

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...

Welcome to another edition of Railtalk Xtra, and yet another fantastic bumper month for photos.

As another month draws to a close, I can't help thinking just where has this year gone. Well they do say that time flies when your enjoying yourself and this month has been no exception. I had a few days in Eastleigh, near Southampton, and discovered that it is a freight hotspot. The amount of intermodal and engineers traffic is incredible and what surprised me even greater is that it seems to be just about all day every day (even Sunday).

Over in mainland Europe it has been a rather steady month, with deliveries of Vectron's and TRAXX locos continuing for various operators. One curiosity is the OBB 1116s that have been on hire to Gysev for over 10 years are being returned to OBB as Gysev are getting a fleet of ELL Vectrons, so if you want to see those 1116s in Gysev livery, head over there quickly.

With the summer holidays nearly over, our From the UK section has a look at Glorious Devon which this year, apart from a few livery changes on the power cars, didn't produce anything really special. Even the Colas Rail operated log trains from Teigngrace now only work to Exeter.

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

Front Cover: SNCF BB diesels Nos. 67419 and 67578 stand at Nantes whilst working the 06:16 Quimper - Bordeaux service. [FrontCompVids](#)

This Page: DB Class 218.376 and 218.385 cross the Soholmer-Au river bridge near Lindholm with train No. IC2374 to Westerland(Sylt) on July 23rd. [Chris Perkins](#)



Pictures

ÖBB's Class 1216.147-9, one of the few remaining 1216 1xx locos allocated to Villach, heads a mixed freight towards Villach Vbf through Villach Warmbad. Of interest was that the 'SLO permission' on the side of the loco had been crossed out. Anton Kendall





QR National No. 5023 leads sister loco No. 5005 on an empty coal working from Kooragang down the grade at Metford.
Anton Kendall



SNCF Class 67000s Nos. 67436 and 67554 call at Jonzac whilst working the 13:00 Nantes - Bordeaux service. FrontCompVids



At the Budapest Childrens Railway, ABa MOT 2 is pictured arriving at Virágvölgy working a special train for children's day.
Keith Hookham





ZSSK Class 361.005-8 stands at Poprad-Tatry working a Kosice to Zilina service. Class47



POPRAD - TATRY

POPRAD -

ZSSK CARGO
www.zsccargo.sk

Peter
361 005-2

Class 62-0693 approaches Carei working a cross border service from Debrecen in Hungary to Satu Mare. [Tim Farmer](#)





SBB Class 460.018 propels a diagnostics/test train past Wassen on July 5th. [Laurence Sly](#)





SBB Re 4/4ii No. 11238 and Class 620.033 pass Göschenen whilst working freight train No. 67767, Hüntwangen-Wil - Sigirino Holcim hoppers on July 6th. [Laurence Sly](#)



SD Kolejová Doprava's Class 130.045 passes the church of St. Josef at Vaňov whilst hauling a northbound ballast train.
Laurence Sly





On July 15th, DB Class 233.572 waits at the Danish border town of Tønder for a path over the single line south to Niebüll.
Mark Bearton





Pacific National No. 8254 leads sister locos Nos. 8204 and 8224 on an empty coal working through Victoria Street.
Anton Kendall





SBB Class 460.076 arrives into Göschenen whilst working train No. IR2417 10:09 Zurich - Locarno on July 5th.
Laurence Sly





0-6-0 shunter No. MPZ 40M.008 is seen working at the Českomoravský cement works in Beroun. [Class47](#)





Budapest Cog railway trailer No. 62 is seen being pushed by powered car No. 52, arriving at the terminal station on line 60 of Széchenyi-hegy. Keith Hookham





Ceske Drahy's Class 163.079 passes Libochovany whilst working train No. RE6415 16:03 Usti nad Labem Zapad - Lysa nad Labem.
Laurence Sly



MAV Class 418.333 has just taken over from the CFR Sulzer (on the left) at Valea lui Mihai on the Romanian/Hungary border with the 15:00 Satu Mare – Debrecen service. [Tim Farmer](#)

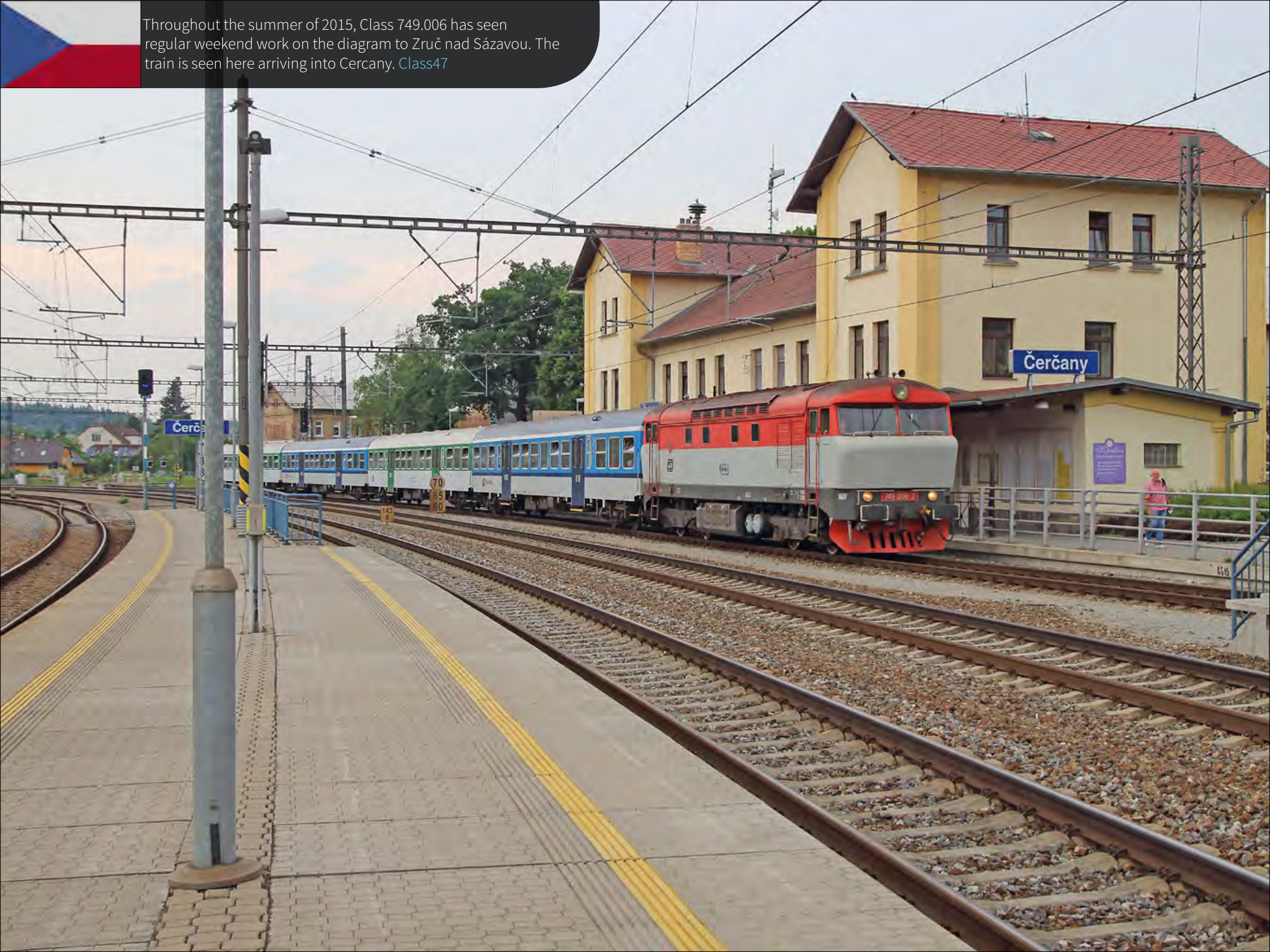


DB Class 218.319 and 218.344 head through Klanxbüll near the end of its journey working train No. IC2310 06:38 Frankfurt (M) Hbf to Westerland on July 14th. [Railwaymedia](#)





Throughout the summer of 2015, Class 749.006 has seen regular weekend work on the diagram to Zruč nad Sázavou. The train is seen here arriving into Cercany. [Class47](#)





On July 6th, SNCF No. 215031 and TGV No. 281 are seen at Paris Gare du Nord. John Balaam



CD Cargo Class 130.001 hauls a southbound freight train past Střekov Dam on the east bank of the River Elbe. [Laurence Sly](#)



Cokoliv Kamkoliv liveried Class 122.021 approaches Střekov whilst hauling a northbound empty coal train. [Laurence Sly](#)



CD Class 371.003 passes the Church of St. Josef at Vanov whilst working train No. EC172 07:25 Budapest Keleti - Hamburg Altona. [Laurence Sly](#)



CD Cargo Class 122.034 passes Střekov Castle on the east bank of the River Elbe with a rake of empty car transporters. [Laurence Sly](#)



On July 22nd, DB Mz No. 1452 drags a failed No. 1457 eastbound through Tjærborg with a Hamburg Maschen Yard to Fredericia freight following a traction change at Esbjerg. [Chris Perkins](#)





Class 185.576 and 185.581 cross the Haggribach bridge as they approach Gurnellen whilst hauling a CrossRail intermodal train northwards through the Gotthard Pass on July 6th.

Laurence Sly





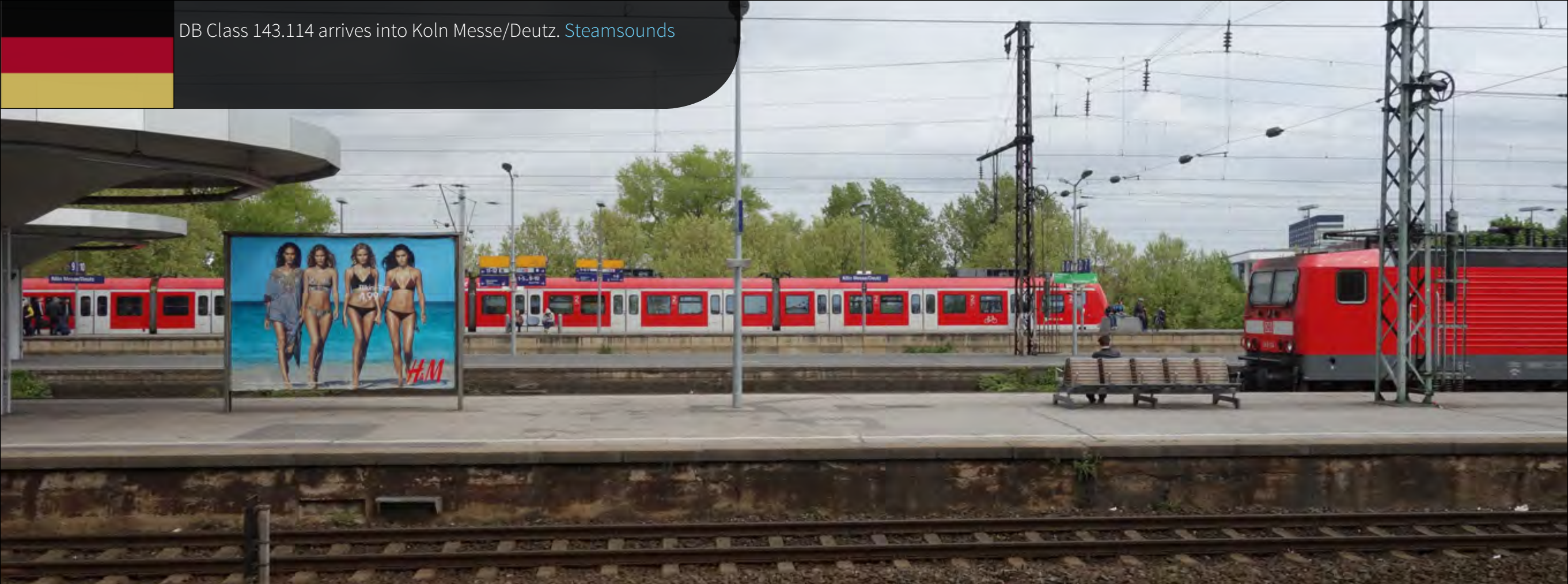
A busy evening scene at Erstfeld depot on July 3rd as SBB Class Re 4/4ii Nos. 11341, 11336, 11168 & 11248 await their next duty.
Mark Pichowicz



On July 24th, new TRAXX ME No. 245.201 heads the 09:52
Westerland(Sylt) to Hamburg Altona service on a training run
past the foot crossing at Boredelum. These locomotives will
have to be used on these services from the change of franchise
in December. [Chris Perkins](#)



DB Class 143.114 arrives into Koln Messe/Deutz. Steamsounds



Eurobahn No. ET5 09 is seen at Paderborn with a Kassel-Wilhelmshöhe service. Steamsounds



North Rail/EBM Cargo Class 295.970 is seen at Hagen Hbf. Steamsounds



Crossrail's Class 185.597 passes Immensee whilst hauling a southbound intermodal train. [Laurence Sly](#)



Crossrail's Class 185.602 and 185.607 round Wattinger Kurve whilst hauling a southbound intermodal train. [Laurence Sly](#)

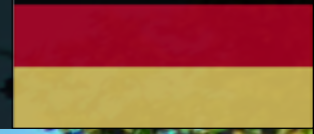


A pair of CrossRail Class 185 TRAXX locomotives haul a northbound container train across Intschireuss-Brücke. [Laurence Sly](#)



Crossrail's Class 185.601 and 185.593 pass Gurtellen whilst hauling a southbound container train. [Laurence Sly](#)

DB 'Rabbit' Class 218.322 leads a class mate through Klanxbüll with a Westerland to Niebüll AutoZug on July 14th. Tim Blazey





Ex Bosnian L45H 760mm gauge locomotive converted to metre gauge as a Gmf 4/4 No. 90 for use by Furrer + Frey on various adhesion lines. Currently being used for work in the Furka Base Tunnel and seen at Realp on July 1st. Chris Perkins



On July 14th, DB Rabbits, Class 218.342 and 218.372 come off the Hindenburgdamm onto the mainland with the 12:00 shuttle from Westerland. [Railwaymedia](#)



ÖBB Class 1116.067-0 heads a long rake of FS vans towards Italy through Villach Warmbad. Anton Kendall





Arriva Lint 41 DMU No. AR2050 is seen west of Tjæreborg on July 22nd working a Ribe to Esbjerg service. [Chris Perkins](#)



Ceske Drahy's Class 111.006-3 hauls a rake of preserved coaches through Praha hl.n. Class47





On July 29th, Pacific No. 01.202 passes Steinen with a steam special from Bellinzona, over the Gotthard with Classic Trains RE 4/4i No. 10016 on the rear. [Chris Perkins](#)





Former DSB MZ1449, now working for DBS Rail Danmark, approaches Bramming with a Fredericia to Esbjerg leg of a diverted Copenhagen to Hamburg area freight. [Railwaymedia](#)



Built in 1918, DR No. 38.2267 is seen departing from Hagen Hbf with the regular, 1st Sunday in the month Dampfzug to the Bochum-Dalhausen Eisenbahn Museum. [Steamsounds](#)



Wuppertal Schwebebahn car No. 27 is seen near Vohwinkel on June 15th. Steamsounds



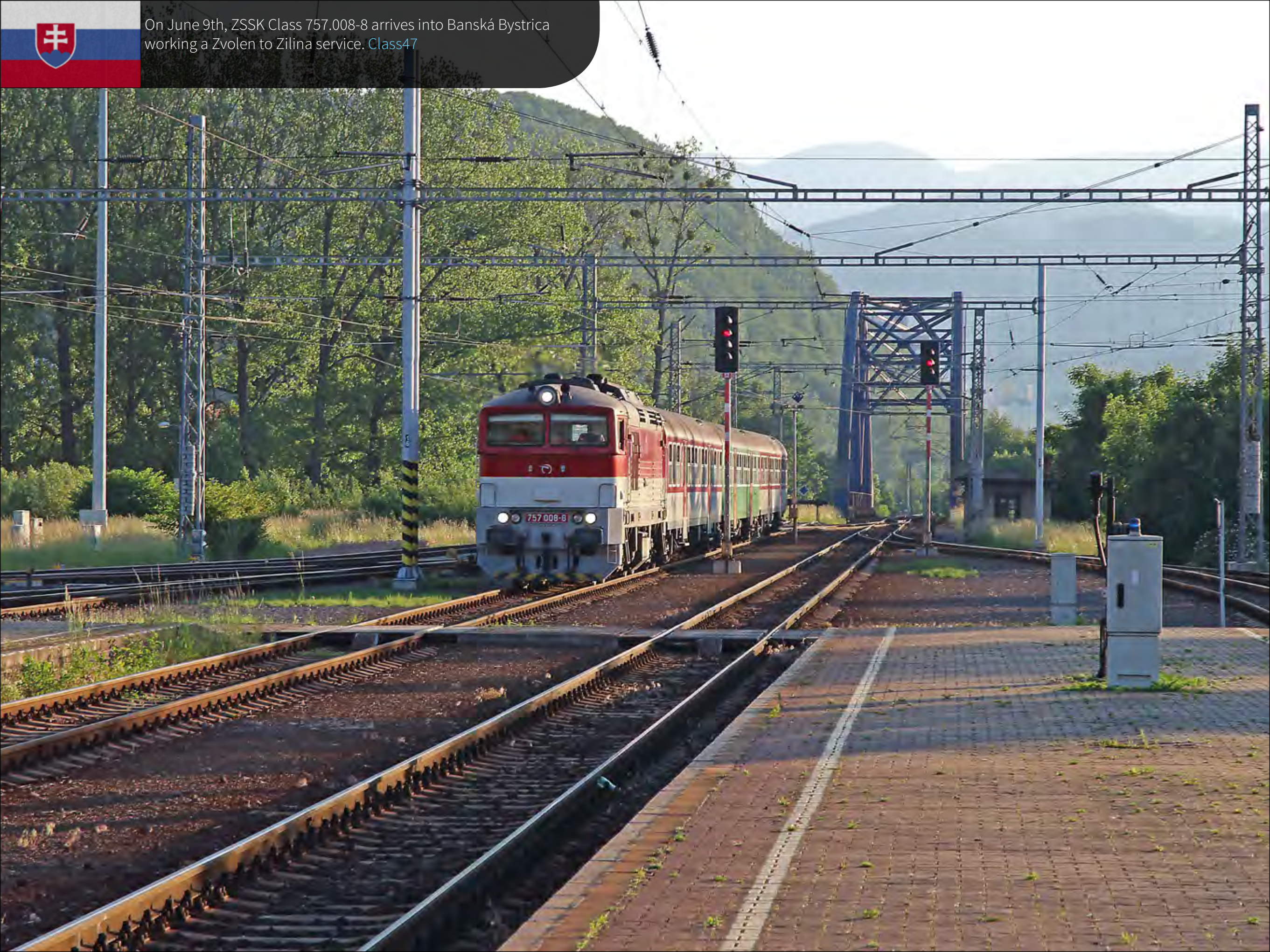


Glencore No. XRN009 leads Nos. XRN028 and XRN030 on a loaded coal working down the grade at Thornton towards Kooragang.. Anton Kendall





On June 9th, ZSSK Class 757.008-8 arrives into Banská Bystrica working a Zvolen to Zilina service. *Class47*

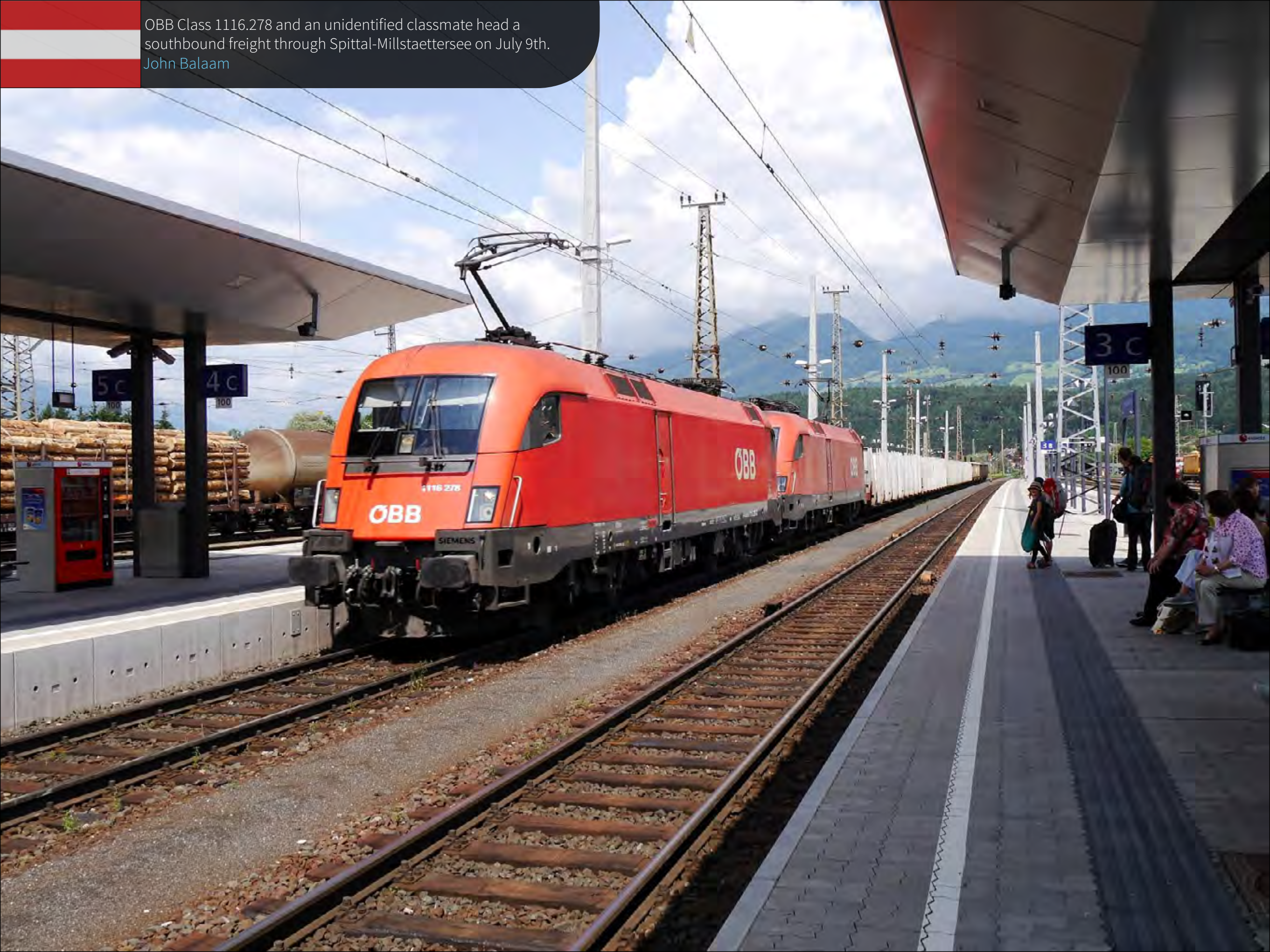




RhB Ge 4/4ii No. 632 passes Zizers with train No. RE1220 07:40
Scuol-Tarasp to Disentis/Mustér. Mark Pichowicz



OBB Class 1116.278 and an unidentified classmate head a southbound freight through Spittal-Millstättersee on July 9th.
John Balaam





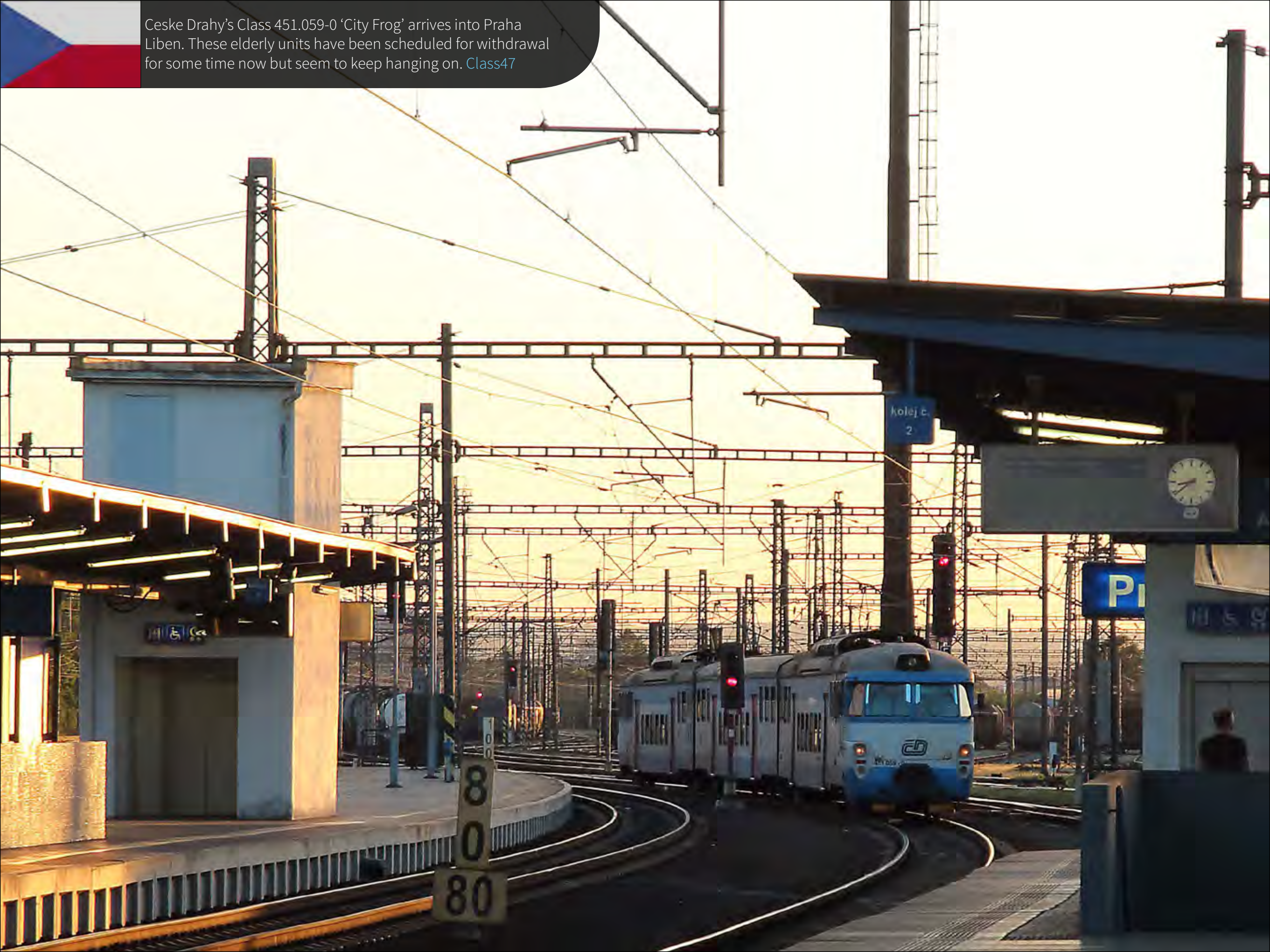
SBB Re 4/4ii No. 11149 races past Zizers with train No. IC913
08:07 Zürich - Chur. Mark Pichowicz



RhB steam locos Nos. 108 and 107 accelerate away from the
passing loop at Zizers with a Lanquart - Samedan special.
Mark Pichowicz



Ceske Drahy's Class 451.059-0 'City Frog' arrives into Praha Liben. These elderly units have been scheduled for withdrawal for some time now but seem to keep hanging on. [Class47](#)





Gysev Class 651.008 (ex DB 232.682) waits to take over train No. IC316 16:10 Budapest - Graz at Csorna. Mark Pichowicz



SNCF No. 67541 calls at La Redonne Ensues whilst working the 16:03 Miramas - Marseille. [FrontCompVids](#)



SNCF No. 22308 calls at Miramas with the 07:18 Lyon Part Dieu - Marseille service. [FrontCompVids](#)



A wide angle view of Nice Ville with SNCF's BB No. 22309 having arrived with the 12:30 from Marseille. [FrontCompVids](#)

CFL No. 3019 stands at Luxembourg on July 20th whilst working the 15:53 service to Kleinbettingen. [Jeff Nicholls](#)





Built by ŽOS Vrutky, Class 861.004-4 EMU is seen stabled at Kosice. Class47

861 004-4



SK-ZSSK 861 004-4

SNCF's 22000 Class No. 22250 stands at Nice Ville working the 16:49 service Ventimiglia. FrontCompVids





CFCLA VL Class Nos. VL357 and VL353 work an ore train up the grade at Thornton. Anton Kendall



An immaculate SNCB Class AM86 EMU, No. 913, heads through Antwerp Berchem on an ECS working. [Class47](#)





Class 418.309 waits to pass an oncoming train at Györszabadhegy whilst working train No. R9234 14:56 Győr to Celldömölk. Mark Pichowicz





ZSSK Cargo Class 756.001-4 and 756.009-7 are seen stabled in the evening sunshine at Banská Bystrica. *Class47*



Agilis Class 440.910 EMU is seen stabled at Regensburg Hbf whilst DB Class 612.060 operates a service to Nurnberg Hbf.
Class47



Bombardier Traxx built P140 AC1 C in service with CFL as No. 4016 is seen on the rear of a double deck rake of stock departing Luxembourg on July 20th. Jeff Nicholls



SNCF 'en voyage' liveried No. 508627 stands at Toulouse working the 08:14 service to Narbonne. [FrontCompVids](#)





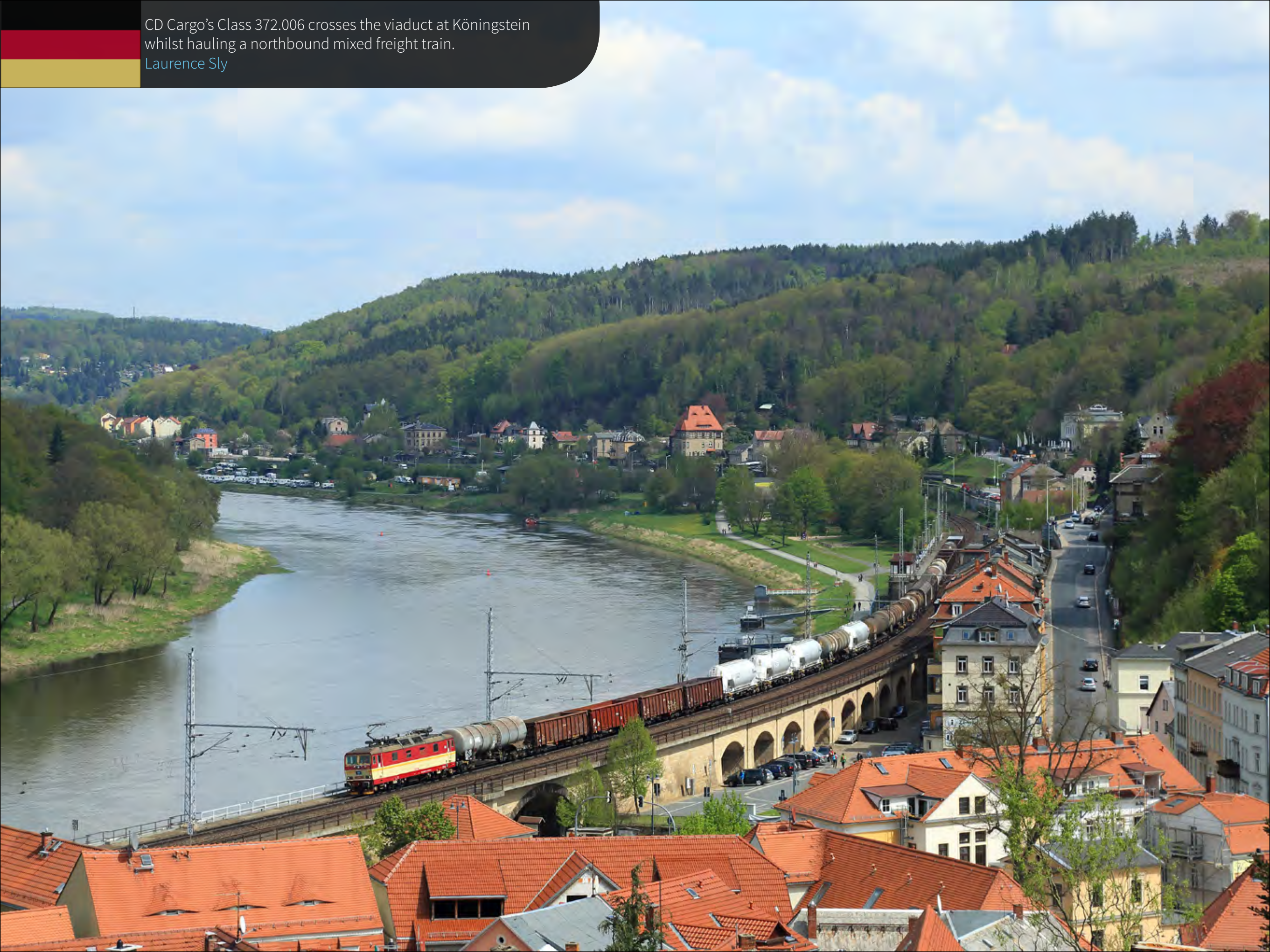
ZSSK Class 771.001 is seen shunting in the yard at Devínska Nova Ves. Mark Pichowicz



Ceske Drahy's Class 754.007-3 stands at Praha Vrsovice having arrived with the Sundays only terminating service from Tanvald.
Class47



CD Cargo's Class 372.006 crosses the viaduct at Königstein whilst hauling a northbound mixed freight train.
Laurence Sly



MoselWeinBahn single car diesel unit No. 650.131 passes alongside the Mosel river near Kovenig on July 29th.
Jeff Nicholls



Class 2043.53 is photographed after arriving at its destination with train No. R16970 09:30 Retz - Drosendorf. [Keith Hookham](#)



SBB Class 482.044 passes Krippen whilst hauling a southbound freight train. Laurence Sly



ÖBB Class 1016.038-2 works a mixed freight through Villach West, having just departed Villach Vbf. Anton Kendall



Class 2143.070 stands at Ernstbrunn before working the Nostalgia Express 'Leiser Berge' 16:45 Ernstbrunn - Wien Praterstern. Keith Hookham



CD Cargo Class 742.204-1 and 742.083.9 are seen stabled alongside Class 810.538-9 at a sunny Kralupy nad Vltavou. Class47



DB Class 612.047 and 612.549 depart Brilon Wald with a service to Kassel-Wilhemshöhe. Steamsounds



Ulm tram No. 46 Johannes Kepler stands at Hauptbahnhof with a service to Soflingen on July 10th. John Balaam



Augsburg tram No. 891, built by Bombardier in 2010, heads along Hermanstrasse on July 9th. John Balaam



Saarbruecken tram No. 1003 is seen crossing Viktoriastrasse on July 7th working a line 1 service to Brebach. John Balaam

DR No. 99.7247 climbs alongside the Goetheweg, heading towards the Brocken. [Steamsounds](#)



Adif will invest more than 8.3 M € in the modernization of infrastructure in the stretch El Prat de Llobregat - Barcelona Sants

The Board of Directors of Adif has approved the tendering of the works of infrastructure modernization in the section El Prat de Llobregat-Barcelona Sants amounting to 6,626,713.1 euros (VAT included) and an execution period of 18 months. The contract also includes an additional 1,761,542.1 euros (excluding VAT) in respect of the materials and services provided directly by Adif, bringing investments to 8,388,255.2 euros. This action will execute the renovation of the track and the overhead contact line on a stretch of 3.5 km in this way, with the aim of standardizing and unifying the state of the premises after the arrival of the High Speed Line Barcelona, ensuring their optimum parameters of safety, reliability, availability and functionality.

It also aims to increase the useful life of the facilities, optimize maintenance and reduce the likelihood of incidents in a section that recorded a high density of railway traffic.

Other outstanding performances of this project is the refurbishment scheme of Bellvitge station in order to improve its functionality and operational capacity, enabling smooth movement, and to increase the maximum speed of trains in the direction of Barcelona and to reduce the time of passage of different train services.



CAF TO SUPPLY 20 TRAINS TO MEDELLÍN METRO WITH A CONTRACT IN EXCESS OF €89M

Medellín, with a population of 2.5 million, is the second largest city in Colombia, and is seated in the natural region called Aburrá Valley, in the Andes Central Mountain Range. The Medellín Metro was inaugurated in year 1995 as the mass transit system for the Valley and the Metropolitan Area. Currently it has two main lines in operation, A and B, extending for a total of 35.5 km in a network of 27 stations.

Empresa de Transporte Masivo Valle de Aburrá (Medellín Metro) and CAF have signed this new contract in response to the increasing numbers of passenger in the region. CAF is to supply 20 x 3-car Units which can run in single 3-car consists or as a double consist train featuring cutting-edge technology for this type of vehicles.

CAF signed another contract with the Medellín Metro in 2009 for the delivery of 13 x 3-car Units which are already running in revenue service. This contract was subsequently extended in January 2014 with 3 more Units, the first of which is already built and in transit for delivery in Colombia. With this new 20 Unit contract, the fleet supplied by CAF will add up to 36 Units, underpinning the Company's firm commitment to the Colombian market, where sales prospects are exiting, particularly concerning the future Bogotá Metro project.

Furthermore, CAF reinforces the Company's footprint in the Latin American market where significant projects have been delivered in the last few years, both with the supply of vehicles and also under Rolling Stock Concession schemes. Brazil,

Mexico, Venezuela, Chile and Colombia are some of the countries that currently benefit from CAF's state-of-the-art trains running in their railway networks.

In addition, in early June CAF and LUXTRAM signed a contract for the supply of 21 trams for the city of Luxembourg for approximately €83m. LUXTRAM announced this award in May.

The contract includes the supply of 21 high capacity trains for up to 450 passengers with the possibility of several extension phases. The first track sections will be laid on the first quarter of 2016, and the first train is scheduled to be delivered in early 2017, with the objective to guarantee the start of revenue service on the line stretch from Luxexpo to the Red Bridge in the second half of 2017.

On June 9th, DR No. 99.7235 stands by the sand tower on shed at Wernigerode. [Steamsounds](#)



Decommissioning the original line between Chotoviny and Sudoměřice u Tabora

The morning of August 12th, saw the end of regular traffic on Line 220 routes, between stations at Chotoviny and Sudoměřice u Tabora.

Trains have been running here since 1871, when it was put into operation section of the former KFJB (Vienna) - Gmünd (today the Czech Velenice) - Tabor - Prague, ie. 144 years.

Until September 11th there is a lockout, during which will be completed a new stretch of railway track intersecting the old route. After the launch of the new double track line Chotoviny - Sudoměřice u Tabora there will be an additionally created curiosity: near Sudoměřice will be the very first tunnel of the Region.

The last freight trains enclosing almost one and a half century of operation on the line, was the Pn. 68510 Ceske Budejovice - Prague-Liben and Pn. 65811 Prague-Liben - Ceske Budejovice, operated by CD Cargo locomotives.



These pictures were taken on the last day of operation on the old track, 11th August.
© CD Cargo



EUROSTAR REPORTS RECORD BREAKING NUMBERS



Eurostar, the high-speed rail service linking the UK and mainland Europe, announces the highest ever number of passengers transported in one month with 1 million customers having travelled in July 2015. This milestone marks a year-on-year increase of 5.1% in passengers compared with the same period last year (2015: 1,017m, 2014: 968,000). With the introduction of the new direct service from London to the South of France, and ticket sales for core destinations at an all-time high, Eurostar sales are going from strength to strength as travellers choose the train over the plane. Nicolas Petrovic, Chief Executive, Eurostar, said: "We have seen unprecedented demand over the summer months as customers are taking advantage of our frequent services and new routes. With passenger numbers increasing year-on-year, we are looking forward to the arrival of our new trains. The combination of more seats, superior comfort and state-of-the art design is set to transform the travel experience."

Only four months after Eurostar's new all year round direct service from London to the South of France embarked on its inaugural journey on 1 May, the high-speed rail operator has sold over 100,000 tickets to date. Eurostar has seen a strong response for the route, which runs between London and Lyon, Avignon and Marseille, as passengers are drawn by the wide-ranging gastronomic and cultural attractions of the region. The new service, which offers UK travellers a seamless, leisurely journey from the heart of London to the Mediterranean, has revolutionised cross-channel travel offering a more convenient alternative to flying. As summer is coming to an end, many customers are now booking the service to Lyon for their winter ski trips.



Škoda Transportation invests in Finland

Škoda Transportation Group strengthens abroad. The company had bought a controlling stake in the Finnish company TransTech. It is the only Finnish manufacturer of railway and urban rail vehicles and it's an annual turnover come up to several billion CZK.

“In recent years Škoda Transportation Group had great achievements especially on foreign markets. Our long-term goal is to consolidate the company's position mainly in Western Europe. The acquisition of the Finnish company TransTech is one of the steps to accomplish this goal,” says Tomáš Krsek, Chairman of the Board, Škoda Transportation.

TransTech company is the largest manufacturer of rail vehicles in Finland. Its main products included double-deck electric cars (operated as pushpull sets), trams and engineering products. It currently employs approximately 500 people. The annual turnover of the company is more than 2.5 billion CZK. The company key contract is supply of double-decker and pressure-tight carriages for Finnish State Railways (VR Limited), which are designed for speed of 200 km/h. The company also has a framework agreement for the supply of 100% low-floor trams with fully pivotable bogies for the Finnish capital Helsinki.

“With this acquisition is Škoda Transportation becoming a key player in the field of railway and urban rail vehicles on the Finnish market. Equally significant is the fact that this trade significantly improves the starting position of Škoda business development all throughout Scandinavia,” says Zdeněk Majer, vice

president for sales at Škoda Transportation.

“We are pleased that Škoda Transportation Group has become the new majority shareholder of TransTech, especially because it is an investor from the same field. In addition, Škoda Transportation has its own broad product portfolio and thereby can contribute to further development of TransTech company. The original owner, Mr. Ilka Brotherus remains a minority shareholder, via the company Sinituote Oy,” says Leif Ekstrom, a member of the Board of TransTech.

TransTech Company was founded in 1985. Today the company has in its portfolio of products like low-floor trams and electric units, as well as wagons or wagons for transporting cars. Škoda Transportation bought a majority share from the Finnish investment company Pritech Oy.

“Another benefit of the acquisition for the Škoda Transportation Group is the know-how of Finnish company in the field of rail vehicles which are operated in challenging climatic conditions as well as high-speed and pressure-tight cars. I strongly believe that we will use this know-how and other skills in tenders which we plan to participate on in Scandinavia in the coming months,” says Zdeněk Majer.

A plinthed mini replica of the 'Rocket' is seen at Trnava.
Keith Hookham



The Bochum-Dalhausen Eisenbahn Museum's Wismarer Schienenbus arrives at Bochum-Dalhausen S Bahn running a shuttle service to and from the museum. [Stearnsounds](#)



A Railbus shuttle from Hagen Hbf via the Ruhrtalbahn is seen arriving at the Bochum-Dalhausen Eisenbahn Museum. [John Balaam](#)



No. 38 2267 stands on display at the Bochum-Dalhausen Eisenbahn Museum. [Stearnsounds](#)

Feldbahn rides at the Bochum-Dalhausen Eisenbahn Museum.
Stearnsounds



Berlin S Bahn carriage No. 475 003 at the Bochum-Dalhausen Eisenbahn Museum.
John Balaam



A Road/Railbus at the Bochum-Dalhausen Eisenbahn Museum.
Stearnsounds

DB Class 420.886 arrives into Wiesbaden Hbf with a terminating line S6 service from Mainz. Paul Godding



Bombardier Hands Over 100th FLEXITY Tram to the BVG

Milestones of a success story: rail technology leader Bombardier Transportation has officially handed over the 100th FLEXITY tram for Berlin to the Berlin Transport Authority (BVG). In the presence of numerous representatives from politics, business and the media, the keys were symbolically handed over by the President and Chief Operating Officer of Bombardier Transportation Dr. Lutz Bertling to the BVG Chairwoman of the Board Dr. Sigrid Evelyn Nikutta at Berlin's Nordbahnhof station. A commemoration board with date and logo was also unveiled jointly. With the slogan "The 100th FLEXITY for Berlin – what a fleet", the tram will be easily recognisable in service through Berlin today and in the future.

Dr. Sigrid Evelyn Nikutta, Chairman of the Board and Senior Executive of Operations at BVG said, "The tram – along with underground trams and modern buses – is the guarantor for a contemporary, environmentally friendly mobility in the growing metropolis of Berlin. This applies today, but will especially apply in the future. With the FLEXITY Berlin, we have a vehicle that simply suits Berlin and the BVG. State-of-the-art technology, ecological, fast, comfortable, barrier-free and with a highly acclaimed design. The FLEXITY is valued by our passengers just as much as it is by our drivers - and rightly so."

Dr. Lutz Bertling said, "2015 is a year of anniversaries for BVG. In June, we jointly celebrated 150 years of trams in Berlin and are today handing over the 100th FLEXITY to BVG. With the largest tram network in Germany, Berlin is a city with a rich tram tradition. Bombardier is proud to be a part of this tradition, since all BVG trams for the past 20 years have come from our factory. We would like to express our thanks for the long-standing, good partnership and proven trust."

In 2008, the success story of the FLEXITY Berlin began with four pre-series vehicles that were tested intensively. On 10th September 2011, the first series production vehicle commenced passenger service, its design having been influenced by feedback from Berliners. The trams were specially designed for the German capital, with inspiration from the Bauhaus style, a design that has already received numerous design awards.

The trams enjoy tremendous popularity in Berlin and are distinguished by comfortable entry and alighting, low noise and energy efficiency. At present, 142 items are ordered, these earmarked for full delivery by the end of 2017 so that the entire tram fleet of BVG can be made suitable for people with disabilities.



A busy Köln Hbf is seen on the evening of June 15th. Steamsounds





PLN 156 million of net profit for PKP CARGO Group

The takeover of the Czech carrier AWT positively affected financial results of PKP CARGO Group. As a result of the acquisition, the company booked a profit on a bargain purchase in the amount of PLN 140 million. The effect of the purchase of AWT, active sales policy, dynamic development on international markets and improvement in operational and cost efficiency of PKP CARGO Group enabled development of a net profit in the first half of 2015 in the amount of PLN 156 million, in revenues amounting to PLN 2.1 billion. The financial results for the first half-year are better than the market expectations. In the first half-year, the railway services market in Poland recorded a zero growth dynamics as a result of, among others, the situation on the market of building materials and aggregates and the factors restricting the size of exchange of goods of Poland with the East.

In view of the stagnation on the domestic market, PKP CARGO Group actively develops international transport operations. In the first half-year, in the annual perspective the international traffic of the company increased by 136 percent, reaching almost 3 million tons. PKP CARGO trains run, among others, to the ports of the North Sea, the Netherlands, Germany, Austria and Hungary, as well as Czech Republic and to Slovakia. The development of PKP CARGO on foreign markets is supported by the acquisition of AWT. Transaction finalized in May 2015 is substantially reflected also in company's financial result, bringing PKP CARGO a profit on a bargain purchase in the amount of PLN 140 million confirmed by expert auditors. This means that PKP CARGO bought AWT for a price lower than the evaluation of assets of the company taken over would indicate. The synergies are mainly a better organization of transport process and effective use of the rolling stock, mutual repairs and inspections of cars

and locomotives, as well as joint commercial actions in the region of South-Eastern and South Europe. Aiming at the improvement in financial effectiveness, PKP CARGO Group still reduces operating costs. The voluntary leave programs conducted in the first half of 2015 will bring savings at the level of at least PLN 120 million annually. The company's operations costs in the first half of 2015 decreased by 5 percent in the annual perspective - to PLN 1.83 billion. PKP CARGO prepares a new strategy of operation for 2016-2020. The company will concentrate on international development and continuation of initiated consolidation processes of different business areas with particular focus on forwarding and terminal operations. The reorganisation of structures of sales in the Group will improve acquisition of and customer service, both in the domestic and international market. The sale of all transport - logistic services provided by PKP CARGO Group will be handled by the PS Trade Trans company, led by a new president, Twan Steenweg, a specialist in the field of logistics with 25 years of the international experience.

"The acquisition of the Czech carrier has consolidated PKP CARGO Group. A good preparation of transaction and accurate recognition of synergies resulting from the acquisition starts to show results. Thanks to that, the integration of AWT and PKP CARGO has already given numerous benefits to the company, employees and shareholders. The takeover of AWT and obtaining the possibility of dynamic development of operations in Europe opens a new chapter in the history of PKP Cargo Group. Right now with our offer and our trains we are strongly present in Hungary, Slovakia and in the Czech Republic" - says Adam Purwin, President of the Management Board of the PKP CARGO Group.



Alstom and NTL carry out the first test on the tracks of the Ayacucho tramway line

Alstom and NTL have successfully tested the first tram on the tracks of the Ayacucho tramway line in Medellin, Colombia. The trams will be operated by Metro de Medellin on the 4.3 km-long line which connects the city's metro lines A and B and two new metro-cable lines. The line, which comprises nine stations, is scheduled to be partially open by October 2015 and is expected to reach 85,000 passengers per day.



In April 2012, the city of Medellin ordered 12 Translohr STE5 trams (each 39 metres long) from NTL. The NTL trams are highly efficient and offer exceptional benefits in terms of their insertion into the urban landscape, including a clearance gauge of 5.18 metres and a turning radius of 10.5 metres. The trams can easily run on gradients of up to 13%, particularly relevant for the Ayacucho line which includes slopes with gradients of 12%. This enables cost-optimization of the whole system: less civil works, reduced infrastructure costs and smaller maintenance facilities.

Alstom, as leader of the consortium UT Alstom-Sytecsa, provides the power supply for the entire project. Alstom's scope included the project management, engineering, procurement, testing and commissioning of the medium voltage network and its intake substation, and the traction substations.

Alstom develops solutions suited to all urban environments, meeting the different expectations of passengers and cities. Present in Colombia for over 60 years, Alstom has strong capabilities in engineering, manufacturing, project management and the supply of products and solutions for infrastructure.

On June 11th, SD-Kolejova doprava Class 130.041-7 leads a coal train through Lovosice. [Paul Godding](#)



The first Régiolis of the Midi-Pyrénées region entered commercial service in July 2014 on the lines that link Toulouse with Latour-de-Carol and Mazamet.

“This new order is excellent news for the French rail industry and for Alstom Transport’s sites in France. It symbolises the region’s renewed confidence in Alstom and its products,” said Ana Giros, Managing Director Alstom Transport France.

Régiolis is part of Alstom’s Coradia range. With its modular architecture, it can be adapted to the requirements of every organising authority as well as to different types of use: suburban, regional and intercity. It is available in three lengths (56, 72 and 110 metres) and offers optimal passenger comfort, whatever the length of the journey. Régiolis is both ecological and economical thanks to its low energy consumption, its respect for the latest emissions norms when in operation and its reduced maintenance costs. Equipped

with ERTMS technology, Régiolis is the first regional train in France to conform to all European standards.

To date, 226 Coradia Polyvalent trains have been ordered as part of the contract awarded to Alstom by SNCF in October 2009, of which 192 Régiolis by 12 French regions and 34 Coradia Liners by the French state, the organising authority for France’s Trains d’Equilibre du Territoire (TET) or intercity trains. Three million kilometres have already been covered by Régiolis in commercial service.

The production of Coradia Polyvalent generates over 4,000 jobs in France for Alstom and its suppliers. Six of Alstom’s 12 sites in France are involved in the project: Reichshoffen for the conception and assembly, Ornans for the motors, Le Creusot for the bogies, Tarbes for the traction chains, Villeurbanne for the onboard electronics and Saint-Ouen for the design.



Alstom to supply 8 additional Coradia Polyvalent to the Midi-Pyrénées region

passenger counting systems, dedicated storage space for bicycles and luggage, and front-panel displays showing the destinations.

Alstom will supply 8 additional Régiolis (Coradia Polyvalent) to the Midi-Pyrénées region for a total of approximately 46 million euros, following an initial order for 25 Régiolis placed by the region in 2009.

The Régiolis, supplied here in their suburban version, are made up of four cars and have 50% more doors than their regional counterparts, facilitating passenger flow. Upon request by the Midi-Pyrénées region, these trains have been fitted with specific equipment such as





Alstom completes work on Nottingham tram extension

Alstom and JV partner Taylor Woodrow have completed work on the Nottingham Express Transit (NET) extension allowing millions of Nottingham commuters to have comfortable and eco-friendly journeys into and out of the city.

The expanded network has more than doubled the existing tram line, with 17.5km of new track and 28 new stops to the South and Southwest of the city, with the extension linking directly with the existing NET Line One at Nottingham Station.



The total tram network is now 32km in length, serves seven parks and ride sites, and is able to cater for up to 20 million passenger journeys a year.

“We’re delighted to have finished what was the region’s biggest construction project and, more importantly, a project that offers the people of Nottingham a modern, effective, low carbon transportation system. Everyone can now see, and enjoy, the benefits of the expanded network,” said Terence Watson, UK Managing Director of Alstom Transport.

“Whilst not without its challenges, it has been a hugely significant project for the city. We set out to create a world class tram network for Nottingham and all consortium partners are proud to have worked together to ensure we achieve that aim” said Steve Lowe, Chief Executive of Tramlink Nottingham.

The joint venture built all associated infrastructure for the project, including overhead wires, track and signalling. Alstom also supplied 22 Citadis trams to the city which now form part of the 37-strong tram fleet serving the city, with Alstom also maintaining all of the vehicles. Alstom is also a Tramlink Nottingham consortium member, together with Keolis, Wellglade, Vinci UK, Meridiam Infrastructure and Infravia.



DB Class 155.016 leads a mixed freight through Bremen Hbf. [Paul Godding](#)



Alstom and DB Energie sign frame agreement for HYpact compact switchgear for railway applications

Alstom and DB Energie, a Deutsche Bahn company, have signed a frame agreement worth €5 million for the delivery and commissioning of the HYpact compact switchgear for their railway applications at 16.7 Hz. The frame agreement has a term of approximately 1.5 years. In spring 2015, the German Federal Railway authority issued its final operating approval for Alstom’s HYpact switchgear after the successful pilot operation at the Fronhausen railway substation. This approval is an essential prerequisite for production and commercial introduction of the product for railway applications in Germany. Germany opens the door for the 16.7 Hz HYpact in Switzerland, Austria, Norway and Sweden as these countries have unified specifications for railway applications.

Alstom’s 16.7 Hz HYpact is an adaptation of its 50 Hz HYpact, a modular switchgear designed for outdoor applications that combines the benefits of air insulated switchgear (AIS) technology with the technology of gas-insulated switchgear. It unites power switches, circuit breakers and earthing switches within an enclosed switchgear. The compact structure of the hybrid switchgear can save space by as much as 50% in comparison with conventional AIS technology. Due to the compact nature and the significant amount of pre-assembly carried out at the factory, the Alstom HYpact can be installed within a short time.

“Alstom had to adapt the hybrid switchgear technology to the requirements of the rail. The system frequency of 16.7 Hz required a modification of individual modules and the high level of stress on the power switch in railway applications, meant that both the interrupter unit of the switch and the arcing contacts had to be adapted,” explains Lutz Drews, Head of the Development Centre and Product Director of HYpact for ALSTOM Grid GmbH in Kassel.

Abellio Class 23.2106 stands at Essen Hbf waiting to depart with a service to Isserlohn and Seigen. [Steamsounds](#)



New technologies for rail transport

Freight optimization, innovation and advanced logistics solution followed by safety improvement – these are the main objectives of cooperation between PKP CARGO and the National Research and Development Centre. The projects derived from the R&D Works will be submitted by the universities, scientific units and companies from the transport sector. PKP CARGO and the National Centre for Research and Development shall allocate PLN 15 million each for implementation of the best initiatives. Research and Development (R&D) is a key development strategy element of the largest in Poland and second in the European Union freight carrier. The cooperation between PKP CARGO and the National Centre for Research and Development is one of the spectacular investments of this type in the PKP Group. The agreement was signed on Tuesday, 18 August, by professor Krzysztof Kurzydłowski, NRDC Director, Chief Executive Officer of PKP CARGO Adam Purwin and Member of the Management in charge of Operations at PKP CARGO Wojciech Derda.

“The Company’s development based on new technologies is the best way to gain permanent competitive advantage and achievement of technological progress in logistics is of a key importance. By increasing its involvement in research and development and implementing the innovative solutions, PKP CARGO will be able to compete on the international markets” – says Director of the National Research and Development Centre, professor Krzysztof Jan Kurzydłowski.

“For a large European actor, such as PKP CARGO, innovation is a necessary development condition. We pursue to increase our operating effectiveness and reduce costs on regular basis. Innovative IT systems supporting the sales processes and customer services as well as drones used for protection of our trains, already introduced in PKP CARGO, are good examples of the solutions sought by the Company” – says Chief Executive Officer of PKP CARGO Adam Purwin. – “When commissioning and financing research in the areas of our interest, we expect the results enhancing and strengthening our business” – adds Adam Purwin.

“PKP CARGO owns more than two thousand locomotives and more than 60 thousand freight wagons. Everyday operation involves several thousand employees. With such comprehensive operation scale, any asset management optimizing solution is priceless” – says Member of the Management in charge of Operations at PKP CARGO Wojciech Derda. – “For example: decrease of power consumption by only several percent translates into millions of savings. Therefore we believe that our investments in D&R will bring profits in short time perspective” – adds Wojciech Derda.



DB Class 232.469-7 leads another class mate with a diverted freight near Esbjerg on July 23rd. [Colin Kennington](#)

From the UK - Glorious Devon

As per usual in late July, several members of the Railtalk team headed down to Devon for their holidays. This year there was a distinct lack of freight running through the county. The log train that used to run to Teingrace now only goes as far as Exeter Riverside Yard with the remaining journey by road. The only really interesting workings left are the Saturdays only Penzance - Par - Exeter loco hauled turn and the Sunday steam services along the sea wall.

On August 1st, First Great Western's Class 57 602 stands at Exeter St. Davids, having arrived with the terminating service from Plymouth. [Class47](#)



On August 6th, First Great Western's power car No. 43126 in its less than attractive Bristol green livery speeds a London Paddington - Plymouth service through Dawlish Warren. [Richard Hargreaves](#)



A CrossCountry Class 221 Voyager heads along the seawall at Dawlish with a service to Birmingham New St. [Richard Hargreaves](#)



First Great Western's Class 150 244 passes through Dawlish working an Exmouth to Paignton service. [Class47](#)



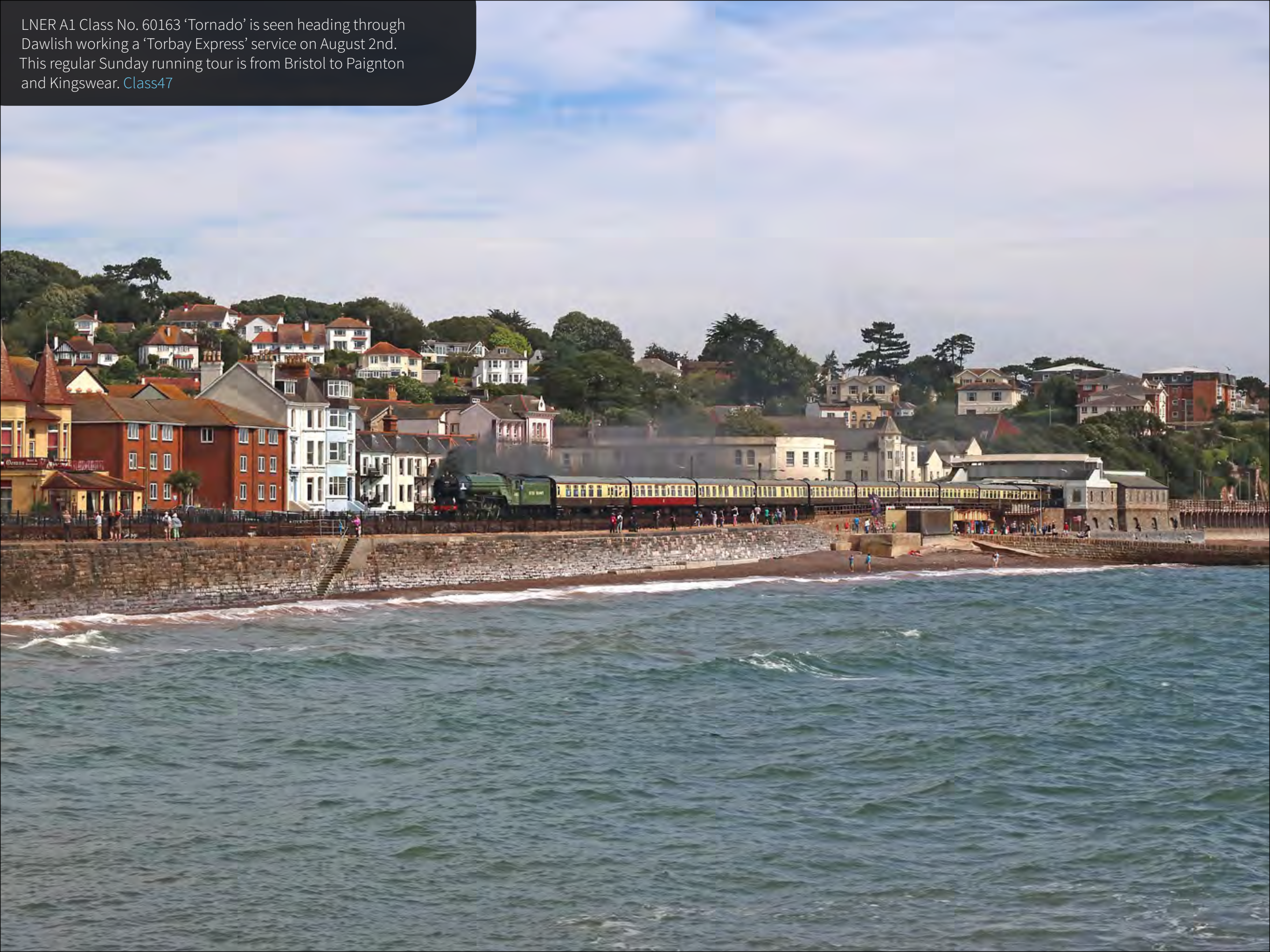
On August 2nd, CrossCountry's HST power car No. 43301 leads a Leeds - Plymouth service through Dawlish. [Andy](#)



FGW power car No. 43031 stands at Exeter St. Davids on August 2nd working a late evening London Paddington to Plymouth service. [Class47](#)



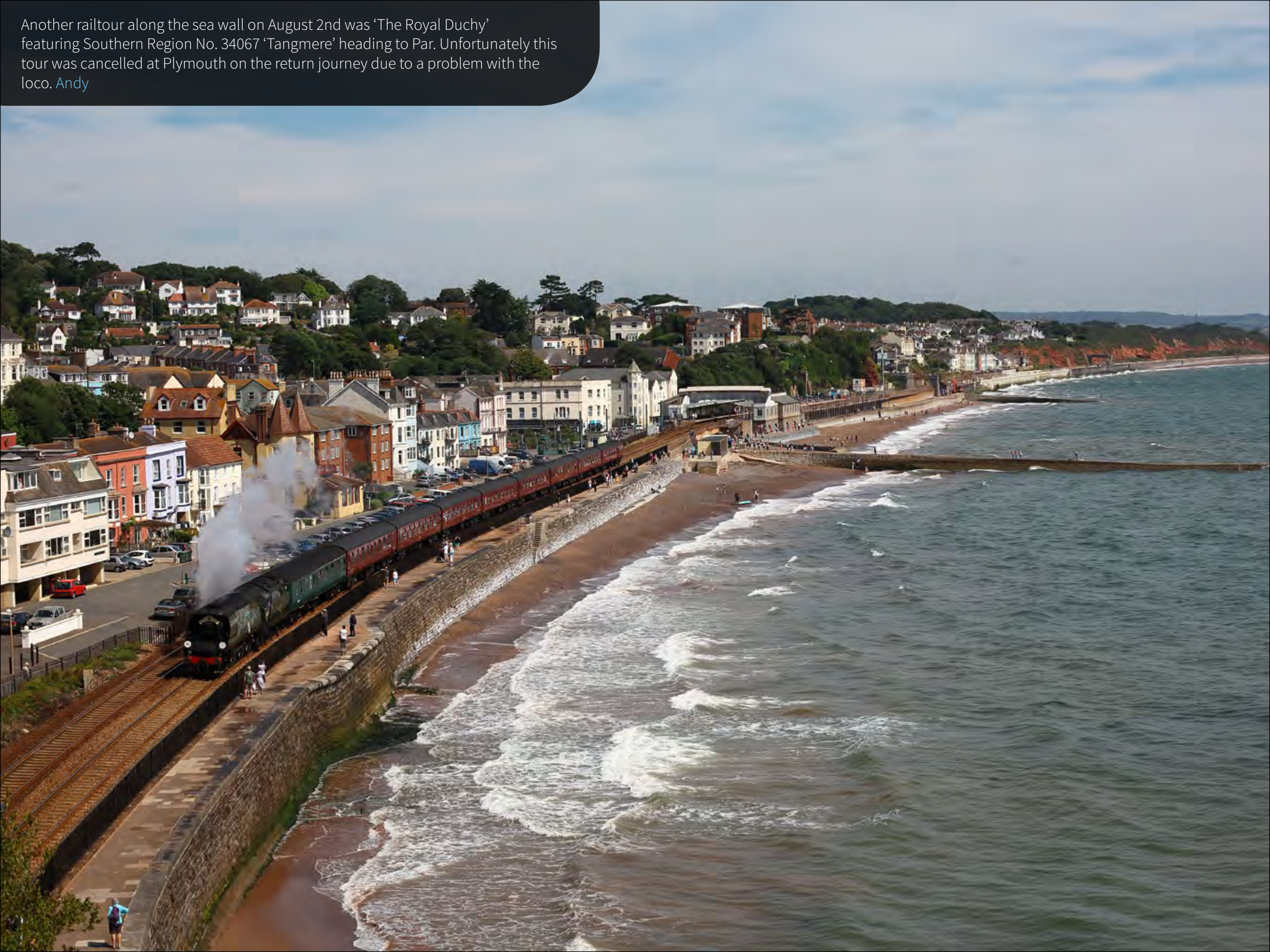
LNER A1 Class No. 60163 'Tornado' is seen heading through Dawlish working a 'Torbay Express' service on August 2nd. This regular Sunday running tour is from Bristol to Paignton and Kingswear. [Class47](#)



On August 1st, South West Trains' Class 159 022 stands at Exeter St. Davids working a service to London Waterloo. [Class47](#)



Another railtour along the sea wall on August 2nd was 'The Royal Duchy' featuring Southern Region No. 34067 'Tangmere' heading to Par. Unfortunately this tour was cancelled at Plymouth on the return journey due to a problem with the loco. [Andy](#)



A First Great Western HST speeds through Dawlish on August 2nd with a service from London Paddington to Paignton. [Andy](#)



From the Archives

On February 22nd 2006, OBB Class 2070.056 is seen shunting stock at St. Polten. [Class47](#)





On June 28th 2006, a clean looking Class 742.114-2 stands at Mlada Boleslav with an Os service to Praha. [Class47](#)





On February 22nd 2006, DB Class 101.099-0 pulls into Wien Westbahnhof with a Eurocity service. [Class47](#)

