

Railtalk Magazine *xtra*

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Contents

- Pg 2 - Welcome
- Pg 3 - Pictures
- Pg 68- News and Features
- Pg 78 - From the UK
- Pg 88 - 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, the monthly magazine that predominantly features railways outside the UK.

As I write this, I'm just back from another excellent trip to Germany and the Czech Republic. The main purpose was to attend the Czech Railway open days held at Bohumin and Olomouc. Both of these events were as per usual excellent affairs with very little hassle as to where you could go and what you could do. It really just goes to show how obsessed in the UK we are regarding 'Health and Safety' when in other countries, open days can be held without a single hi-viz on display. There was also no problems with visiting cabs of locos and even engine rooms if you so desired. Most importantly was that these events are put on for free and many visiting were entire families, showing where one of them worked. Another amazing factor was that loco movements were not suspended and we actually had a loco depart right from the side of us. Of course with so few working depots now left in the UK, open days over here are now quite rare.

Once again thanks to everyone who have sent in photos this month and please keep them coming as it makes our job even more enjoyable.

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, Mart Brouwers, 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 FRET Prima No. 427060 heads train No. 72226, the 16.18 Armentières to Bobigny grain hoppers at Authuille north of Albert on August 21st. [Chris Perkins](#)

This Page: SBB Class 460.098 passes Silenen whilst working train No. IR2417 10:09 Zurich Hb - Locarno. [Laurence Sly](#)

Apologies to Steamsounds and John Balaam in last months issue as we seem to have had a mental blockage on crediting a couple of pics.



Pictures



The 6M43 rail maintenance train is seen in the crossing loop at Telegraph Point on the NSW North Coast behind Class 81 No. 8142 on August 22nd. [Mark Bennett](#)



NordWestBahn DMU No. VT643.342 stands at Essen Hbf having arrived with an RE14 service from Borken. [Steamsounds](#)



SNCB Class 18 No. 1806 departs Bruxelles Midi with a service to Oostende whilst Nos. 1805 and 1896 arrive with Interregio services. [Class47](#)



DB Class 185.205 heads a mixed freight working through Darmstadt. Paul Godding





DB Denmark loco No. MZ 1456 heads freight No. GD 947409
10:33 Fredericia to Esbjerg which will continue from there as No.
EZ 47409 to Hamburg Maschen Yard with DB Class 232 power.
The train is seen here heading west of Tjæreborg on July 22nd.
Chris Perkins





The 7SB1 Sydney to Brisbane container service approaches Wauchope on the NSW North Coast line behind Pacific National's Nos. NR104, NR97 and 9314, August 22nd.
Mark Bennett



DB Regio DMU No. 946.713 is seen arriving at Korbach with a service from Kassel-Wilhemshöhe. [Steamsounds](#)



A pair of DB Class 185s cross the famous 'Hangviadukt' at Punderich in the Mosel Valley with a long coal train on July 17th. [Jeff Nicholls](#)



SNCF Nord-Pas de Calais region Z24500 EMUs Nos. 381 and 628 forming the 17:02 Lille to Rouen, pass Authuille north of Albert, on August 21st. Chris Perkins



NOB MAK No. DE2700-03 in Kinderlok livery arrives at Husum with the 11:40 Hamburg Altona to Westerland(Sylt). The images are on a base livery of yellow on the opposite side of the loco.
Chris Perkins



Abellio EMU No. ET23.2105 is seen arriving at Hagen Hbf working an RE16 service to Siegen. [Steamsounds](#)





At Kewdale, WA, No. Q4005 in the older ARG orange livery, runs the Cockburn cement train past on it's way to Forrestfield Yard. Yes, spelt like that, but pronounced Coburn! [Mark Bennett](#)



DB Class 233.572 emerges from the tree lined cutting at Boredelum with a Fredericia to Hamburg freight via Esbjerg on July 23rd. Chris Perkins



Chemin de Fer Luxembourgeois 'Kiss' EMU No. 2304 is on a working from Luxembourg to Koblenz, photographed from the observation platform at the north end of the famous 'Hangviadukt' at Punderich, alongside the Mosel River on July 29th. [Jeff Nicholls](#)



VPS - Verkehrsbetriebe Peine-Salzgitter GmbH Traxx Class
185.530 is pictured stabled at Hagen Hbf. Steamsounds



An Arriva Spurt heads across the River IJssel and arrives into Zutphen with a service from Apeldoorn, August 20th.
Mart Brouwers





SBB Class 460.023, carrying the advertising livery for 2015 of '100 years HEV Switzerland', passes Steinen heading train No. IR2430 14:47 Lucarno to Zurich. [Chris Perkins](#)



On August 13th, Traxx No. 186.120 arrives at Rotterdam with an Intercity Direct service from Breda to Amsterdam.
Mark Pichowicz



DB Class 143.647 propels an RE service over the Hohenzollernbrücke towards Köln Hbf. [Steamsounds](#)





SBB Re 4/4II No. 11330 and a Class Re 6/6 haul a northbound Intermodal train across Intschireuss-Brücke. [Laurence Sly](#)



Railcare's Class 465.018 passes Sreinen whilst hauling the milk train. [Laurence Sly](#)



Class 485.009 and an unidentified Class 186 haul a southbound BLS container train round Wattinger Kurve. [Laurence Sly](#)



SBB's Re 4/4II No. 11156 drags a dead Trenitalia ETR470 southbound round Wattinger Kurve. [Laurence Sly](#)



HGe 4/4II No. 4 'Täschhorn' crosses the River Reuss viaduct at Hospental with the first westbound Glacier Express of the day, 08:02 St. Moritz to Zermatt. Chris Perkins





Pacific National No. TT07 works a loaded coal working through Thornton towards Kooragang. Anton Kendall



In SNCF Fret livery, Prima No. 437026 comes off the 'Hangviadukt' at Punderich with southbound freight through the Mosel Valley on July 29th. Jeff Nicholls



PFT's No. 202.020 (ex CFL 1602) runs around it's train at Ciney during the Chemin de fer du Bocq gala, August 15th.
Mark Pichowicz



EBM Cargo Class 225.094 is seen stabled at Hagen Hbf.
Stemsounds



Dampflok No. 38.2267 is seen departing from Hagen Hbf with the regular, 1st Sunday in the month Dampfzug to the Bochum-Dalhausen Eisenbahn Museum.
Stemsounds

SNCF BB No.7393 stands at Toulouse working the 17:25 service to Brive La Gaillarde. [FrontCompVids](#)



At Grisolles, SNCF BB No. 7393 arrives with the 17:25 Toulouse - Brive La Gaillarde service. [FrontCompVids](#)

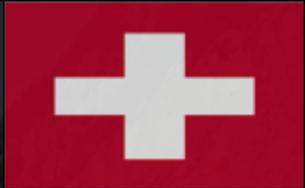


SNCF Fret's BB Class No. 7400 stands at Toulouse whilst working the 19:41 service to Pau. [FrontCompVids](#)



En Voyage liveried No. 8615 stands at Toulouse working the 18:21 service to Agen. [FrontCompVids](#)

DB Class 185.099 heads past Gurtellen whilst hauling a southbound car train. Laurence Sly





Glencore's No. XRN020 leads Nos. XRN014 and XRN024 on an empty coal working from Kooragang down the grade at Metford.
Anton Kendall



DR 99.236 is seen ready to leave Wernigerode with a working for the Brocken. Steamsounds



On August 16th, SNCB Class 19 No. 1924 leaves Bruges on the rear of an Oostende bound service. [Mark Pichowicz](#)





On August 5th, a westbound Go Transit train departs Toronto with No. 644 providing the traction at the rear. Laurence Sly



Euro Cargo Rail's Class 186.315 heads freight No. 50290 17:01
Lille Délivrance to Toulouse Intermodal service past Authuille
north of Albert on August 21st. [Chris Perkins](#)





In suburban Perth, Western Australia on August 12th, Q-class No. Q4010 shunts BP fuel tanks at Kewdale Yard. [Mark Bennett](#)





The 07:25 Szombathely - Budapest-Déli service arrives at Alsóörs behind M41 diesel No. 418 156 on August 21st. Tim Farmer



418 156

H-START

ALSÓÖRS



Metra No. 212 arrives at Riverside whilst working train No. 1233
13:30 Chicago Union - Aurora on August 13th. Laurence Sly



At Marseille, SNCF No. 67573 is seen arriving with the 16:29 from Miramas whilst No. 67568 waits with the 18:36 to Miramas. [FrontCompVids](#)



At Marseille, SNCF BB No. 22309 back onto the stock to form the 12:30 service to Nice Ville. [FrontCompVids](#)



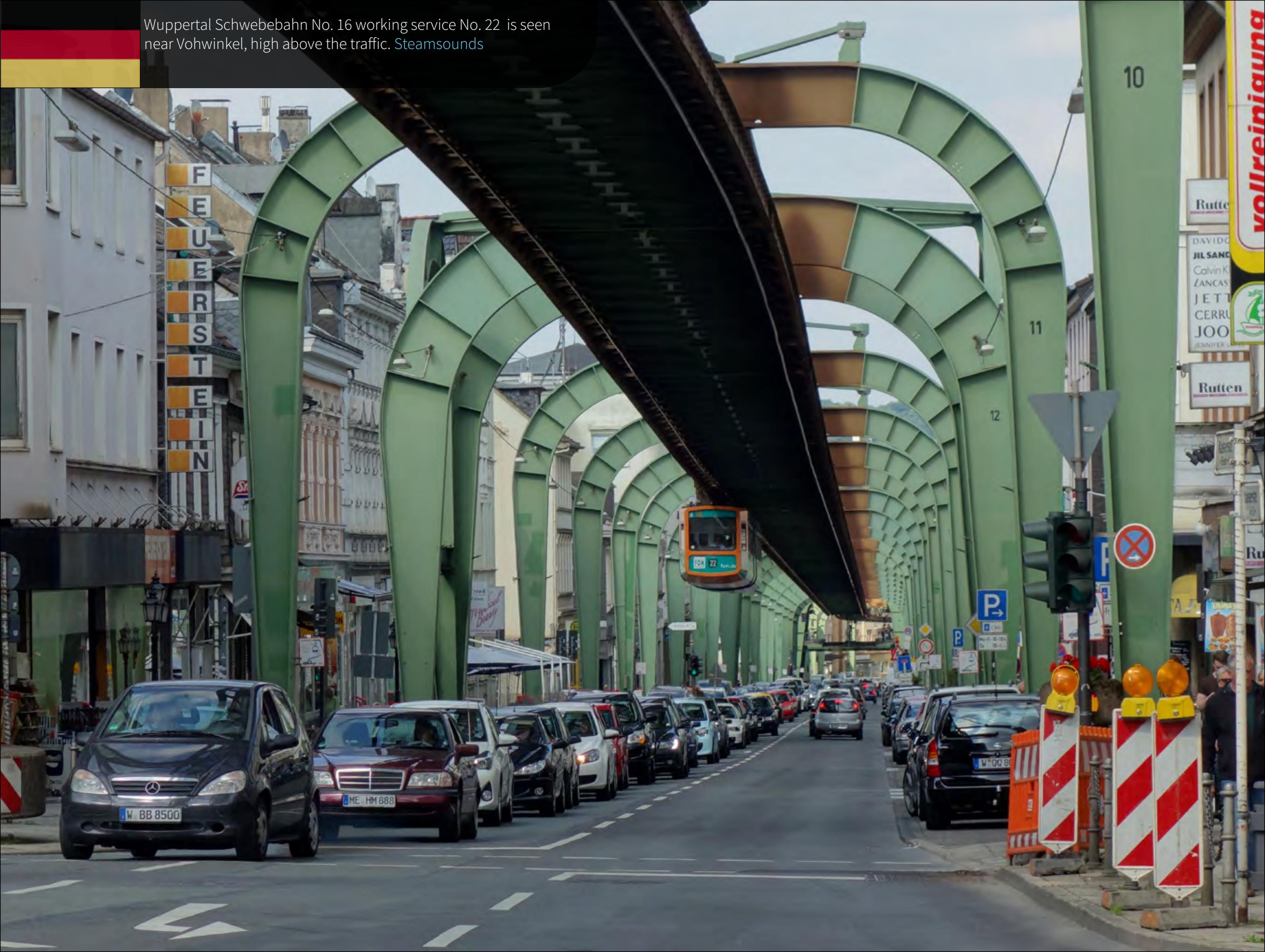
At Marseille Saint Charles station, SNCF BB No. 67541 is seen waiting to depart with the 08:06 to Miramas. [FrontCompVids](#)



SBB Re 4/4II Nos. 11116 and 11143 approach Silenen whilst hauling the Basel - Chiasso leg of train No. 13467 Paris Gare de l'Est VSOE on July 6th. [Laurence Sly](#)



Wuppertal Schwebebahn No. 16 working service No. 22 is seen near Vohwinkel, high above the traffic. Steamsounds





BLS Nos. 188 and 172 pass Goschenen whilst hauling steel train No. 49005 from Emmenbrücke to Lecco. [Laurence Sly](#)



SBB Re 4/4II No. 11341 and Class 620.065 pass Wassen whilst working Intermodal train No. 43015 Hamburg - Gallarate. [Laurence Sly](#)



SBB Re 4/4II No. 11146 passes Gurtellen whilst working train No. IR2327 14:04 Basel SBB - Locarno. [Laurence Sly](#)



SBB's Class 460.023 approaches Gurtellen whilst working a special train from Luzern to Locarno. [Laurence Sly](#)



Pacific National No. TT03 leads Nos. 9202 and TT129 round the curves at Victoria Street on an empty coal working from Kooragang. Anton Kendall



Unipetrol's Class 753.740 arrives into Bilina with a fuel train.
Class47



ÖBB Class 1016.046 stands at Düsseldorf Hbf ready to return to Wien with train No. EN421. Steamsounds





Class 187.005 and an unidentified Class 186 approach Gurtellen whilst working train No. 41031 from Venlo to Melzo.
Laurence Sly



On August 20th, a NS Sprinter arrives into Zutphen, crossing the bridge over the river IJssel, with a service from Arnhem.
Mart Brouwers

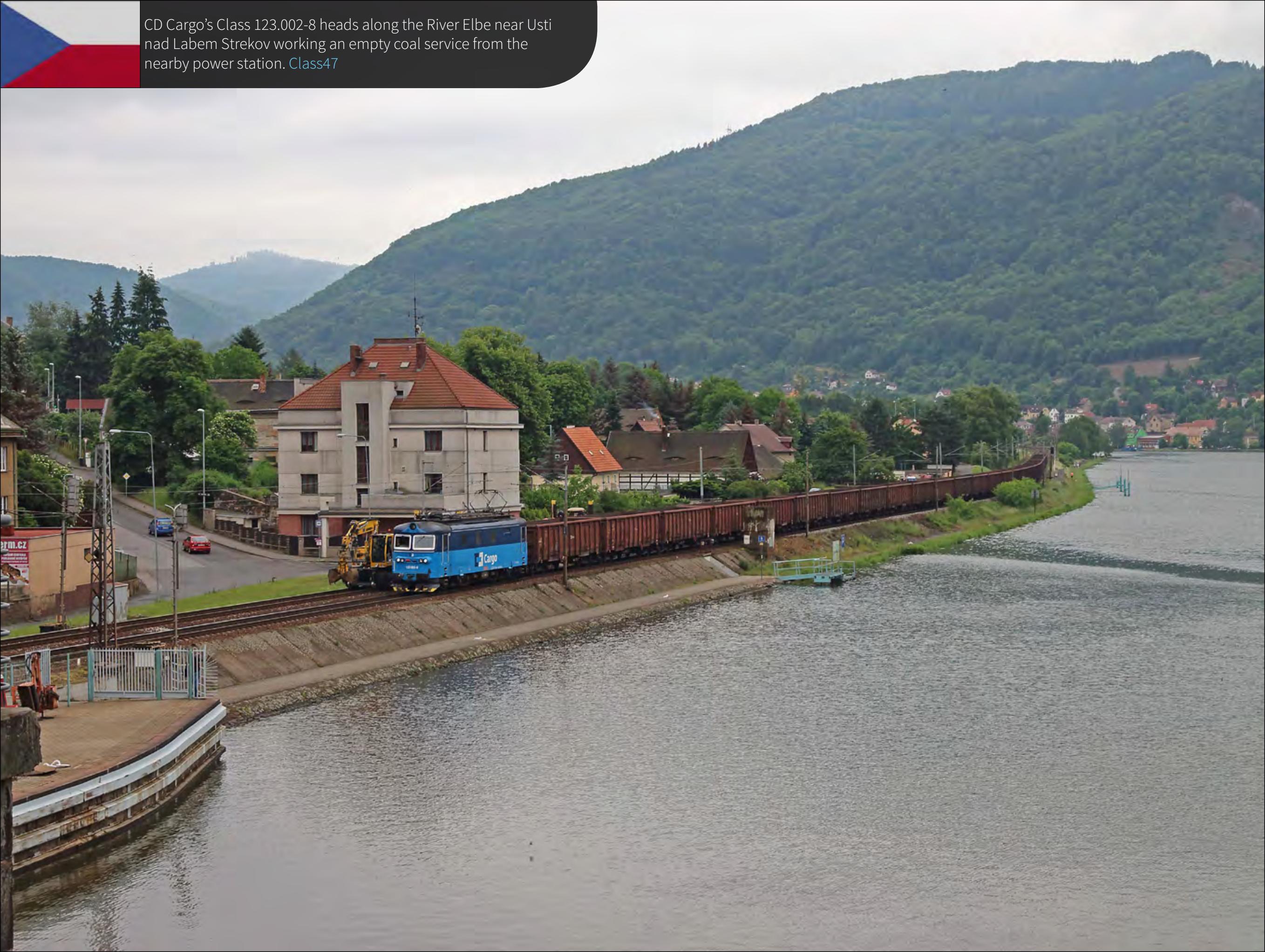


MAV No. M61.017 is seen arriving at Székesfehérvár working the 14:42 Tapolca - Budapest-Déli service on August 20th.

Tim Farmer



CD Cargo's Class 123.002-8 heads along the River Elbe near Usti nad Labem Strekov working an empty coal service from the nearby power station. [Class47](#)





Pacific National No. 9001 leads Nos. 9014 and 9027 on an empty coal working from Kooragang down the grade at Metford.
Anton Kendall





Loco change at Szabadbattyán as diesel No. 628.265 is in the process of replacing V43 electric loco No. 431.310 on the 07:25 Budapest-Déli – Tapolca service, August 21st. [Tim Farmer](#)



DR No. 99.7240 crosses the road at Wernigerode Westerntor.
Steamsounds





BLS No. 182 passes Steinen whilst hauling a freight train from Emmenbrucke-Lecco. Laurence Sly



SBB Re 6/6 No. 11689 and Re 4/4II No. 11334 pass the top tier at Wassen whilst hauling freight train No. 40320 from Milano Smistaento to Zebrugge. Laurence Sly



A Class 460 crosses Intschireuss-Brücke whilst working train No. IR218 08:47 Locarno - Zurich. Laurence Sly



SBB Cargo Class 620.074 and 420.170 pass Silenen whilst hauling a southbound stone train. Laurence Sly

A VIAS FLIRT EMU runs alongside the Rhein near Rüdesheim (Rhein) beneath the Niederwalddenkmal which is often referred to as 'Germania' on its way to Frankfurt(Main) Hbf.
Stearnsounds





ZSSK EMU Class 460.045-8 is seen stabled at Kosice on June 4th.
Class47





QR National No. 5030 leads No. 5034 through Metford on a loaded coal working towards Kooragang. Anton Kendall



Kassel Tram No. 470 is seen departing Kassel-Wilhelmshoe working a line 3 service to Druselstal. Steamsounds



Bonn tram No. 7754 calls at Bad Honnef whilst working a route No. 66 service to Siegburg. Steamsounds



Kassel Hybrid Tram-Train No. RBK 753 is seen at Kassel Hbf. Steamsounds

Augsburg tram No. 874 heads along Bgm-Fischer-Strasse on July 9th. John Balaam



Muenchen tram No. 2147 approaches the Hauptbahnhof on July 7th working line No. 16 to St. Emmeram. John Balaam



Mannheim tram No. 1043, working line No. 1 to Schonau approaches the Hauptbahnhof on July 7th. John Balaam

DB Class 140.491 heads a freight through Lehrte on June 12th. [Paul Godding](#)



Bombardier-Alstom-Indra Consortium Wins High-Speed Rail Control Contract in Spain

On September 22nd a consortium between Bombardier, Alstom and Indra was awarded the contract to supply signalling systems and maintenance services for the new high-speed section of the Madrid-Lisbon railway corridor in Spain's Extremadura region. The project, awarded by Spain's Administrator of Railway Infrastructure (ADIF) has a total value of approximately 164 million euro (\$185 million US). Bombardier's share is valued at approximately 77 million euro (\$86 million US); Alstom's share is valued at approximately 62 million euro (\$70 million US), and Indra's share is approximately 25 million euro (\$28 million US).

The Bombardier-led consortium will deliver the design, procurement, installation, testing and commissioning of the signalling and communication systems. This includes installing a European Rail Traffic Management System (ERTMS) Level 2 on the 164 km Plasencia-Cáceres and Cáceres-Badajoz sections of the line. The project also includes a 20 year maintenance regime to commence at the end of phase one of the signalling system delivery. Bombardier will implement its proven, radio-based BOMBARDIER INTERFLO 450 ERTMS Level 2 solution for the entire line. Alstom is responsible for the electronic interlocking system and will supply the reliable and proven Smartlock 300 solution, and Indra will implement the Spanish automatic train protection (ASFA) system.



Upgrade for Perisher Skitube Rail

The Skitube Alpine Railway in the Australian Snowy Mountains is set for a major upgrade after almost 30 years of reliable service, transporting millions of people up to Perisher Ski Resort in the Kosciuszko National Park. The Swiss train company Stadler Rail, which is the world's only provider of the rack and rail system employed by Skitube has just been awarded a two million dollar contract to upgrade the trains' control systems.

Skitube employs a Swiss - designed rack and rail system which uses a toothed cog pinion wheel engaging with a centrally located rack to drive and brake the trains safely up and down the steep mountain inclines. Perisher CEO Peter Brulisauer said after almost 30 years of operations replacement parts were becoming increasingly hard to find, so the decision had been made to upgrade and modernise Skitube. "Skitube has safely carried over four million passengers up to Perisher Valley and Blue Cow and remains the most efficient and practical way to allow people to experience the very best of Perisher," said Mr Brulisauer.

The modernisation program for Skitube, which is scheduled to be carried out during the off-season between October 2016 and April 2017, will ensure that the system continues to meet the highest of Swiss safety standards for rack railways.

The new train control system to be installed by Stadler includes upgraded braking, electronic control equipment and driver displays for controlling and monitoring train functions. Stadler will also carry out commissioning, safety and functionality

tests together with Perisher's rail specialists. Construction of Skitube began in October 1984, by a consortium of Swiss and Australian companies. The project involved the boring of two tunnels 3.3 and 2.6 kilometers long, to provide easy access for passengers to travel from Bullocks Flat to the snow fields of Perisher Valley and then on to Blue Cow.

The first stage of the line was officially opened in July 1987. In 1998 Stadler took over the original equipment manufacturer, the Swiss Locomotive and Machine Works firm, which was responsible for designing and manufacturing the Skitube rack railway system.

Peter Jenelten, Stadler's Vice President, said after almost 30 years in operation Skitube was a testament to the reliability and longevity of Swiss rail technology. "We are delighted that Swiss industry and expertise is able to help extend the life cycle of this unique Australian train," he said.

The rack railway system allows trains to climb much steeper grades than would otherwise be possible - up to 25 degrees, depending upon the type of rack system employed, compared to 4 to 6 degrees for standard trains. Stadler rack railway trains tackle some of the highest and steepest challenges for railway engineering around the world. Their most famous projects include the train up to the Monserrat Monastery near Barcelona in Spain; and the legendary Swiss Jungfrau train which carries passengers up to Europe's highest railway station, the Jungfraujoch, to view the Matterhorn.

Variety at Lienz on July 9th with ETR170, OBB Class 4023.006-2 and OBB Class 1144.045. [John Balaam](#)



Alstom to launch signalling engineering centre in Russia

Alstom Transport unveiled its signalling engineering project to be implemented in Russia over the coming years during “1520 International Railway Exhibition and conference” organised from 2 to 5 September 2015 in the city of Scherbinka (Moscow Region). Alstom, Transmashholding, Research and the Design Institute for Information Technology, the Automation and Communication in Railway Transport (NIIAS), and Skolkovo Foundation signed an agreement to create by the end of the year an engineering centre and jointly develop railway signalling solutions on the basis of Alstom and NIIAS technologies. The centre will be located in the Skolkovo technological cluster near Moscow and focus on the development of modern railway traffic management technologies to increase traffic safety using satellite navigation and digital communications.

The new signalling engineering centre will design and test the state-of-the-art signalling solutions for installation on conventional, high speed and very high speed lines. “This new engineering centre in Skolkovo will allow developing and commercializing cutting-edge Russian signalling equipment for all types of lines. Once again, we confirm our commitment to bring the best of our knowledge to the 1520mm area. The exhibition in Scherbinka, gathering professionals from all over the region, is a good opportunity to repeat that we are firmly set on the local market and look forward to further expand our cooperation with local players, not only for trains, but also for signalling and infrastructure solutions”, said Martin Vaujour, Senior Vice-President of Alstom Transport Russia & CIS.



Alstom to provide the second integrated system for Panama metro network

Alstom, leader of a consortium with CIM, Sofratesa, Thales and TSO, has been awarded by Consórcio Línea 2 a contract to supply an integrated system to equip metro Line 2 of Panama. Alstom’s share of the contract amounts to around €300 million. The new line is expected to start in 2019.

Line 2 will be 21 km long and include 16 stations. Elevated, the line will run from San Miguelito to Nuevo Tocumen and will be able to carry up to 40,000 passengers per hour and per direction. Line 2 will interconnect with line 1 which was supplied by Alstom and inaugurated in April 2014. With the new line, Panama metro network will be 37 km wide.

“After line 1 which experiences a great success since it has entered into operation, we are proud to be awarded line 2 of Panama metro. With an extended metro network, better connectivity and greater transport capacity, I am confident that more people will be commuting daily onboard a system that is reliable, smooth, and environmental-friendly” said Michel Boccaccio, Senior Vice President of Alstom Transport in Latin America. Alstom will supply an integrated metro system which includes 21 Metropolis trainsets as well as traction substations including Hesop reversible substation, and Urbalis – Alstom Communication Based Train Control (CBTC) solution which controls the movement of the trains and enables trains to run at higher frequencies and speeds in total safety. In the case of line 2 of Panama metro, the headway between two trains will be 90 seconds.

The Metropolis trainsets will be produced in Santa Perpetua factory in Spain where the metro trainsets for line 1 were manufactured.





Alstom's Metropolis for Kochi – design unveiled for the first time

The design of the new Kochi Metropolis trainset, made by Alstom, was unveiled recently by Kochi Metro Rail Limited (KMRL) to Kochi residents. Oommen Chandy, Hon'ble Chief Minister of Kerala, Elias George, KMRL Managing Director, and Bharat Salhotra, Managing Director of Alstom Transport India among others attended the event. The new metro will run on the Kochi's new fully elevated metro rail network. Alstom - which was awarded the supply of 25 Metropolis trainsets in 2014 and 2 others during the course of 2015 - is the main supplier of the city's new metro network.

The train is composed of 3 cars and is about 65 meters-long. It has an open gangway allowing passengers to walk from one end of the train to the other. The interior provides a feeling of serenity and security with sections marked in two bright, harmonious colors: green turquoise and lemon used for the seats and the handles. The metro train comprises 136 seats per car in a longitudinal seating arrangement optimizing transport capacity (975 passengers per car) and facilitating passenger boarding. The seats are made of a polyester composite, making them particularly easy to clean and maintain.



The Kochi metro was designed by Alstom's Design&Styling department in Saint-Ouen in collaboration with the operator KMRL and TATA Elxsi to enhance passenger experience, reflect KMRL's identity and blend seamlessly into the city.

For the comfort of elderly passengers or pregnant women, priority seats are filled with cushions. Persons with reduced mobility and wheelchair users will be able to use dedicated areas in the metro car while commuting.

The Eurostar trailers from set No. 3101/02 face an uncertain future stored at Thouars in France. [Martin Hill](#)



The front end of the train is made of polyester. Mostly green turquoise in color, it perfectly reflects KMRL's new image, reinforced by the distinctive shape of its curved windshield.

Xavier Allard, Director Design & Styling, Alstom Transport said, "The design of the Kochi metro has set a new benchmark in urban mobility in India with its aesthetically-pleasing and stylish designs and technological innovations promoting greener urban transportation in the country. The metro for Kochi supports KMRL's efforts to provide a comfortable, attractive and reliable service to Kochi residents and illustrates one of Alstom's key strategies to enhance passenger experience".

Representing an iconic symbol of India, the front LED lights are in the shape of elephant's tusks. As the metro runs on a viaduct,

the lights will illuminate the city at night. The side of the train is made of stainless steel. The train panels are made with aluminum and composites as well as anti-graffiti protection. The metro train features four external sliding doors per side making passenger traffic much smoother.



The Lachlan Valley Railway bring their annual steam tour of the NSW North Coast each winter, this year with 1953 built Baldwin 'Mikado' No. 5917, an ex-New South Wales Government Railways freight loco withdrawn in August 1972. The tour runs shuttle services out of each major centre on the NSW North Coast as it works it's way north over the course of several weeks. Here, the '59 is running a Wauchope to Telegraph Point shuttle for the locals of Wauchope, seen approaching Telegraph Point where it will run around and return to Wauchope tender first.
[Mark Bennett](#)





Following on from the previous page, Later in the day on August 22nd, 1953 built Baldwin 'Mikado' No. 5917 works a Kendall to Wauchope service up the grade into Kerewong, a few kilometres south of Wauchope. [Mark Bennett](#)



ITL's Traxx Class 186.242-4 passes through Lehrte on June 12th working a rake of loaded car transporters. Paul Godding



DB Schenker Rail and SBB Cargo boost transalpine routes

DB Schenker Rail has commissioned SBB Cargo with transport operations for routing international freight trains via Switzerland for another five years until 2020. The contract's volume stands at approximately 8,000 freight trains per annum on Switzerland's main transit routes via the Gotthard and Lötschberg lines.

Transalpine transport is of major importance, and this contract extension sees DB Schenker Rail secure a significant competitive advantage in the run-up to the opening of the new Gotthard Base Tunnel in 2016. Every week, a total of some 250 DB Schenker Rail trains use the Swiss sections of central Europe's north-south corridors. Some trains are operated by the company's own local subsidiary, DB Schenker Rail Schweiz.

Commenting on the occasion of the contract's signing at the northern entrance of the Gotthard Tunnel, Markus Hunkel, Member of the Management Board for Production at DB Schenker Rail, said, "We are delighted to be extending our partnership with SBB Cargo on the Gotthard and Lötschberg lines. Our cooperation started at the beginning of 2014, and its continuation will boost the strong position of both partners in transalpine services."

Nicolas Perrin, CEO of SBB Cargo, said, "By extending this contract for a further five years, DB Schenker Rail will continue its partnership with SBB Cargo that provides transit connections across the Swiss Alps after the opening of the new Gotthard Base Tunnel. Our portfolio of services has won us new customers and we have proven that we can continue to be competitive – an important sign."

Not only do SBB Cargo and DB Schenker Rail operate transit traffic together, but they also cooperate in a wide range of other fields. For example, the two companies have established cross-border import/export transport services in recent years, and in 2015, they inaugurated faster connections (in both directions) between industrial centers in Germany and Switzerland. Now, palletized consumer goods can be transported from Hamburg to every corner of Switzerland within 48 hours, for example.



Working a service from the museum at Gerolstein, preserved railcar No. 995.295-3 stands at Bitburg-Erdorf on August 25th. Jeff Nicholls



Following official naming, new underground train “Icke” now running in Berlin

The reigning Mayor, Michael Müller, personally launched the train on September 2nd, smashing a bottle of Berliner Weisse beer on the train to mark the event and officially christen the new narrow-profile train with the name “Icke”. The new member of the Berliner Verkehrsbetriebe (BVG) was named by the residents of Berlin in spring this year. Over 1500 suggestions were received, and “Icke” was voted as the clear winner on Facebook. On the train for the maiden journey were 30 lucky online voters and their guests. The journey began at the Warschauer Strasse station following the official launch and along the U12 line to the Zoologischer Garten station. From there, the train with the technical designation “IK” or the numbers 1025 and 1026 began regular service. Berlin Mayor Michael Müller commented: “Highly modern and from the region – the new IK underground train is truly a local product, developed and built by Stadler at production sites in Berlin and neighbouring Velten. But the name ‘Icke’ truly makes the train a part of Berlin – and it certainly has what it takes to become a Berlin icon. The new trains will enable more people to travel in greater comfort through Berlin – Icke thus makes taking the underground a much more attractive option. I would like to thank everyone involved, not least those who chose the name, and wish Icke many years of accident-free service.”

“It’s great to be able to give passengers in Berlin a brand-new underground train for the first time since the HK was launched in 2001,” says Dr Sigrid Evelyn Nikutta, Chairwoman of the BVG Management Board and Operations. “Many years of hard work went into realising this project, and the result is a train

that really is at the cutting edge – comfortable, completely barrier-free, bright and friendly and equipped with a modern passenger information system. The IK has already been recognised with a renowned design award, but now it must prove that it can handle the everyday challenges it will face in the Berlin underground.” “It is very special indeed to hand over the train – built in Berlin by people from Berlin – to the Berlin passengers,” comments Ulf Braker, Director of Stadler Pankow GmbH. “For the IK, every milestone, both in terms of technology and production schedule, was met,” he adds. “I would like to thank everyone involved in making this project a success. I am especially delighted that the vehicles were approved on time, paving the way for the passenger services to begin operating on schedule.

The new vehicle has also been praised by those who will be spending the most time in the IK: the drivers are very satisfied with their new workplace. A panel made up of train drivers and personnel, the staff council, the representative bodies for female and disabled employees, the company doctor, the facility manager’s office and vehicle technicians from the BVG were involved in the entire development process, with the design engineers at Stadler Pankow GmbH implementing the ideas generated by the panel. The result is a modern, ergonomic driver’s cab with three monitors (vehicle diagnostics, board computer for radio and passenger information and video), climate control, electric windows, central locking, various heaters and a comfortable seat. Drivers can also drive the new train while standing. In addition to the driver, each four-carriage IK train can accommodate around 330 passengers, with around 80 of the seats positioned along the side of the

carriages. When the trains are in service, they will operate as a single eight-carriage unit consisting of two coupled trains, the same configuration used for the maiden journey. In addition to its design concept, which was awarded the 2015 iF design award, the IK boasts a number of other modern features: due to the slight outward curve of the carriage walls – which is known as “ballooning” – the carriages offer 10 centimetres more space when compared to other narrow-profile models.

This offers a number of advantages, such as enabling the multi-purpose compartments for wheelchair users and passengers with pushchairs, bicycles or bulky luggage to be more generously proportioned. The trains also feature energy-saving lighting and signalling systems. Air-sprung running gears ensure that the trains travel through Germany’s capital with a minimum of noise. And the IK is of course, as with all Berlin underground trains, fitted with a video surveillance system to provide for the safety of passengers. The two preliminary series vehicles which are now in service were transported from the Stadler Pankow GmbH works in Velten to Berlin by heavy goods vehicle in spring this year. On the test tracks at the Grunewald workshop near the Olympia-Stadion underground station, engineers and technicians from the BVG and Stadler then carried out a series of crucial brake tests before extensive test journeys without passengers were undertaken on the narrow-profile network (lines U1 to U4). What was astounding was that the six months agreed for vehicle testing in the contract were not required; testing was completed within 89 days, allowing the preliminary series vehicles to enter into service within the agreed schedule. Delivery of 37 vehicles was agreed in the contract.



Alstom to supply a new train control centre for one of the busiest transit areas in Canada line

Alstom has been awarded by Metrolinx - an Ontario government public transit agency - a contract worth €113 million to provide a new computer-based integrated train control center for the Greater Toronto and Hamilton Area, one of the busiest transit areas in Canada. The commissioning is scheduled for the end of 2018. This follows the contract awarded by

Metrolinx to Alstom in November 2014 to equip the Union Station Rail Corridor (USRC) with a new signalling system. Alstom will provide its Iconis control centre solution to integrate the customer’s rail network into a single control centre featuring advanced traffic control and operations management functionality. The system will provide Metrolinx with a comprehensive view of the entire network (routes totalling 452 kilometres with 253 weekday train trips), support to optimize each train movement and manage preventive maintenance work.

“We are pleased that Metrolinx has entrusted Alstom with this new contract to supply an integrated control centre for its regional train service. This is a continuing partnership with Metrolinx that will bring secure and efficient operations to the network,” said Angelo Guercioni, Vice-President and Customer Director, Canada, Alstom Transport.



On September 4th, SNCF's ter DMU No. 73509 stands at Chinon working the 11:38 to Tours. Chinon is effectively a terminus now, though the track is still in situ on to Richelieu over which they ran a steam heritage service until 2004. [Martin Hill](#)



PKP CARGO expands the cooperation with the container giant Maersk

The PKP CARGO Group has gained subsequent orders from Maersk Line, the global container operator. The Polish operator transports the containers between Polish ports and the terminal in Warsaw, stores them, and delivers by truck to their place of destination. This is an extension of the current cooperation under which the PKP CARGO Group performs regular intermodal connections with the Polish ports on the west and south of Poland. Regular cooperation of the PKP Cargo Group with Maersk Line began in January 2015. Maersk containers are transported from Polish ports to Kąty Wrocławskie (2-3 times per week) and Sławków (3-4 times per week).

From mid-August the PKP CARGO Group and Maersk Line expanded their cooperation by launching container transports within the framework of the so-called operator train which runs in both directions between Gdansk and Warsaw. The operator trains are an innovative product that provides our customers with not only high quality service, but also regularity and repetition, which are necessary elements in logistics. It is an excellent base for building long-term relationships with such important partners for us as Maersk. This example shows clearly that the PKP CARGO Group can provide a wide range of logistics services, including storage of containers or providing the service of the so-called last mile - says Jacek Neska Commercial Member of the PKP CARGO Board.

The PKP CARGO Group realizes a new service for Maersk Line in the "port to door" system. In practice, this is a combination of rail and road transport. The PKP CARGO Group picks up a container from the port, transports it by train to the terminal, and then reloads it to a car and at a specified time delivers it to the customer. A similar solution is applied in the opposite direction, from the customer to the port.

- A new contract with Maersk Line goes beyond the transport of containers by rail. The customer orders from the PKP CARGO Group the organization of the entire transport from the port to the final destination at a specific time, not worrying about the details. To accomplish this task, we combine transport by rail and car. This is the direction in which the PKP CARGO Group will develop - says Szymon Mikołajczak, Cargosped Board Member, responsible for the development of intermodal offer and obtaining new contracts.

PKP CARGO, as the leader of intermodal transport in Poland with 50 percent of the market share, invests in both transshipment infrastructure and rolling stock. In recent months, the company received modern intermodal platforms for container transport and has announced a tender for the purchase of multi-system locomotives to operate cross-border connection. PKP CARGO is the largest cargo rail carrier in Poland, with a market share exceeding 56 percent in terms of transport activity (first half of 2015). In addition to the transport of goods by rail, the PKP CARGO group is also a forwarder and an operator of terminals and sidings. It also performs repairs and maintenance of rolling stock.



ICx trials on public rail network for first time

From Monday September 25th, the ICx – the new high-speed train from Siemens built for German rail operator Deutsche Bahn (DB) – is underway on Germany's public rail network.

Siemens has begun the train's first high-speed trials, beginning with a maximum speed of 160 kilometers an hour, speeds will be gradually increased to the top speed of 250 kilometers an hour. The test trials are being conducted by DB Systemtechnik.

The trial runs will test the train's functions, above all the bogies but also the interaction with existing infrastructure, in particular control and safety systems, as well as the interaction between wheels and rails, and between the pantograph and the overhead contact line.





PKP CARGO develops a modern fleet for Europe

PKP CARGO shall purchase 15 multi-system locomotives from the Siemens Group. These locomotives are intended for PKP CARGO trains in Poland and six other states of the European Union. Siemens will supply the locomotives to PKP CARGO starting from January 2016, with the last one to be delivered in 2017. The contract signed between the parties contains the option of fixed-price purchase of another five engines, which will be decided by PKP CARGO by the end of 2017. The multi-system locomotives enable smooth freight between the countries with different power systems. The contract was signed in the course of the International Railway Fair held in Gdansk. The contract value amounts to net EUR 75 million (app. PLN 315 million).

“This is our greatest investment in rolling stock in long-time perspective and one of the largest tender procedures of such type in this part of Europe. After the acquisition of the Czech AWT we made another step towards building the international position of PKP CARGO and strengthening of our presence in the neighbouring countries. The multi-system locomotives are a cutting edge rolling stock making our offer of international freight even more competitive for the Polish and foreign Clients” – says Chief Executive Officer of PKP CARGO Adam Purwin.

The multi-system locomotive is adapted for operation under the different power systems without the need to stop the train. It enables seamless operation of transborder transport in the countries with different rail network voltages. This solution enables freight from Germany to Hungary via Poland, Czech and Slovakia with a single locomotive and a single carrier.

Siemens, as the only one from the two competing bidders, presented a comprehensive offer for supply of 15 locomotives and operating equipment. The second producer, Polish Newag, offered four locomotives for the Poland – Germany route operation. The offer provided by Siemens was more advantageous. “The tender structure enabled participation of the possibly highest number of the locomotives producers. Our focus was both on fast performance of the contract, since only the well-equipped fleet of multi-system locomotives allows for successful delivery of the international expiation plan” – says Member of the Management in charge of Operations at PKP CARGO Wojciech Derda.

The PKP CARGO tender procedure required the experience in the area of electric locomotives production and holding the approval in at least one of the country in which the new locomotives will be exploited. The signed contract contains the mechanisms protecting PKP CARGO against excessively long downtimes of locomotives, among others technical



DB Class 261.022 trips a rake of Ferrywagons through Lehrte on June 12th.
Paul Godding



readiness and reliability indexes. Exceeding the agreed levels of these indexes shall result in payment of contractual penalties for PKP CARGO, covering the costs of replacement rolling stock.

The subject-matter of the contract is the supply of 15 multi-system locomotives. Twelve of them will be approved for Poland, Germany, Czech, Slovakia, Austria and Hungary and the remaining three additionally for Holland. In addition, the winning consortium will supply hardware, software as well as diagnostic and IT systems to PKP CARGO necessary for engine exploitation. Draft contract assumes also the complete service of the supplied locomotives for the period of 8 years. The contract with Siemens contains also the provision on the optional purchase of five additional multi-system locomotives at the same price as for the 15 already ordered ones. Total price for five optional engines amounts to EUR 26 million (app. PLN 110 million). The purchasing decision will be made by PKP CARGO by the end of 2017. The first three from 15 new machines will be delivered to the rolling stock park at the end of January 2016, whereas the three subsequent ones a month later. The last engines (approved for seven EU Member States) will be supplied at the end of 1H 2017.

To this moment, PKP CARGO had only one multi-system locomotive and the remaining ones were leased (operating lease). Such solution enabled rapid and flexible responding to the fluctuating freight conditions and allowed for obtaining the safety certificates abroad. At present, PKP CARGO implemented the stabilized level of multi-system locomotives use. In such conditions, purchase is the most favourable option, enabling more effective price competition with the foreign carriers. The first multi-system locomotives used by PKP CARGO were the EU43 series (Bombardier Traxx). Since 2008, PKP CARGO has used six such engines to operate on the routes between Poland and Germany. In 2012 the Bombardier locomotives were replaced by EU45 series machines (Siemens EuroSprinter). At present, PKP CARGO exploits ten such locomotives, running the trains with, among others, containers, vehicles, steel, coal, coke, iron ore, wood and vehicle parts. These operate in three main corridors: Poland – Czech – Austria, Poland – Germany – Holland and Germany – Poland – Czech – Slovakia – Hungary.

On June 11th, Ceske Drahy's Class 371.003 speeds through Lovosice with a Germany bound Eurocity service. [Paul Godding](#)



Bombardier's Joint Venture Wins Contract to Build 15 Very High Speed Trains for China

Rail technology leader Bombardier Transportation has announced that its Chinese joint venture, Bombardier Sifang (Qingdao) Transportation Ltd. (BST), has been awarded a contract with China Railway Corp. (CRC) to supply 15 CRH380D very high speed trains for the country's rapidly growing high speed network. The contract for 15 eight-car trainsets is valued at approximately 2.4 billion Chinese RMBs (\$ 381 million US, 339 million euro).

Bombardier owns 50% of the shares in BST, which is consolidated by Bombardier Transportation's partner CSR Sifang Rolling Stock Co., Ltd. Based on previous orders, BST started delivering its newest generation high speed train CRH380D in the first quarter of 2015. This early follow on order shows the confidence of China Railways in BST's leading high tech product.

Jianwei Zhang, President of Bombardier China said, "China now has the world's longest operational track mileage and largest number of high speed trains. This market represents a tremendous opportunity where we have been successful by offering innovative and highly reliable products. Bombardier is very proud to be involved in China's new high speed railway age by delivering leading edge, very high speed rail equipment through Chinese joint venture expertise and resources. We are confident to deliver more next-generation rail equipment with the most advanced rail technology for China from within China."

The new trainsets will be an integral part of an evolving high speed rail capability in China. With a maximum operating speed of 380 km/h, the CRH380D is a new generation high speed electric multiple units developed by BST. It is powered by BOMBARDIER ECO4 technology and a highly efficient BOMBARDIER MITRAC propulsion and control system, both supplied by a separate Bombardier Chinese joint venture, Bombardier CPC Propulsion System Co., Ltd. (BCP).

The CRH380D EMU consists of eight aluminum carbody cars and is equipped with VIP seats, first class seats, second class seats and a dining car. The trainsets will be manufactured at Bombardier Sifang (Qingdao) Transportation production facilities in Qingdao, China. Engineering will take place in Qingdao and at Bombardier centers in Europe with project management and components provided from sites in Europe and China.



SNCF TGV No. 4719 is seen Saarbruecken on July 10th working the 16:58 Frankfurt - Paris Est. service. [John Balaam](#)

From the UK - Severn Valley Railway

Once again the Railtalk team visited one of the major galas on the Preserved Railway calendar, the Severn Valley Railway's Autumn Steam Gala featuring overnight trains as well as an intensive day service.

We start with GWR 2-6-2 Small Prairie No. 4566 leading LMS Class 2 2-6-0 No. 44521 near Eardington on September 19th with a Kidderminster to Bridgnorth service.
[Brian Battersby](#)



GWR 0-4-2-T No. 1450 departs Kidderminster on September 19th working a 'local' service to Bewdley. Richard Hargreaves



Star of the 2015 gala was 'Royal Scot' Class 7P 4-6-0 No. 46100 'Royal Scot', seen here at Eardington working a service to Kidderminster. [Brian Battersby](#)



GWR 7800 Class No. 7812 'Erlestoke Manor' passes through Arley with a goods train from Bewdley. [Brian Battersby](#)



Battle of Britain Class No. 34053 'Sir Keith Park' is seen at Kidderminster on September 19th, after being watered. [Richard Hargreaves](#)



Rebuilt West Country Class No. 34027 'Taw Valley' is seen climbing Eardington with a service to Bridgnorth on September 19th. [Brian Battersby](#)



In the early morning mist, Class 08 No. D3201 is seen shunting stock at Kidderminster. [Class47](#)



Great Western Railway 28xx 2-8-0 No. 2857 heads down Eardington bank with a Kidderminster bound service on September 16th. [Brian Battersby](#)



BR Standard Class 7 No. 70000 'Britannia' heads up Eardington Bank on September 19th working a service to Bridgnorth. [Brian Battersby](#)



A rather forlorn Class 20 177 is seen outside the carriage shed at Kidderminster on September 19th. Richard Hargreaves



From the Archives

CFL Class 200 Diesel Multiple Unit No. 254 stands in Luxembourg station on August 26th 1993. [Dave Felton](#)



A pair of SNCB Class 55s, Nos. 5534 and 5537 are seen stabled between duties on the high speed line at Voroux on June 28th 2006. [Paul Godding](#)



Cesky Drahy's Class 742.078 leads a classmate out of Mlada Boleslav on June 28th 2006 with an empty rake of car transporters, heading for the nearby Skoda factory. [Class47](#)

