

# Railtalk

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Magazine

*Xtra*



**End of the line for these Bulgarian Class 87s?**



Welcome to the Railtalk Magazine Xtra, which compliments the main Railtalk Magazine and means that we can put even more pages together every month. As always in Xtra, we focus on life outside the UK, and once again we have some excellent shots from some of Europes finest photographers. Our “From the UK” section this month visits the Isle of Wight and looks at both the Island Line and the Isle of Wight Steam Railway.

Firstly thanks to Steve Madden who has provided us with some more interesting locations to visit this month with shots from Macedonia and Kosovo. This month I have visited the Isle of Wight for their 40 hours of steam gala which featured some all night running. A truly excellent experience made all the nicer by some excellent friendly staff who obviously were enjoying it as much as we were, well done to all and can we do it again please?. I also popped over to France for a couple of days and visited some old haunts from years ago and I’m pleased to say that France is still well worth a visit, with plenty of variety if you move around the country, but also very sad to see so many locos laid up on depots awaiting scrapping. Back in the UK I have been disappointed with East Coasts performance in the last month there doesn’t seem to be a day when something isn’t delayed and when Andy and myself went to Scotland on a Sunday recently, 50% of the trains that we travelled on were late. I also witnessed a lack of co-operation between East Coast and Grand Central this month, which is not in the passengers best interest! Until next month, please keep those photos coming.

David

Once again many thanks to the many people who have contributed this month, it really makes our task of putting this magazine together a joy when we see so many great photos. This issue wouldn’t be possible without: Colin Gildersleve, Steve Madden, Brian Battersby, Paul Godding, Richard Hargreaves, Pavel Kopec, Tomáš Kubovec, Martin Grill, Martin Válek, Mark Pichowicz, Richard Weber, Filip Štajner, Pavel Šturm, Bea Želtvayová, Petr Holub, Pavel Martoch, Honza Štofaňak, BVT, Ivo Rušák, Zdeněk, Mirko, Libor Hyžák, Keith Hookham and Jaroslav Charvát.

# Welcome

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## Contact Us

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## Submissions

Pictures, articles and news can be entered through the forum, or by email to us at:

**entries@railtalk.net**

Please include a detailed description and credits.



Cover: Seen at Pirdop, Bulgaria on 18th June, Class 87 013 and 87 020 in BZK livery are stabled on an unwired road looking slightly the worse for ware, 87 013 has a broken secondmans side windscreen, whilst in the background 87 022 in GBRf livery is stabled outside the Station. *Steve Madden*  
This Page: ČD Class 754.074-3, is seen working service R669 “Junák”, through Luka nad Jihlavou on May 7th. *Martin Grill*





Former Norwegian Nohab No. 005 is seen working train No. 760 the 05:32 Peje to Prishtine at Bellacevc on June 14th. Kosovo Railways have 4 former Norwegian Nohabs numbered 005, 006, 007, 008. [Steve Madden](#)





SNCB Class 63s, Nos. 6305, 6315 and 6309  
are seen inside the shed at Namur Ronet Depot.

*Steve Madden*





Cargo Net Class 312 001 runs light engine  
through Andalsnes on June 22nd.



CargoNet AS is the primary operator of freight trains on the Norwegian railway  
and the Class 312 is a Vossloh Euro 400 design. [Derek Elston](#)







MRCE Dispolok Class 223.010-0 (ER20 - 010)  
is seen assisting a log train through  
Krhanice on June 10th. [MirKo](#)





SNCB No. 8270 waits to depart Namur Ronet Yard with a departmental train, April 16th. [Steve Madden](#)





CFL No. 4008, a Bombardier Traxx electric loco  
is seen propelling a passenger service at Petange Station  
on April 16th. [Steve Madden](#)







Ceske Drahy AC electric loco Class 242.217-8 is seen arriving with empty stock at Jihlava on June 24th.

*Paul Godding*





Czech 2-10-0 steam loco No. 556.050-6 passes through  
Lomnice nad Lužnicí on May 14th with a freight train.



*Filip Štajner*





A Class 471 crosses the river at  
Praha-Vyšehrad heading for  
Praha-Smíchov on June 17th. *Jaroslav Charvát*





Czech Cargo "Bardotky" Class 751.105-8  
is seen working between Zbečno and  
Újezd nad Zbečnem on May 6th. *Filip Štajner*







With Usti nad Labem in the background  
Class 122.010-2 is seen heading south along the  
banks of the River Vltava on June 22nd. [Paul Godding](#)





Double headed Czech steam as  
Class 498.022 leads 486.007 between Nevojice  
and Nesovice on June 24th. [Petr Holub](#)







The pride of the fleet in Kosovo is No. 010.  
It was rebuilt from a single cab GM into a two cabbed  
Class 67 lookalike. It works the daily mixed freight from Fushe Kosove to Hani  
I Elezit on the Macedonian border where it swaps trains with a Macedonian  
GM Diesel and works back to Fushe Kosove. This is No. 010 working the  
morning train No. 55981 to Hani I Elezit at Ferizaj South on June 16th.

*Steve Madden*





Class 189.04-1 arrives into Oberhausen West Yard  
with a train of iron ore on April 15th. [Steve Madden](#)



66



Nohab No. 005 is seen working train No. 761 the 16:30  
Prishtine to Peje at Driton on June 14th. The Kosovan  
flag can just been seen fluttering on top of the right hand rock.  
*Steve Madden*





Bringing a container service into Decin from Germany is Class 189.017-7. This loco will leave the train here at Decin and a Czech electric will take forward the service to Praha.

*Paul Godding*





A pair of "Modernizované Brejlovce" Class 753.762-4  
and 753.763-2 head between Novina  
and Křižany on May 31st. [Petr Holub](#)





GM Built Diesel, No. 661-146 powers away  
from Veles with the 06:48 Skopje to Bitola service on  
June 13th. *Steve Madden*





Unipetrol Class 753.718-6 is seen pulling into  
Usti nad Labem with a lengthy tank train on June 22nd.

*Paul Godding*





Nohab No.007 is working train No. 4103, the  
15:30 Fushe Kosove to Hani I Elezit at Laskobare on  
June 16th. [Steve Madden](#)





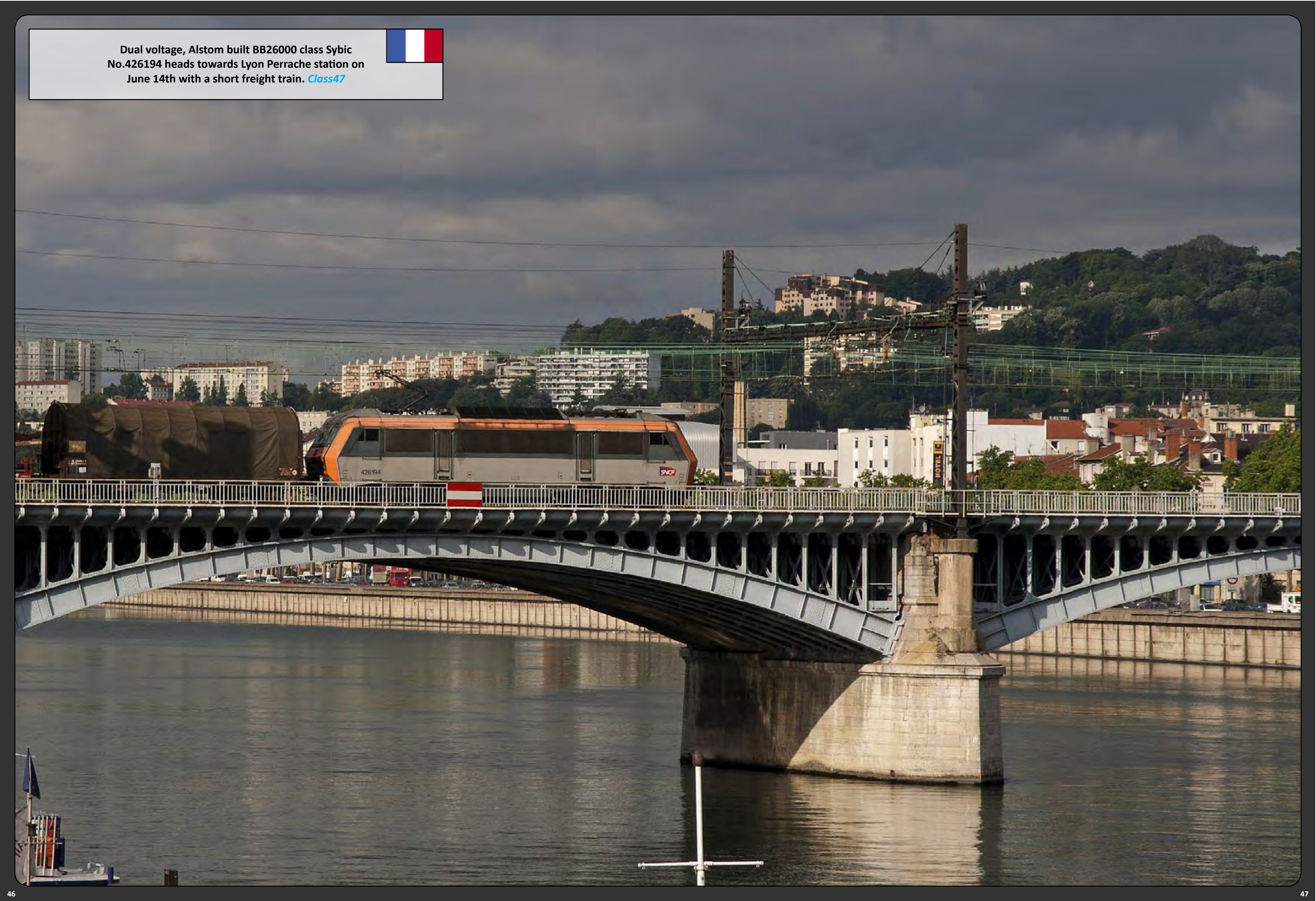
On April 16th, CFL Shunter No.1032 propels  
3 Coal wagons up a steep incline at Petange.

*Steve Madden*





Dual voltage, Alstom built BB26000 class Sybic  
No.426194 heads towards Lyon Perrache station on  
June 14th with a short freight train. *Class47*





Kosovo Railways have two Bulgarian built shunting locomotives, one of them, No. MDD3-01 is seen shunting former OBB stock at Fushe Kosove Carriage Sidings on June 15th.

*Steve Madden*







On June 12th, a Bombardier built X8200 series EMU is seen at Lille Flanders wearing the TER Nord Pas de Calais livery, that is carried by the majority of services in this region.

*Class47*





Czech "City Frog" Class 451.095 and 451.096  
wearing the latest CD livery are seen departing Praha Hln.  
on June 27th heading for Benešov u Prahy. [Paul Godding](#)





With rain seemingly imminent a three car  
Bombardier built EMU in the new Rhone Alps TER livery  
heads out of Lyon Perrache on June 14th. [Class47](#)





ČD Class 162.054-1 heads away from its stop at  
Roudnice nad Labem with a service for Usti nad Labem.  
on June 23rd. [Paul Godding](#)





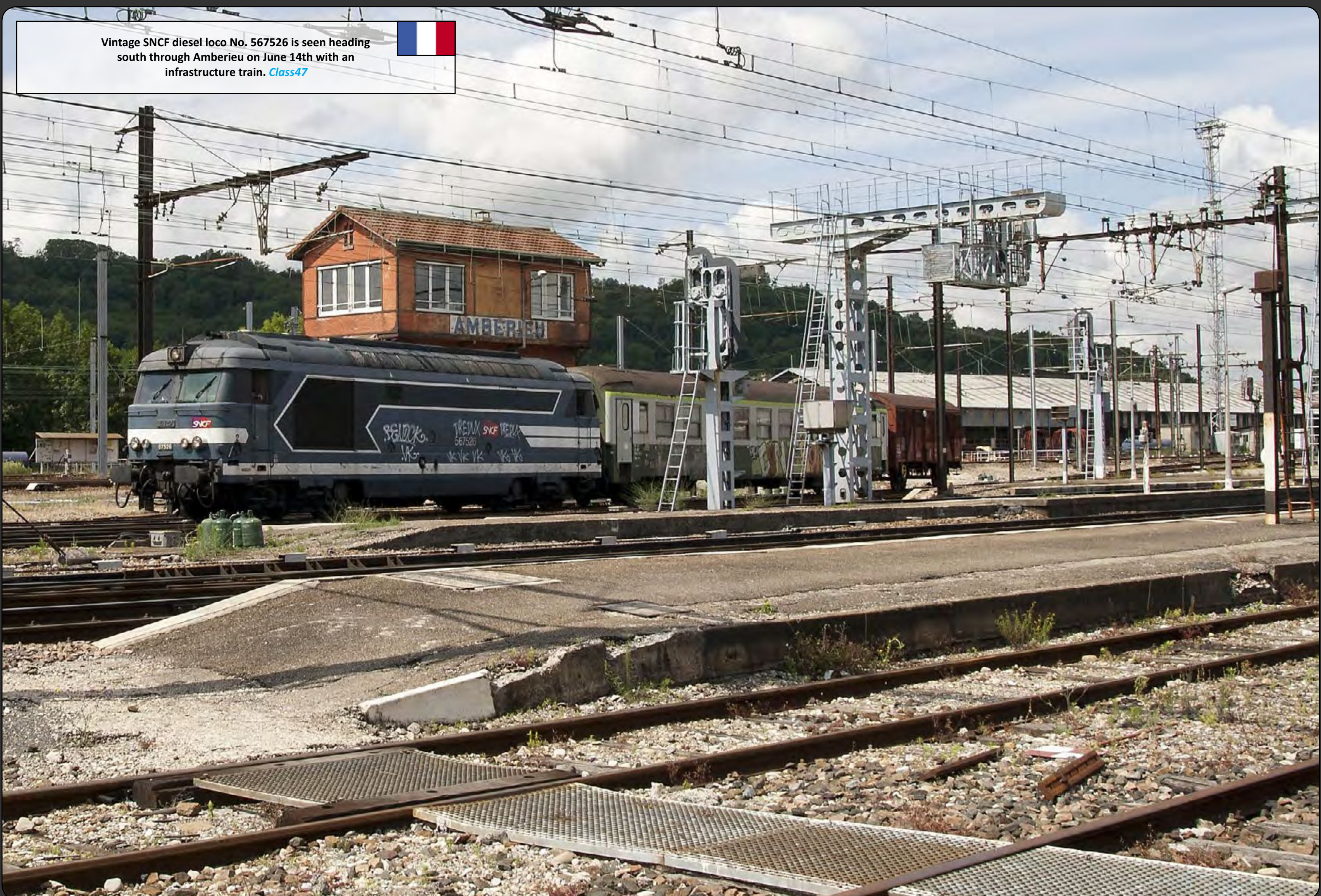


A novel use for a former passenger coach at Andalsnes in Norway which is now used as chapel alongside the station. [Derek Elston](#)





Vintage SNCF diesel loco No. 567526 is seen heading south through Amberieu on June 14th with an infrastructure train. [Class47](#)





ČD Class 150.225-1 heads away from Praha Hl. heading  
towards Praha Liben on June 27th with a service  
for Ceska Trebova. [Paul Godding](#)





Praha Tram No. 9154 in stunning Citybank  
livery is seen passing Hlavní Nádrazí on June 27th.

*Paul Godding*





## Zero CO<sub>2</sub> - Green traction power rail travel for environmentally conscious



The Austrian Federal Railways are set to have 100% renewable energy. The first customer is the City Airport Train (CAT), a pioneer in the emission-free airport transportation. ÖBB in terms of environmental awareness is playing a pioneering role. Already, the trains will be environmentally friendly with a mix of 93 percent renewable energy - and 7 percent natural gas powered - about 88 percent of hydropower and other renewable energy 5 percent. But this already high share of electricity from renewable energy path is gradable: The Austrian Federal Railways offer is that from 2012 all electricity train traction power will be from 100 percent renewable energy.

“With green traction power from 100 percent renewable energy we provide clean mobility for a cleaner environment,” said Christian Kern, CEO of ÖBB-Holding AG. “We offer our customers environmentally credible and convincing alternative mobility. Companies that purchase from us zero-emissions power train, an important contribution to environmental protection.”

Trains with green electricity are absolutely free of emissions, both during the operation, as well as the emissions in the run. In addition to CO<sub>2</sub>-free power generation upstream GHG emissions that occur as the construction and operation of power plants and power lines are offset through reforestation projects in the rainforest. The process for calculating the emissions and their compensation was tested by the Institute for Technology and Sustainable Product Management Vienna University of Economics and certified.

As part of a pilot project for 2011, the City Airport Train (CAT), a subsidiary of ÖBB and the Vienna International Airport, is the first customer of the product “railway power zero emission” is - zero-emission power train of 100 percent renewable energy.

Doris Pulker Rohrhofer, director of the CAT: “The CAT has opted for CO<sub>2</sub>-free traction power of 92 percent hydropower, and 8 percent wind power - the equivalent of our understanding of the environment and the expectations of domestic and international passengers.

Thus, the CAT is not only the fastest. and punctual, but also the most environmentally friendly alternative for the transfer to the airport. “

Photo: ÖBB boss Christian Kern and CAT-director Doris Pulker Rohrhofer are set to use 100% renewable energy. © ÖBB

## News and Features





## Alstom delivers the first Citadis tramset for Line 3 of the Montpellier tramway



On 28 June, Jean-Pierre Mourre, President of the Communauté d'Agglomération de Montpellier unveiled the first Citadis tramset for Line 3 of the Montpellier tramway in the presence of designer Christian Lacroix and François Dhulst, Alstom Transport's Local Authorities Key Accounts Director. The tramset left the Alstom site in La Rochelle on Tuesday 21 June. In 2009, Montpellier entrusted the contract for the supply of 24 tramsets to Alstom Transport: 19 for Line 3 and five more to increase the existing fleets on Lines 1 and 2. Following previous orders for Lines 1 and 2, the contract underlines the confidence of Montpellier in Alstom Transport's ability to help develop its urban transport development policy.

The colourful and original design of the new tramway is based on a water theme. It also complements the swallows of Line 1 and the flowers of Line 2, which have an "Earth" theme. The management and planning of the design for Line 3 were supervised by Alstom Transport's Design & Styling division. The goal was to provide detailed solutions fully reflecting the wishes of Montpellier, and to stay in keeping with the general architecture of the Citadis tramway, based on expertise in design, digital modelling, materials and lighting.

Trams in Montpellier are fitted with the latest range of Citadis equipment to enhance passenger comfort, including closed-circuit video surveillance, sound and visual information systems, and integral low floors. Each tramset is 42 metres long and can accommodate over 300 passengers. The Citadis also enhances the quality of city life: four times quieter than motor traffic, it generates about five decibels less noise.

The tramsets for Montpellier are currently designed and assembled at Alstom's plant in La Rochelle. Five other sites will also be involved in manufacturing the trams. Tarbes will provide electrical and electronic equipment for the traction systems, Ornans the engines, Le Creusot the bogies, and Villeurbanne and Saint Ouen the onboard electronics.

Almost 20 kilometres long, Line 3 of the tramway has 23 stations from the west of the urban area to the south, crossing the urban districts of Juvignac, Montpellier, Lattes and Pérols. Startup is scheduled for spring 2012.

## Adif gives a locomotive for display at the Railroad Museum of Mataporquera (Cantabria)



Adif has given a locomotive to the Spanish Railway Foundation to be part of the collection of the Railroad Museum in Madrid and subsequent display at the Railway Museum Mataporquera. The machine, which is currently in Cantabria decommissioning, had a lifespan of 22 years between 1987 and 2009, when he made his last trip to Mataporquera.

During this period he devoted himself to haul wagons loaded with various goods, preferably coal, at the rail facilities in Cantabria. Following completion of his working life, the locomotive was requested by the Association of Friends of the Railway Mataporquera with a task much more sedate and playful performance in the past, as is to be exhibited at the Railway Museum Mataporquera a center that contributes to the spread of culture through the exhibition of railway materials and documents pertaining to the history of railways in Cantabria. True to this purpose, Adif just signed with the Spanish Railway Foundation an agreement which gives, for free, the said engine to the Railway Museum in Madrid, in order to be exhibited at the museum Mataporquera .

Notably, the Spanish Railway Foundation is a state public body, established in 1985, aimed at promoting knowledge and use of rail through all kinds of performances. Among its missions, the Foundation is entrusted with the recovery, custody and dissemination of the historical, cultural, scientific and technological rail, as is the case of that locomotive Cantabria.



## Deutsche Bahn and Alstom sign a contract for 56 regional trains for the Cologne network



German operator DB Regio AG has placed a €325 million order with Alstom to supply 56 Coradia Lint regional trains. The trains are slated to go into service in December 2013 on largely non-electrified lines in Greater Cologne and in the Eifel region, the Cologne diesel network.

The Cologne/Bonn region is one of the biggest agglomerations in Germany. After a tender process, the mass transit association "Nahverkehr Rheinland" (NVR), the rail-bound passenger traffic association "Schienenpersonenverkehr Rheinlandpfalz-Nord" (SPNV-Nord) and the mass transit association "Nahverkehr Westfalen-Lippe" (NWL) have commissioned DB Regio Rheinland GmbH, a subsidiary of DB Regio AG, to operate the passenger service on the mass transit lines and to expand the rail transportation service. Using these 56 new Coradia Lint trains, DB will achieve around 7.2 million train kilometres per year. Currently 65,000 commuters are using the DB trains daily. The associations and DB expect the number of passengers to further increase with this new offer.

"With this investment we are continuing consequently the upgrading of our train fleet. We are empowering our company for a sustainable future. This will be to the benefit of the German railway system and mostly of our customers", explained Dr. Rüdiger Grube, CEO of Deutsche Bahn.

"With the Cologne Diesel network we are capitalizing on our long lasting and successful partnership with DB in the regional train market and we are happy to improve with our Alstom's Coradia Lint trains the service delivered to the passengers in the region of Cologne. Our Coradia Lint product line is based on an extended and fully developed platform, at this stage unique in terms of quality and cost-efficiency," said Martin Lange, Managing Director Alstom Transport Germany.

### Substantial improvements for passengers and the environment

The Coradia Lint trains are two- and three-car diesel multiple units. They will be designed and manufactured at Alstom's site in Salzgitter. To meet the requirements of regional and suburban operation, the trains will be characterized by high acceleration and high seating capacity. The new vehicles with 180 seats (Lint 54) and 300 seats (Lint 81) can run up to a maximum speed of 140 km/h.

Movable steps will facilitate the boarding and disembarkation of passengers, especially at different platform heights. For mobility-impaired passengers, the trains will be equipped with two wheelchair spaces and one WC for disabled as well as a ramp for bridging the gap between the train and the platform edge. On-board surveillance cameras will be used to reinforce passenger safety. The modern engines of the vehicles will meet the most stringent European exhaust emission standards (Stage IIb) applicable from 2012.

To increase passive passenger safety, the trains will be equipped with state-of-the-art crash elements. Alstom has taken a series of measures according to the European crashworthiness standard of rail vehicles (EN 15227).

Manufactured from intensively tested and service-proven components, Alstom's Coradia Lint fleet has enjoyed considerable commercial success. Since the launch of the first trains in 2000, Alstom has sold nearly 600 multiple units to both public and private operators in Germany, the Netherlands and Denmark. In the meantime, the range has proven its performance throughout more than 400 million kilometres of commercial service.



# Bombardier Key to GoldLinQ Consortium’s Contract Award to Design, Build, Finance, Operate and Maintain the Gold Coast Rapid Transit System in Queensland, Australia



Bombardier Transportation announced recently that the GoldLinQ consortium, of which it is a member, has been awarded a contract by the Queensland Government to design, build, finance, operate and maintain the first stage of the Gold Coast Rapid Transit light rail public transportation system in an 18-year Public Private Partnership. The contract is valued at approximately 1 billion AUD (730 million euro, \$ 1.1 billion US) in total. Bombardier Transportation’s share of the contract is valued at approximately 248 million AUD (181 million euro, \$ 265 million US).

The Gold Coast Rapid Transit system will deliver a world-class public transport service for the city. Patronage numbers are expected to grow to 50,000 per day and GoldLinQ has in-built capacity to cater for up to 75,000 passenger per day. 16 stations are planned for the 13 km light rail corridor which will serve the new Gold Coast University Hospital, Griffith University and the fast growing commercial, retail and recreational centres of Southport, Surfers Paradise and Broadbeach. Passenger services are scheduled to start in 2014, and as this new transit mode is adopted by residents and visitors to the area, GoldLinQ is well placed to meet future demands on the service.

The GoldLinQ consortium includes: Bombardier Transportation for the Electrical and Mechanical (E&M) system scope; leading construction and civil contractor McConnell Dowell for the civil works; global public transport operator Keolis and Australian road and rail services business Downer EDI who have formed KDR (Keolis Downer EDI Rail) for the operations and maintenance; and Plenary Group, financial arranger and commercial advisor.

Bombardier Transportation will design and supply the system-wide E&M elements including 14 distinctive, modern 45 m long BOMBARDIER FLEXITY 2 Light Rail Vehicles (LRVs), plus signalling and control systems, communication systems,

electrification including traction power supply substations and overhead line equipment (OHLE) as well as providing project management, systems engineering and integration, testing and commissioning for the new LRVs and signalling system. At the depot, Bombardier Transportation will provide depot and plant equipment required for LRV and rail system maintenance. In addition, Bombardier Transportation will provide vehicle maintenance for a period of 15 years. KDR will undertake the wayside maintenance.

Bombardier’s Chief Country Representative for Australia, Dan Osborne, said that Bombardier Transportation was thrilled to have been selected to supply the turnkey light rail system for the Gold Coast. “The Gold Coast Rapid Transit project is an important milestone in Bombardier’s long-term plan to grow its presence and broaden its local skill base in Australia.” He added: “For the Gold Coast, Bombardier’s latest generation of FLEXITY 2 Light Rail Vehicles will support the lifestyle and mobility needs of the people and communities across the region, providing a safe, accessible, sustainable transport option, and offering the public a real alternative to car travel.”

Eran Gartner, President of Bombardier Transportation’s Systems division said: “The Gold Coast project once again demonstrates the powerful combination of bringing together the full range of railway disciplines under one roof, with this turnkey contract combining Bombardier’s systems integration, vehicle design and assembly, signalling solutions, and life cycle services.” He concluded: “Bombardier and our partners in the GoldLinQ consortium bring many years of expertise in the design, supply, operation, maintenance and financing of transportation systems all over the world. We will deliver to the Gold Coast a first-class light rail system from which a truly integrated and sustainable transport network will flourish and be an integral part of the long term development of the region.”

More than 1,700 FLEXITY trams are already in successful revenue service and overall, Bombardier Transportation has more than 3,500 trams and light rail vehicles operating or on order in cities across Europe, Australia and North America. Following on from the 16 five-module FLEXITY 2 trams ordered by the launch customer in Blackpool, United Kingdom, the Gold Coast Rapid Transit system is Bombardier’s first order for the longer, 7-module FLEXITY 2 tram version. In another first for Bombardier Transportation, the luggage racks for the new trams have been designed to accommodate surf boards to support the Gold Coast’s most popular sport in this city which is known by many as the ultimate surfers’ paradise.





## Stadler Reinickendorf is proud of its production of the first shell of double-decker train for ODEG



Stadler Reinickendorf GmbH was founded as a new company in March 2011, with a view to manufacturing bodyshells for rail vehicles at the site. After three months of intensive work, Stadler Reinickendorf can now take pride in its first success. The first bodyshell for the double-decker multiple-unit train KISS for East German railway company ODEG was transferred to Stadler Pankow GmbH in Berlin overnight from 31 May to 1 June 2011.

All internal fittings and fixtures will now be installed at Pankow. They comprise, among other things, the floors, seats, toilets and all electrical components, including driver consoles. The KISS will then roll on to the rails for its first tests in autumn this year.

“We still have hard work ahead,” explains Michael Daum, Director of Stadler Pankow GmbH. “The body now completed is just the first module of the four-part vehicle. The second shell is now also in production.”

The double-decker multiple-unit train KISS for ODEG will run on the Berlin–Brandenburg urban railway network from 2012. ODEG has ordered a total of 16 double-decker multiple-unit trains, six GTW trains and one Regio-Shuttle RS1 for operation on its regional railway lines.

Stadler Rail Group, system supplier of customer-specific solutions for rail vehicle construction, has locations in Switzerland (Altenrhein, Bussnang, Winterthur and Biel), in Germany (Berlin-Pankow, Berlin-Hohenschönhausen, Berlin-Reinickendorf and Velten), in Poland, in Hungary, in the Czech Republic, in Italy, in Algeria and in the USA. The Group has a workforce of about 3,500 people. The best-known vehicle series from Stadler Rail Group are the double-decker multiple-unit train KISS (133 trains sold), the FLIRT (669), the articulated multiple-unit train GTW (551) and the Regio-Shuttle RS1 (495) in the railway segment, and the Variobahn (284 trams sold) and the Tango (101) in the tram segment. Furthermore, Stadler Rail manufactures metre-gauge trains, passenger carriages and locomotives and is the world's leading manufacturer of rack-and-pinion rail vehicles.



## Alstom unveils the first Régiolis train for French regions



Alstom Chairman and CEO, Patrick Kron, recently unveiled the first Régiolis train at a ceremony attended by the Vice-President of the Association des Régions de France, Martin Malvy, and SNCF President, Guillaume Pepy. Part of the Coradia Polyvalent product line, the Régiolis represents the latest generation of regional single-decker trains.

The new train was presented to an audience of 300 VIPs, regional representatives, SNCF personnel and journalists at Alstom's site in Reichshoffen (Alsace, France), where it was designed and manufactured. Employees from France's regional governments, SNCF, Alstom and its suppliers, who have all worked in close cooperation for months to develop and manufacture the train, were also present. The preliminary test phase, set to begin in late June, will involve some 10 trainsets taking part in running trials throughout France.

France's regions placed an order with Alstom on 27 October 2009 as part of a contract signed with the SNCF. The initial contract consisted of a first tranche totalling €800 million for the supply of 100 trains, and 166 trainsets have already been ordered by the regions of Alsace, Aquitaine, Auvergne, Basse-Normandie, Haute-Normandie, Lorraine, Midi-Pyrénées, Pays de la Loire, Picardie, Poitou-Charentes and Provence-Alpes-Côte d'Azur. Delivery of the trainsets ordered to date is scheduled to begin in March 2013 and will continue through mid-2015.

The on-time delivery of this first Régiolis train is an excellent example of the performance of the entire French rail industry. With manufacturing operations slated to continue for many years, the Régiolis will also be helping to sustain dynamic regional economies. It was designed, manufactured and assembled in Alstom Transport sites in France, with train engineering and assembly in Reichshoffen (Alsace), motors in Ornans (Franche-Comté), bogies in Creusot (Bourgogne), traction drives in Tarbes (Midi-Pyrénées) and onboard computing systems in Villeurbanne (Rhône-Alpes).

In all, 300 employees at these sites will be involved in the manufacturing of these trains, which will also generate about 600 jobs among Alstom's subcontractors.

### Régiolis: a product of Alstom's range of regional Coradia trains

The highly modular Coradia Polyvalent range is a single-level regional train offering various technical configurations and passenger amenities. It can travel at up to 160 km/h in both its electric and hybrid versions and operates at two different voltages (25 kV and 1,500 V).

It is also available in a cross-border version for operation on the German and Swiss rail networks at a voltage of 15 kV. Its platform-height floor provides travellers with optimal accessibility and full all-point visibility for improved security. Motor bogies are positioned at the ends of the carriages to limit vibration and noise levels.

The Coradia Polyvalent consumes about 15% less energy than its competitors – and hence less CO<sub>2</sub> – and its design features eco-friendly, sustainable materials. It is equipped with permanent magnet motors that are more compact and efficient than conventional electric motors. The technical choices incorporated into its design serve the dual purpose of facilitating maintenance and optimising life-cycle costs.

Thanks to over 30 years' experience in regional rail transport, Alstom's Coradia range of regional and suburban trains provides solutions to the sharp rise in road traffic, both within cities and on motorways, and to continued suburban sprawl. At its French, German and Italian sites, Alstom has built over 3,000 regional trains, which have already covered more than 4 billion kilometres.



A white and blue Bombardier MOVIA metro train is shown from a front-three-quarter view, stopped at a station platform. The train features a large red circular logo with a stylized 'B' on its front. The word 'BOMBARDIER' is printed in black on the front. The train is on tracks with overhead power lines visible in the background.

## Bombardier's Environmental Technologies Help Delhi Metro Achieve World-First under United Nations-backed Climate Change Initiative

Bombardier Transportation's industry-leading technologies are helping Delhi Metro to achieve an impressive world-first linked to environmental performance by becoming the first railway project in the world to receive valuable carbon credits for regenerative braking.

The BOMBARDIER MOVIA metro trains used by the Delhi Metro Rail Corporation (DMRC) incorporate the advanced BOMBARDIER MITRAC propulsion system and regenerative braking, which can generate up to 30% in energy savings. This environmental technology has contributed to Delhi Metro earning more than 20 million Indian Rupees – the equivalent of \$446,000 US (308,000 euro) – under a United Nations-backed initiative to combat climate change.

Within the United Nations Clean Development Mechanism (CDM), the Delhi Metro Rail Corporation has claimed Certified Emission Reductions (CERs) – normally referred to as carbon credits. The CDM enables emission-reduction projects to earn carbon credits, each equivalent to one tonne of CO<sub>2</sub>. These carbon credits can then be traded and sold, thereby stimulating sustainable development and emission reductions. Through the sale of carbon credits over two years as part of the scheme, Delhi Metro has received the cumulative remuneration of 20 million Indian rupees. The initiative has also led Delhi Metro to become the first railway project based on regenerative braking to be registered by the United Nations Framework Convention on Climate Change.

Mr. Anuj Dayal, Chief Public Relations Officer of DMRC said: "We are extremely proud of our achievement in improving the energy efficiency of our metro system and becoming the first railway project to benefit from this important UN initiative relating to climate change. Bombardier Transportation has supported us by supplying modern, highly energy-efficient trains, which are also greatly appreciated by the travelling public for their comfort and convenience." He added: "The money earned from the sale of carbon credits will be used to offset the investment and operation costs in the implementation of our extensive network development, as well as furthering our efforts in combating climate change."

As part of a major expansion of the Delhi metro rail network, Bombardier Transportation is supplying 538 MOVIA metro cars to the Delhi Metro Rail Corporation, with more than 410 already in revenue service.

The MOVIA metro trains supplied to Delhi Metro are state-of-the-art stainless steel vehicles, including many modern features, such as air-conditioning and electronic information systems and also feature the MITRAC technology. Its regenerative braking system feeds energy back into the network, where it can be used by other trains in the same service, thereby creating significant energy savings.

The success of the MOVIA metro train is acknowledged by many city transit operators around the world, with more than 3,900 MOVIA metro cars ordered globally to date. Bombardier's expertise is proven as a major supplier of metro cars worldwide transporting over 7 billion people every year in cities including New York, Montreal, Toronto, Paris, London, Berlin, Bucharest, Stockholm, Shanghai, Shenzhen, Guangzhou, New Delhi and many others.

From its first phase completion in 2002, the Delhi metro network has grown to six lines covering 130 stations, serving not only the Delhi area but also the neighbouring areas of Gurgaon and Noida where a large number of Delhi's population either live or work. In addition to a reduction in pollution and traffic levels, the travel time for most Delhi commuters has been eased by an average of 75 per cent.



## Alstom to supply 26 Citadis trams to the Communauté Urbaine de Bordeaux for a total of €80 million



The Communauté Urbaine de Bordeaux (CuB), the metropolitan authority for Greater Bordeaux, has designated Alstom as its preferred supplier for 26 high-capacity Citadis tramsets that can accommodate up to 400 passengers (The equivalent of six buses based on an average capacity of six passengers per sq.m and 66 passengers per bus.) . The firm tranche is for a total of €80 million. Options for an additional five to 30 tramsets could be exercised at a later date; this would bring the total contract amount to roughly €176 million.

These new trams will be suitable for the CuB's existing and future network infrastructure. The current tram network in Greater Bordeaux is built around three major service arteries and extends some 40 km in all, distributed among three lines (A, B and C), and includes 13 km that is catenary-free and equipped with a ground-level power supply (APS). By 2013, these three lines will be extended beyond the metropolitan limits, with 500 metres of APS line, and a fourth line is also in the works.

With this deal, the Bordeaux authority is renewing its trust in Alstom and France's rail sector. Like the 74 trams currently in service in Greater Bordeaux, the new tramsets will be designed and assembled at Alstom plants: La Rochelle for their design and manufacture, Ormans for the engines, Le Creusot for the bogies, Tarbes for the traction drives and Villeurbaine for the electronic systems. These sites will draw heavily on the know-how of French suppliers and service providers.

These tramsets, 43 metres in length, will provide the same level of performance as the existing tramsets, a fact that will speed their integration into the current fleet and reduce network operating costs. To maintain the aesthetic consistency desired by the CuB, Alstom's design matches the original visual identity of the tramsets while updating certain features to improve accessibility for those with reduced mobility.

Alstom's Citadis trams were designed for optimal quality of life on board as well as maximum passenger comfort. They feature platform-height floors, air conditioning, a video-surveillance system and onboard audio and visual information. Moreover, they help to protect the environment, since each Citadis requires one-quarter the energy of a bus and one-tenth the energy of a car in kWh per seated passenger, and is up to 98% recyclable. The trams also enhance urban living: the Citadis is nearly four times quieter than auto traffic, generating noise levels of about five decibels less.

Citadis has become a global benchmark for performance, so the CuB will be receiving trams that have proven their worth on the market. To date, a total of 1,553 Citadis trams have been ordered by 36 cities worldwide, while more than 60 additional cities have tram projects in the pipeline.





## DB German Railways Rates Voith as “Outstanding”



DB German Railways has rewarded Voith Turbo Lokomotivtechnik (VTLT) for its product quality and commercial performance: the rail operator has assessed VTLT's services from the quotation for 130 locomotives type Gravita 10 BB right through to the delivery of the first vehicles. With the top ranking “outstanding”, the overall verdict is more than gratifying - not least because Voith is one of the first DB vehicle suppliers to receive this high commendation.

The order for 130 Gravita locomotives was already a milestone for Voith Turbo Lokomotivtechnik, which was founded in Kiel as recently as in 2005. To be able to call itself “Outstanding Supplier” of DB German Railways is another success in the short history of the company. “This award is all the more gratifying, as we are a newcomer in the rail vehicle market. To be ranked as one of the best suppliers right from the start is a fantastic recognition of the work of VTLT and its employees”, says VTLT Executive Vice President Hinrich Krey.



In order to receive the top ranking “outstanding” from DB German Railways, Voith had to convince the jury both with its product quality and also its commercial abilities. For the quality of vehicles already delivered, the quality of the cooperation and the effective quality management system, the locomotive manufacturer received the coveted ranking “Q1 Supplier”. The assessment of the procurement process from quotation to project handling - the so-called E-Evaluation, finished with the ranking “E0”. These two top marks led to the outstanding overall result. “Voith convinced on all assessment levels - from quotation, quality management and deadline compliance up to the actual quality of the delivered products. Receiving the ranking “outstanding” is also a huge proof of confidence and an incentive to maintain our high quality”, states Project Manager Karsten Tödt.

### First of 130 Gravita Railways Enters Service in Hamburg

The 80-ton 1 000 kW (1 360 PS) locomotives will gradually replace the legendary “V 90” vehicles and be used in heavy shunting and light mainline service. Voith delivered the first of the Gravitas, which can reach speeds of up to 100 kilometers per hour, in December last year. It will be used Hamburg-Maschen and Halle/Saale. By the middle of 2011, both locations will receive 15 out of a total of 130 ordered Gravitas. The shunting locomotive series 261 (“Gravita”) is fitted with a special particle filter, which can retrieve up to 97 percent of the harmful soot particles in the exhaust gas flow. German Railways is thus setting a clear signal in terms of eco-protection: DB Schenker Rail is the first German company to use these locomotives as standard series.

Voith Turbo, the specialist for hydrodynamic drive, coupling and braking systems for road, rail and industrial applications, as well as for ship propulsion systems, is a Group Division of Voith GmbH. Voith sets standards in the markets energy, oil & gas, paper, raw materials and transportation & automotive. Founded in 1867, Voith employs almost 40 000 people, generates €5.2 billion in sales, operates in about 50 countries around the world and is today one of the biggest family-owned companies in Europe.

## Frauenfeld-Wil-Bahn buys five new Stadler vehicles



The tender from Frauenfeld-Wil-Bahn AG (FW) for five new low-floored multiple-unit trains – with a value of around CHF 31 million – goes to Stadler Rail. With the modern rolling stock, FW customers will in future be offered a very attractive deal. For Stadler, the order is a success in the important metre-gauge vehicle segment – plus the company has come full circle: two of the FW multiple-unit trains were some of the first vehicles Stadler built under the management of Peter Spuhler, at the start of the 1990s.

### A need for new vehicles identified

After analysing the future need for vehicles on the Frauenfeld-Wil-Bahn line, in summer 2009 the railway's management decided to purchase five new latest-generation multiple-unit trains. Following various preparations, the official tender went out in autumn 2010. The FW Board of Directors awarded Stadler the tender in January 2011.

### New trains planned to be in operation by summer 2013

The new trains will have a first class compartment. With much of the carriage being low-floored, disabled access is good and makes getting on and off easier. The vehicles have air conditioning and three generous entry and multi-purpose areas, as well as modern passenger information systems. Dr Bruno Gähwiler, President of the FW Board of Directors, is delighted: “As a train for commuters to Wil and Frauenfeld, and as an important connection between the localities on the line, FW will be able to meet the very latest standards.” The first vehicles are planned to enter service in summer 2013. “With the new vehicles, FW is very well positioned for the future and for further growth in commuter traffic,” explains Dr Hansjürg Düsel, Director of FW.

The vehicle meets the particular requirements of the FW line: it is able to negotiate tight curves and has an electromagnetic rail brake as well as a special crash front. The FW multiple-unit train is part of the tailor-made segment of vehicles (custom and small-scale production) which is part of Stadler Rail's core expertise. In the last few years, this segment has on average accounted for around 20% of orders.

“This order in our home cantons Thurgau and St. Gallen means a great deal to me personally,” emphasises Peter Spuhler, CEO and owner of Stadler Rail Group. He continues: “On the one hand, I am filled with pride that in future the very latest Light Rail Vehicles from the Stadler factory will be in operation in our immediate environment. On the other hand, it is a particularly special moment for me personally, to receive an order from my very first customer once again after 20 years. Back then, FW put their faith in us and ordered two multiple-unit trains. By doing so, they contributed to our success right from the very beginning.” Peter Spuhler took over Stadler in 1989. At that time, the company had just 18 employees.

### Modern trains for Thurgau

The canton Thurgau, represented by Councillor Dr Kaspar Schläpfer, also agreed to the purchasing of the new vehicles: “With the new rolling stock, the Frauenfeld-Wil-Bahn will become a fantastic regional railway. I am delighted that there will then be almost exclusively modern trains operating on the Thurgau rail network.”





## Enter the security at railway crossings priority!



June 9th was International Day for more safety awareness at level crossings.  
BMVIT KfV and ÖBB came together as one for more security at railway crossings.

Under the motto "Safe action at level crossings" (Act safely at level crossings) the safety day will also take place again this year in many other countries. In Austria, this day starts the BMVIT, the PRR (Committee for Traffic Safety) and ÖBB an information campaign. There are posters and mounted on railroad crossings – selected in all provinces and in all driving schools in Austria Folder distributed with safety instructions.

### Railroad crossing accidents in Austria in 2010

Last year, 109 accidents occurred at railroad crossings in the rail network of the ÖBB, including 46 in a technically safe crossings (sign or light barriers). 35 people suffered minor injuries, 11 persons were seriously injured and 11 killed.

Practically all accidents at level crossings are caused by road users, ignore the red lights, stop signs, barriers, and basic traffic laws. Very often people are involved in these accidents, living near a railway crossing or use it regularly. The reason: These people are careless with time, or believe to know the timetable anyway.

### International Day for more safety awareness at level crossings

In many countries, therefore, programs running at the abandonment of rail level crossings and improve safety systems and the recognition of railway crossings. In addition to increased controls but also awareness raising measures to reduce accidents at level crossings are necessary. For this reason, organizing road and rail in over 45 countries worldwide on 9th June together with the International Level Crossing Awareness Day (ILCAD).

Issue to be clarified is the correct behavior at railroad crossings, and it is that through proper and appropriate behavior to the traffic regulations, these accidents can be avoided.

### Clear rules, control and awareness

"In traffic safety, it depends on clear rules, monitoring and awareness - and to a secure infrastructure," said Infrastructure Minister Doris Bures. "In all areas we have made real progress in recent years. The number of fatal accidents at railway crossings has fallen sharply. "The minister emphasizes the investments out of technical protection of railway crossings, furthermore, the newly created legal basis for video monitoring of red-light systems and the new railway junction regulation, which they sent four weeks ago for review. "But the important thing is still the attention of motorists. Because of the accident reports, we know that 99 percent of accidents are caused by road users. That is why for me the Awareness Day and the joint information campaign is so important. "

Photo: © ÖBB / Leitner

VD Matthä, BM Bures and director of the PRR Thann at the launch of the promoter team at Awareness Day





## Island Line/Isle of Wight Steam Railway

The Island Line is a railway line on the Isle of Wight, running some 8.5 miles from Ryde Pier Head to Shanklin down the eastern side of the island. The line was electrified (630 V DC third rail) in 1967. Trains connect with passenger ferries to Portsmouth Harbour at Ryde Pier Head, and these ferries in turn connect with the rest of the National Rail network. The line also connects to the Isle of Wight Steam Railway, a steam-operated heritage railway at Smallbrook Junction which in 2011 celebrates its 40th Year.



One of the Class 483 electrical multiple units which were originally built as 1938 tube stock units for London Underground, is seen heading from Ryde Pier on June 26th with the early morning service for Shanklin. [Class47](#)

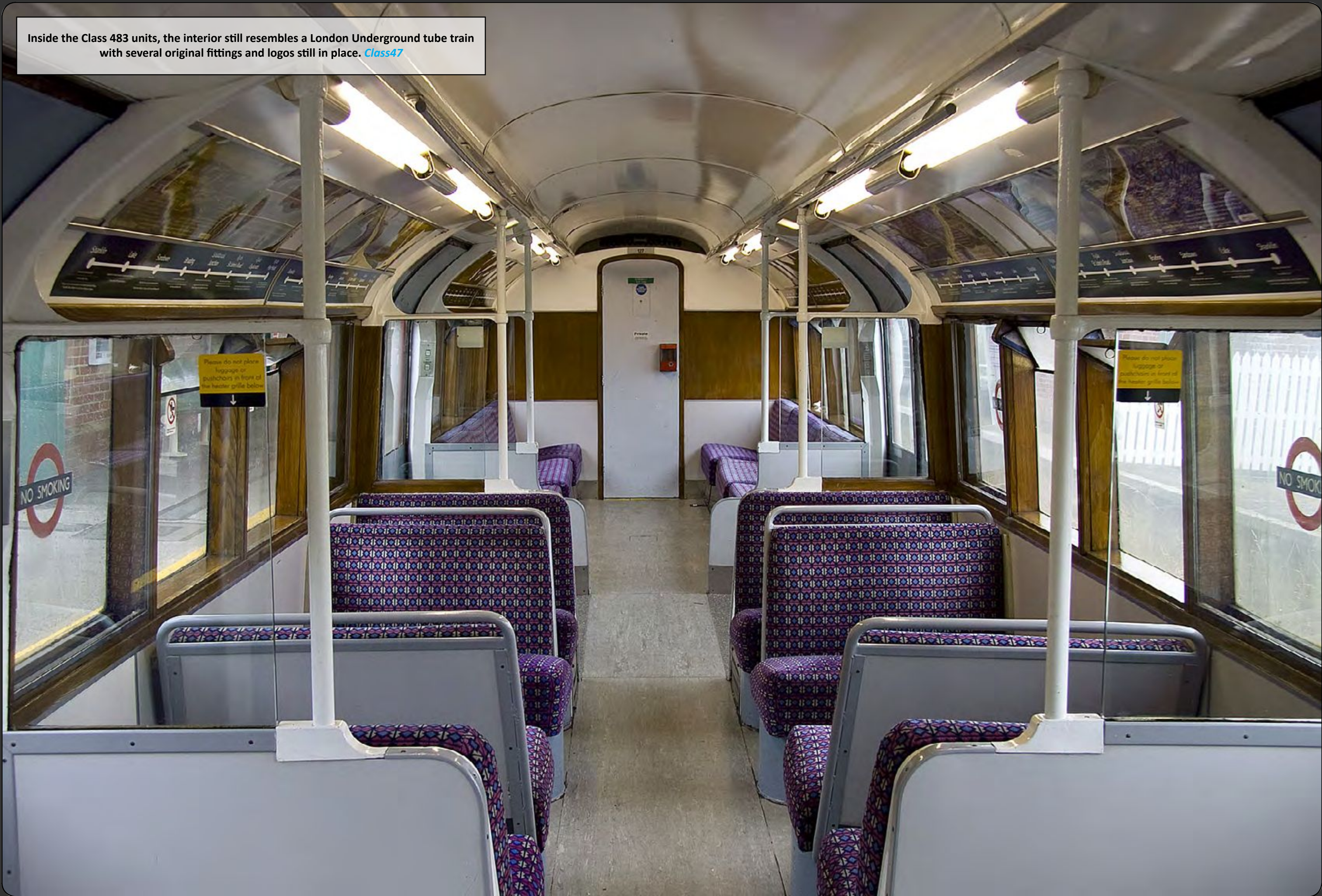


At the other end of the line, a Class 483 unit is seen departing Shanklin. The line is well worth a visit, fares are cheap and the service is intensive throughout the day. [Class47](#)





Inside the Class 483 units, the interior still resembles a London Underground tube train with several original fittings and logos still in place. [Class47](#)





Currently Class 483 002 has been stored at Ryde depot since late 2004 but is expected to return to service, after a C4X overhaul during 2011.  
Seen here at the depot on June 26th. [Richard Hargreaves](#)







Above: A look inside one of the superbly restored compartments available for use by passengers travelling on the steam railway. [Richard Hargreaves](#)

Below: Carriages at Haven St. await their next passengers. [Richard Hargreaves](#)



Above: A look inside the lovely signal box at Haven St. [Richard Hargreaves](#)

Below: Barclay 0-6-0T No.W38 "Ajax" is seen in the yard at Haven St., Built to the order of the Sulphide Corporation of London in 1918, this loco worked in Persia before returning to the UK. [Richard Hargreaves](#)





Pride of the Isle of Wight steam railway fleet is LSWR O2 Class 0-4-4T No. W24 "Calbourne" seen here running round its train at Haven St.. W24 was built with remaining 59 engines in the class at Nine Elms locomotive works, first working at Fratton and Exeter before falling into the hands of the Southern Railway, who moved her to the Island in 1925. [Class47](#)





Hawthorn Leslie 0-4-0ST No. W37 "Invincible"  
is seen at Haven Street, out of service.  
Having worked at Woolwich Arsenal for 40 years, Invincible was a  
shunter there with several other 0-4-0STs. [Class47](#)





LB&SCR A1 Class 0-6-0T No.W8 "Freshwater" is seen at the steam railway's depot at Haven St. where there is also a Museum, Book Shop, Cafe and other attractions. [Richard Hargreaves](#)





A Class 483 stands at Ryde Esplanade whilst the frequent Hovercraft service from Southsea arrives on the island.

*Richard Hargreaves*





Hunslet Austerity 0-6-0ST No. WD92 "Waggoner"  
Originally WD192, she was part of the final batch of 14 engines ordered  
by the War Department, and worked on the Longmoor Military Railway,  
Hampshire, before moving to Histon in 1959, and later Bicester in 1959.

*Class47*





Another shot of W24 "Calbourne" this time at Smallbrook Jct. in the early morning mist on June 26th. the rear. [Richard Hargreaves](#)





Back on the Island Line, then no visit would be complete without a visit to Brading, where at the station there is an excellent tea room, museum, signal box and various other curiosities to investigate, including the viewing of several passengers, who certainly turn the eye, and rather bizarrely are not always in the same place! [Class47](#)







The station at Decin has certainly changed since this shot was taken in 2007, so has the traction. The Class 460s have been replaced by modern City Elephant units but the Class 122s still remain. [Andy](#)





On February 14th 2007 Class 749.224-2 is  
seen departing Vsetaty with a service to  
Praha from Tanvald. *Class47*





Withdrawn OBB Class 1142.576-6 is seen parked up at  
Linz on February 13th 2008. [Andy](#)

