

Railtalk Magazine *xtra*

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Submissions

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

entries@railtalk.net

Please include a detailed description and credits of the author.

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From the Editor...

Welcome to another edition of Railtalk Xtra, the monthly magazine that predominantly features railways outside the UK.

Hot on the heels of my trip to Czech. This month I ventured along the banks of the River Rhine in Germany. Fantastic scenery and plenty of freight and passenger workings. I was also amazed to see how much freight was carried by barges along the river - Even on a Sunday!

We have had several readers recently requesting that we place the name of the country of which the flag represents in our photo pages. Now before we make any changes, I would very much like your opinion on this please and if you could email me before the next issue then I shall share the outcome with yourselves.

Some excellent news from Cesky Drahý this month. CD have announced that their 'Jizdenka na lato' (Ticket for Summer) will be available in July and August priced at just 790czk for a week, which is about £22 - bargain!

Thanks for all the excellent photos we've received this month, as always please keep sending them in, and remember if you are going on holiday, don't forget to take your 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, Nick Clemson, Derek Elston, Mark Enderby, Tim Farmer, FrontCompVids, Paul Godding, Richard Hargreaves, Keith Hookham, Colin Irwin, John Johnson, Anton Kendall, Michael Lynam, Phil Martin, Denzil Morgan, Peter Norrell, Chris Perkins, Mark Pichowicz, David Pollock, Andy Pratt, Railwaymedia, Neil Scarlett, Laurence Sly, Stewart Smith, Steamsounds, Steve Stepney, Mark Torkington, and Andrew Wilson.

Front Cover: On April 20th, DB Class 146.013 heads an S Bahn service to Schöna approaching Königstein. It carries a livery advertising the open air theatre at Rathen.
Chris Perkins

This Page: On May 24th, a Roy Hill Railways loaded iron ore working approaches the Roy Hill port facilities behind GE ES44ACI's Nos. 1008 and 1002 leading (with No. 1012 just about visible as a mid-train helper).
Mark Bennett



Pictures



ELL Class 193.216 on hire to LTE Logistics sits in the yard at Litomerice on April 18th, at the head of a train of VTG Grain Hoppers. It would depart later in the afternoon for Ústí nad Labem Střekov. [Chris Perkins](#)





On March 12th, standing at the buffer stops at Bangkok, Hua Lamphong station, is Thai State Railways type 8FA-36C HID Co-Co diesel-electric locomotive No. 4510 built by Hitachi and equipped with two Cummins KTA-50L engines. [David Pollock](#)



On May 5th, DB Class 218.476 is seen on the rear of the Sunday's and 'Bank Holiday' only 'Radexpress Bodensee' from Friedrichshafen Stadt to Ulm, seen here near Kehlen.
Mark Bearton



Lokomotion's Class 151.056 and 151.074 pass Wolf am Brenner on March 10th whilst hauling a Cologne - Verona Quad Europa intermodal train. [Laurence Sly](#)





On March 15th, DF4D 0544 is about to depart Nanning with a passenger working. Mark Torkington



On March 3rd, SNCB Type 08 EMU No. 815 arrives into Antwerpen-Berchem. [Steve Stepney](#)



Preserved DB Class 110 No. E10.1239 is seen on the rear of a steam charter as it arrives into Assmannshausen on May 15th.
Class47





Seen departing Don Muang, Thailand on March 12th is Thai State Railways General Electric built type UM12C Co-Co diesel-electric locomotive No. 4043 equipped with two Cummins KT38L engines. The leading coach in the consist is Open Third No. 1217 type BTC. The service; Ordinary 211, 12:55 Bangkok, Hua Lamphong, Thailand – Taphan Hin, Thailand was hauled by No. 4405 type AD24C ADD to Ban Sue Junction 1, where it was replaced by No. 4043. [David Pollock](#)





RhB Ge 4/4 II No. 621 stands at Scuol Tarasp with train No. RE1232 to Disentis/Muster alongside train No. R1929 to Pontresina. [Steamsounds](#)





On May 24th, a 264 car BHP loaded ore working waits outside Pt. Hedland Yard behind SD70s Nos. 4413 and 4319 with 2 more SD70s 132 cars back as mid-train helpers. [Mark Bennett](#)



CD Cargo Class 122.011 passes Křeštiny u Litoměřic on April 18th with a southbound mixed freight. [Chris Perkins](#)



An OBB Class 1216 passes Sankt Jodok whilst working train
No. 1870, 07:32 Bolzano - Innsbruck on March 9th.
Laurence Sly



SNCB Infrabel Class 55 No. 5529 leads sister 5532 as they speed through Mechelen on a rake of infrastructure wagons on May 17th. They were under power as they rounded the curve, bringing back memories of when these locomotives worked front line services. [Anton Kendall](#)



SNCB Class 28 TRAXX loco No. 2812 hauls a southbound Inter City train from Amsterdam to Bruxelles, seen passing Willemsdorp, south of Dordrecht, May 19th. [Stephen Simpson](#)





No. 91 80 6182 570-2, otherwise known as MRCE's ES64U2-070, approaches Budapest Kelenföld on an IC working from the Győr direction on May 9th. Carrying Gysev Cargo vinyls, this locomotive was spending a few days on passenger workings in the area. [Anton Kendall](#)



Heavy Haul Power operated No. 92 80 1266 042-1 (also marked as MRCE 561-5) rounds the corner at Hannover Linden-Fischerhof on a heavily loaded rake of stone self-discharge wagons on April 19th. [Anton Kendall](#)



Vossloh Diesel MRCE loco No. TS106 bears the Train Services livery as it is seen hauling container flats at Willemsdorp, south of Dordrecht on May 19th. [Stephen Simpson](#)





Class 664.117 passes Mačkovci whilst hauling a mixed freight from Hodoš to Pragersko on April 15th. [Laurence Sly](#)



ODOS operated Class 742.525-9 leads sister 742.538-2 as they storm through Ostrava Mariánské Hory on a rake of Eaos coal wagons on May 3rd. [Anton Kendall](#)



SaarRail locomotive No. 73 (Henschel 31574) pushes a rake of empty torpedo molten steel wagons into the exchange sidings at Völklingen on May 16th, ready for their departure 30 minutes later to Dillingen steelworks. Shortly after this photo was taken, 73 took a second loaded rake into the steelworks. The famous backdrop is in fact a part of the steelworks that is no longer in use. [Anton Kendall](#)



FS Trenitalia's Class 464.708 stands at Nettuno with a service to Roma Termini. Steamsounds





On March 13th, Yunnan Machinery & Equipment Company (China) built Bo-Bo-Bo diesel-electric locomotive No. DF.2024 equipped with CAT 3516DITA engine heads north through Mahlwagone station with train No. 9/141, 11:00 Yangon – Thazi / Shwenyaung. [David Pollock](#)





On May 24th, a FMG loaded ore passes the port loco-servicing facilities at Kanyiri Yard outside Pt. Hedland behind SD70s Nos. 701 and 717. The very busy iron port at Pt. Hedland is now serviced by 3 separate iron ore railways. Established operators BHP and FMG (Fortescue Metals Group) have been joined since 2015 by the new Roy Hill Railroad. [Mark Bennett](#)



Resplendent in SNCB livery, Class 55s Nos. 5512 and 5514 are seen at Bruxelles-Midi on May 15th. [Class47](#)



SNCB Type 08/0 3000v DC EMU No. 08156 is seen at Gent-St. Pieters on March 1st working a service to Leuven.
Steve Stepney





Seen here departing from Bago on March 14th, with service No. 31, 08:00 Yangon - Naypyitaw is CNR Dalian locomotive & rolling stock company (China) built type CKD7B Bo-Bo-Bo diesel-electric locomotive No. DF.2061 equipped with CAT 3516B engine. Luggage / Guards Brake BBELEDZ No. 10505 is at the rear of the consist. [David Pollock](#)



IDS Cargo's 'Grumpy' Class 749.181 with 121.041 dead in tow, storms through the staggered platforms at Oleško with a southbound grain train on April 19th. [Chris Perkins](#)



SBB Cargo's Class 189.102 (ES 64F4-102) speeds through Koblenz Hbf on May 15th, heading for Köln. [Class47](#)





Almdudler liveried Class 541.013 approaches Črnotiče whilst hauling an intermodal train to Koper on April 12th.
Laurence Sly



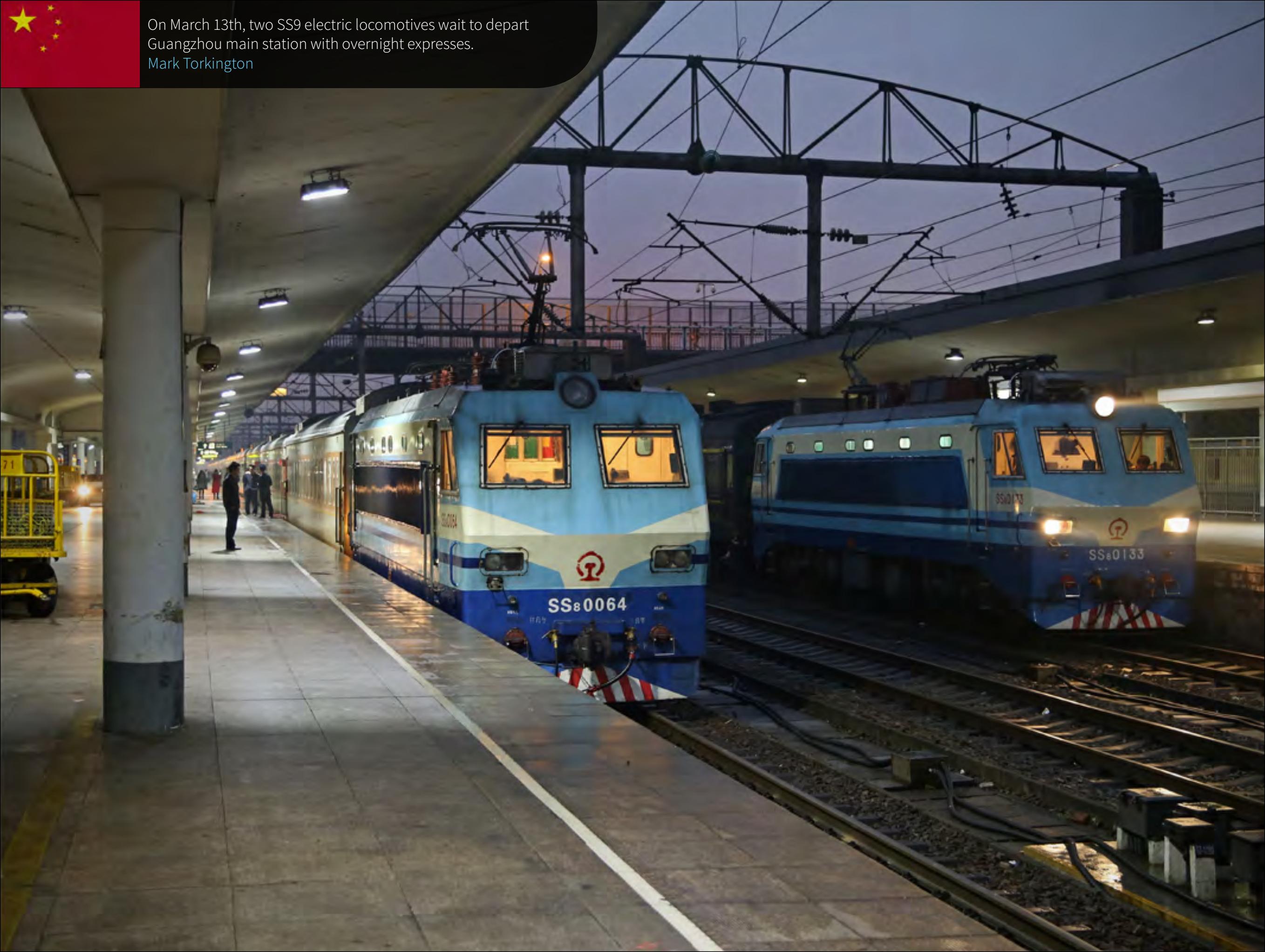


A pair of DB Class 185s, with 185.105 leading, speeds through Olten with an intermodal working. [Class47](#)





On March 13th, two SS9 electric locomotives wait to depart Guangzhou main station with overnight expresses.
Mark Torkington





On March 15th, No. DD.521 B-B Diesel-Hydraulic locomotive built by Kawasaki Heavy Industries and equipped with an MTU 6V396TC12 engine, shunts general merchandise wagons in the goods yard adjacent to Yangon station. [David Pollock](#)





SBB Re 4/4II No. 11196 stands at Basel SBB whilst working train No. IR2323 to Locarno. Steamsounds



Class E185.664 and E185.663 approach Matrei am Brenner whilst hauling a Verona bound intermodal train on March 9th.
Laurence Sly



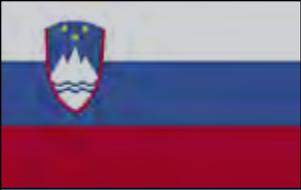
AWT's 'Taurus' Class 183.719 passes the level crossing near Zaluzi with a southbound automotive train formed of Cargowagons on April 19th. [Chris Perkins](#)





Alstom built Bo-Bo diesel-electric locomotive No. DD.933 arrives at Yangon on March 15th with a circle line service. David Pollock





On April 12th, Class 363.029 passes Črnotiče whilst hauling a container train from Koper. Laurence Sly



SNCB's Class 186.225 (2833) stands at Bruxelles Midi on May 15th working a service to Rotterdam. Class47



Railpool's Class 186.183 (2861) arrives into Bruxelles Midi on May 15th with a service from Rotterdam. [Class47](#)



On April 19th, SD's Class 130.046 heads a train of multi coloured hoppers back to the mine, northbound, passing the level crossing at Zaluzi. [Chris Perkins](#)





Alstom built No. DF.1208 Bo-Bo-Bo diesel-electric locomotive hauling a freight consist of merchandise wagons, waits for the signal at Phaya Lan station on March 15th, the leading vehicle in the consist is Brake Van No. GBHV 11269. [David Pollock](#)





Class 363.012 passes Znanigrad on April 12th whilst working a container train to the Port of Koper. Laurence Sly





An Indian built YDM4 locomotive pauses after arrival at Quy Nhon with the overnight express train from Saigon.
Mark Torkington



CFL's Stadler Kiss EMU No. 2306 stands at Koblenz Hbf on May 15th working a service to Mannheim. [Class47](#)



Narrow gauge 1904 built No. 99-7203 is seen working the 10:00 Amstetten to Oppingen on 5th May at Amstetten. [Mark Bearton](#)





Service No. 32, 08:00 Naypyitaw – Yangon approaches
Togyauungale behind CNR Dalian locomotive & rolling stock
company (China) built type CKD7B Bo-Bo-Bo diesel-electric
locomotive No. DF.2061 equipped with a CAT 3516B engine.
David Pollock



Spedica's Class 740.723 passes the dam at Usti nad Labem Střekov on April 21st, running light engine heading south.
Chris Perkins



On May 15th, Retrack operated TRAXX No. 185.676 hauls a rake of tanks along the banks of the Rhine near Assmannshausen.
Class47



On April 15th, Wald-Bahn single car DMU No. VT22 stands at the beautiful Železná Ruda-Alžbětín, where the Czech/German border cuts the station in half. [Class47](#)





PNR No. 916 arrives at Buendia on March 28th with a Tutuban to Alabang commuter service. [Mark Torkington](#)



IDS Cargo's sole Voith Maxima 30CC No. 783.001 runs southbound as a light engine at Křeštiny u Litoměřic on April 22nd. Chris Perkins



DB Class 218.326 heads train No. IC119 07:27 Münster to
Innsbruck near Kehlen on May 5th. [Mark Bearton](#)





Sifang Locomotive and rolling stock company (China) built No. DD.1128 Bo-Bo diesel-electric locomotive equipped with a 12V180ZJ engine has just run round it's consist of former diesel railcars at Togyauungale whilst working a Yangon – Thilawa service on March 15th. [David Pollock](#)



CD Railjet Class 1216.235 stands at Praha hl.n. on April 15th working a service to Wien. Class47



LTE's Siemens 'Taurus' Class 1216.910 leads an intermodal working through Hörsching, heading to Wels. [Class47](#)



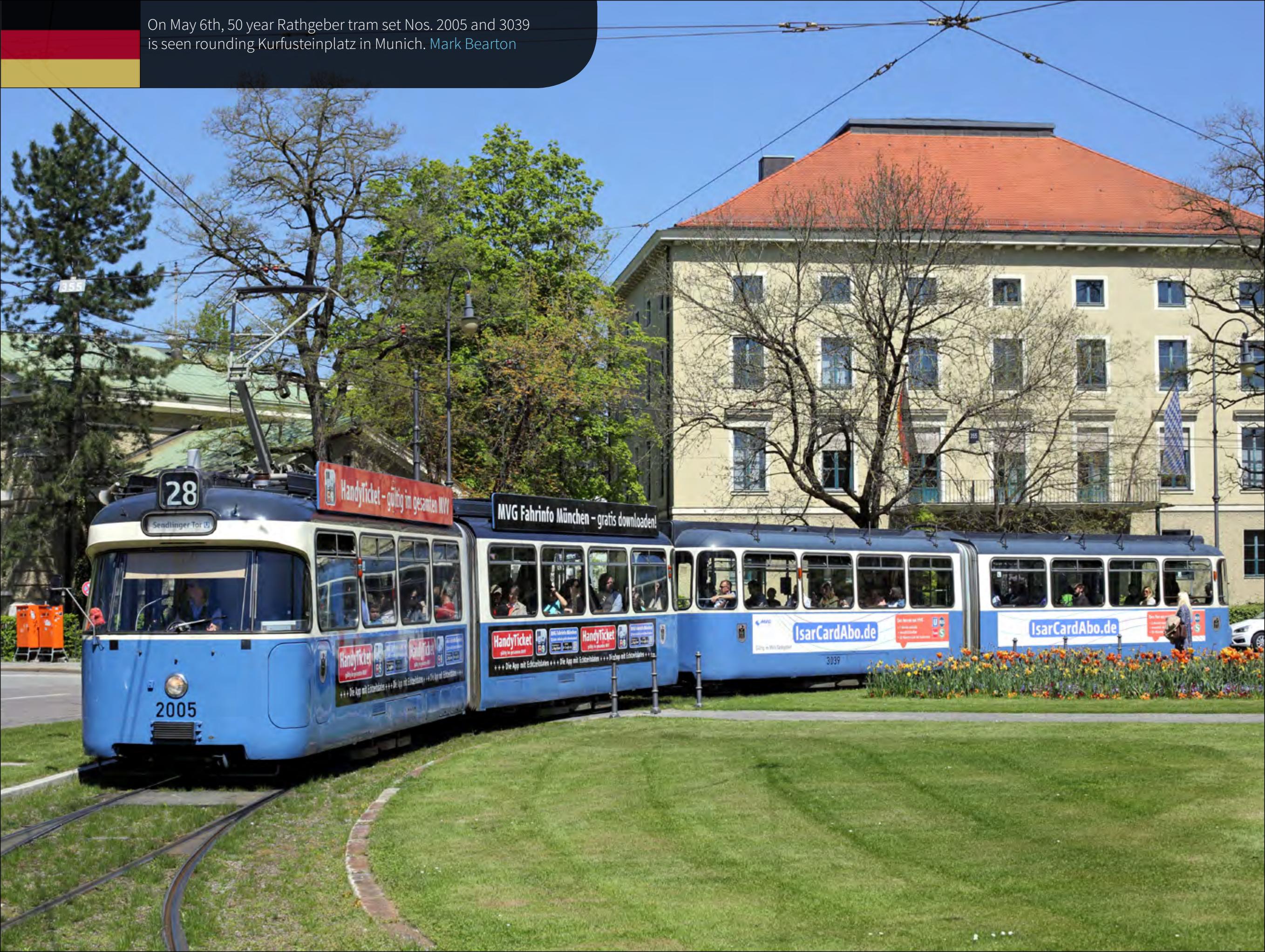
On the Harzer Schmalspurbahnen, DR No. 99.7235 passes 99.7241 at Schierke. [Steamsounds](#)



A trio of Kusttram's, Nos. 6039, 6008 and 6032 are seen at Oostende on March 1st. Steve Stepney



On May 6th, 50 year Rathgeber tram set Nos. 2005 and 3039 is seen rounding Kurfurststeinplatz in Munich. Mark Bearton





CD Cargo Class 123.009 hauls a rake of coal hoppers through Velky Osek. Paul Godding



PKP CARGO to haul more than 5 million tons of coal for Enea for PLN 54 million



PKP CARGO has won a big coal haulage contract for the Enea Group. Poland's largest freight operator submitted the best bid in a tender to haul this black fuel from Lublin-based Bodganka to Enea's power plant in Kozenice. Under this new contract PKP CARGO will haul more than 5 million tons of coals in a 15-month period.

This new contract extends Enea's cooperation with PKP CARGO. Poland's largest freight operator also hauled coal from Bodganka to Kozenice in previous years. PKP CARGO will ensure the continuous operation and security of fuel supplies to the power plant in Kozenice.

"The Enea Group is an important business partner for us; that is why I am all the happier with this opportunity to continue our cooperation. We render services at the highest market level. Our experience makes us a tried and true partner for the power industry", says Grzegorz Fingas, PKP CARGO Management Board Member in charge of Trade. On top of coal haulage from the LW Bogdanka mine to Enea's power plant in Kozenice, PKP CARGO hauls this fuel from Silesian mines to the Kozenice power plant. PKP CARGO is the largest rail operator hauling coal in Poland. In 2015 the Group hauled roughly 58 million ton of coal giving it nearly a 60% market share in total hard coal haulage in Poland.



Alstom to supply traction and modernise trainsets in China

Alstom has been awarded a contract worth €46 million by Shanghai Shentong to modernise 68 metro cars in service on the Shanghai metro line 5 and to supply traction and train control management systems for 198 new metro cars due to circulate on the existing line and its extension,

Alstom will supply traction systems for 198 new cars that have been ordered for the line and its extension. All traction drives will be manufactured by Alstom's joint venture SATEE (Shanghai Alstom Transport Electrical Equipment Co. Ltd.).

"This new contract will strengthen



Alstom's position in China. The great performance of the metro cars in Shanghai over the last 13 years, our 16 years of expertise in the supply of traction system in China, as well

expected to open by the end of 2017.

Shanghai's metro line 5, which was opened in 2003, is 17.2 km long and includes 11 stations. The extension will add 16.6 km and 9 stations, providing more fluidity to the line which is particularly dense between Fengxian District and Minhang District.

Alstom will modernise the 68 metro cars that it supplied in 2003 with its Chinese joint venture SATCO (Shanghai Alstom Transport Co. Ltd.). The modernisation will increase the reliability of the cars and adapt them to a new signalling system that will be implemented on the line.

as our 25-year experience in train modernisation have been essential in the award of this contract. Alstom is committed to accompanying its customers in Shanghai and elsewhere in China to offer efficient, reliable and comfortable mobility solutions to passengers," said Ling Fang, Managing Director of China & East Asia of Alstom.

Since 1999, Alstom has provided 1,222 metropolis metro cars including traction for seven metro lines in Shanghai. More recently, Alstom supplied the traction for 210 additional metro cars on Shanghai Line 4.



Rocky Mountaineer's Partnership with Stadler

On May 11th, Rocky Mountaineer and Stadler announced an agreement to add to the Canadian luxury tourist rail company's fleet of custom made GoldLeaf railcars. The project will see 10 brand new cars arriving in Canada beginning in 2018. These new cars will be completely re-engineered with efficiency and guest comfort in mind leveraging Stadler's renowned expertise at facilities in Switzerland & Germany.

"We are constantly looking for ways to improve our guest experience which is the core of our business. The care and attention that has gone into every detail of this car build is remarkable. We are focused on redefining comfort for our guests," said Steve Sammut, president Rocky Mountaineer. "Stadler is a leader in railcar engineering, and working with them allows us to re-invent our most luxurious class of service from the ground up."

Rocky Mountaineer is currently revitalizing its entire fleet of GoldLeaf and SilverLeaf railcars. The largest capital investment in Rocky Mountaineer's 26 year history, these new custom made bi-level glass domed railcars is the first to be added since 2007.

"We are very proud to have won this order for these high-quality coaches and would like to express our gratitude for the trust that has been placed in us. Tailor-made is one of our core business areas and therefore, we are convinced that we will deliver on all wishes and needs to the complete satisfaction of our new business partner together with our Stadler team," said Peter Spuhler, CEO and owner of the Stadler Rail Group.

Since 1990, Rocky Mountaineer, the world's largest privately owned luxury tourist train, has welcomed over 1.7 million guests to inhale the mountain air and let nature take their breath away. An unparalleled experience on board the all dome-fleet offers rich, historic storytelling, World Class cuisine and a first-hand look at the vast and untouched wild beauty of the Pacific Northwest and the Canadian Rockies. With over 65 vacation packages, guests can chose from four unique rail routes, including the company's second three day rail route, Rainforest to Gold Rush, and travel through iconic destinations such as Seattle, WA, Vancouver, BC, and the majestic Canadian Rockies in Alberta.

Vancouver-based Rocky Mountaineer has been named one of Deloitte Canada's Best Managed Companies in 2014 & 2015 and has won Media Corp's award for Canada's Top Small & Medium Employers in 2015 and 2016. With offices located globally, Rocky Mountaineer continues to expand the business through innovation and strategic growth while focusing on creating life changing experiences for guests



Siemens to deliver 22 metro trains for Bangkok

Bangkok Mass Transit System Public Company (BTSC) has placed an order with a consortium of Siemens and the Turkish public transportation vehicle manufacturer Bozankaya for the delivery of 22 four-unit metro trains.

In addition, Siemens will take over their service and maintenance for 16 years. The trains will be manufactured at the Bozankaya



factory in Ankara, Turkey. The Siemens scope includes the bogies, traction and braking systems, auxiliary systems, as well as the project management, development, construction and commissioning of the trains. Delivery of the first metro trains is scheduled in 2018, and the order will be completed in the following year. The trains will operate on the existing BTS (Skytrain) system and the Green Line extensions.

"We have enjoyed a successful collaboration with BTSC over many years. With the new trains, we will be seamlessly continuing our success story in Bangkok. Specially designed high-capacity trains will enable the line to transport the over one million passengers a day that has been forecast," said Jochen Eickholt, CEO of Siemens Mobility Division.

Thailand's capital of Bangkok is considered to be one of the most important economic centres in the entire Asia-Pacific region. The Bangkok Metropolitan Region is the attractive urban heart of the country and has a population of nearly 20 million. The Region's population is steadily growing, and the World Bank expects that roughly 60 percent of the country's population will live in and around Bangkok by mid-century – possibly

ten million more residents than today.

The city faces the enormous challenge of securing the mobility of its residents. To meet this challenge, Bangkok's city and transportation planners developed an ambitious master plan back in 1994: the Bangkok Mass Transit Development Plan with over a dozen new metro and light rail lines. By 2021, plans aim at increasing the use of public transport systems from 40 percent

at present to 60 percent. This ambitious target requires the systematic expansion of the city's mass transit rail lines.

The Siemens Mobility Division conceived and implemented the first three high-capacity mass transit rail systems for Bangkok that are the basis for the system's further expansion. The BTS (Bangkok Transit System) Skytrain elevated train system from Siemens, initially around 23 kilometres in length, was the first rapid transit system to be built in the Thai metropolis and has substantially reduced private transport since its inauguration in 1999. The system was subsequently extended by roughly 13 kilometres. The current two extension projects are adding a further 32 kilometres including 13 kilometres to the south of Sukhumvit Line with seven stations, and 19 kilometres to the north of Sukhumvit Line with 16 new stations, to increase the network's total length to around 68 kilometres. The south extension from Bearing to Samut Prakan is scheduled to be completed by the end of 2018. The north extension from Mo Chit to Khu Khot is planned to begin operation by 2020.

Photo:© Siemens

On April 15th, Skanska operated Class 740.536 is seen with a rake of ballast wagons at Plzen hl.n. [Class47](#)



Bombardier to Supply Twelve Additional FLEXITY Swift Tram-Trains



Rail technology leader Bombardier Transportation has been awarded a contract to supply 12 FLEXITY tram trains to the city of Karlsruhe, Germany. The contract is valued at approximately 60 million euro (\$67 million US) and is a call-off from an order for 30 dual-system tram trains originally placed in 2009. “Placing an order for twelve new vehicles offers several advantages for AVG and its passengers. These new tram-trains offer barrier-free access. Moreover, this is another step towards making our vehicle fleet more homogeneous”, says Ascan Egerer Chief Technical Officer of AVG.

“The world-famous Karlsruhe model ideally links the city with the surrounding region and our FLEXITY tram trains have been customized to perfectly fulfil this requirement. With this call-off, we will successfully continue our long-standing partnership with the Albtal Transport Authorities,” said Michael Fohrer, President, Locomotives, Light Rail Vehicles and Services, Bombardier Transportation. The first 30 tram trains ordered in 2009 are already in successful revenue service in Karlsruhe and the surrounding region. These tram trains operate according to the regulations of BOStrab (German Tram Construction and Operation Regulations) and FBO (German Train Construction and Operation Regulations). The three-section light rail vehicles are 37 m long and 2.65 m wide, with space for 244 passengers. For optimal integration into the existing infrastructure all access areas are medium-floor, but still ensure rapid passenger flow and easy access for travellers with limited mobility as well as for passengers travelling with prams and heavy luggage. Each vehicle is fully climatized, and equipped with three multi-purpose areas and a passenger toilet. Conventional air springs guarantee a smooth ride limiting wear and tear of both wheels and tracks to an absolute minimum. Overland these tram-trains reach a maximum speed of 100 km/h. The vehicles are identical to the ones originally ordered, but have integrated a number of additional customer requirements such as new handle straps for standing passengers.



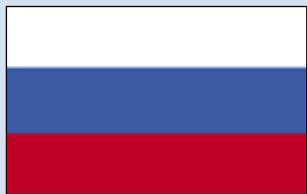
Alstom achieves homologation of Coradia Lint in Poland

Alstom has received the homologation for its Coradia Lint 41 regional train to operate on the rail network of Poland. This follows the certification already obtained in Czech Republic. The trains are to be operated cross-border between Germany, Poland and Czech Republic. In 2013 and 2015, Alstom was awarded two contracts by DB Regio and Länderbahn (Die Länderbahn GmbH DLB) respectively for the delivery and cross-border homologation of 17 and 12 Coradia Lint 41 trainsets.



“We are proud to have accomplished this major milestone. Our customers value and trust the experience we have built up over the last 16 years. This achievement shows again that our Coradia Lint withstands all European qualifications,” says Andreas Knitter, Senior Vice President Europe at Alstom. With the homologation in Poland, the DB Regio trains will now operate from Lübeck via Pasewalk to Szczecin (Poland), while the trains of Länderbahn will start to operate transnationally in the next weeks between Bavaria, Germany and the cities of Cheb, Františkovy Lázně and Aš in Czech Republic. Alstom has now achieved homologation for its Coradia Lint trains for seven countries: Germany, Denmark, France, Czech Republic, The Netherlands, Canada and Poland. Over 900 Coradia Lint trains have been ordered of which 750 are already in operation, making it the best-seller of Alstom regional trains.

Coradia Lint belongs to Alstom’s Coradia range of modular trains. The Coradia Lint is a modern, powerful and environmental-friendly low-consumption diesel multiple unit that can reach a maximum operating speed of 140 km/h. Service-proven for more than 16 years, Coradia Lint features low life cycle and maintenance costs. It is a state-of-the-art product adapted to the latest norms. Highly modular, Coradia Lint is available in 4 different train architectures and two different access heights. The trains are built in Alstom’s Salzgitter plant in Germany, while Alstom’s site in Katowice, Poland, is responsible for carbody production.



Stadler offers support to Aeroexpress

In early 2013, Stadler won the contract to supply 24 double-decker multiple-unit trains for the Russian rail company Aeroexpress. The contract was signed three years ago, almost to the day. However, as a result of the oil and gas crisis as well as the sanctions against Russia and the subsequent decline of the rouble, the rail company began experiencing financial difficulties shortly thereafter. Stadler offered Aeroexpress a helping hand, and, together with the Swiss Export Risk Insurance and the banks involved in financing, presented a tailored contract solution.

Alexey Krivoruchko, Executive Director of Aeroexpress, and Peter Spuhler, Group CEO and owner of Stadler, presented the new contract for the delivery of KISS double-decker multiple-unit trains to the



public together. Now, Aeroexpress will receive nine 6-carriage and two 4-carriage double-decker multiple-unit trains. These trains will be ready in time for the FIFA World Cup in Moscow and will connect Domodedovo Airport and Vnukovo International Airport to the city centre. Stadler was not only willing to reduce the number of trains in the contract, but also extended the repayment period and agreed to a grace period. The new financing plan was guaranteed by the Swiss Export Risk Insurance and Gazprombank.

Stadler has already sold 5 of the remaining 13 4-carriage double-decker multiple-unit trains to Azerbaijan. On the previous day, the contract was signed in Georgia for the sale of four additional double-decker multiple-unit trains. Stadler hopes that Aeroexpress will put the four remaining trains into operation during the FIFA World Cup in Moscow to avoid bottlenecks.

Alexey Krivoruchko thanked Peter Spuhler for his willingness to renegotiate the contract, saying that Stadler reacted flexibly to Aeroexpress' situation and supported them as a partner.

For his part, Peter Spuhler is proud to have the opportunity to build trains for Aeroexpress. "This order is the largest one ever for us in Russia. We hope that this is just the beginning, and that we will be able to supply the Russian market with more comfortable passenger trains."

The new double-decker trains are 3400 millimetres wide and 5240 millimetres high, and are designed for the weather conditions in Russia, where temperatures can range from -50°C to +40°C. The trains can reach maximum speeds of up to 160 km/h and feature a comfortable, welcoming interior design with two classes (Business and Economy). The carriages are made of aluminium, which makes them much lighter than traditional steel carriages. Thanks to the lightweight design of the vehicles, a great deal of energy can be saved in everyday operation.

SNCF BB No. 72189 stands at Paris Gare de l'Est. Steamsounds



One of only two standard gauge services in the country, No. D14E 2013 is ready to depart Gia Lam station on the outskirts of Hanoi with the Dong Dang commuter service. Mark Torkington





Railpool orders five Vectron locomotives

Railpool, a full-service locomotive leasing company headquartered in Munich, Germany, has ordered five additional Vectron type AC locomotives. All five are to be delivered this year and are planned for operating in Germany, Austria, Hungary and Romania. The locomotives, with a maximum output of 6,400 KW and a top speed of 200 km/h, will be built in the Siemens plant in Munich-Allach, Germany. With this order, Railpool will be expanding its Vectron fleet to a total of 19 units. The contract also gives Railpool the option to order up to ten additional Vectron AC locomotives.

“The short-term availability of the Vectron locomotives enables us to respond flexibly to current customer demand. With the Vectron, we are well-positioned, especially for operations along the Germany-Austria-Hungary corridor, and we look forward to further expanding our partnership with Siemens,” said Torsten Lehnert, CEO of Railpool.

“Our sales storage concept enables us to meet short-term delivery requests from our customers. In detail, the concept entails maintaining an inventory of chassis, driver cabs, locomotive bodies, frames and bogies in the Siemens factories. The locomotive’s machine room has fixed positions for all components and is individually fitted once the customer has placed an order,” explained Sabrina Soussan, CEO of Siemens’ business with high-speed/regional trains and locomotives.



Stadler Pankow receives order for 45 FLIRT3 multiple units from Go-Ahead Deutschland

At the end of April, Stadler Pankow GmbH and Go-Ahead Verkehrsgesellschaft Deutschland GmbH signed a contract for the delivery of 45 electric multiple-unit trains for the Stuttgart Network 1, Lot 2 (Rems-Fils) and Lot 3 (Franken-Enz).

The order involves the delivery of 11 three-car and 15 five-car FLIRT3 EMU vehicles for Lot 2, along with 9 four-car and 10 six-car FLIRT3 EMU vehicles for Lot 3.



“We are pleased that our new business partner has decided to place their trust in us, and we look forward to working together in the future,” says Ulf Braker, Managing Director of Stadler Pankow GmbH.

Go-Ahead Verkehrsgesellschaft Deutschland GmbH was established in Berlin in 2014 and is a subsidiary of the UK-based Go-Ahead Group. Sustainability and safety are the company’s main tenets. Go-Ahead Verkehrsgesellschaft Deutschland GmbH initiated a call for tenders throughout Europe for trains to be operated on the Stuttgart Network 1. From June 2019, Go-Ahead will operate the trains on the network spanning 3.7 million vehicle kilometres for Lot 2 and 4.4 million vehicle kilometres for Lot 3. “We are greatly looking forward to working together with our partner, Stadler, to provide our passengers with a safe and comfortable travelling experience. Creating long-term partnerships in and for the region is an integral component of our company philosophy,” says Stefan Krispin, Managing Director of Go-Ahead

Verkehrsgesellschaft Deutschland GmbH.

After the timetable change in June 2019, the vehicle fleet will operate on the following routes: Stuttgart-Aalen-Crailsheim, Stuttgart-Ulm, Stuttgart-Aalen, Stuttgart-NBS S-MA-Pforzheim-Karlsruhe, and Stuttgart-Heilbronn-Osterburken-Lauda-Würzburg. Once the Stuttgart 21 rail project is complete, the vehicles will also stop at this station, thereby helping to connect the routes and enabling passengers to travel through the area without changing trains.

All of the FLIRT3 trains that will be operated on the Stuttgart Network 1 will be equipped in accordance with TSI SRT and fire protection category B. Further, the vehicles in Lot 3 will also be outfitted with an additional train security system (LZB) and will be equipped for installation of the ETCS Level 2 train security system at a later date.

The 3- to 6-car FLIRT vehicles feature high drive performance and can reach a maximum speed of 160 km/h. The bright, welcoming passenger area is barrier-free and has low floors throughout. The spacious entrance areas are equipped with gap bridging and sliding steps. There are first-class areas at both ends of each composition with 10 seats in each. The seating in the second-class areas ranges from 165 seats in 3-car trains to 217 seats in 4-car trains, 273 seats in 5-car trains, all the way up to 329 seats in 6-car trains. All of the vehicle models are outfitted with WC cabins according to TSI PRM, and the 4-, 5- and 6-car vehicles have two WCs per vehicle. Furthermore, the large multi-purpose areas offer space for passengers to transport bicycles, bulky luggage or pushchairs. The modern design also includes a state-of-the-art passenger information system, as well as on-board passenger WLAN. The interior and exterior design of all of the vehicles features the 3-Löwen-Takt logo of the Baden-Württemberg regional transport company, with its iconic three lions.

NVBS Charter, Netherlands

On April 27th the NVBS, a Dutch based enthusiast group, ran their annual 'Kings Day' charter. The train featured haulage by preserved NS diesel No. 2225 now owned by Stichting Museum Materieel Railion hauling 6 preserved coaches provided by Stoom Stichting Nederland. No. 2225 is seen here at the first photostop of the day at Klaverpoldersweg on the freight line from Lage Zwaluwe to Moerdijk. The day included a number of freight branches and photo stops. Whilst on this line a vintage bus followed the train and was included in the photo stops where possible. [Denzil Morgan](#)





CAF SIGNS CONTRACTS FOR MORE THAN €400m

CAF has signed contracts with the First Group Operator and the finance companies Eversholt Rail Group and Beacon Rail which include the supply and maintenance of 66 passenger cars and 12 electrical units of 5 cars of the CIVITY UK platform. This company operates the TransPennine franchise that runs through the Northern Region of England. CAF's commitment with the First Group operator will be long-term, as this partnership will continue until the end of the operation of the franchise in 2023 with the provision of technical support service for the maintenance and integral spares management for both train platforms. The contract for the supply and maintenance operations is worth around €310 million. The new contracts add to those signed by the company also in the UK for €740 million in January, with the Arriva Rail North Limited operator and the Eversholt Rail Group finance company, for the manufacture of two fleets of 43 electric trains and 55 diesel trains, also of the CIVITY platform, which are meant for the Northern region (north of England). Thus, CAF is supplying new units of this platform fitted with the latest technological developments, with the aim of improving service conditions in the region and the cooperation with the operators during the franchise period, with the ultimate goal of achieving the best passenger service quality standards. CAF's commitment to the development of the railway sector in the UK These recent awards by the FIRST GROUP and ARRIVA UK operators are a cornerstone in CAF's consolidation strategy in the UK railway sector, which started with the first project signed in the country in the 90s.

Building on the uncompromising commitment to this market, and as key element in this process, CAF intends to establish new operations in the country with facilities to carry out rolling stock assembly and test activities as well as maintenance. Likewise, CAF plans to establish a Spares Supply and Management Logistics Centre with the aim of managing the equipment necessary for the supply of components and tools in the various train maintenance and upkeep service operation locations. Activities carried out in the new facilities and those carried out at the customer's workshops will both benefit from support services from the new Headquarters located at a strategic point on the northern network. This will include the hiring of technical and management personnel, and the provision of support services for Engineering, Purchasing management, Information Systems, Quality and Human Resources. More details related to the establishment of these new facilities will be made public in the coming months.

In the last few years, CAF has had a significant presence in the United Kingdom with a broad range of vehicles and services. In the 90s, the company supplied units for the Northern Spirit line in the same region, as well as for the Heathrow Express link from the airport to Paddington Station in London. More recently in 2002 and subsequently in 2008, projects have been developed for NIR (Northern Ireland Railways) which include both the manufacture of the trains and the operation of maintenance services for 15 years. In the tram family, CAF has supplied trams to the cities of Edinburgh and Birmingham. Lastly, last year CAF signed a contract for around €200 million for the supply of the Caledonian Sleeper cars that will provide service between London and Glasgow - Edinburgh, with planned delivery in 2018.



Škoda Transportation celebrates an important export achievement in Latvian Riga

The Škoda Transportation Company has concluded a contract to deliver 15 pc. ForCity Alfa 15T RIGA 2 (three-section) tramcars and 5 pc. For City Alfa 15T RIGA 2A (four-section) tramcars for Latvian Riga. The new order amounts to 62,6 mil. EURO without funding. Škoda Transportation has secured an advantageous funding of this project through Latvian banks with a maturity of 15 years after the delivery of the first tramcar. There are twenty three-section and six four-section tramcars operated currently in the Latvian capital, which were delivered by Škoda to RP SIA Rigas satiksme - the Riga Public Transport Company – in the last years.

”Conclusion of this contract confirms that the quality of our products is high and that our existing customers are satisfied with them. This is supported by other 20 vehicles for Riga, by an option for thirty tramcars in Bratislava, which has come in force, as well as by a recent order for twenty new tramcars for Brno. Czech tramcars aroused great interest mainly abroad, which is demonstrated by more than a hundred of tramcars from the ForCity family which we exported for example to Hungarian Miskolc or Turkish Konya in the last years. The first FoCity Artic tramcar with our logo was put into operation several months ago in Finish Helsinki,” says Tomáš Ignačák, Director General of Škoda Transportation

“The public transport fleet in the Latvian capital includes about 190 tramcars which are operated on nine lines around the town. Most of them were produced in the former Czechoslovakia, and therefore we are very pleased that we can successfully continue this tradition. Nowadays, Škoda Electric, our subsidiary, supplies new trolleybuses within a frame contract for up to 125 pieces of these environment-friendly vehicles to Riga,” adds Vladislav Kozák, Sales Area Director Škoda Transportation.

The tramcars for Riga are 100% low-floor with a gauge of 1524 mm (i.e. wider than in Prague) and fully air-conditioned in the area for passengers. The external design is in blue and white, which is typical for the Riga Public Transport Company. The cars have an optimized drive which corresponds to the flat terrain in the towns, a lift allowing to load a wheelchair from the road, a passenger-counting system, an automatic sale device for several types of tickets,



a modern information system for passengers etc. The tramcars are made of high-quality materials because one of the customer's requirements was to operate them with temperatures between +40°C and -40°C.

The three-section tramcar can transport 258 standing and 60 seated passengers and the longer version with four sections can transport 353 standing and 79 seated passengers. All the tramcars will be supplied until the end of September 2017.

NS Sprinter EMU units are the backbone of the Dutch railways stopping services on local trains, Here a pair of SLT (Sprinter Light Train) EMUs pass Willemsdorp, south of Dordrecht on May 19th. Stephen Simpson



Alstom and LMRC unveil the design of Lucknow's Metropolis in India

Alstom and Lucknow Metro Rail Corporation (LMRC) unveiled the design of Alstom's Metropolis for Lucknow in the presence of Hon'ble Chief Minister Akhilesh Yadav, Kumar Keshav, Managing Director of LMRC and Bharat Salhotra, Managing Director of Alstom India and South Asia.

The design of Alstom's Metropolis for Lucknow is a tribute to the city's cultural richness. The front of the metro has been conceived in the spirit of some of the city's most important monuments' gates such as Bara-Imambara, the Asifi Masjid or the Roomi. At the lower section of the front, the V cutline symbolizes the dynamism and rapidity with which the Lucknow metro project has been handled to address the city's high demand for mobility.

The exterior livery is both highly modern and very much inspired by the traditional cashmere craftsmanship of Lucknow.

Special attention has been paid to passenger comfort; Metropolis offers 186 seats in longitudinal configuration and two dedicated zones for passengers with reduced mobility. Screens displaying useful travel information have been placed in convenient locations inside the metro, visible to all.



In September 2015, Alstom was awarded a contract by LMRC to supply 20 Metropolis trainsets, each composed of four metro cars. The Metropolis trainsets will circulate on the city's new metro line, which will be around 23 km long and will include 22 stations, of which 19 elevated and 3 underground. The line is estimated to carry about 430,000 passengers per day at first, increasing to over 1 million by 2030.

The metro cars will be produced at Alstom's Sri City and Coimbatore manufacturing facilities in India. The signalling system will be jointly supplied by Alstom's sites in Bangalore, India and Saint-Ouen, France.

Alstom has a strong presence in India where the company has been awarded important metro projects for cities including Chennai, Delhi and Kochi.



Alstom to provide five additional X'Trapolis trainsets for Melbourne's Metropolitan Rail Network

The six-car X'Trapolis trainsets will further enhance the network's capacity while also increasing the reliability of the entire system. These additional trainsets follow the order for five trains placed by Public Transport Victoria (PTV) in June 2015 that are currently in production at Alstom's manufacturing facility in Ballarat, Victoria. This first batch will be delivered in September 2016.



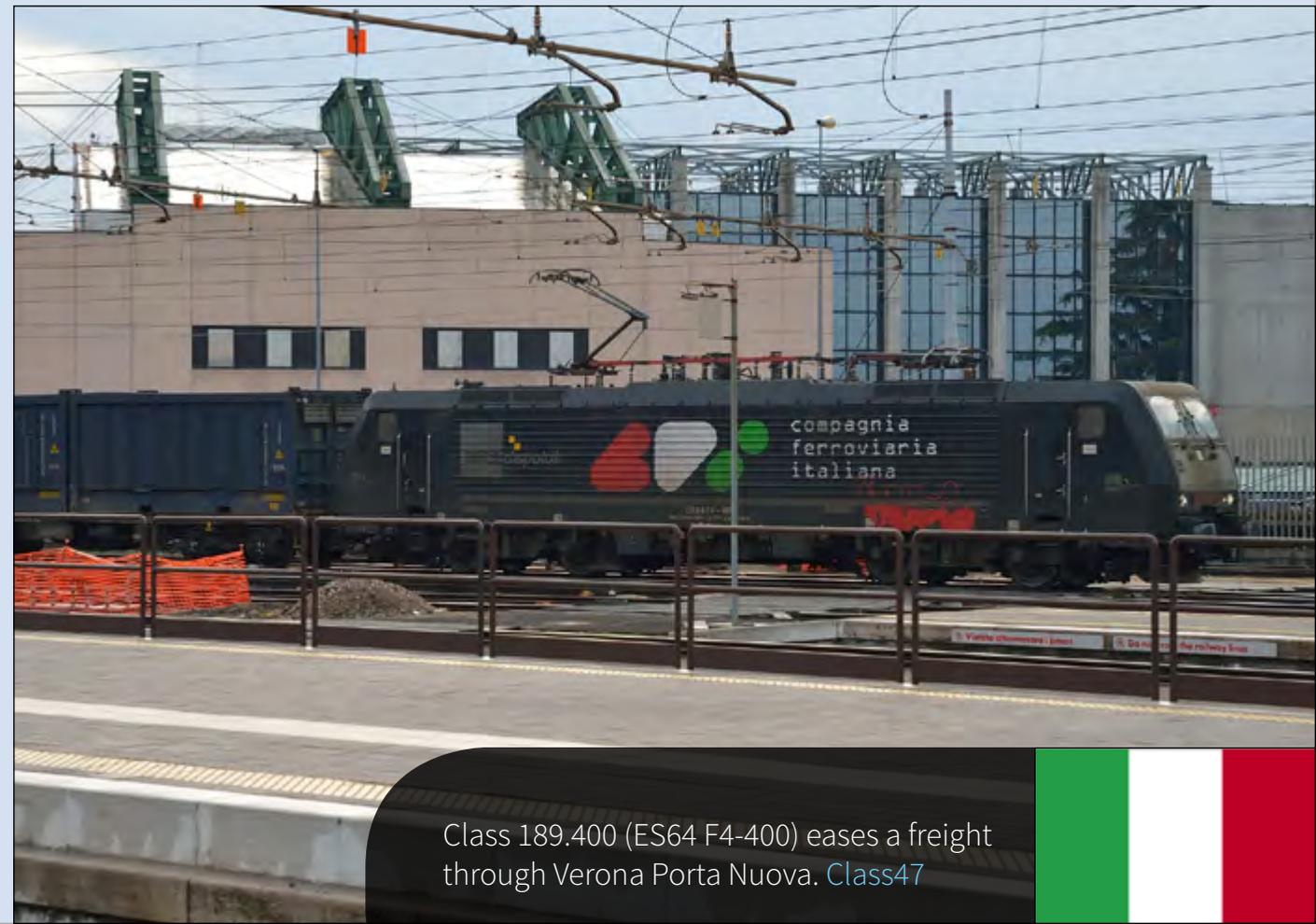
The new trains will be produced in Ballarat, bringing the total number of rail cars produced by Alstom at Ballarat to 552 since 2002. The X'Trapolis trains have proven to be the most reliable trains on the Melbourne network.

“We are pleased to be entrusted a new order from PTV which illustrates its trust in Alstom's mobility solutions. This will not only secure the manufacturing pipeline in Victoria well into 2017 but also provide additional transport capacity to the residents of Melbourne's area and allow them to commute on-board reliable, comfortable and environmental-friendly mode of transport” said Mark Coxon, Managing Director of Alstom in Australia and New Zealand.

DB Class 185.163 arrives into Kehl with a mixed freight. [Class47](#)



Class 189.400 (ES64 F4-400) eases a freight through Verona Porta Nuova. [Class47](#)



Viewed from the opposite bank of the River Rhine at Oberwesel, a RTS Class 1216 heads a rake of GATX tanks towards Frankfurt. [Class47](#)



Adif will invest more than 300,000 euros in improving the climate of Barcelona-Sants station

Adif has tendered two contracts for the improvement of air conditioning systems of the Barcelona Sants station, with a combined budget of 337,131.7 euros (VAT included). This action will increase the performance and efficiency of equipment, with the aim of improving comfort conditions for users of the Barcelona terminal.

The first contract involves the repair of compressors, installing new ventilation units, renovation of insulation elements, operations facilities and sanitation hydraulic circuits and device placement indicators of temperature and humidity. The second contract includes the renovation of the control system of air conditioning systems by expanding the communications network, the provision of new drivers and the development of management information systems. These works are part of the set of measures promoted by Adif with the aim of improving customer service, quality of facilities, comfort and services of the station. These measures also include the expansion of the boarding of high-speed services, currently underway, reordering by Renfe of autoventa machines and controlling access to local and medium distance services.



Alstom completes overhaul of Pendolino trains in the UK

Alstom has completed major refurbishment work on the Pendolino fleet which comprises 56 Class 390 ‘tilting’ trains used by Virgin on the West Coast Main Line. The project is Alstom’s fourth heavy overhaul of the fleet.

Alstom built a brand new bogie overhaul facility at its Manchester site to carry out this work, which has dramatically reduced the time it takes to overhaul each train. The facility makes it possible to overhaul an entire set of bogies for either a nine-car (18 bogies) or eleven-car (22 bogies) vehicle in just five days. Altogether, the bogies of 26 vehicles can now be overhauled within one week. This has helped Alstom to reduce the total time it takes to overhaul each train to seven days. As well as the Class 390 trains, the facility can accommodate Class 334s, 175s and 180s, as well as other manufacturers’ trains.

The fleet comprises 574 cars, 3629 interior and exterior doors, and 1148 bogies, which have now been completely overhauled. During this process, the bogies were washed and stripped, with wheelsets, gearboxes, drop links, yaw dampers and other associated components exchanged. In addition, 4,100 modules were tested and 2.3 million consumables were replaced.

“This project has been a real success story for Alstom and the team of highly-skilled engineers who have done a fantastic job in such a short space of time. The new facility was purpose-built for our work on the Class 390 trains, but with the flexibility to accommodate a much broader set of trains, allowing us to significantly increase our manufacturing capability in the UK. We have supported over 120 local jobs with this work and put millions of pounds into the local economy by working closely with local suppliers in the North West,” Said Rob Whyte, Managing Director Regional and Intercity, Alstom UK&I.



The Pendolino trains were built by Alstom in the UK for the West Coast Main Line route. The train runs can run at a maximum speed of 225km/h. Alstom maintains the entire Virgin Pendolino fleet – 52 original trains and four additional trains that were supplied in 2012 – at its specialist Traincare Centres in Wembley, Wolverhampton, Manchester, Liverpool and Glasgow.



The Ferrovia Circumetnea, Sicily

The Ferrovia Circumetnea (roughly translated as 'Round-Etna Railway') is a 950 mm (3 ft 1 3/8 in) gauge narrow-gauge regional railway line in Sicily. It was constructed between 1889 and 1895. Single railcar No. ADe 20 working Treno No. 26 calls at Linguaglossa on March 22nd. [Thomas Niederl](#)



Unit No. ADe 22 working Treno No. 22 stands at Randazzo on March 21st. [Thomas Niederl](#)



Unit No. RALn 6405 working Treno No. 32 rounds the curve at Maletto on March 21st. [Thomas Niederl](#)



On March 24th, Unit No. ADe 22 is seen working Treno No. 20, calling at Paterno'. [Thomas Niederl](#)



CD Cargo Transports Former BDZ locos through to Poland

On May 1st, ČD Cargo transported on the route Lanžhot st. hr. - Bohumín-Vrbice st. hr. a consignment of three BDZ locomotives, numbers 07.074, 07.078 and 07.085 for a customer in Gliwice, Poland. These are some of the many redundant machines, which BDZ (Bulgarian Railways) is disposing of because of its difficult economic situation in recent years. The Slovak Republic has for example a number of private operators that are operating Class 242 and 242.5, also originally from BDZ.

The locomotives were routed through Serbia, Hungary, Slovakia and the Czech Republic, partly in the form of special trains, and partially included in regular trains.



In Slovakia transportation was arranged with private carrier Lokorail who included the locos in a train of comprehensive metallurgical products. In Kútech consignment was handed over to ČD Cargo, which it then ran as a special train to Poland.

Photo: © CD Cargo



Alstom to supply Metropolis trainsets for the Buenos Aires metro

Alstom has been awarded a contract worth around €60 million by SBASE (Subterráneos de Buenos Aires) to provide 60 Metropolis cars for line D of Buenos Aires metro network. The trains are expected to be delivered in 2017.

Part of a metro network that counts a total of six lines which span nearly 60 kilometres, line D is over 10 km-long and includes 16 stations. Through this new order, SBASE will offer additional comfort to the nearly 360,000 passengers commuting every day on line D. Each Metropolis trainset is composed of six cars to accommodate up to 1,500 passengers. To facilitate passenger flow, the metro trainset features four automatic doors per side and large gangways. To enhance passenger experience, the metro is equipped with digital line-map display, LCD screens for video broadcast, CCTV and air conditioning. As part of the contract, Alstom will also supervise the maintenance of the Metropolis trainsets during their first two years of operation.

“We are pleased to be awarded this new contract which reinforces our presence in Argentina. It is an excellent endorsement of our strong relationship with SBASE who has already ordered



us more than 200 Metropolis cars, as well as signalling and services. With the new Metropolis, commuters will certainly enjoy travelling aboard a train that is sustainable, comfortable and reliable”, says Michel Boccaccio, Senior Vice President of Alstom in Latin America.

The Metropolis trainsets will be produced at Alstom’s Lapa plant, in São Paulo state, in Brazil. With more than 5,000 Metropolis cars sold to over 20 cities, Alstom is one of the largest metro suppliers in the world. Designed to address the specific needs of each city, Metropolis offers a large range of options and configurations, a high level of passenger comfort and innovative features to optimise energy consumption and life cycle costs.

In addition to the different urban mobility projects led by Alstom in Argentina, the company has also been involved in mainline projects including the maintenance and modernization of locomotives for freight and passenger transport services.

From the UK - St. Philips Marsh Open Day

On May 2nd, to celebrate the 40th Anniversary of the High Speed Train, Great Western Railway's Bristol St. Philips Marsh opened its doors to the public. Special guest was Sir Kenneth Grange, designer of the styling and livery of both Prototype and Production HSTs back in the 1970s, the man behind the iconic 125 nosecone.

Prototype HST power car No. 41001 is seen on display at the depot, unfortunately the weather wasn't too kind during this fantastic event though. [Nick Clemson](#)



Recently repainted Class 46 No. D182, now in chromatic blue livery, and once a regular visitor to the Bristol area on Cross Country trains. [Brian Battersby](#)



Specially repainted for the event, the first production power car, No. 43002 is seen in Inter-City livery. [Nick Clemson](#)



Great Western's power car No. 43127 and stock are seen inside the maintenance shed at St. Philips Marsh. Richard Hargreaves



A fantastic line up of power cars to celebrate the event, with all operators except CrossCountry taking part. Here is Great Western's No. 43172, Grand Central's No. 43423, Network Rail's No. 43013, Virgin Train East Coast's No. 43300, East Midlands Trains' No. 43048 and finally GWR green No. 43187. [Richard Hargreaves](#)





One of Great Western Railway's sleeper locomotive, Class 57 603 'Tintagel Castle', is seen in the yard. [Brian Battersby](#)

No open day is complete without a steam loco presence and in the absence of the planned Great Western exhibits, LMS Royal Scot No. 46100 attended.

Brian Battersby





D407



50050



50035

Class 50	X
Weight tonnes	37
Brake force tonnes	39
ETM Index	41
RA	6
Max speed mph	100

OC

Class 50s were a huge part of the railway scene prior to the HST's arriving in the west and here on display are Class 50 050, 50 035 and No. D407. [Brian Battersby](#)

Colas Rail's Class 47 749 was reunited with its 'City of Truro' nameplates just before the open day. This loco was originally numbered 47 076 and based at the now closed Bristol Bath Road depot. [Nick Clemson](#)



Class 158 798 represented the Springboard charity that proceeds from the open day went to. [Richard Hargreaves](#)



An immaculate Class 40 No. D213 'Andania' was also on display. [Brian Battersby](#)



Class 35 'Hymek' No. D7017, no stranger to the area when in service with British Railways, is caught on camera between the rain showers. [Nick Clemson](#)



EuroPhoenix's Class 37 884 is seen during a brief sunny spell on display. This loco as D6883, was allocated to the Western Region from new in 1963. [Brian Battersby](#)

From the Archives

On September 16th 2008, DB Class 180.011 arrives light engine into Decin. This loco is still in service with the Czech company TSS Cargo. [Class47](#)



On February 12th 2007, CD Class 111.022 stands at Ceska Trebova, having arrived with a local service. [Class47](#)



Built by Alstom, this is a brand new Class 41 DMU No. 4121 on June 19th 2001 working a service to Antwerp. [Paul Godding](#)

