

Railtalk — — Magazine *xtra*

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Contact Us

Editor: David
david@railtalkmagazine.co.uk

Co Editor: Andy
editor@railtalkmagazine.co.uk

Contents

Pg	2 - Welcome
Pg	3 - Pictures
Pg	70 - News and Features
Pg	82 - From the UK
Pg	94 - 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.

May I firstly wish all our readers and contributors a very Happy New Year, yes it's 2016 and immediately after Christmas our thoughts turn to where and when are we going on holiday (or is that just me!). Well some excellent Interrail news to start the year, as the company has announced that with their global passes you are now allowed to do one out-bound and one in-bound journey in your country of residence, so for those living a distance from an airport or in order to get to London for Eurostar, this can be quite a saving.

We have had some excellent photos sent in this month and from some destinations never covered in this magazine before, it certainly has opened up even more destinations for me to add to the planner, although I'm never ever going to get to them all.... but as always a huge thank you to each and every one of our contributors.

Sad new for all those Class 749 fans in the Czech Republic with the withdrawal of 749.121 with a cracked cylinder head, how much longer for the remaining two passenger ones? The loco has already surrendered its bogies to 749.006.

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

David

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. These issues wouldn't be possible without: Brian Battersby, Mark Bearton, Mark Bennett, Keith Chapman, Derek Elston, Mark Enderby, Tim Farmer, FrontCompVids, Paul Godding, Richard Hargreaves, Keith Hookham, Colin Irwin, Anton Kendall, Michael Lynam, Phil Martin, Chris Perkins, Mark Pichowicz, David Pollock, Andy Pratt, Railwaymedia, Neil Scarlett, Laurence Sly, Steamsounds, Mark Torkington, and Andrew Wilson.

Front Cover: On December 3rd, Alex Class 183.001 in German Railway 175th Anniversary livery waits at Regensburg Hbf to take over train No. ALX84115 to Munich. Chris Perkins

This Page: Hauling their load out of Harding Siding, about 50 kms out of Cape Lambert, are GE 44CW-9s Nos. 7050 and 7057 assisted by GE ES44DCi No. 8199. Mark Bennett



Pictures



Ferrocarriles del Ecuador Empresa Publica (FE EP)
(Ecuadorian Railways Company) diesel loco No. 1001 stands at
La Caro on September 20th. [Mark Enderby](#)





A RIO TINTO iron ore empty working in Western Australia's Pilbara region as Nos. 8160, 8193 and 7074, a common Rio combo of two ES44's leading an older Dash 9 past the 38km marker. [Mark Bennett](#)



Dixies 508-0 and 512-0 work the Saturdays only train No. 938
15:15 Invercargill - Christchurch Middleton, seen approaching
Gore on December 19th. [Anton Kendall](#)





TRAXX No. E483.031 passes Frugarolo whilst hauling freight train No. 59321 from Alessandria Smistamento to Livorno. This is a Captrain Italia working with a hired in Sangritana locomotive.
Laurence Sly



Qube locos Nos. 1104 and 1103 sandwich RL303 on a westbound container working through Pothana Lane (Belford) on November 19th. This train was a welcome break from the procession of coal trains on this section of the Hunter Valley route. [Anton Kendall](#)



Built by built UGL Rail, Broadmeadow, 2 car Hunter DMU No. 2701 works a stopping train through East Maitland on November 19th. [Anton Kendall](#)



CFCLA's CF4412, CF4411 and CF4404 lay down the power as they climb Minimbah Bank with a loaded coal train on November 19th. [Anton Kendall](#)



GE Transportation's C44aci design, Glencore's Nos. XRN021, XRN008 and XRN005 round the curve at Belford on November 19th. [Anton Kendall](#)

MRCE Dispolok No. E189.407 passes San Giuliano whilst
hauling a train of car parts from Fossacesia to Torino.
Laurence Sly





On November 21st, Indian Railways No. YDM4 6623 approaches Jaipur on the last leg of its Sikar to Jaipur passenger express, alongside the broad gauge tracks. [Mark Torkington](#)



Diesel locos Nos. 13635 and 13541 make a welcome change from the more regular EMD WDP4 power for the daily Jammu Tawi to Ajmer Express, seen here at Phulera on November 21st. [Mark Torkington](#)



WDM-2 No. 16818 stands at the fairly new Pushkar terminus on November 22nd with the once a day passenger service from Ajmer. [Mark Torkington](#)



On November 9th, WDP3 No. 15512 makes a spirited departure from Gurgaon with the morning Meerut to Rewari shuttle - note the milk containers fastened to the sides which are still a regular sight on this line. [Mark Torkington](#)

MAV Class 418.149 is pictured working an express from Tapolca to Budapest Deli along the north shore of Lake Balaton.

Andy Pratt



SNCF BB diesel loco No. 67541 stands at Marseille.
Brian Battersby



Class 60s Nos. 60.0938 and 62.1196 are seen stabled at Bucuresti Nord. [FrontCompVids](#)



At Bucuresti Nord B, Class 60.1126 is pictured after arriving with the 14:40 from Slatina. [FrontCompVids](#)



Class 60.0652 calls at Alexandria whilst working the 10:38 from Rosiori Nord service. [FrontCompVids](#)



Class 65.0944 calls at Urziceni with the 17:30 Galati - Bucuresti Nord whilst 60.0748 waits to depart with the 18:55 service. [FrontCompVids](#)

Preserved MAV NOHAB No. 2761.017 awaits departure time from Budapest Deli station. The M61 was being used at weekends on train No. 19792, the 09:40 Budapest Deli - Tapolca service. [Andy Pratt](#)



SNCF BB No. 67576 departs La Rochelle working the 06:18
Quimper – Bordeaux service on October 21st. [Tim Farmer](#)





On September 20th, steam loco No. 76, working a Railway Touring Company charter, carry's out a run past on the approach to Gachancipa. [Mark Enderby](#)





HZ Cargo's Class 2062.001 is seen working a long rake of empty Cargo Wagons through Strizivojna-Vrpolje. [Andy Pratt](#)



A TGV Lyria service is seen arriving into Marseille Saint-Charles behind unit No. 4405. [Brian Battersby](#)



MRCE Vectron No. X4 E 875 (193.875), on hire to Rurtalbahn Cargo, heads westbound through Regensburg Hbf on December 3rd, with a train of Dacia cars from Romania.
Chris Perkins





HZ Cargo's Class 2062.026 works a train of tank wagons through Botovo near the Hungarian border with a cross border freight from Gyekenyes to Koprivnica. [Andy Pratt](#)





On October 15th, working train No. 6323, the 09:00 Kutaisi 1 – Tkibuli Class 22 (formerly VL22) Co-Co electric locomotive No. 22-M-1483 built by Novocherkassk Electric Locomotive Plant in 1956 is seen here at Khresili. The single coach consist is formed of Standard Open coach 057 37911 which is a conversion from a wagon. The class VL22 design is descended from the General Electric Co-Co class S10 of 1932. [David Pollock](#)



Alstom built SNCF No. 475437 is seen stabled in the yard at Martigues with a rake of tanks. Brian Battersby



Trenitalia's Class E444.096 approaches Cervo whilst working train No. EC144 11:10 Milano Centrale - Nice Ville. [Laurence Sly](#)



Newag built Impuls EMU No. EN63A-020C stands at Krakow Główny on November 15th with a service to Kelce.
Steve Stepney



PKP Intercity 'Pendolino' No. 2370 099-6 stands at Krakow Główny on November 14th. Steve Stepney

On December 31st, SNCB Class 18 No. 1838 stands at Brugge whilst working a service to Antwerp. [Steve Stepney](#)





On October 14th, Tbilisi built Bo-Bo+Bo-Bo class 11 (formerly VL11) twin section electric locomotive No. 11-261 awaits departure from Tbilisi with service No. 12, the 08:55 to Ozurgeti with a portion working to Kutaisi 1 (service No. 18) at the rear. The VL classification was dropped as this stood for Vladimir Lenin. Russian electric locomotives are normally classified VL in tribute to one of Lenins quotes 'Communism is Soviet power plus the electrification of the whole country'. Georgian Railway is currently proposing the whole site of Tbilisi station and railway complex to be closed and redeveloped for non railway purposes!, trains being terminated at suburban stations either side of the town centre with freight services diverted to a new bypass line. [David Pollock](#)



Class 60.0652 stands at Rosiori Nord working the 10:38 service to Alexandria. FrontCompVids



CFR Class 41.0780 stands at Bucuresti Nord working the 07:45 service to Craiova. FrontCompVids



Class 89.0335 stands at Craiova working the 00:21 Curtici - Sofia overnight service. FrontCompVids



Class 82.0619 stands at Bucuresti Nord with the 18:45 service to Urziceni. FrontCompVids



On October 21st, MGB Deh 4/4 II No. 95 arrives at Andermatt with train No. R630 from Visp to Göschenen while HGe 4/4 II No. 104 stands outside the shed. [Steamsounds](#)



Centovalli (FART/SSIF) ABe 4/8 'Centovalli Express' crosses the bridge at Intragna on October 22nd with a service from Locarno to Domodossola. [Steamsounds](#)

Alex's Siemens Eurorunner No. 223 068 arrives at Regensburg Hbf on December 3rd working train No. ALX84115 the 13:40 from Hof which will be taken forward to Munich by Class 183.001.
Chris Perkins



Carrying 'Train Express Regional' branding SNCF BB No. 22236 stands in the station at Avignon. Brian Battersby





Empresa de Ferrocarriles Ecuatorianos locos Nos. 723 and 1044 stand at Bogota Sabana station on September 20th prior to working a tourist train. [Mark Enderby](#)

On December 3rd, DB Class 185.061 has 232.252 in tow with a short freight passing eastbound through Regensburg Hbf.
Chris Perkins





ZS Kennedy No. 661.152 works it's long freight through Nis station. The train will take the line towards the Bulgarian border at Dimitrovgrad from here. [Andy Pratt](#)



Ter Rhone-Alpes operated three car EMU No. 321 (Zx24541)
stands at Avignon. Brian Battersby



FS Trenitalia Class E464.421 approaches Cervo whilst working Regionale train No. 6210 13:40 Savona - Imperia. [Laurence Sly](#)



The yard at Pirdop is part worked by BZK and part by DB. Here DB Class 204.698 shunts in the DB part of the yard. [Andy Pratt](#)



RDT13 operated Vossloh G2000 No. 1802 is pictured stabled in Marseille. Brian Battersby



G2000-32 passes Cervo whilst hauling a FuoriMuro freight train from Ventimiglia to Castelguelfo. This train was only running in daylight hours due to overnight engineering work. [Laurence Sly](#)



DB Class 218.496 passes Lindau Aeschach with an Inter Regional Express for Stuttgart, having just departed Lindau Hbf. The line to the left is the Lindau avoiding line to Lindau Reutin and the Austrian border. [Andy Pratt](#)



Having worked train No. IC118 into Stuttgart Hbf, DB Class 218.456 and 218.326 are released from the blocks to run light engine onto Stuttgart depot in readiness for their next turn of duty. [Andy Pratt](#)



A DB Class 628 DMU unit works over the breakwater from Lindau Hbf with a service to Freidrichshafen. [Andy Pratt](#)



Metrans operated TRAXX Class 386.001 is seen heading a container train through Bremen Hbf. [Andy Pratt](#)

CD Class 754.060-2 heads light engine through Ostrava hl.n.
on a very wet autumn day. [Class47](#)





Trenitalia Class E402.157 passes Cervo whilst hauling Thello
No. EC139 08:07 Nice Ville - Milano Centrale. Laurence Sly



A Ceske Drahy Class 371 heads through Praha Vrsovice with an ECS working to Praha ONJ. [Class47](#)



Trenitalia's Class E655.518 passes Pizzale whilst hauling freight train No. 54157 from Genova to Milano Smistato. [Laurence Sly](#)



A pair of Trilex operated Desiro DMU's arrive into Schwandorf with a service to Marktredwitz. [Andy](#)



A pair of DB FLIRT EMUs pass the Loreley with a service from Frankfurt to Koblenz. [Steamsounds](#)



DB Class 152.095.6 heads a mixed freight through Regensburg
Hbf. Andy





On October 24th, Wengenalpbahn BDeh 4/8 No. 146 pauses at Wengen with a service to Kleine Scheidegg. [Steamsounds](#)





OSE Class 220.014 is seen at Strymonas with train No. 600, the 23:03 Athens Rentis to Alexandroupolis. The train runs overnight to Thessaloniki where after reversing the diesel takes over for the final 7 hours 42 mins to Alexandroupolis, reached 14 hours 40 mins after departure from Rentis. Between Thessaloniki and Strymonas the train conveys a 2 coach portion for Sofia which is detached at the junction and worked the short distance forward to the Bulgarian border by another Class 220 diesel.

Andy Pratt



DB Regio EMU Class 425.009 heading for Bad Salzungen, arrives into Wittenberge. Andy





RhB Ge 4/4 III No. 641 approaches Filisur on October 18th, with train No. RE1140 from St. Moritz to Chur. [Steamsounds](#)



A panoramic view of the Schmittentobel and Landwasser Viaducts with RhB Ge 4/4 III No. 641 working train No. RE1144 from St. Moritz to Chur. [Steamsounds](#)

CD Cargo Class 130.009 awaits its next duty at Praha Liben.
Andy





On October 22nd, Centovalli (FART) ABe 4/6 No. 54 stands at Intragna with a service to Locarno. Steamsounds



DB 'Ludmilla' Class 233.322-7 runs light engine through Regensburg Hbf. [Andy](#)



Wiehltalbahn's 0-6-0 'Waldbröl' leaves Hagen Hbf with a shuttle to the nearby Abellio Depot which was holding an open day. [Steamsounds](#)





OSE No. 220.014 is seen at Drama with train No. 601 15:22 Alexandroupolis to Athens service. There are only 2 trains each day between Thessaloniki and Alexandroupolis, both pairs booked to pass at Drama. On this occasion, the train from Thessaloniki was running about 30 minutes late, in turn causing delay to train No. 601. [Andy Pratt](#)



Cesky Drahý's Class 162.018 runs past the Masarykovo dam and alongside the River Elbe with a Kolin bound service. [Andy](#)





ABB liveried RhB ABe 8/12 'Allegra' No. 3512 departs Alp Grüm on October 19th with a service to Tirano. [Steamsounds](#)



BDZ Class 44.094 finds a patch of sunlight under the threatening clouds at Karlovo while waiting to depart with an eastbound local passenger working. [Andy Pratt](#)





On November 11th a loaded train from Rio Tinto's iron ore system is viewed from high up Table Top Hill, about 70kms out of Cape Lambert. Hauled by Nos. 8113, 8145 and 9433, 2 x ES44's and 1 x Dash 9, all carrying different liveries. Mark Bennett



BDZ Class 44.001 departs Pirdop with train No. 3623 the 13:00
Sofia - Burgas. [Andy Pratt](#)



AWT's Class 720.604-8 arrives into Usti nad Labem zapad with a light engine move from the nearby chemical works. [Andy](#)



On November 25th, one of the new National Express EMUs is seen on a crew familiarisation run approaching Wuppertal Hbf. Steamsounds



Skoda built, BDZ Class 45.162 stands at Lom at the head of the 16:45 service to Mezdra. [FrontCompVids](#)



At Poveljanovo, former DB 'Ludmilla' Class 07.106 heads the 15:40 Varna - Kardam service. [FrontCompVids](#)



Manufactured by FAUR, this diesel-hydraulic BDZ Class 55.138 stands at Trojan with the 13:15 to Levski. [FrontCompVids](#)



'Ludmilla' again as No. 07.106 stands at Kardam working the 19:25 service to Poveljanovo. [FrontCompVids](#)

Former UK Class 87 010, now operated by Bulgarian freight operator BJK is seen at Pirdop awaiting to bank a train of sulphuric acid tanks. [Andy Pratt](#)



HectorRail's Class 241.002-3 speeds through Hamburg Harburg with an intermodal service. [Andy](#)



DB Class 218.428 is seen departing Lindau with train No. EC193, 09:16 Zürich HB - München Hbf. Normally in the hands of pairs of Class 218s, an earlier failure left just one locomotive available for this train. It'll be hard work for the single loco, but it should still maintain time to München on it's own. [Andy Pratt](#)



The Förderverein Eisenbahn Rinteln-Stadthagen e.V. operate the line between Rinteln-Nord and Stadthagen-West on various Sundays throughout the year. There are occasional steam services, but mostly the trains are run using Class 798 Schienebuses and trailers. Here the 14:30 departure is seen passing the small engine shed at Rinteln-Nord. [Andy Pratt](#)



PCT Altman operated Class 223.158 is seen heading a train of new cars through the middle roads at Bremen Hbf. [Andy Pratt](#)



DB Regio operated Class 146.121 arrives into Essen Hbf in the early morning sun with an RE2 working to Münster Hbf. [Andy Pratt](#)

A Colas Rail Class 182 shunter (formerly DB Class V212) stands in the yard at Miramis. [Brian Battersby](#)





Basel tram No. 495 working a line 3 service, heads along Kohlenberg on October 25th. [Steamsounds](#)



A Wuppertal Schwebebahn service departs Alter Markt station over the Wupper River. [Andy Pratt](#)



Tatra T3 built Prague tram No. 7121, sporting a 'Dominican Republic' advert, climbs towards the Zizkov district working route No. 9. [Class47](#)



Harzer Schmalspurbahnen Dampflokomotive No. 99.7232 heads amongst the trees near Schierke. [Steamsounds](#)



Alstom increased its stake in Transmashholding to 33%

Alstom has closed the deal of purchasing an additional 8% shares in Transmashholding (TMH) from the Russian Railways (RZD) for €54 million. Following the deal, Alstom’s stake in TMH reached 33%. Alstom will retain two seats in the TMH Board of directors.

The deal will boost Alstom and TMH’s intense collaboration, as the partners expand their objective beyond providing high-performing trains to delivery turnkey railway projects, infrastructure and signalling, as well as the export of products and components.

Alstom and TMH have been partners for 6 years and have been working on a project for the delivery of 400 passenger and freight locomotives to the Russian Railways. TMH manufactures mainline and urban trains, marine and stationary diesel engines, and casting. The company also provides rolling stock repairs. TMH is the largest railway engineering company in CIS in terms of sales volume and one of the largest manufacturers in the world.



Alstom awarded a contract to extend Line 1 of Panama Metro

Alstom, leader of a consortium including Thales, Sofratesa, CIM and TSO, has been awarded a contract by Metro de Panama SA to supply 70 additional metro cars for

“Line 1 of Panama Metro is a great success and Alstom is pleased to be part of it and we thank Panama Metro for placing their trust in us. The new Metropolis cars will



increase the fleet’s capacity, smooth traffic flow and enhance passengers’ travelling experience,” said Michel Boccaccio, Senior Vice President of Alstom in Latin America.

Line 1 of Panama Metro. Alstom will also update the existing signalling solution and the power supply and increase the size of the depot. Alstom’s share in the contract is worth €130 million. Delivery of the new cars will begin in early 2017.

Line 1 of Panama metro, inaugurated in April 2014, was supplied by Alstom as an integrated metro system. The line, which crosses the city from north to south, is about 16 km long and includes 14 stations. Since its inauguration, ridership has reached 200,000 passengers per day.

With the new cars, Metro de Panama will extend the metro trainsets from three cars to five while adding six trainsets, bringing the number of metros circulating on the line to 26.

The new Metropolis for Panama includes wide doors, large gangways and a low floor for optimum passenger flows. The metro trainset features large seats and dynamic information displays to enhance passenger experience. Alstom will equip the six new trainsets with Urbalis 400 - Alstom’s communications-based train control (CBTC) solution – as well as updating the solution on the ground as the trainsets are longer. Furthermore, the depot will be extended to accommodate the bigger fleet.

The new Metropolis cars will be designed and manufactured at Alstom’s Santa Perpetua plant (near Barcelona) in Spain where the 20 original trains were built.

A Stadler FLIRT (Fast, Light, Innovative Regional Train) 4-car EMUs is pictured in the sidings at Muenster (Westf) Hauptbahnhof on September 15th. [Keith Chapman](#)



Alstom to supply 30 Coradia Continental regional trains

Alstom has been awarded a €160 million contract to supply 30 Coradia Continental electrical trains to the Hessische Landesbahn GmbH (HLB) in Hesse, Germany. The trains are scheduled to enter commercial service in December 2018 on the Südhessen-Untermain network, connecting the cities of Wiesbaden, Mainz, Darmstadt, Frankfurt and Aschaffenburg, in the west-central part of Germany. Alstom's regional train Coradia Continental is able to circulate at a commercial speed of 160 km/h.

It offers excellent acceleration characteristics, reducing travel time. The three-car and four-car trainset versions will be able to carry up to 350 and 460 passengers respectively. A special emphasis has been placed on passenger comfort. Four or five multi-purpose areas provide space for wheelchairs, bicycles and strollers. The traction equipment is located on the roof, allowing spacious interior design including a large corridor for easier movement within the train. Coradia Continental is equipped with Wi-Fi in the whole train, with outlets for laptops and a real-time passenger information system that displays connection information.



"We are pleased that our long term customer HLB which ordered a variety of our diesel trains has chosen our modern electrical solutions manufactured at Alstom's site in Salzgitter (Germany). For the first time the Coradia Continental will meet the new standards for interoperability of locomotives and passenger cars" says Didier Pflieger, Vice President Germany & Austria of Alstom.

"As a longtime partner, we are pleased to continue in the future the good cooperation with the company Alstom and to expand our fleet with Coradia Continental electric trains", says Veit Salzmann, Managing Director of HLB GmbH.

Motala Train wins new contract for heavy maintenance



Motala Train, acquired by Alstom in October 2015, has been awarded by AB Transitio a contract to perform heavy maintenance on 25 trains (model X11) used mainly for regional traffic in central Sweden.

Alstom will make a vehicle audit including preventive actions for car bodies, roof, chassis, interior equipment, electrical systems and compressed air systems. The mission starts during the first quarter of 2016 and will be completed in the course of 2017.



Motala Train has a long and solid knowledge of this type of trains and has historically been renovating and maintaining many similar trains. The new project represents a unique opportunity to combine the knowledge of Motala Train with Alstom's on a larger scale.

"The new contract means that business is picking up for Motala Train since Alstom's takeover in October. The acquisition was an important step in Alstom's ambition to grow in Sweden and offer better service for its customers also locally. During the autumn we have been entrusted with a number of accident repairs, and in the spring of 2016, Alstom's Coradia Nordic trains will come to Motala Train for fleet normalization and refurbishment", says Björn Asplund, CEO of Motala Train AB.

Regensburg, Germany

Former Walhallabahn No. 99.253 is seen plinthed in Regensburg alongside the canal. [Chris Perkins](#)





Empresa de Ferrocarriles Ecuatorianos

In Ecuador, where the line heads east into the Andean mountains, a more than 2.5 kilometres (8,200 ft) difference in altitude has to be overcome to reach Riobamba at 2,754 metres (9,035 ft). This major gain in altitude is made at the Devil's Nose (Nariz del Diablo), pictured here, where the train shunts back and forth along the rocky promontory. [Mark Enderby](#)





Alstom and NTV unveil the design and technology of the 'New' Pendolino

Flavio Cattaneo, CEO of NTV and Pierre-Louis Bertina, Managing Director of Alstom in Italy recently presented the design and technology of the Pendolino that Alstom is building for the Italian private operator.

A real Christmas present: the Pendolino is fire red and features a futuristic front end, designed to provide crash protection. The design of the train was created by Alstom's Design & Styling Centre, which also designed the AGV.Italo exterior. The interior will be selected and presented to the public in the coming months.

The Pendolino is conceived to be environmentally friendly, thanks to its high recyclability and reduced CO2 emissions. Moreover, its optimized distributed traction system enhances efficiency and acceleration and regenerates energy while braking. This new train is an evolution of the former Pendolino high speed train. It can reach a maximum speed of 250 km/h. The 187-metre-long train will be composed of 7 cars accommodating around 480 passengers. The major innovation of the train compared to previous generations of Pendolino is its full compatibility with the very latest 2014 TSI regulations established by the European Union. This EU standard contributes to guaranteeing high levels of safety and efficiency. The Pendolino is part of Alstom's Avelia family which also includes AGV.Italo train previously purchased by NTV.

The Pendolino will complement the existing fleet of 25 AGV, bringing to a total of 33 trains the Italo fleet. NTV will thus expand its network, responding to a growing demand. The objective is to develop the offer of high-speed main lines on the busy north-east and north-west corridor of Italy. This will represent a new opportunity for millions of travellers who constantly travel along these lines. The increase of the fleet will be part of a development process undertaken by NTV, which in 2015 carried more than 9 million passengers, an increase of 40% compared to the previous year.

Flavio Cattaneo, CEO of NTV said: "The seriousness, reliability and the ability of Alstom to offer the maximum in the shortest possible time are the basis of our choice. We started our journey together with Alstom, and together we will continue to grow in a difficult market which has great potential. The demand for mobility is very high in Italy and Italo promises, with its high quality services and with its new high-tech trains, to succeed in satisfying the passengers. This train, you have seen, it will be great. We are delighted that the Pendolino, a versatile and high performance train, has also conquered NTV. With more than 500 trainsets sold worldwide and over 1000 million km achieved in commercial service, the Pendolino is one of Alstom's flagship products, made in Italy in our high-speed competence centre of Savigliano. NTV's choice contributes to supporting the local industry, which



The Wuppertal Schwebebahn, or suspension railway, runs for 13.3km between Wuppertal Oberbarmen and Vohwinkel stations, running for a large part above the River Wupper. Some of the cars operating on it have been given advertising livery and here car No. 24 in ICE livery is seen from a passing service.

Andy Pratt

we very much welcome", said Andreas Knitter, Senior Vice President of Alstom Europe.

The 8 trains, purchased by NTV on 28 October, are already in planning to soon enter in production at Alstom's sites in Savigliano (CN) for the design and

manufacturing of the trains, Sesto San Giovanni (MI) for the traction systems and Bologna for the signalling systems, while the maintenance will be conducted at Alstom's site in Nola (NA). The trains are scheduled to be delivered in late 2017, ready to enter service in early 2018.





A new Eurostar e320 (Class 374) stands at St. Pancras International station on September 22nd. [Keith Chapman](#)



Alstom awarded a signalling contract to equip the line 1 maintenance depot of the Cairo metro

Alstom has been awarded by National Authority for Tunnels (NAT) a contract worth €15 million to provide a signalling system to equip the new maintenance depot of the Cairo metro line 1. The solution will be deployed in the course of 2017.

This is part of NAT's project to upgrade its metro line 1 built in 1989 which is the backbone of the Greater Cairo underground metro network. The line ridership is 2 million passengers per day.

Alstom will provide the computer-based interlocking (CBI) system which will guarantee the safety of the trains while moving in the depot. Alstom will also supply SCADA for traffic and traction, and telecommunications equipment that will provide fire detection, sound equipment, and phone and CCTV services.

This follows two contracts awarded this year by NAT to Alstom for the supply of signalling and infrastructure solutions for Phase 3 and 4A of line 3 of the Cairo metro.



Bombardier to Supply 47 Additional FLEXITY Berlin Trams

Rail technology leader Bombardier Transportation will supply additional 47 BOMBARDIER FLEXITY trams for the City of Berlin. This is an option order based on the framework agreement for a maximum of 206 vehicles signed in 2006. The order is valued at approximately 176 million euro (\$ 190 million US). BVG originally ordered four pre-series vehicles for testing followed by 99 trams in 2009 and a call-off for 39 trams in 2012. The total number of vehicles now stands at 189. In response to the constantly rising number of passengers, 20 trams from a previous order will be modified from five to seven-module vehicles.



“By ordering another 47 FLEXITY and the conversion of short to long trams, BVG proactively responds to the requirement arising from the growing city of Berlin for local public transport,”

Klaus-Dietrich Matschke, Director for Trams at BVG, pointed out.

Carsten Bopp, Head of Light Rail Vehicles, Bombardier Transportation, said: “Having handed over the 100th tram to BVG in summer 2015, this call-off is yet another important milestone in the long and successful cooperation in the German capital. The increasing number of passengers confirms the attractiveness of public transport in Berlin, the city with the fourth largest tram network worldwide, and we are proud to be an integral part of this success story.”

The FLEXITY Berlin concept was jointly developed by BVG and Bombardier Transportation. This has resulted in a 100% barrier-free, leading edge tram providing easy access which is highly popular in Berlin and has already received several design awards. The interior offers ample space as well as multipurpose areas and air-conditioning both in the passenger area and the driver's cab. The vehicles boast low electricity consumption and feed braking energy back into the system.



Bombardier's Joint Venture Awarded another Contract to Build 80 High Speed New Generation Sleeper Train Cars

Bombardier Transportation has announced that its Chinese joint venture, Bombardier Sifang (Qingdao) Transportation Ltd. (BST), has been awarded another contract with China Railway Corp. (CRC) to supply 80 CRH1E-250 high speed new generation sleeper train cars for the country's rapidly growing high speed network. The contract is valued at approximately 1.1 billion Chinese RMBs (152 million euro, \$165 million US). The 80 cars will be configured into five 16-car trainsets.

Bombardier owns 50% of the shares in BST, which is consolidated by Bombardier Transportation's partner CSR Sifang Rolling Stock Co., Ltd. In September of 2015, BST also won a contract to build 15 eight-car CRH380D very high speed trains. These orders reflect the confidence China Railways has in BST's leading edge technology and products. It is also the second sleeper order which BST has won from China. The first one, awarded by the Chinese Ministry of Railways (MOR) for twenty 16-car trains in 2007, was delivered in 2010.

Jianwei Zhang, President of Bombardier China expressed, "China's railway and urban mass transit market represents the world's most fierce competition. We are very proud that Bombardier has been chosen by the Chinese customers to provide high-speed trains as well as many other advanced rail mobility solutions. Today, Bombardier holds a top level presence in this exciting market and we are committed to continuing our sustainable success in China."

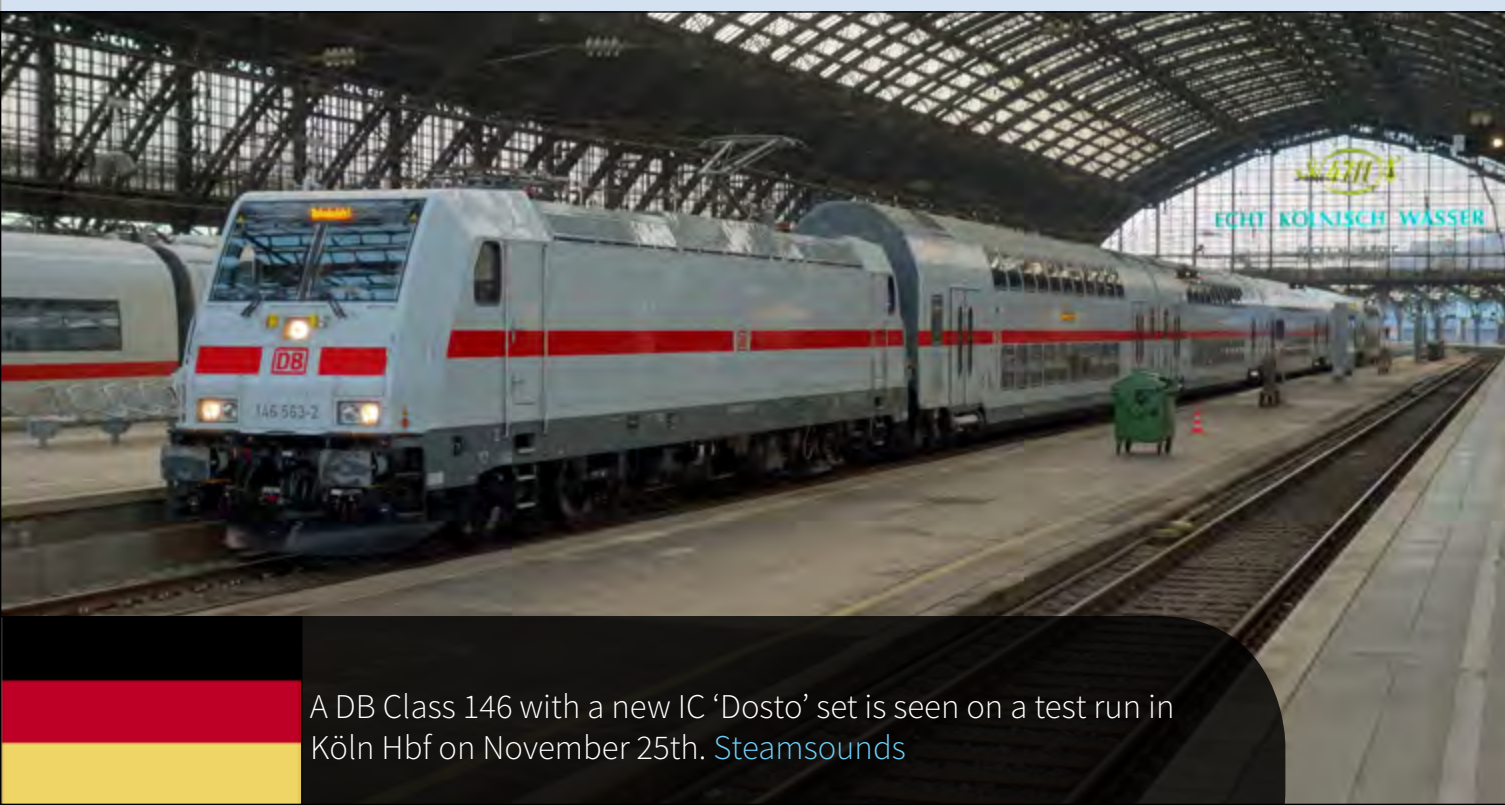
The five new 16-car trainsets will be an integral part of an evolving high speed rail capability in China. With an operating speed of 250 km/h, the EMU trains are specially designed for overnight service and fitted with sleeping berth interiors. These trainsets (at an overall length of 430 m) represent a sophisticated mix of new modular concepts and proven technology in a unique application. The high-speed sleepers will offer overnight travellers an advanced level of comfort, convenience and trip-time efficiency in a region where long-distance train trips are common.



Consortium to Provide up to 1,362 Double Deck Train Cars to SNCB-NMBS

A Bombardier Transportation - Alstom consortium, has signed a framework contract to supply up to 1,362 M7 double deck cars to the Belgian National Railways (SNCB-NMBS). The total order is valued at 3.3 billion euro (\$3.6 billion US). Bombardier's part is worth around 2.1 billion euro (\$2.3 billion US) while Alstom's share is worth 1.2 billion euro (\$1.3 billion US). The first firm order includes the design and manufacturing of 445 cars and is valued at approximately 1.3 billion euro (\$1.4 billion US). Bombardier's share is valued at 787 million euro (\$853 million US) while Alstom's share is valued at 471 million euro (\$511 million US). Deliveries for this first order will take place between September 2018 and 2021. The frame contract includes options for up to 917 additional cars. Bombardier's site in Bruges (Belgium), will provide 65 multifunctional steering cars and 290 trailer cars. Alstom will design and build 90 motorized cab cars in its Valenciennes site (France) with the support of its electrical and signalling centre of excellence based in Charleroi (Belgium). Alstom will also develop and produce the ETCS level 2 system to equip the total fleet.

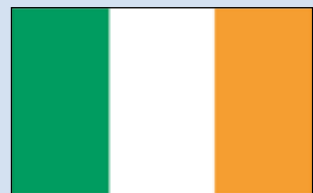
Laurent Troger, President, Bombardier Transportation, said, "This framework contract for almost 1,400 double deck coaches will provide the people of Belgium with the highest standard of modern mobility solutions. It also confirms SNCB-NMBS' trust in Bombardier's products and technology, further strengthening our long term partnership". "This order clearly reflects the strong confidence the SNCB-NMBS has in our double-deck trains and the level of comfort they offer. It is also an indication that the vehicles are really appreciated by the passengers and represent the ideal answer to increasing ridership", said Andreas Knitter, Senior Vice-President Alstom Europe. These new trains will increase the overall capacity on SNCB-NMBS' network by adding an additional 145,000 seats. The trains will be able to run at speeds of up to 200km/h and will operate on all Belgian mainlines, cross border with the Netherlands and Luxembourg, including on some high speed lines. The M7 concept is based on the very successful and highly reliable M6 double deck cars, of which 492 were delivered by the same Bombardier - Alstom consortium. The completely redesigned interior of both first and second class cars was validated by the customer after consulting over 200 representatives from different user groups. The new interior and an improved passenger information system will provide travellers with enhanced passenger comfort while the multifunctional steering cars will feature wheelchair access and space for bicycles. The M7 cars are fully flexible. They can be operated either as M7 EMU's or as loco-hauled trains composed of both M7 and existing M6 double deck cars. A predictive train diagnostic system will improve preventive maintenance activities and reduce the life cycle costs. These extra features turn this new generation double deck trains into one of the most cost-effective solutions for our customer.



A DB Class 146 with a new IC 'Dosto' set is seen on a test run in Köln Hbf on November 25th. [Steamsounds](#)



YDM4 No. 6625 crosses the Daliganj bridge over the Gomti River as it enters Lucknow with an early morning train from Mailani on November 7th. [Mark Torkington](#)



Alstom to deliver 7 additional trams to Dublin, Ireland

Alstom has been awarded a contract worth €36 million by Transport Infrastructure Ireland (TII) to deliver 7 additional Citadis trams for the extension of the Dublin tram network as part of the LUAS Cross City transport project. The tramways will be delivered in 2017 from Alstom's plant in La Rochelle, France. "Alstom is very proud to be part of the successful LUAS network and the vital role it plays in the Dublin transportation system. This is another landmark occasion between Dublin LUAS and Alstom. Dublin was amongst the few first cities in the world to order the new Citadis type tram fleet from Alstom. Today we see Dublin City again leading the way by ordering 7 new Citadis trams to assist with the additional capacity of the Luas Cross City Line extension", said Piers Wood, Managing Director Urban & Services, Alstom UK & Ireland.

Over the last 10 years the fleet supplied by Alstom has not only grown in size from the initial 40 trams, to a total of 66 trams, but Alstom has also extended the length of the earlier 30-metre Citadis trams to over 40 meters. The 7 newly ordered trams will be 55 meters long, the longest single unit Citadis trams in the world, to offer more capacity to support the high peak demand in Dublin's rush hour. Alstom also maintains the trams and the network infrastructure.



Alstom's first X'Trapolis Mega train for PRASA

Alstom's first X'Trapolis Mega commuter train for PRASA has successfully arrived on time to PRASA's Wolmerton depot. This is the first train of the 600 ordered. The train is now set to enter into dynamic testing phase in the South African railway. The train arrived from Alstom's manufacturing site of Lapa in Brazil where the 20 first trains are being manufactured. The 580 others will be produced in South Africa in a facility that will be built in Dunnottar (Ekurhuleni Municipality). The project - which also includes the supply of technical support and spare parts - is led by a local Joint Venture formed by Alstom and South African partners called Gibela.



"Alstom – through Gibela – is thrilled to participate in one of the biggest transport project in South Africa. The arrival of this first train in the country marks the beginning of a great adventure. We are pleased to accompany PRASA in the railway development of South Africa and offer mobility solutions that will offer people from suburbs of Johannesburg, Cape Town, Durban, and Pretoria a drastically improved passenger experience" said Gian-Luca Erbacci, Senior Vice-President of Alstom for Middle East and Africa.

The X'Trapolis Mega train, which has already been submitted to static tests at the Lapa's facility, is now entering into a dynamic testing phase in the South African rail. During this phase, the train will go through various tests including speeds up to 132 km/h. The tests on PRASA test tracks and mainline will focus on traction and braking performances up to crush load. Other tests will address gauge checking, journey time and functional performances including: HVAC, PACIS, Multiple Unit operation, the signalling, or the monitoring system which enable to remotely diagnostic the health of the train's components and to plan the maintenance accordingly. The second train is due to arrive in South Africa in early 2016 to follow similar tests.

This new train from the Alstom's X'Trapolis suburban range, X'Trapolis Mega runs at a maximum speed of 120 km/h. The train for PRASA is composed of six cars and is able to accommodate up to 1,200 passengers. There are three doors per car and per side facilitating passenger flows during peak hour while reducing headway between trains. The train is equipped with a real-time passenger information system and CCTV. The train uses 31% less energy than the train operated today thanks to the regenerative braking system and to the fact that it is made of stainless steel.



New trains for Berlin's S-Bahn

S-Bahn Berlin GmbH has signed a framework contract with the consortium of Stadler Pankow GmbH and Siemens for the delivery of up to 1,380 vehicles. A firm order was placed for the first 106 trains. The 85 four-section and 21 two-section trains have a high triple-digit million-euro order volume. S-Bahn Berlin, a subsidiary of Deutsche Bahn, plans to use the new trains on the Ringbahn lines (S 41 and S 42) as well as on the system's southeastern feeder lines S 47, S 46 and S 8. These lines comprise roughly one-third of the entire S-Bahn network in Berlin. The first ten vehicles will be ready to enter service as of 2020. Subsequently, all remaining vehicles will be delivered continuously to the Berlin system up to 2023. The vehicles will be manufactured and assembled at the Berlin plant operated by Stadler Pankow GmbH.



“The first ten vehicles will be pre-production and test vehicles. They will undergo extensive tests before entering regular passenger service – which will enable us to incorporate possible findings from operations in Berlin in the series,” explained Ulf Braker, Member of the Group Executive Board of Stadler Pankow GmbH.

“Siemens and Stadler are offering a unique combination of competencies for the future of S-Bahn Berlin. Both companies are deeply rooted in Berlin, and together we will deliver vehicles that will operate with the highest reliability over many decades and be top-class technically,” said Sabrina Soussan, head of Siemens’ business with high-speed and regional trains and locomotives.

The vehicles will have a modern exterior design while remaining loyal to the traditional and trusted yellow and red colours of the Berlin S-Bahn. Along with powerful traction and control systems that ensure highly efficient and quiet operation, the main innovations will be in the interior. The cars will be walk-through all the way, feature a modern passenger information system and provide a spacious and comfortable environment for passengers. For the first time in Berlin, the trains will be equipped with air conditioning. In addition, the cars will offer space for wheelchairs located directly behind the driver. As is usual in S-Bahn trains, virtually all of the seats will be arranged vis-à-vis and will be supplemented by ample standing room and generously dimensioned multiple-purpose zones. Consortium leader Stadler will be responsible for the mechanical and structural aspects of the construction and production, including, for example, the air conditioning system and assembly of all components. Siemens will be responsible for the electrical equipment, including the propulsion and braking systems, on-board power supply system, vehicle and train control systems, passenger information system and vehicle bogies. Maintenance of the trains will be provided by S-Bahn Berlin GmbH, which will use its existing infrastructure.

Photo: © Stadler Pankow GmbH/design: büro+staubach berlin

SBB Cargo Class 421.373 arrives into Bremen Hbf with a rake of car transporters.

Paul Godding



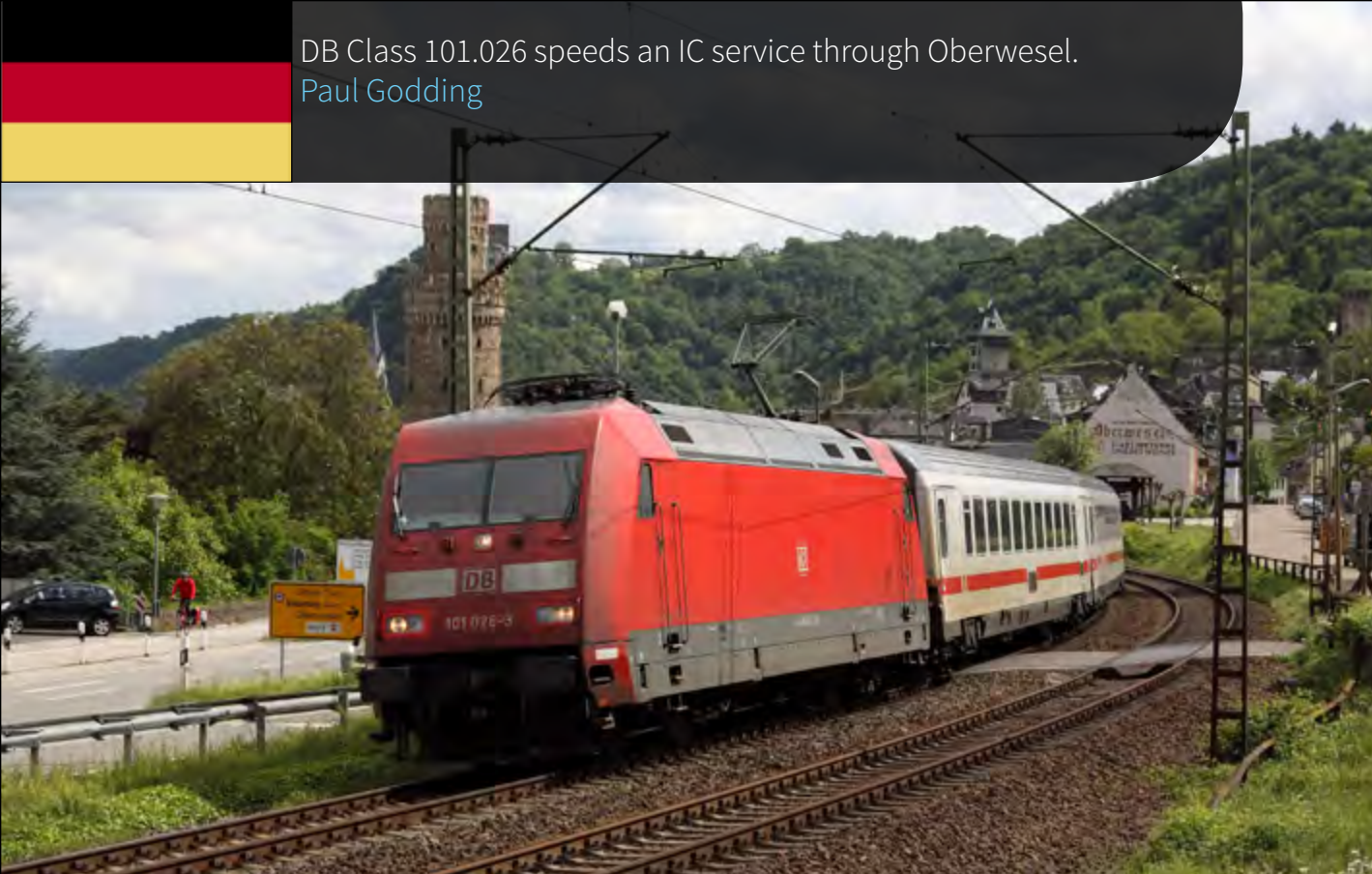
Salvage wood from the Jeseníky

During the night of July 8, 2015 a huge storm swept over the area around Jesenicka and Šumperk causing extensive damage to the forests in this region. Almost immediately trains commenced transporting salvaged timber to processing plants, mainly because of the threat of attack by bark beetle and its irreversible damage. Due to the large volume of timber to be transported, it was divided into a long period of time and scheduled to take place in several stages. There were hundreds of wagon loads in addition to normal traffic, with many located on regional routes with limited throughput.



During December, CD Cargo launched the latest phase, during which the wood is being transported from the northern region of Jeseníky, ie. from stations such as Valšov, Opava East or Zlate Hory. This “campaign” will continue until at least the second half of January 2016 and its successful management used special techniques and staff also during the Christmas and New Year holidays.

Photo: © CD Cargo



National Express begins operating its first German rail services

National Express became the first British company to competitively enter the German rail market when it was awarded the contracts in February 2013. On December 13th National Express began operating two services in the North Rhine-Westphalia region:

- RE7 regional express service between Krefeld-Cologne-Wuppertal-Hagen-Hamm-Munster-Rheine
- RB48 regional stopping service between Bonn-Cologne-Wuppertal

National Express has procured 34 new Bombardier Talent 2 EMU trains on behalf of the regional transport authorities to operate the new services. The trains, which were first unveiled in December 2014, can reach up to 100mph, feature both first and standard-class seating, and are fully accessible. National Express will carry an estimated 18 million passengers on the services each year. The two 15-year contracts are expected to generate revenues of around €1.6 billion in total.



In October National Express signed two contracts to operate the Rhine-Ruhr Express (RRX) service in the same region. The company has also been named as the preferred bidder for the Nuremberg S-Bahn contract and is awaiting the outcome of an appeal which is due shortly.

Dean Finch, National Express Group Chief Executive, said: "Germany is Europe's largest rail market and is an important part of our strategy. I am delighted that after significant planning and preparation we have started running services. We will be implementing our approach and success in running the UK's best performing franchise, c2c, in Germany. National Express' aim is to deliver a better, more frequent and reliable service to RME passengers with brand new, modern trains.

"The German rail market presents significant further opportunity for National Express. We are working on the start-up of our next two German rail contracts on the Rhine-Ruhr Express. These bring our already secured revenues from German rail to €2.6 billion. We await the outcome of the appeal on the €1.4 billion Nuremberg S-Bahn contract, have recently submitted a bid for another German rail contract and see an active pipeline of attractive opportunities throughout 2016."

Photo: © National Express



New metro trains from Siemens for Nuremberg

Contracts have now been officially exchanged for the announced order from the VAG Verkehrs-Aktiengesellschaft (traffic stock corporation) for 21 metro trains from Siemens. Two options to deliver up to an additional 13 trains is also part of the contract. The new four-car trains G1 type are earmarked for service on Nuremberg's U1 line. Delivery is scheduled for mid-2018. The trains will be built in the Siemens plant in Vienna, Austria. Core components of the G1 will be manufactured in the Nuremberg metropolitan area and include such products as the drive converters, traction motors, auxiliary converter units and control equipment. The project management, development and service support will be provided from Erlangen.

Michael Richarz, Head of technology and operation at the VAG, expressed his satisfaction with the outcome of the award process: "We're pleased that we have Siemens as a partner at our side. Siemens not only has worldwide experience of rail vehicle manufacture, but is also very familiar with the conditions here in Nuremberg. After all, Siemens was the general contractor for the automation of our U2 and U3 metro lines."

Jochen Eickholt, CEO of the Mobility Division at Siemens, said: "We've been working with the VAG for many years. So we were even more pleased when the negotiations ran successfully for us, and we could win another order to supply metro trains. The G1 type will give the VAG a train that is based on proven technology and has been developed by an experienced local team."

The U1 line is the oldest of Nuremberg's three underground lines and is operated conventionally. It is also the longest and the most heavily frequented. It runs from Langwasser Süd via the Exhibition Center, Nuremberg Main Station and Plärrer to Hardhöhe Station, the current most westerly terminus of the line in the nearby city of Fürth. The line has an overall length of 18.5 kilometres and serves 27 stations. Ridership rises sharply when visitors come to major events, such as the Nuremberg Christmas Market and trade fairs. On weekdays, this line is mainly used by commuters.

The G1 meets these demands. Barrier-free boarding and exiting will be made even easier as the new trains have wider doors with extendable door steps to bridge the gap between car and platform. The passenger areas will offer end-to-end accessibility. In contrast to the four driver's cabs on the present Nuremberg metro trains, these new trains will have only two cabs. They will also be pre-equipped for fully automated operation, with driver's cabs designed to permit easy removal.

The eco-friendliness of the G1 will also help the City of Nuremberg reach its climate targets.



Environmental protection begins at the production stage of these new G1 trains. All Siemens plants are certified according to the strictest environmental standards and all the materials used are tested for their environmental compatibility. The weight of the empty train is lower, which reduces the consumption of operating power. Braking creates energy that is recovered and used either by the train's own auxiliary equipment, such as to heat or ventilate the passenger areas, or by other trains that are running in the metro system. The interior and exterior lighting uses LED technology, which also reduces the energy consumption. At the end of their service lives, the trains can be recycled to a degree of 94.5 percent.

The VAG currently has a total of 100 two-car units in service with Siemens technology. In November 2001, the operator awarded Siemens AG an order to equip the U2 and U3 metro lines for fully automated operation and to supply 30 two-car automatic type DT3 trains. As of 2010, VAG has also received another 14 type DT3-F trains to replace its oldest DT1 trains and to serve the further extension of the U3.

Photo: © ergon3design



Bombardier to Supply Six Additional FLEXITY Swift Vehicles for Rotterdam

Bombardier Transportation has recently announced that it has received an order to supply six BOMBARDIER FLEXITY Swift Light Rail Vehicles (LRVs) to the Rotterdam Transport Company RET. The contract is valued at approximately 26.1 million euro (\$ 28.4 million US). This order is the exercise of an option included in a contract for 42 vehicles signed with RET in December 2007. The delivery of the six additional vehicles is scheduled for 2017.

Pedro Peters, CEO RET said, “The metro in Rotterdam is becoming more popular every year. This success shows that our clients appreciate its high frequency and comfort. Metro line E from the Hague to the south of Rotterdam is our latest connection. When we started this line in 2006 it was used by 10.000 travellers per day. Nowadays up to 39.000 travellers per day use it. We need these six extra metros to increase the frequency on the line and to offer comfortable vehicles.”

Carsten Bopp, Head of Light Rail Vehicles, Bombardier Transportation, commented, “This fourth order underscores RET’s confidence in our proven FLEXITY vehicles and constitutes yet another milestone in our long-standing and successful partnership. Together with RET, we have developed a metro which can be adapted to perfectly meet operator and passenger demand and help relieve congestion in the conurbation of Rotterdam.”

The metros will be part of the RandstadRail fleet and help increase the frequency of transport



on the metro line E between The Hague and Rotterdam. Bombardier Transportation has previously delivered 81 metros to RET between 1998 and 2002, 22 vehicles for the new RandstadRail line and 42 vehicles for the existing metro lines between 2008 and 2012. An additional 16 vehicles were ordered in 2014 for the Hoekse Lijn and and

will be delivered until by end of next year The vehicles consist of three modules, are 43 m long, and can accommodate up to 270 passengers (104 seated and 166 standing). Each vehicle has two multi-purpose areas providing ample space for wheelchairs and prams while seven double doors on each side of the vehicle ensure a smooth passenger flow. The LRV is equipped with the BOMBARDIER MITRAC propulsion system and its BOMBARDIER FLEXX Urban bogies ensure a smooth ride and low noise levels. A modern passenger information system also provides passengers with timely and relevant travelling information.



Positive development in the largest Czech contract with Germany

Bavarian railway company Bayerische Eisenbahngesellschaft (BEG) confirmed that National Express Rail should become the winning operator for suburban transport in Nuremberg. This would be the biggest Czech contract in Western Europe. The fight for contracts is very hard and unsuccessful candidates are likely to appeal repeatedly against BEG’s decision.

“Public contracts undergo very complicated legal battles in which companies do their best to win. I am happy that it is a Czech company with purely Czech know-how that is to become the supplier for the winner of the tender, National Express Rail, which has been repeatedly confirmed as the winner. For us, this is a breakthrough contract and good news not only for Škoda but for the whole Czech industry,” says Tomáš Ignačák, CEO of Škoda Transportation. In February 2015, Bavarian railway company BEG announced that British company National Express Rail would probably be the winner of the tender for suburban transport (S-Bahn) in the Bavarian city of Nuremberg in the period of 2018 – 2030. If National Express Rail wins the tender, Škoda Transportation will be the final supplier of 39 single-deck electric units.

Another bidder, German Deutsche Bahn (DB), filed an appeal against BEG’s decision in February 2015 at the South Bavarian Chamber for Public Tenders (which is similar to the Czech Antimonopoly Office). The Chamber decided that procedural misconduct had occurred during the tender. The winning bidder, National Express Rail, filed an appeal against the Chamber’s decision at the Federal Court of Higher Instance. In September 2015, the court denied all DB’s claims, but BEG had to verify National Express Rail’s financial situation repeatedly. National Express Rail fulfilled all conditions and, at present, BEG has repeatedly confirmed that the British operator is the winner. This decision, however, is not legally binding and unsuccessful bidders can still file appeals until 3 January 2016.

“This would be an enormous contract for our company, not only financially, but also in terms of the production aspects. The contract is also lucrative due to the fact that it is the first S-Bahn railway that would not be operated by DB, which has an otherwise majority position on the market. I am afraid that BEG’s decision will be repeatedly reviewed by the Chamber for Public Tenders in Munich and that there is no option other than to wait whilst keeping in mind that Škoda submitted a high-quality and competitive bid,” says Zdeněk Majer, vice president for Sales at Škoda Transportation. Škoda Transportation should supply 39 RegioPanter five-car single-deck electric units for somewhere in the vicinity of ten billion Czech crowns. The trains would operate on suburban railways in the Bavarian city of Nuremberg. Škoda Transportation’s current main focus is western markets. In August of 2015, Škoda Transportation Group purchased a controlling interest in Finnish company Transtech, the sole Scandinavian manufacturer of railway and municipal rail cars with a yearly turnover of several billion. This acquisition will further strengthen the company’s position, in particular in Western Europe and Scandinavia.

From the UK - A look back at 2015

Our annual look back at some of the event that have happened in 2015, which has generally been a good year for passenger services but a marked downturn in freight with the coal sector hit particularly badly. But we start with the Caledonian Sleeper, having been taken over by Serco and initially using Class 92 locomotives, but due to reliability issues, Class 90s have since been the norm. Here Class 92 033 is seen between Blisworth & Roade working the 1M16 Inverness, Aberdeen, Edinburgh to London Euston sleeper. [Derek Elston](#)



Chiltern Railways bid farewell to the Class 67s in 2015. These DB owned locos were replaced by Class 68s sub leased from DRS. On one of its last working for Chiltern, Class 67 010 departs Birmingham Moor Street with a service to London Marylebone. [Richard Hargreaves](#)



On March 1st, Virgin Trains took over East Coast operations and a new stylish livery was introduced. On August 9th, power car No. 43302 stands at Newcastle having recently been reliveried. However this was not the first time that this power car has seen the red paint, before re-engineering it was numbered 43102 and part of the Virgin CrossCountry fleet. [Andrew Wilson](#)



Hugely popular with enthusiasts during 2015 were the DRS operated Northern Rail services along the Cumbrian coast. This is Class 37 402, seen as it departs Parton, with the 2C34 14:33 Carlisle to Barrow-in-Furness service. [Colin Irwin](#)



On November 12th, Freightliner celebrated its 50th anniversary. Here a pair of Class 86s, which were also 50 years old in 2015, pass through Stratford. [Class47](#)



RVEL unveiled their first Class 73 conversion, 73 952. Being referred to as an “Ultra 73” it is massively re-worked from the original locomotive with two Cummins powered diesel generator sets supplied, electronically controlled power conversion equipment and a brand new EP brake system. The loco is seen here at Kidderminster on the Severn Valley Railway where it arrived in the autumn for testing. [Richard Hargreaves](#)



All night tube trains were to have commenced in 2015, but due to a disagreement with unions and after several strikes, the launch was shelved, leaving Piccadilly line unit No. 103, see here passing Stamford Brook, advertising the services that didn't actually exist. [Brian Battersby](#)



On September 20th, First Great Western was rebranded Great Western Railway, and a new livery based on the original GWR green was launched. Here newly liveried power car No. 43188 departs Reading. [Richard Hargreaves](#)



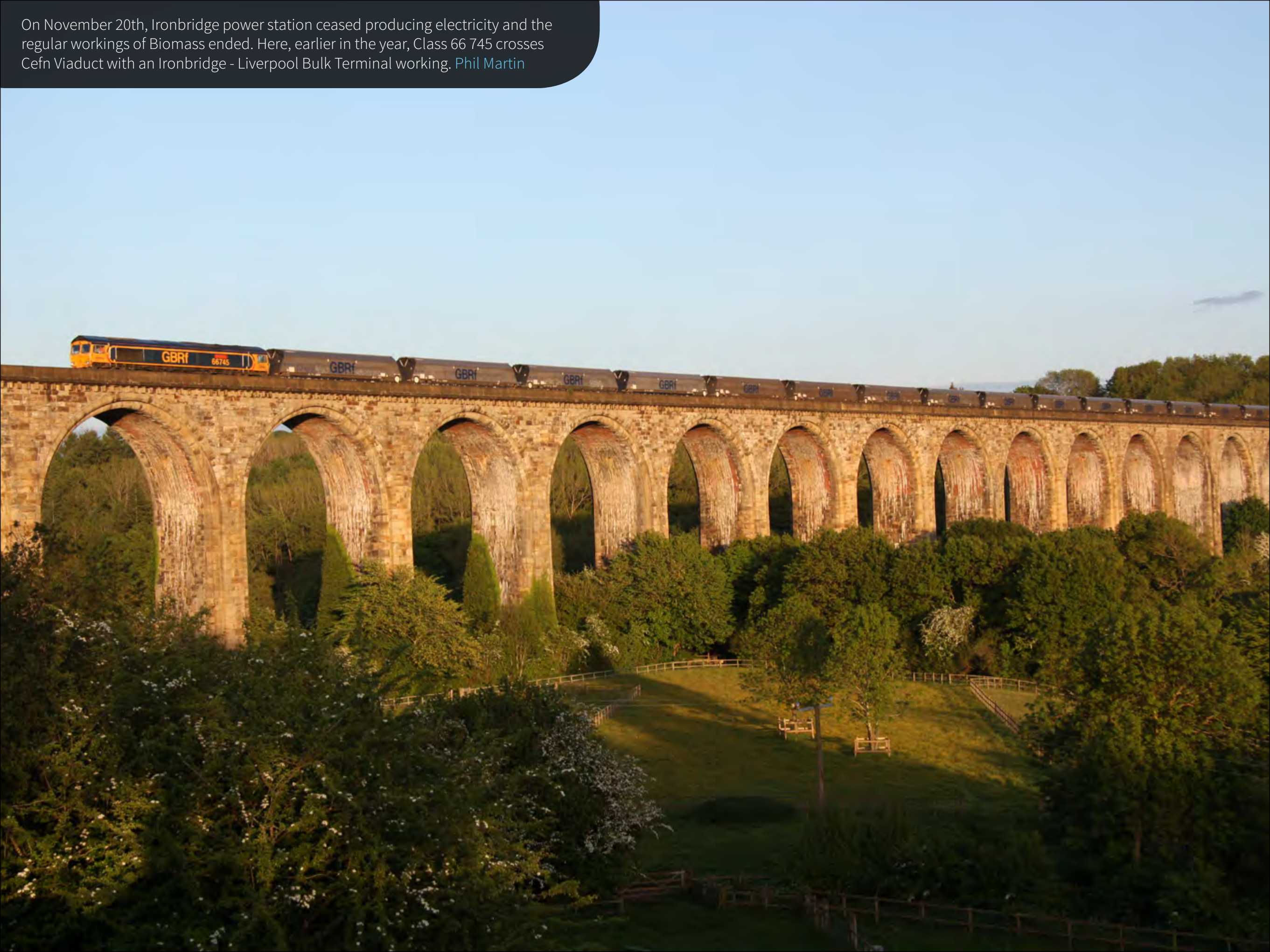
By the end of 2015, the semaphores at Barnetby will be a memory. With the North Lincolnshire resignalling project taking place in late December, here's a memory of what the location looked like as Class 60 010 working the 6E46 Kingsbury - Lindsey oil tanks approaches Barnetby. [Neil Scarlett](#)



2015 has been an exceptional year for Blackpool's heritage fleet with more services, more days operating and certainly more popularity than at any time in recent years. Here, a heritage line up at Rigby Road depot as Balloon No. 717 stands alongside Railcoach No. 680, Balloon No. 711 and Twin Car No. 675/685. Lets hope that 2016 continues as successful. [Michael Lynam](#)



On November 20th, Ironbridge power station ceased producing electricity and the regular workings of Biomass ended. Here, earlier in the year, Class 66 745 crosses Cefn Viaduct with an Ironbridge - Liverpool Bulk Terminal working. [Phil Martin](#)



Love them or hate them, the team at Virgin Trains always seem to have brilliant marketing ideas, such as the 'Christmas Trains' which this year featured 'Claus91' and 'Penguinino'. Seen here at Doncaster and Stoke on Trent. [Class47](#)



From the Archives

On September 19th 2008, BN/ACEC built SNCB Class 25s Nos. 2506 and 2504 are seen stabled at Antwerp Dam. [Paul Godding](#)



On September 16th 2008, Ceske Drahy's Class 750.079 is seen stabled at Všetaty. [Class47](#)



Part way through scrapping, SNCB Class 62 No. 6233 is seen at Merelbeke on June 24th 2001. [Paul Godding](#)

