

Railtalk Magazine Xtra



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Submissions & Contributions

Railtalk Magazine Xtra, a Magazine written by the Enthusiast for the Enthusiast. So why not join the team. We are always looking for talented Photographers and Writers to join us at Railtalk. Be it though Pictorial Submissions or via a written article featuring an event or Railtour, we greatly appreciate any contributions to the magazine however big or small.

Photographic Contributions

All Photographic contributions should to be sent to us via email, post or via the members section page on our website. Contact addresses are provided to the right or on the next page.

All images ideally should be provided at a resolution of at least 2048px x 1536px at 150dpi.

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Front Cover

Florida East Coast's No. 434 crosses the St. Lucie River at Stuart whilst working a local freight from Fort Pierce on July 18th.

Laurence Sly

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RurTalBahn's Class 186.422 hauls a container service northbound through St. Goarshausen on July 4th. *Alan Rigby*

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PKP No. SM42-342 waits time at Goleniow working the 07:10 Kołobrzeg – Szczecin service on August 25th.

Tim Farmer







Welcome

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

And that's another month gone - the end of the summer services and the thought of all those cold dark nights to look forward to!

What a finish to the summer though with the excellent Czechia railway days and an open day at the OBB works in Linz, to mention just a couple. It seems that there has been plenty going on in Europe this year to keep everyone happy and full credit to many of the national rail companies for going that extra bit to keep the enthusiasts happy.

This month I went over to Czechia for the end of the summer services to Zruc and Svetla and once again was greeted with the news, just like last year, that this would be the finale for the 'Grumpies/Class 749s', well we will just have to wait and see, but I should like to thank the hospitality of the guys from Cesky Drahy this year for letting us travel with them is their 'Salon' for that last run of 2017 - it was memorable in so many ways. (you can see a photo on page 16)

Around Europe this month and good news in Germany following a hiatus of around seven weeks, trains began running through the town of Rastatt on the Rhein Valley main line between Karlsruhe and Basel at 01.00 on October 2.



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Steve Stepney, Mark Torkington,
Andrew Wilson and Erik de Zeeuw.



The busy freight and passenger artery had been blocked since August 12, when a tunnel beneath the alignment collapsed.

One interesting development this month is that of Alstom and Siemens announcing on September 26th that they had signed a memorandum of understanding for a merger of Siemens' Mobility business with Alstom. The transaction is expected to close at the end of 2018. Siemens would contribute its Mobility business, including its rail traction drives activities, in return for newly issued shares representing 50% of Alstom's share capital on a fully-diluted basis. This comes at a time when Bombardier Transportation GmbH's management and general works council announced that they had signed a general company agreement covering a planned restructuring.

This months 'From the UK' is the recent Kirklees Light Railway - a super little line in West Yorkshire and highly recommended on a gala day.

As always thanks for all the excellent photos, please keep sending them in, and remember if you are going on holiday, don't forget to take your camera.

David Editor

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The AK cars are 3 ex-Southern Aurora Express carriages that have been fitted out as track inspection/recording vehicles that travel around the entire Australian standard gauge network, and bring loco-hauled trains to places they don't normally travel. The Armidale line in the NSW Northern Tablelands is the domain of a daily return Explorer DMU service, however on September 22nd, the AK Cars made a run to Armidale and return behind two Class 47s, Nos. 4702/4701, seen here just north of Walcha Road station. *Mark Bennett*







On September 22nd, a loaded coalie from the Gunnedah Basin coal fields, passes through the junction location of Gap, just west of Werris Creek in North West NSW, hauled by Aurizon locomotives Nos. 5037 and 5009. *Mark Bennett*





Austria

First direct connection from China to Italy

The Rail Cargo Group (RCG) is continuing its strategy of internationalisation. Another chapter in the expansion programme has now been opened with the first rail connection from Taiyuan in Shanxi province, China to Lugo in Ravenna province, Italy. On behalf of China Railway Container Transportation Corp. Ltd (CRCT) – a subsidiary of the Chinese railways – Rail Cargo Operator (RCO), the intermodal specialist for high-frequency long-distance connections of RCG, completed the roughly 10,400 km-long transport of a total of 41 containers by rail, conveying automotive sector goods, among other things. Having set off from China, the container train followed a route through Kazakhstan, Russia, Belarus, Poland, the Czech Republic and Austria, completing its journey in Italy at the terminal in Lugo. Next, RCO organised HGV transport to various factory locations in close cooperation with the Lugo terminal.

"We wanted to further increase our activities at the Lugo terminal, which play an important role as a hub for our transports to Italy. We are already serving northern Italy with regular train connections," explains RCO CEO Tufan Khalaji, adding, "The optimal location of the Lugo terminal stood out, especially with regards to rail transport coming to Italy from China, because it allows customers to benefit from short delivery distances by HGV and from a high-frequency rail connection as far as Bari in southern Italy." Thanks to the smooth transport operation crossing thousands of kilometres, confidence has been expressed in the Rail Cargo Group's ability to transport goods by rail from China to Italy on a regular basis, starting in 2018.

Expansion beyond Europe's borders

Since the Chinese market offers enormous potential for cargo transportation to Europe, the Rail Cargo Group is continuously expanding its long-distance connections. Following the premiere of the successfully completed transport connection from China to Italy, one train per week is already running from Changsha in China to Budapest in Hungary, with trains from Dobra in Slovakia to Budapest being operated with RCG locomotives.

However, the increasing appeal of the railways, in conjunction with greater cargo volumes, does present challenges, as Tufan Khalaji confirms with a fitting example: "Due to capacity bottlenecks on the Polish-Belarusian border, coupled with the increase in traffic between China and Europe, alternative routes are urgently needed to absorb the increasing traffic volume at the transition point between broad and normal gauge track." In this regard, RCG mainly relies on its own strengths by routing increasing numbers of trains via Dobra to the company's terminal in Budapest using its own traction stock. From Budapest, there are various dedicated branch lines to Italy, German and Turkey.

In future, the route via Kaliningrad will also play an important role for transport between China and Europe. At present RCG already operates five trains per week between Kaliningrad and Slovakia, and will use Kaliningrad as a hub for transports to China and the CIS. The Rail Cargo Group supports the strategy of internationalisation beyond Europe's borders with a growing range of railway logistics services to the Far East and Central Asia. For example, two trains currently run from Slovakia to Kazakhstan each month. In addition, a weekly train from Germany to Iran is scheduled to commence operations in 2018 – the first test train on this route gets under way in the autumn of 2017.

Stabled at Mürzzuschlag on August 3rd can be seen Class 1144.123, 1142.673 and 1142.688.

David Wood







- A rather forlorn Class 1040.008-3 rusts away at Strasshof on August 2nd. *David Wood*
- OBB's 1950s built diesel unit No. 5144.01 stands on display at Semmering, as seen on August 8th. *David Wood*
- Built in 1928, steam loco No. 93.1403 now resides at the Strasshof railway museum.

 David Wood











OBB's Class 1144.082 and 1016.018, work train No. SGAG 41680 through Windischgarsten with a southbound wood chips train. Diverted over this route due to the Semmeringbahn route being closed for engineering works. *Thomas Niederl*







- OBB Class 1142.612 and 1144.214 hauling train No. SDG 54076 from Graz Vbf. Wien Zvbf., nears Admont on September 14th. *Thomas Niederl*
- On September 15th, OBB Class 1016.033 leads Euronight service No. EN 1236 Motorail Service from Livorno to Vlenna between Weyer and Gaflenz. *Thomas Niederl*
- OBB Class 1142.693 and 1116.149 lead train No. SGAG 53513 Schwarzenau St. Michael as it arrives into in Spital am Pyhrn on September 14th. *Thomas Niederl*











OBB Railjet liveried Class 1216.231 hauls the Euronight service No. EN234 from Milan with carriages from Rome as it heads near Gaflenz on the Rudolfsbahn branch from Amstetten - Kastenreith on the morning of September 13th. *Thomas Niederl*







OBB Class 1144.222 and 1144.067 working train No. SDG 54601 Wien Zvbf. - Bruck a. d. Mur Frachtenbahnhof, pass next to the closed halt at St. Pankraz on the Pyhrn line between Linz and Selzthal on September 15th. *Thomas Niederl*



















Lovochemie takes on the first Class 741.7

The largest Czech producer of fertilizers Lovoshemie has completed its fleet of shunting locomotives for the series 741.7 produced by CZ LOKO. It is a fully modernized 740 series engine from the Lovochemie locomotive, which, unlike its predecessor, provides operators with a sharp reduction in operating and maintenance costs, mainly due to its high operational reliability and extended service cycles.

"This is a type of shunting locomotive, which is mainly designed for a heavy shift. The locomotives of this series are not only driven by many industrial operators in the Czech Republic, Slovakia, Italy, and last but not least also in Turkey. We are very pleased that these two vehicles have also been ordered by us at Lovochemie, "says Jaroslav Plhák, marketing and marketing director of CZ LOKO.

According to Petra Cingra, Chief Executive Officer of Lovochemie, the company decided to do this because of a long-term increase in transportation and an outdated 740 Series locomotive is simply not enough. This is mainly their low reliability, expensive operation and maintenance, unavailability of spare parts and also insufficient traction.

Following a racetrack, Lovochemie transported 1.2 million tons of raw materials and goods a year, the figure next year should increase to about 1.4 million tons. "For comparison, in 2007 it was 600 thousand tons. Enhancing the reliability of our locomotive park is therefore a must," said Miloslav Spěváček, Sales Director of the Lovosice Company. The actual siding measures 30,627 meters and two shifts in it are in continuous operation always two locomotives. In this area, CZ LOKO has been a new service center for Northern Bohemia for the third year.

The four-axle 741.7 engine line with a 435 mm gauge is primarily designed for shunting service.

They are equipped with MSV electronic control electronics with on-line diagnostics and tracking of the locomotive, the CAT 3508C 1 000 kW internal combustion engine, Siemens

alternator and AC / DC power transmission. Locomotives weighing 18 tons of axle have significantly improved viewing conditions from the driver's tower, which is air-conditioned and conforms to current standards and standards, due to reduced bonnets. The multiple steering system allows two or more locomotives from CZ LOKO to drive very heavy trains in challenging terrain without the need for additional personnel.

The 741.7 thus offers operators a virtually new vehicle. Of the original 740, the main frame and the chassis frames remain. All other parts and units are new and their vast majority come from Czech and Slovak subcontractors.

Photo: © CZ Loko



Well the Class 749s have remained solid and reliable performers on the 'Pacific's' during 2017 despite Praha having a rather large allocation of 'Goggles'. What will 2018 bring?. Here, Class 749.264 arrives into Praha hl.n. with a loco hauled service from Cercany on September 17th. *Brian Battersby*













Complete with a special Praha Liben based 'Salon', Class 749.107 stands at Cercany on September 24th waiting to take over the final summer working of the service from Svetla nad Sazavou to Praha. *Class47*







Czech Railways has ordered 12 new shunting locomotives at CZ LOKO

The Czech Railways National Reconstructor rejuvenates and makes a more efficient park of shunting locomotives, which in passenger stations provide for a shift with personal kits and units. Old, unreliable locomotives with much higher consumption and maintenance costs will replace modern diesel electric shunting locomotives produced by CZ LOKO. Locomotives, respectively. their combustion engines, of course, meet the strict ecological limits of the European Union and are included in the emission class STAGE IIIB.

"Modern shunting locomotives are not only environmentally friendly and they are much less burdensome around the railway station by dust and greenhouse gas emissions, but they are more economical in operation. They are lighter, they have less fuel consumption, longer service maintenance periods, and thus ensure more economical operation of the railway stations on which trains are parked than is the case with the older locomotives they replace ", says the benefits of the new machines Miroslav Kupec, Member of the ČD Board of Directors responsible for technology, service and property.

"We are very pleased with the success of the public tender announced by the national carrier. It confirms that the development of this locomotive, especially for the shunting service, made sense and we hit the hole in the market. In its performance category, it is the absolute top in Europe, "says Josef Gulyás, CEO and deputy chairman of the Board of Directors of CZ LOKO. The new locomotives, also known under the trade name EffiShunter 300 (794 series), will replace the more than twenty-year-old 714 locomotives that originated in the mid-1990s by modernizing even older locomotives from the 1970s. Czech Railways puts them on a shift in

large passenger railway junctions, where there is a frequent shift with the sets of long-distance and regional trains. They will head to Bohumín, Olomouc, Hradec Králové,

Pilsen, Brno and to the Prague railway junction. It is a two-axle (Bo) dieselelectric locomotive with a maximum speed of 60 km / h. and with the performance of the CAT C13 328 kW internal combustion engine. The weight of the locomotive is 36 tons, which in combination with dieselectric AC / DC transmission optimally utilizes adhesion and the locomotive thus reaches a maximum tensile force of 124 kN. The machines are also equipped with digital control system, online diagnostics, multiple control system and, last but not least, sliding protection.

CZ LOKO presented its smallest locomotive at its world premiere at the prestigious InnoTrans Berlin, three years ago, as a product of Czech research and development, where it focused on its concepts and solutions. "As part of the trial operation, the EffiShunter 300 was approved for operations in the Czech Republic and Slovakia. Approval in other countries, not just in Europe,

will now follow, "added Josef Gulyás.
The new EffiShunter 300 locomotive
was also commissioned by the Railway
Research Institute in CZ LOKO, where
the prototype locomotive successfully
passed the test test operation, as well
as many Czech and Slovak companies
performing mainly on industrial sidings.
A contract for delivery of 12 pieces of 794
locomotives was signed in June and the
machines will be delivered by February
2019

2019. Photo: © CZ Loko On September 23rd, AWT's Class 740.401 leads another Class 740 into a very wet Bohumin. Class47













SNCF BB No. 22358 approaches Dijon Ville with a service from Lyon. *John Sloane*









- Bombardier built 4 car EMU No. 82778 is seen stabled at Mulhouse on August 11th.

 David Wood
- Built in 1971, SNCF Z No. 6181 is seen on display at Cité du train, Mulhouse on August 10th.

 David Wood































- A variety of traction on display at Dijon Perrigny depot with Nos. 7425, 26060, 460 115 and 26173 all undergoing maintenance or awaiting their next duty. *John Sloane*
- On the 3ft-gauge scenic Disneyland Railroad, which circles the park in Disneyland Paris, the Severn-Lamb 1993-built 4-4-0 'Eureka' arrives into the Frontierland Depot with a well-loaded train on July 31st. *Ben Bucki*
- On the same day the H.P. Phillips Company 1992-built 4-4-0 'C. K. Holiday' arrives into the Frontierland Depot with a heavily-loaded train. Ben Bucki





Germany

MRCE orders 30 Vectron locomotives



10 Vectron MS and 20 Vectron DC Option for 20 additional locomotives MRCE fleet includes 111 Vectron locomotives

Mitsui Rail Capital Europe (MRCE), a full-service locomotive leasing company, has ordered 30 Vectron locomotives from Siemens. Ten of the units will be delivered as multisystem Vectron MS for cross-border operations in Germany, Austria, Italy, Switzerland and the Netherlands. Twenty further locomotives will be equipped as direct-current locomotives (Vectron DC) to operate in Italy. Delivery of the locomotives is scheduled to begin from January 2018. The contract with MRCE also includes an option for an additional 20 locomotives.

"With this new order, our Vectron fleet will grow to a total of 111 locomotives. Our customers throughout Europe value the reliability and flexibility of the Siemens locomotive," says Junichi Kondo, CEO of MRCE.

"The long-standing trust of MRCE in Siemens shows that we have a locomotive in our portfolio that more than satisfies the requirements of European freight transport. With its fleet of DC, AC and MS locomotives, MRCE can now offer all electric versions of the Vectron," says Jochen Eickholt, CEO of the Siemens Mobility Division.

The ordered multisystem locomotives have a maximum output of 6,400 kW and a top speed of 160 km/h, and the Vectron DC has an output of 5,200 kW. Both versions are equipped with national train control systems and the MS locomotives also have the European Train Control System (ETCS).

LTE's Vectron Class 193.203 heads northbound through Kaub with a nearly fully loaded container train on July 4th. *Alan Rigby*





Germany

Sustainable logistics

Audi makes its rail transport operations CO2-free

The car manufacturer Audi has switched all its rail logistics in Germany to CO2-free transport operations and is thereby the first company in Germany to go fully carbon-neutral on rail. Around 25 trains carrying materials and vehicles are dispatched from the company's two German plants in Ingolstadt and Neckarsulm each day.

By switching to DB Cargo's DBeco plus product, the company saves more than 13,000 tonnes of CO2 each year, achieving an important milestone on the way to fully CO2-neutral production. Audi has been making use of environmentally friendly rail transport since August 2010, when the so-called "green train" began operating between Ingolstadt and the North Sea port of departure in Emden. By taking that step, Audi became the first company to use trains running on green electricity. Since 2012, "green trains" have also been operating between Emden and Neckarsulm, Audi's second German location. A total of around 1.6 million cars have been transported on those two routes since then, saving around 63,000 tonnes of CO2.

"By making this switch, we are significantly reducing the CO2 emissions of our logistics operations and are making a sustainable contribution to climate protection," says Heiko Schultz, Head of Transport Logistics at Audi AG. "We are delighted to be the first rail logistics provider to implement fully CO2-free transport operations and to be helping Audi achieve its goal of CO2-neutral production," says Jens Nöldner, CEO of DB Cargo Logistics GmbH.

DB Cargo has been offering customers its innovative "green" product DBeco plus since 2010. The concept is part of the "DB Climate Protection Program 2020" and offers the option of realising completely CO2-free rail transport solutions. To achieve this, 100% of the exact amount of energy needed for the transport operation is fed into the network from renewable power sources. Ten per cent of the revenue from DBeco plus is used to support projects that produce or store renewable energy.



Storming through St. Goarshausen on July 4th, is LDS Class 293.511 with a rail train. *Alan Rigby*

















Germany

A twofold advantage

DB Cargo introduces a special concept to bring project logistics onto rail

Two birds with one stone – that's what they say when you gain a twofold advantage from a single action, which is exactly what has been achieved at Cainsdorf in Zwickau. ELOS Speditions GmbH has been operating as an international project forwarder since 1991, and it has its own freight transport site, whose capacity and utilisation were checked for the Zukunft Bahn project. DB Cargo and ELOS agreed on a cooperation to look for ways to further increase the utilisation of the rail sidings. No small task – after all, project logistics presents transport carriers with special challenges in many cases because of the size and weight of the freight.

"We won a contract to operate rail transports for the construction of a new power plant in Eordaia in central Greece," explains Janett Schmidt, who works at DB Cargo as New Customer Manager at Regional Sales North/East in Halle/Saale. The operations involved the transport of superheater coils – through which steam flows, absorbing warmth from the furnace in the power plant.

Planning the transport operations took almost exactly a year, and the first wagon began its journey on 1 August 2017. By mid-September, 33 wagons had made the journey to Greece, and a further 30 wagons are planned before mid-October. DB Cargo's loading consultants had to develop the loading plans in close collaboration with the respective experts at DB Cargo and the customer because the superheater coils, which are transported as bundled tubes, came in a range of different sizes up to 3.59 metres by 23 metres. Only after extensive planning was it possible to submit the necessary permit applications for the individual transport

"However, the dimensions were not the only challenge we faced as part of this project. The main difficulty was that neither the manufacturer nor the power plant in Greece had sidings of their own," says Schmidt. The rail freight experts had to implement a very special concept: wide-load shipments were transported to Greece via the Czech Republic, Slovakia, Hungary, Serbia and Bulgaria. Once the freight arrives by rail in Voluyak in Bulgaria, DB Schenker's logistics experts carry out onward transport to the power plant by road because trains with wide loads cannot cross the border between Bulgaria and Greece.

In contrast, normal-width loads are transported to the DB Cargo railport in Thessaloniki via Austria, Hungary, Serbia and Macedonia. DB Schenker again takes over the load and transports them to the construction site by HGV.

"The unusual transport operations come with a twofold advantage for us and our customer," says Schmidt. "We improve the utilisation of our network and our capacity. And the customer sees proof that we are able to implement reliable transport solutions in project logistics via the rail link in Cainsdorf."



Metronom Class 146.509 (ME149-09) arrives at Hamburg Harburg with a service to Luneberg. John Sloane

operations.















DB Class 261.101 departs Gremberg yard with a short freight. *John Sloane*

Class 272.201 heads through Buchen on September 5th working a loaded timber train heading to Lunenburg. *Mark Enderby*











- HectorRail's Class 162.001 'Mabuse' nears Lorch with a northbound intermodal. *John Sloane*
- HSL's Class 185.602 nears Dedensen Gummer with an eastbound freight working. *John Sloane*
- DB Class 218.307 and 218.333 are seen shunting IC stock at Niebull, forming a train to Dagebull on September 7th. *Mark Enderby*

















DB Museum Koblenz

- DB Class 120.004-7 is seen outside the museum. The 120 series is an electric locomotive series from Deutsche Bahn AG and was the first seriesbuilt three-phase locomotive (with electronic converters) in the world. *Alan Rigby*
- DR Class V36.107 is seen on display at the DB Museum in Koblenz on July 4th. *Alan Rigby*
- Class 181.206-4 was one of a series of 25 locomotives built by the German Federal Railways for cross-border traffic to France and to Luxembourg in 1974. *Alan Rigby*











- Captrain's Class 650.092 heads through Hamburg Harburg with a rake of tanks from the docks, heading to Maschen. *John Sloane*
- A pair of Hamburg U-Bahn units pass Baumwall on September 4th. *Mark Enderby*
- SBB Class 482.034 heads through Kaub on July 4th with a northbound container service.

 Alan Rigby











- On September 7th, NOB MaK DE2700-11 Class 251.011 passes Niebull working a RDC Autozug train. *Mark Enderby*
 - At Niebull on September 7th, a Class 628 Sylt Shuttle Plus unit is seen on the rear of Sylt Shuttle. *Mark Enderby*
 - Hectorrail's Class 241.008 passes through Tostedt on September 6th heading west on a box train. *Mark Enderby*





















































- PKP Class EP07-376 arrives into Lebork working a Katowice to Kołobrzeg TLK service on August 24th. *Tim Farmer*
- Class SM42-342 waits time at Nowogard working the 07:10 Kołobrzeg Szczecin service on August 25th. *Tim Farmer*
- PKP Class SU160-005 departs Ełk working train No. TLK18104 05:44 Białystok – Szczecin on August 22nd. *Tim Farmer*



































- 2-10-0 steam loco No. 33.253 is seen rusting away at the Slovenian Railway Museum in Ljubljana. *David Wood*
- Slovenske železnice 2 car DMU Nos. 813.021 and 814.021 stand at Ljubljana station.

 David Wood
 - Several steam locos are seen inside the roundhouse at Ljubljana Slovenske železnice Slovenian Railway Museum on August 5th.

 David Wood











- On July 21st, Baselland Transport (BLT) tram No. 175 working a line 11 service, heads past Bahnhof SBB. *Paul Godding*
- On July 19th, DB Class 185.103 leads another Class 185 through Pratteln with an Intermodal service. *Paul Godding*
- Basler Verkehrs-Betriebe (Basel Transport Service) (BVB) tram No. 489 stands outside Bahnhof SBB on July 21st. *Paul Godding*























- On July 19th, BLS pair Class 425.181 and 425.177 pass through Pratteln with a rake of tanks.

 Paul Godding
- DB ICE Class 401.088 stands at Basel Bahnhof SBB on July 21st awaiting departure time with a service to Hamburg Altona. *Paul Godding*
- SBB Class 450.011 stands at Killwangen Spreitenbach on July 20th, working a RE service to St. Moritz. *Paul Godding*



















- On July 19th, SBB Class 523.005 arrives at Pratteln working a S3 service to Porrentruy.

 Paul Godding
- RhB Allegra EMU No. 3507 descends into Poschiavo station with train No. R1637 from St. Moritz to Tirano. *Steamsounds*







- RhB Ge 4/4 II No. 623 calls at Scuol-Tarasp with train No. RE1236 to Disentis/Múster.

 Steamsounds
- Rigi Bahn Bhe2/4 No. 3 and trailer are seen at Rigi-Kulm. *Steamsounds*
- RhB Allegra EMU No. 3504 arrives at Filisur with a service from Davos Platz. *Steamsounds*











- BLS duo Class 465.011 and 465.013 pass Blausee Mitholtz whilst working freight train No. 41610 from Melzo to Frenkendorf on August 24th.

 Laurence Sly
- Class 620.008 passes Kiesen whilst working freight train No. 50260 from Ardon to RBL E-Gruppe on August 23rd. *Laurence Sly*
- Class 485.010 passes Einigen on August 23rd whilst working a RoLa train from Freiburg to Novara. *Laurence Sly*























- CSX Transportation's GE ES44AC-H No. 3015 and AC44CW No. 504 pass 78th Street, Tampa whilst working freight No. Q442-14 to Waycross on July 14th. *Laurence Sly*
- Florida East Coast's EC GP40-2 No. 419 waits for the signal at Hypoluxo on July 19th whilst hauling a stone train from West Palm Beach. Laurence Sly

















Alstom inaugurates Lucknow Metro in India

Alstom has inaugurated Lucknow Metro - the first project for the company in Uttar Pradesh. The Alstom-built metros are designed in Bengaluru and manufactured at Sri City and Coimbatore, supporting the Government's 'Make in India' campaign. The event was held in the presence of honourable Union Home Minister Shri Rajnath Singh and Uttar Pradesh Chief Minister Shri Yogi Adityanath.

Alstom was awarded the €150 million contract in September 2015 by Lucknow Metro Rail Corporation (LMRC) to provide 20 metro trainsets, each of four cars. The Metropolis trainset for Lucknow has 186 seats arranged longitudinally, and includes two dedicated zones for passengers with reduced mobility. These 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 are 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 design of the train is a tribute to the city's cultural richness, with the front end conceived in the spirit of the gates to some of the city's most important monuments, including the Bara Imambara congregation hall, Asifi mosque and Rumi Darwaza gateway. The V-shape of the lower section of the front symbolises 'dynamism and rapidity', while the livery is both highly modern and very much inspired by the traditional cashmere craftsmanship of Lucknow.

The project also includes Alstom's Urbalis Computer Based Train Control (CBTC), the second such signalling system installed by the company in India. It is jointly supplied by Alstom's sites in Bangalore and Saint-Ouen in France. The first one was rolled out in Kochi in June 2017.

"Alstom welcomes the commencement of commercial operations of Lucknow metro. It is an honour for us to contribute towards Government's 'Make in India' plans. The project is a testimony of our commitment to make India a world leader in urban mobility - both in terms of technology and flawless execution. We look forward to continued engagement with the state of Uttar Pradesh to meet their transport infrastructure needs in their growing cities", Bharat Salhotra, Vice President - Sales & Business Development, Asia Pacific commented.

Currently, Alstom is executing metro projects in several Indian cities including Chennai, Kochi and Lucknow where it is supplying Rolling Stock manufactured out of its state of the art facility at SriCity in Andhra Pradesh. Additionally, urban signalling and infrastructure projects have been undertaken by Alstom in Kochi, Lucknow, Bengaluru, Chennai, Jaipur and Delhi.

With more than 5,000 Metropolis cars sold to over 24 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 optimize energy consumption and life cycle costs.





Alstom to supply traction system to Chengdu metro Line 5

Alstom has been awarded a contract by Chengdu Metro Corp.

Ltd. to supply the traction systems for 496 metro cars to circulate on Line 5, the city's new metro line. The contract is worth approximately €57 million. The line is expected to start revenue service by the end of 2019.



When it opens, Chengdu Line 5 will be 49km long and have 41 stations. It will connect the city's 6 districts from the North to the South, and will be a high capacity line, with Type A 8-car configuration for the first time in Chengdu. As part of the contract, Alstom will be supplying its OptONIX metro traction system, specifically designed and developed for the Chinese market. This includes traction inverters, motors and auxiliary converters. It is designed to improve operational performance and reduce life cycle costs by using regenerative electrical braking.

All traction systems will be manufactured jointly by Alstom's joint ventures (JVs) Shanghai Alstom Transport Electrical Equipment Co. Ltds (SATEE) and Chengdu Alstom Transport Electrical Equipment Co. Ltd. (CATEE), with support from Xi'an Alstom Yongji Electric Equipment Co. and four Alstom sites in Europe.

"We are pleased to extend our presence in Chengdu with this new contract for the high capacity metro line. As a customercentered organization, Alstom is committed to being closer to our customers in Chengdu, and deliver high quality transport solutions with world service proven technologies" said Ling Fang, Managing Director of China & East Asia, Alstom.

Alstom has supplied traction systems for 750 metro cars of Chengdu metro line 3 and 4 via its JV SATEE. By winning this contract, SATEE reaches orders for manufacturing traction systems for over 1,000 metro trainsets for 28 lines in China and abroad. Building on this milestone, SATEE signed at the beginning of 2017 a cooperation agreement with Xinjin County People's Government, and opened a subsidiary in Chengdu, CATEE, to manufacture traction systems for urban transport solutions.

Besides, its first JV in China, CASCO, has supplied signalling system for Chengdu Line 4 and Line 7. At the end of 2015, Alstom brought its world advanced Citadis tramway technology to Chengdu and is building Rong L2 tramway line in partnership with CRC and a local company.



World News



Fifth major rail order for Siemens in Bangkok



Siemens to deliver 35 metro trains and rail infrastructure

Blue Line Metro to be extended 28 kilometres

Bangkok Expressway and Metro Public Company Limited (BEM) and CH. Karnchang Public Company Limited are working with a consortium of Siemens and ST Electronics (Thailand) Limited to deliver rail technology for the extension of Bangkok's Blue Line Metro. The scope of Siemens' delivery includes 35 three-car metro trains, the signalling system, the traction power supply and complete equipment for the depot and workshop. In addition, Siemens will perform maintenance services of the transit system for a period of ten years. Commissioning of the line extension is planned for 2019-2020. When completed, BEM will be the transport operator for this line.

"We have decisively helped develop and shape Bangkok's urban transport system over recent decades. This is the fifth major order we've received for expanding the city's urban transport system," says Jochen Eickholt, CEO of Siemens Mobility Division. Siemens Mobility Division has conceived and completed three high-performance turnkey rail systems for Bangkok to date. In addition to the Blue Line, which has been operating since 2004, Siemens also delivered the Skytrain and the Airport Rail Link. A connection between the Blue Line and the Purple Line was inaugurated today. In 2016, Siemens received the order for 22 four-car metro trains for the city's Green Line. Delivery of the first trains is scheduled for the coming year.



World News



Eurostar Paris Business Premier lounge opens its doors to new cocktail menu

Winter cocktail menu designed by London Cocktail Club

Exclusive cocktails featuring gin created by Raymond Blanc OBE and Silent Pool Distillers

Eurostar, the high-speed rail service linking the UK and mainland Europe, will be treating Business Premier passengers to a new range of winter cocktails to enjoy whilst relaxing in the Paris lounge.

Designed by the London Cocktail Club, the bespoke cocktails encapsulate Eurostar's heritage, reminiscent of both British and French cultures. Featuring a range of French spirits such as pastis and Côtes de Provence rosé and typical British ingredients such as cucumber juice and fresh rosemary, the drinks are sure to suit tastes on either side of the Channel.

JJ Goodman, London Cocktail Club Founder and Owner, said: "Taking inspiration from both sides of the Channel, we've used the best British and French spirits to give a few classic cocktails a twist. And for those who fancy something simple yet satisfying, we've crafted a selection of perfectly paired, marvellously moreish G&Ts."

For those looking for something a little lighter, Michelin star chef and Eurostar Business Premier Culinary Director, Raymond Blanc OBE, has designed two non-alcoholic cocktails. Named the Mellow Mojito and The Zester, the drinks are a virgin take on the Cuban classic and the spritz.

These drinks are a welcome addition to the menu, which currently features Eurostar's signature cocktail, Angelique. The tipple contains Eurostar's very own gin, Toujours 21, which was designed by Raymond Blanc and created by Silent Pool Distillers. It is a delightful fusion of French botanicals and honey from the Kent countryside.

Raymond Blanc OBE, Eurostar Business Premier Culinary Director, said: "When designing the gin, my vision was to take travellers on a journey of taste that played upon the blend of the British and the French countryside. The aromatic notes of lavender are a nod to Eurostar's Provencal destination, while the delicate taste of the angelica evokes memories of the British landscape. And, just as all our Business Premier meals contain local ingredients, so does our gin as it features honey made from bees housed at Eurostar's maintenance depot in Kent."

Yann Bayeul, Eurostar Catering Product & Service Manager, said: "Following the launch of the new Paris Business Premier lounge earlier this year, we're evolving the menu to meet customer feedback. Business travellers are looking to indulge in a refreshing drink and a light snack after a hard-working day. With a host of delicious drinks designed by the London Cocktail Club, the stylish gold and black circular bar in our new lounge is the ultimate place to unwind."

New Paris Business Premier lounge

Designed by global architects, Softroom, the Paris lounge has transformed the travel experience for Business Premier passengers.

Situated on the top floor of the original 19th century building, and featuring high ceilings, marble fireplaces, a cocktail bar and intimate snug spaces, the lounge captures the spirit of a Parisian apartment. With business passengers increasingly choosing high-speed rail over plane, valuing the seamless journey and ability to work pre-travel and on board, the new lounge offers a stylish, comfortable environment for both working and relaxing.



Blue Line in Bangkok to be extended with Siemens technology

Siemens to deliver 35 metro trains and rail infrastructure Blue Line Metro to be extended 28 kilometres Contract includes maintenance services for ten years

Bangkok Expressway and Metro Public Company Limited (BEM) and CH. Karnchang Public Company Limited are working with a consortium of Siemens and ST Electronics (Thailand) Limited to deliver rail technology for the extension of Bangkok's Blue Line Metro. The scope of Siemens' delivery includes 35 three-car metro trains, the signaling system, the traction power supply and complete equipment for the depot and workshop. In addition, Siemens will perform maintenance services of the transit system for a period of ten years. Commissioning of the line extension is planned for 2019-2020. When completed, BEM will be the transport operator for this line.

The initial Blue Line in Bangkok was delivered as a turnkey rail system by Siemens in 2004 and was the first metro line in Thailand's capital. Around 320,000 passengers a day use the 20 kilometre metro line with 18 stations. The line is now being extended by a further 28 kilometres and 19 additional stations. A large part of the extension, from Hua Lamphong to Lak Song in the south and from Bang Sue in the north to Tha Pra, will run above ground. When the line's extension is completed, experts forecast that Bangkok's metro will transport up to 500,000 passengers per day.

"We have decisively helped develop and shape Bangkok's urban transport system over recent decades. This is the fifth major order we've received for expanding the city's urban transport system," says Jochen Eickholt, CEO of Siemens Mobility Division.

Bangkok's population has been booming for years. In order to cope with this growth, the city wants to increase the share of urban transport users from 40 percent at present to 60 percent by 2021. This requires the consequent expansion of the city's rapid transit systems.

The trains from Siemens that will be used on the Blue Line are an evolution of existing Bangkok metro trains and are capable of carrying more than 800 passengers each. The trains have a top speed of 80 km/h. They will be built at Siemens' factory in Vienna, Austria.

Siemens Mobility Division has conceived and completed three high-performance turnkey rail systems for Bangkok to date. In addition to the Blue Line, which has been operating since 2004, Siemens also delivered the Skytrain and the Airport Rail Link. A connection between the Blue Line and the Purple Line was inaugurated in August. In 2016, Siemens received an order for 22 four-car metro trains to operate on the city's Green Line. Delivery of the first trains is scheduled for the coming year



World News



Flexible solutions to Spain

DB Cargo Logistics is planning transport operations for mega-trailers on pocket wagons through France.

The journey from Saarbrucken to Perpignan in southern France is just under 1,000 kilometres. Where previously it has only been trains and lorries tearing along the roads and railways, DB Cargo Logistics is now hoping to win over customers with a new concept. "From next year, we're planning to transport large semi-trailers on pocket wagons by rail," explains Andreas Weiss from DB Cargo Logistics GmbH's Sales & Operations Centre. "With fewer and fewer new customers having access to sidings of their own, this concept is the perfect way of combining road and rail." The plan is to operate regular trains five days a week between Saarbrucken and Perpignan at the foot of the Pyrenees. There, at the PPG Saint Charles Terminal, the trailers are attached to tractor units again, and continue by road towards their destination in Spain.

Flexibility in international transport operations

The reason behind this development is the requirements of the automotive industry, which relies on rail to connect plants and supplier sites in Western Europe with those on the Iberian Peninsula. However, automotive customers are looking for greater flexibility. For example, DB Cargo Logistics manages the whole inter-plant network for Opel, all the way to Spain. The rail company, working closely with the Spanish subsidiary Transfesa, operates mega-combis from Eisenach to Saragossa. However, this involves one major problem: the Spanish regulations governing the use of mega-combis on roads are different to those in Germany. Carrying out the initial and final legs by road is forbidden in Germany, which means that a number of potentials in stock transports as well as additional supplier transports cannot be realised. In addition, trains have to be re-axled in Cerbère on the border between France and Spain, which often takes a long time. "We therefore got together in various groups and thought long and hard about what alternatives might be open to us on the corridor," said Weiss. "Since DB has never had a solution involving mega-trailers on pocket wagons, we decided to develop one, thereby expanding our potential customer base."

One of the main tasks is to go through the complex approval process in France, which is necessary to establish the exact sections via which the pocket wagons can travel. Despite initial challenges, DB Cargo Logistics is optimistic that it, together with the French subsidiary ECR, will be able to offer an innovative and efficient train system from 2018 onwards. "We have had to plan and carry out a whole range of tests," explains Weiss. Test transports started in mid-March 2017 and yielded very promising results, with trains completing the journey to Perpignan in 15 hours. DB Cargo Logistics has found the ideal partner for this project in the Dutch transport service provider Ewals Cargo Care – one of the leading European HGV freight forwarders in the field of combined transport. Weiss said: "Thanks to its large fleet of cranable mega-trailers and strong presence on the Iberian peninsula, Ewals is the perfect partner. In return they benefit from our train solution – it's a win-win situation for both sides."











From the UK

Kirklees Light Railway

First opened on October 19th 1991, the KLR runs along the trackbed of the Lancashire & Yorkshire Railway's now long closed/former branch line, from the village of Clayton West via Skelmanthorpe to the village Shelley Woodhouse (a few yards close to the former Clayton West Junction). In September the line held its annual steam gala with several visiting locos..

- Kitson Meyer 0-4-0+0-4-0T 'Hawk' built in 1998 stands at Shelley. *Richard Hargreaves*
 - Visiting from the Romney Hythe and Dimchurch Railway, 'Hurricane', delivered on July 20th 1927, a powerful three cylinder locomotive fitted with special features such as stainless steel handrails and, in 1934, a high capacity tender modeled on the corridor tenders of the LNER. *Richard Hargreaves*
 - 'Synolda' visiting from the Ravenglass and Eskdale railway, was built in 1912, and is seen next to 'Prince Edward of Wales' outside the main shed at Clayton West. *Richard Hargreaves*







From the UK

- Visiting from the RH&DR, 1964 built Jacot / Keef Petrol/Mechanical loco No. PW3 'Red Gauntlet' is seen at Shelley. *Richard Hargreaves*
- Kerr Stuart 0-6-4ST 'Badger' and Guest Engineering 2-4-2 'Katie' are seen in the rain at Shelley. *Richard Hargreaves*
- Avonside Engine Company/Heisler locomotive 0-4-0+0-4-0TG 'Owl' is seen on the rear of a service departing Shelley. *Richard Hargreaves*

















