as standard: spacious, transparent interior design, large multi-purpose spaces in the entrance areas and vehicle bodies made from lightweight aluminium, leading to significantly lower energy consumption and thus also substantially lower energy costs. The three-car trains are equipped with 178 seats, out of which 19 are tip-up seats; the trains have a maximum speed of 160 km/h in E-mode and 140 km/h in D-mode. A spacious toilet, compliant with TSI-PRM requirements, is positioned in the middle of the train.

Each train unit consists of 3 passenger cars and an intermediate Diesel PowerPack Module; a fourth car may be added at a later stage, in case of future increase of transportation needs. The FLIRT3 carbodies are constructed from a strictly specified aluminium alloy and the manufacturing process is based on Stadler's proprietary and extensively service-proven integral construction method. Considerable attention has been given to all aspects of maintainability and maintenance requirements; all components of the traction system are cleverly and ergonomically positioned in an orientation and manner that makes them easily accessible through hatches or doors. The traction equipment for the three-car bi-modal train has a maximum delivery power capacity of 2'600 kW in electric mode, under 3kV catenary and of 700 kW in Diesel mode. Thermal-power is delivered by two state-of-art 8 cylinder and common-rail Diesel engines, compliant with the EURO IIIB emission regulations.

The exterior design of the vehicle postures a combination of power and elegance. Major attention has been given to the aerodynamic optimization of the shape of the train for reduced wind resistance and drag resulting in efficient power use and also for a low level of noise generation at all speeds. The chosen interior design delivers an optimal balance of light-filled spaciousness, a sense of roominess, a pleasant and inviting appearance and adequate comfortable seating.



A new computer system at the Centralized Traffic Control Barcelona

The Ministry of Development has approved, through the Board of Directors of Adif, the tender for the contract for the drafting, implementation of measures for the installation and maintenance of a new computer system at the Control Centralized Traffic (CTC) of Barcelona, with an investment of 10,431,654 euros (VAT included).

The main objectives of this action are to ensure full availability, functionality and reliability of this installation, which manages conventional gauge services in the provinces of Barcelona and Girona and reproduce part of Tarragona and Lleida and, therefore, is essential for railway operations in this area of management.

This project will include the complete replacement of current technology of CTC, both in respect to the related Command Post of Barcelona as all remote computers distributed throughout the network stations which manages equipment, in what is refers to hardware and software with the latest available configuration of information processing.

This will involve the complete renovation of systems whose functions are, among others, the reception, treatment and display of field elements, assignment, representation and monitoring station, alarm detection, automatic routing, information exchange with external systems, generation graphics or alarm management.

The contract also includes maintenance of the facility for a period of 20 years.

The estimated project implementation, which will be phased out as the top priority of Adif is that all operations must be carried at all times maintaining the functioning of the CTC, is six months.



Bombardier to Supply 19 Additional Francilien Commuter Trains to Île-de-France Transport Authority (STIF) and French National Railway Company (SNCF)

Rail technology leader Bombardier Transportation has announced that France's state-owned railway company, Société nationale des chemins de fer français, (SNCF) has exercised an option for 19 additional Francilien Electric Multiple Unit (EMU) commuter trains. The order, entirely financed by Île-de-France's transport authority Syndicat des transports d'Île-de-France (STIF), is valued at approximately 127 million euro (\$141 million US).

The original firm order for 172 trains was part of a contract signed in 2006 for up to 372 trains. The first call off option order for 22 trains came in 2014 and this second call off order for 19 units brings the total number of Francilien trains ordered by SNCF to 213, leaving the potential for an additional 159 trains.

The additional trains will contribute to STIF's overall fleet modernization and be rolled out on the SNCF Transilien line L on the Versailles Rive Droite branch.

Jean Bergé, President, Bombardier Transportation France, said, "Due to the high passenger demand placed on the SNCF Transilien network, our clients require not only improved reliability and performance, but also a comfortable train that is able to increase capacity. These trains meet and exceed those needs, making the Francilien the best performing train in the Île-de-France fleet."

According to SNCF, nine out of 10 Line H passengers are satisfied with the service, as a result of the improvement of transportation conditions, punctuality, on-board information and comfort. Line H, which operates with a full Francilien fleet, scores the Transilien SNCF network's highest punctuality rate of 95%.

Scheduled for delivery between the end of 2016 and mid-2017, the trains have room for up to

1,000 people, feature large seats, open gangways and wide doors to facilitate passenger flow.



They will also include proven technology like BOMBARDIER FLEXX Compact bogies and BOMBARDIER MITRAC Train Control and Management System (TCMS) to provide a smooth and comfortable ride. At present, 155 Bombardier Francilien trains operate out of the Gare du Nord, Gare de L'Est, and Gare Saint-Lazare stations in Paris, France.

From the UK - Great Central (North)

The Great Central Railway (Nottingham) is a heritage railway in Nottinghamshire and Leicestershire. The route consists of approximately 10 miles of the former Great Central Main Line between Loughborough South Junction with the Midland Main Line and Fifty Steps Bridge, and a branch line from Fifty Steps Bridge to the Nottingham Transport Heritage Centre built on a former Ministry of Defence site.

Class 25 No. D7629 is the workhorse for the days services at Ruddington on May 2nd. [Derek Elston](#)



Simplex 0-4-0s Nos. 15097 'Ubique' and 15099 'Morris' are seen in the yard at Ruddington. [Derek Elston](#)



Class 20 154, 47 292 and 56 097 are all seen stabled in the yard at Ruddington on May 2nd. [Derek Elston](#)



Nearing completion of restoration, Class 37 009 is seen tucked away in the yard at Ruddington. [Derek Elston](#)



A work stained Class 08 No. 13180 (formerly No. D3180) is seen stabled at Ruddington. [Derek Elston](#)



Looking in need of a repaint, Class 73 No. E6016 is seen at Ruddington along with Class 31 No. 5580. [Derek Elston](#)



Prototype HST Class 252 power car No. 41001 is seen ticking over at Ruddington, behind it is one of the recently purchased Mk 3 coaches for use with the power car.
Derek Elston



Railfreight Coal liveried Class 56 097 is another loco seen stabled at Ruddington. [Derek Elston](#)



Final one from the vast collection of locos, rolling stock and wagons on site at Ruddington is this oddity, Permaquip personnel carrier No. DX68807. Derek Elston



From the Archives



Ceske Drahy's Class 751.149 stands at Šumperk on August 22nd 2009. We mistakenly published a photo last month which was incorrectly listed as this loco when in fact it was Class 751.338. The locos had undergone a bogie swap at some point and as the loco in the photo in last months issue was identifiable only from the numbers on the bogies, (ie. all cast plates had been removed) the numbers became transposed. This loco was known affectionately as 'Red October'. [Tim Proudman](#)





Following on from the last photo, this is the 'real' Class 751.338 seen here awaiting departure from Šumperk on the 08:31 to Zábřeh na Moravě on March 29th 2005. This particular train was booked a freight sector loco and usually comprised self-heated trailers as can be seen. [Tim Proudman](#)





Final photo this month also features a Czech 'Grumpy'. This is AZD liveried Class 749.039 taken at Praha hl.n. on August 23rd 2009, awaiting departure with the 15:36 Praha hl.n. - České Budějovice service. This loco has recently been purchased by AZD from Ceske Drah. Tim Proudman