

Railtalk

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Magazine

Xtra



Czech "Grumpies" still in service in 2012

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 around the world. Our “From the UK” section this month looks at the fabulous Great Central Winter Steam Gala held at the line in January.

I’ve been to Belgium this month, and many thanks to Eurostar for an excellent journey both there and back. It really is a great way to travel and I can highly recommend it for anyone who has not yet done so. Whilst in Belgium, I travelled to Brussels, Brugges and Oostende, where the trains were all lovely and comfy. The most striking thing was not the trains though, but the weather, I was in Oostende in January looking at people playing on the beach - all very strange!. How that has changed within the last few days, as all over Europe there are some record lows and heavy snowfall, I hope that you all are not too severely affected. (I am however secretly wanting snow for my trip to Austria in February!)

This month in the UK, we have been getting back into the swing of things with several really good days out at both the East Lancs and the Great Central. Hopefully this is just a taster of what is to come and I know that the Railtalk diary is already bursting with all the events we’d like to get to, even more excuses not to work and go out and play I think! Once again this month if you look in the News section then there are some superb photographs from a museum in Germany, sad to see so many locos in disrepair but at least they are not being scrapped. Many thanks to Brian Battersby for sending them in and giving me another location to visit. I hope that you all have a great month, once again thanks to everyone who sends in the photos, we really appreciate them each and every month.

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, Jaroslav Charvát, Matouš Vinš, Martin Hill, Steve Dennison, Ian Leech and Piotr Kozlowski.

Welcome

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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: Despite all the hype regarding the Class 749s not lasting beyond the promised end of 2011 date, it is pleasing to see that in January 2012 there were plenty of Class 749 and 751 workings. Although current diagrams and fleet have been reduced, it seems that they will be around for a while yet. [Class47](#)

This Page: A Eurostar service to London St. Pancras International is seen departing Brussels Midi on January 15th. [Class47](#)

On December 19th, an unidentified Re Class 460 is seen crossing the River Aare on its way out of Bern with an IC service. [Mark Pichowicz](#)



Pictures





With the change of the new timetable, all Class 26
locos have been withdrawn. One of the last
passenger services was the morning peak train, the 7215 from Aarschot to
Antwerp-Berchem. Here is the train at Aarschot, getting ready to come
into the station on December 8th. [BVT](#)





Pacific National's Nos. NR121 and NR83
pass Bellevue, to the east of Perth with a Saturday
afternoon Auto/Intermodal for Adelaide and Melbourne.
Colin Gildersleve





A couple of local trains pulled by Autorail Type 41 units to and from Neerpelt are seen waiting at Antwerp Central station. The stations giant hall is decorated with a publicity poster for the TinTin film. [BVT](#)



M47 1310 climbs up the steep incline at
Almasfuzito with a mixed freight on 21st October.

Steve Madden



SNCB AM96 Class EMU No. 536 heads into
Bruges on January 15th just as the sun rises and burns
off the morning's frost. [Class47](#)



Hungarian electric Class V43 No. 1078 passes
Gyor Yard with a steel train on October 22nd. These rather
old Electrics are usually associated with passenger trains, but are being ousted
by the new Class 480's. [Steve Madden](#)



Railion branded Class 185.202-9
speeds through Neuwied on August 12th with a fuel oil
train. [Brian Battersby](#)





ARG Nos. AC4303 and Q4002 roar to the top of the incline out of the Port of Esperance with 80 empty bauxite hoppers, having just unloaded their contents for export in October 2011. [Colin Gildersleve](#)



40

With the arrival of the new Class 18 locos, the end of the Class 26's is near. One of last trains between the steel factories of Châtelet and Genk is being pulled by Nos. 2621 and 2605, seen here as they pass Hasselt on December 8th. [BVT](#)



Hector Rail Class 441.001-3 is seen being towed
through Neuwied on August 12th by an
LTE Class 185. [Brian Battersby](#)



CD Cargo Class 181.115-7 heads
through Studenka with a lengthy coal train
on October 3rd. [Paul Godding](#)





Above: SBB Class 922.016-1 shunts SNCF BB No. 115025 onto Eurocity service EC96 at Basel SBB. [Keith Hookham](#)
Below: TransRegio Class 460.015-1 arrives into Koblenz Hbf on August 18th. [Brian Battersby](#)



Above: Nohab No. V170 1142 (ex-DSB MY 1142) in white/red Strabag livery is owned by the Braunschweiger Bahn Service (BSBS), seen here at Koblenz with No. V170 1149. [Brian Battersby](#)
Below: Bahnau Gruppe Class 218.261-6 is seen at Trier. [Brian Battersby](#)



Unicef liveried CFL No. 4018 is seen stabled
at Bettembourg, Luxembourg on August 17th.

Brian Battersby





Above: An SBB Historic tour is seen at Airolo with A/E 66 No. 11402. [Keith Hookham](#)
 Below: HGK liveried Class 185.586-5 heads through Koblenz with a rake of VTG hoppers. [Brian Battersby](#)



On January 14th, a SNCB/NMBS Siemens built Class 18 heads into Brussels with an express for Oostende. [Class47](#)





Above: SNCF BB No. 115005 stands at Luxembourg with a cross border passenger working on August 17th. [Brian Battersby](#)
Below: DB Regio DMU No. 610.516 is seen departing Cheb on October 6th. [Class47](#)




Above: Schienenbus (VT 98) No. 798.818-1 and DB Regio No. 426.541-9 are seen at Saarbrücken on August 14th. [Brian Battersby](#)
Below: In the sunshine on the Algarve line, most of the old 0600 Soreframe dms have been replaced by the newer UDD 0450 series air-conditioned units. [Martin Hill](#)



Vossloh G2000BB series No. 1272.001
is seen passing through Koblenz
on August 15th. [Brian Battersby](#)





A brand new Siemens Desiro
emu was presented to the press at
Brussel-South station on November 25th, with a test run to
Ottignies. NMBS has placed the biggest order ever for 305 of these
trains of which 95 are destined for the "CityRail" project. They come
in a 3 kV (210 units - numbered in the 08000 range) and 3 kV/25kV
dual voltage (95 units - numbered in the 08500 range) versions. [BVT](#)





On December 19th, SBB Class 460.078 heads through the snow into Geneva. [Andy](#)





Above: 1977 built, and operated by Nederlandse Spoorwegen, ICM EMU No. 4228 is seen at Roosendaal on August 20th. [Brian Battersby](#)
Below: One of the famous dog-nosed 2-car EMUs of the Netherlands, No. 940 departs Rosendaal on August 20th. [Brian Battersby](#)



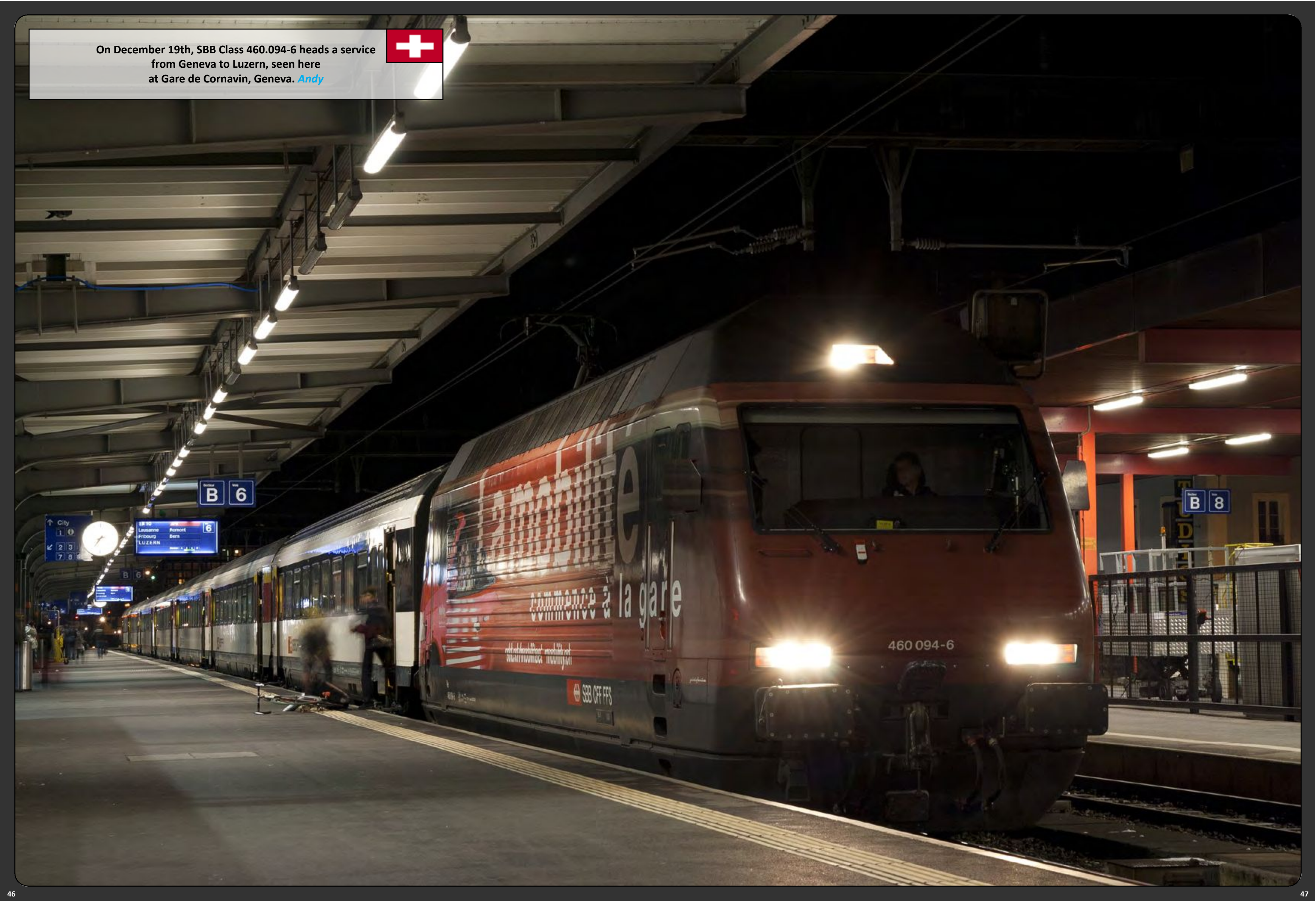
Above: CB Rail's Alstom Prima No. E37 528 heads through Wittlich on August 18th. [Brian Battersby](#)
Below: Carrying the livery of Mittlerhein Bahn, Class 460.501 is seen in this attractive livery at Koblenz on August 15th. [Brian Battersby](#)



Metrans operated Class 761.002-5 is seen passing the village of ACS (Hungary) working a liner train back to Slovakia on October 22nd. [Steve Madden](#)



On December 19th, SBB Class 460.094-6 heads a service from Geneva to Luzern, seen here at Gare de Cornavin, Geneva. [Andy](#)



Thalys power car No. 4341 is seen
on the rear of a Brussels - Paris working
as it climbs out of Brussels Midi on January 14th. *Class47*



A pair of "CityRail" (ex AM70-74) EMUs
Nos. 964 and 985 pass at Brussels Midi
on January 15th. [Class47](#)



Seen passing the village of ACS in Hungary on
October 22nd is former Slovakian Class 753.738-4
now owned by Automated World Transport, working
a short train of fuel tanks. [Steve Madden](#)



On November 27th, and with only a couple of weeks
work remaining for this class in the area, SNCF BB No.
15021 is seen departing Mulhouse Ville with the 11:36 Zürich - Bruxelles Midi
Mark Pichowicz





Renfe's Class 334.019.7 is pictured at Murcia sel Carmen station on January 6th, with an Altaria service from Madrid to Cartagena. [Steve Dennison](#)



RTS's Class 2016.908 is passed by DB Class 143.637-7 at Ediger Eller. The RTS headed train is being loaded with stone from the Kaiser Wilhelm tunnel, in the background which is currently having another bore added. The rock comes out of the tunnel on the overhead conveyer into a crusher and is then loaded into the train, when full the loco goes down the line to Bullay and runs round. [Brian Battersby](#)



NMBS/SNCB Infrabel liveried Class 55 No. 6255
which looks to have been recently repainted into an
attractive blue livery is seen at Brugges on January 25th. [Class47](#)





Looking rather like the former BR Class 17s with a Pantograph, V43 028 is en route between the two yards at Gyor. Health and Safety doesn't seem to have reached Hungary yet, with the shunting staff riding on the outside of the locomotives. [Steve Madden](#)



On December 19th, SBB Class 934.556-2 is seen shunting some stock at Geneva's Cornevin station. [Andy](#)



The “De Kusttram” is a public transport service connecting the cities and towns along the entire Belgian (West Flanders) coast, between De Panne near the French border and Knokke-Heist near the Dutch border. At 68 km (42 miles) in length, it is the longest tram line in the world, as well as one of the few interurban tramways in the world to remain in operation. The line is built at metre gauge and fully electrified at 600 V d.c. Three of its fleet are seen here at Oostende on January 15th. [Class47](#)



Hermeskeil Damplok



The private steam train museum is housed in a former train depot and has roundhouse, signal box, a working turntable and track facilities. The museum was established with the aim of preserving disused railway steam locomotives rescued from the scrapyard and thus preserved for posterity.

On display are: 50 locomotives, of which 38 are steam locomotives (1913-1944), 2 vintage electric locomotives (1940), 4 large diesel locomotives (1968-1974), and 6 small diesel (1934-1959), along with various wagons and other rarities. Here are some photos taken during a visit to the museum in 2011. [All: Brian Battersby](#)



News and Features



Top Left: No. 44.1040 was built by WLF in 1942 for the Deutsche Reichsbahn.

Bottom Left: CFR No. 50.212 lies rotting away in the yard.

Top Right: Nos. 50.3555 and 58.1616 look smart from the front, but the tree growing out of the side spoils the effect.

Bottom Right: Another 2-10-2 steam loco is seen rotting away.



Hermeskeil Damplok



No. 442.500-3 was built by Krauss Maffei in 1941.

Brian Battersby

Hermeskeil Damplok



No. 13.742 is one of a handful of diesel locos on the site. [Brian Battersby](#)

Hermeskeil Damplok



E94.066-4 (Ex DR 254.066) was built by AEG for the Deutsche Reichsbahn and is one of a couple here at Hermeskeil. [Brian Battersby](#)

Rail Cargo Austria strengthens the Italian market



Linea SpA, a 100% subsidiary of Rail Cargo Austria was renamed on January 12th as Rail Cargo Italia Srl. The Italian subsidiary of RCA is part of the international network of RCA. The name change is in addition to the conversion of a joint stock company (SpA) into a limited liability company (Srl) combined. With this change, the processes running within Rail Cargo Italia future easier and faster. The services offered by LINEA remains unchanged.

Rail Cargo Italia will continue to be a wide range of rail freight services cover and put the focus remains on customer orientation, quality, environmental friendliness and safety. "The new company name" Rail Cargo Italia "the recognition of the subgroup Rail Cargo Austria is strengthened. The optimal combination of their own traction, expertise, reliability and service quality makes Rail Cargo Italia, a major provider of transportation services on the so important for us in northern Italy market," said RCA board member Andreas Fuchs.

Rail Cargo Austria on track

As an international partner, the Rail Cargo Austria AG are based will continue to focus on customer needs. This means that the turnaround project will also continue to be implemented consistently. This includes providing basic structural changes in the company and the portfolio, but also to streamline the ownership structure of the RCA customer so that they can be offered economically sustainable and future-oriented, quality and reliable transport services.

Photo: © ÖBB / M. Kammeter



Alstom receives a €50 million contract to increase capacity of London commuter fleets in the UK



Porterbrook, one of the three major rolling stock leasing companies in the UK, has selected Alstom to create a fleet of 36 five-car suburban trains to run on South West Trains routes. This new fleet will proceed from the conversion of existing Alstom-built fleets based on the Alstom Coradia platform. It will enable around 8,000 extra peak-time passengers to travel into London's Waterloo station every morning, as 8-car trains will be lengthened to run in 10-car formation on certain routes.

Known as Class 458/5, this new fleet will be delivered through the conversion of two existing Alstom-built fleets, the Class 458s, used by South West trains and Class 460s, formerly used on the Gatwick Express route, serving Gatwick Airport. The modifications will include conversion of cabs, gangways, as well as conversion of baggage areas into passenger saloon areas. The new vehicles will be brought into service in the spring of 2013, with the final train scheduled for delivery in spring 2014.

Terence Watson, Managing Director of Alstom Transport in the UK and Ireland, said: "We look forward to bringing Alstom's local expertise to the fore in this key project that shows how industry partners can work well together to provide innovative, value for money proposals to meet rolling stock requirements."

About Alstom Transport

A promoter of sustainable mobility, Alstom Transport is the only manufacturer in the world to offer a complete range of high performance products, including rolling stock, infrastructure, information systems, services and turnkey solutions. Mindful of operators' increasingly stringent profitability objectives and their growing need for sustainable mobility solutions, Alstom offers its customers eco-friendly and economical products and services. In 2010-2011, Alstom Transport recorded sales of €5.6 billion. The Group is present in over 60 countries and employs some 25,500 people.

Hector Rail runs steel trains from Borlänge to Trelleborg for DB Schenker



DB Schenker has been contracted by SSAB to transport sheet steel rolls (coils) from their rolling mill in Borlänge to their customers in Germany and other destinations on the continent. DB Schenker has in turn given Hector Rail the confidence to run the trains in Sweden between Borlänge and the railway ferry port in Trelleborg, including shunting on the ferry. The agreement is valid for three years. The first train ran on the 5th of January.

Whereas the frequency initially is three trains per week, the agreement provides an opportunity to increase the frequency to four trains / week and direction. Hector Rail supplies modern powerful locomotives that allow train weights of up to 2000 tons. Another advantage of modern locomotives is that they are equipped with electric brakes which re-generate braking energy as electricity to the grid. This reduces the environmental impact of these transports.

Hector Rail has established a shunting operation in Trelleborg with a shunting locomotive and staff to shift wagons on and off the ferries.

For SSAB, the cooperation between DB Schenker and Hector Rail opens up attractive opportunities for alternative transport arrangements, which allows us to continue to provide the best possible service to our customers.

Russian Railways orders more high-speed trains from Siemens



The Russian rail operator RZD has placed an order for another eight "Velaro RUS" high-speed trains plus a maintenance contract extending over 30 years. The order is worth a total of about EUR600 million. The trains will be built at the Siemens Krefeld plant and delivery is due to commence in January 2014. "We're very pleased that RZD is once again counting on Siemens to expand its high-speed rail services," said Siemens CEO Peter Loescher, who, together with RZD President Vladimir Yakunin, today signed the corresponding agreements.

This follow-up order will double the capacity of the RZD high-speed fleet at a stroke. This fleet is made up exclusively of Siemens trains. The eight additional trains, each consisting of 10 cars, will be put into service on the Moscow – Saint Petersburg line to meet the high customer demand. Called the Sapsan in Russia – "Peregrine Falcon" in English – this model is based on the Siemens Velaro platform, which is currently the most successful high-speed train in the world. Since the end of 2009, eight Sapsan trains have linked Moscow, the capital, to the major cities of Saint Petersburg and Nizhny Novgorod. Compared to previous train-sets, the high speed of up to 250 kilometers per hour shortens the journey time to Saint Petersburg by an hour. These trains are designed to cope with extreme weather conditions, including temperatures from minus 40 to plus 40 degrees Celsius, and have proven their worth by providing trouble-free operation as well as the highest possible levels of reliability and punctuality. Siemens has been responsible for maintenance of the fleet since 2009, the work being carried out at a modern depot outside St. Petersburg. The maintenance techniques applied there, including predictive maintenance, along with the continuous monitoring of the rolling stock during revenue service, ensure that the contractually agreed 98 percent availability could already be significantly exceeded since the commencement of the contract.

The Velaro RUS makes use of the "distributed traction concept" developed by Siemens. It calls for all the drives and technical equipment to be arranged under floor over the entire length of the train and not accommodated in the power cars at each end as is the case with conventional trains. As a result, the trains have an increased seating capacity of about 20%, a more powerful rate of acceleration, and a better climbing ability on steep gradients. This technology delivers a considerable overall increase in economic efficiency compared to conventional trains.

The 10-car Velaro RUS trainsets are each 250 meters long and accommodate 604 passengers. Designed for Russia's broad gauge, the vehicles are about 33 centimeters wider than the ICE 3 operated by DB in Germany. The newly ordered models will include a additional premium class area and a superior-comfort VIP zone. All cars also offer connections to the Internet. Russia is considered to be one of the most expansive rail markets for decades to come. Siemens' Rail Systems Division is currently the most successful non-Russian vendor in this, the world's largest country. "In the past five years, we have landed several strategic orders in Russia. Together with our Russian partner firms, we have established production sites for locomotives and regional trains and made investments amounting to over EUR200 million – a clear commitment to our long-term engagement in Russia," emphasized Hans-Joerg Grundmann, CEO of Rail Systems.

VOSSLOH ESPAÑA RECEIVES FIRST ORDER OF 15 EUROLIGHT LOCOMOTIVES



Vossloh España has received a first order of fifteen EUROLIGHT UK locomotives, which is the result of its international trade strategy in recent years. The EUROLIGHT is the diesel-electric locomotive with the best weight-power relation in Europe (less than 20 tons per axle and 2.800 Kw power), and the result of a work of research and innovation developed by Vossloh España in the plant of Albuixech (Valencia). The EUROLIGHT UK version stands out due to its versatility, powerful motor and maximum speed of 160 km. Furthermore, this version complies with all the European standards in terms of security, emissions and it is environmentally friendly.

Specifically, this order of fifteen locomotives with further options for future orders, are based on the EUROLIGHT platform. This version has been developed for UK in conjunction with Beacon Rail Leasing and DRS and will be used for intermodal and passenger train operations. The first units will arrive in UK in late 2013. Direct Rail Services offers freight and passenger train services in the United Kingdom since 1995, employs more than 300 people and maintains a sustained growth thanks to its expansion as rail operator. This contract is worth roughly € 50 million.

Adif starts the construction of the departure and arrival area on the station at Alicante



Adif has begun the second phase of the construction of high speed access to Alicante, which consist of the suitability of the area of departure and arrival of passengers. This action will expand the space of the present station and adapt to the requirements of high speed stations.

The advent of high speed to the city of Alicante necessarily require space docks for the construction of the boarding area and to connect the platforms for high-speed services to the passenger building of the current season. In addition, with the increase of users will lead to the advent of high speed, must be provided and bring the area to increase the space devoted to taxis, rental cars, buses and trains supply area, among others.

According to the agreement reached within society Avant, after a meeting between ADIF and the City of Alicante, will join one of the springs in part existing in the new boarding area and the provision of services. On the other hand, has started the demolition of the shed closest to the street Guarnier Bono.

Access to Alicante, phase II

The section Access to Alicante, phase II, is bounded at one end by the section Access to Alicante, Phase I (already completed), and in the other end, by the resort of Alicante along the railway land city of Alicante.

The works, which have an investment of over 55.4 million euros, is financed by the Company Alicante High Speed Transport Node (Avant), composed of the Ministry of Development, through ADIF and RENFE Operator, Valencia and City of Alicante.

These works involve the construction of the railway platform, including earthworks, drainage, structures, tunnels, replacement services and easements and the construction of cross-connections that ensure road permeability. It also runs the superstructure, including the track and all its associated elements, in addition to the platforms. The construction project at any time provides rail service compatible with the development of the works. The section Access to Alicante, Phase II, has a length of 1,020 meters, which will be built 370 meters underground. The total length of this section and the previous two (The Alcoraya-Alicante Alicante and Access to Phase I) represent 70% of all the action underground access to the station of Alicante. In the underground access channel is considered the assembly of three-way, two standard gauge and one of mixed gauge. The next 650 m run on the surface. This area will be mounted three-way outgoing access channel, which branch into a six-way beach (4 standard gauge and the 2 remaining Iberian gauge), and three platforms, to be located on the north side of the current season. The international gauge tracks serve for the arrival of high speed trains and Iberian gauge tracks for current services suburban, middle and long distance.

By increasing the depth of perimeter screens and the construction of a wall-screen assistant, the design is compatible with the future underground station planned for Alicante, according to agreement within society Avant.



Alstom delivers the first Citadis tramset to the Greater Dijon urban area



The first Citadis tramset for the Dijon urban area arrived in the new operating and maintenance centre in Dijon on January 26th. The tramset had left the Alstom site in La Rochelle for the Dijon region six days earlier. François Rebsamen, Mayor of Dijon and President of the Greater Dijon urban area, presented the tramset to all elected representatives from Dijon communities on January 27th.

Trials of the Citadis tram will begin on lines in the Greater Dijon urban area in February 2012. It is scheduled to come into commercial service in September 2012. Line T1 will be 8.5 km long and serve 16 stations. Line T2 of the tramway will cover 11.5 km and serve 21 stations.

In 2009, the urban communities of Brest and Dijon announced their decision to select Alstom Transport to supply 53 tramsets in a deal worth over €100 million. The Brest and Dijon urban communities decided to issue a joint invitation to tender in order to streamline their investments and pool their requirements. Twenty tramsets will be delivered to Brest and 33 to Dijon.

Trams in the Greater Dijon urban area are fitted with the latest equipment in the Citadis range. Designed to ensure passenger comfort, they include closed-circuit video surveillance, sound and visual information systems, and integral low floors. Each tramset is 33 metres in length and can accommodate over 200 passengers. The Citadis also enhances the quality of city life: four times quieter than road traffic, it generates about five decibels less noise.

The Citadis tramsets are designed and assembled in France at the La Rochelle manufacturing site. Four other French Alstom Transport sites will also be involved in the project: Tarbes will provide equipment for the traction systems, Ornans the motors, Le Creusot the bogies, and Villeurbanne the onboard electronics and passenger information systems.

The Greater Dijon urban area will benefit from a proven product based on extensive feedback on over 1,000 Citadis trams currently in operation in 36 towns and cities worldwide.

Photo: The first Citadis tramway trainset for the Grand Dijon metropolitan region - Alstom Transport



Stadler Variobahn for London completes successful test run in Chemnitz



The Variobahn from Stadler Pankow GmbH has successfully completed its test run and will shortly be delivered to London. Last summer, British tram operator London Tramlink ordered six Variobahn five-carriage trams, with an option on eight more vehicles, in order to provide modern transport capacity to meet increasing demand in the Croydon tram network.

The Variobahn already underwent additional test runs on the premises of Chemnitzer Verkehrs-AG (CVAG) in late 2011. Prior to this, a representative of TAB Sachsen had checked the vehicle over and approved it for tests on the CVAG network.

Michael Daum, Director of Stadler Pankow GmbH, explains: "The Variobahn will be delivered to London on schedule in mid-January for driver training." He continues: "We are delighted about this first order from Great Britain. It goes to show that the modular construction system is not only a popular one in Germany, but also goes down well across Europe." The modular construction produces individual trams that are tailored to the relevant infrastructure and specifications of the operator. They are extremely flexible in terms of their length, width, track gauge and contact wire voltage.

The Variobahn for Croydon offers a real benefit for passengers with restricted mobility. The 100% low flooring with a maximum floor height of 385 mm guarantees easy embarking. The bidirectional vehicles can seat 72 with standing room for 134 passengers, and can reach maximum speeds of 80 km/h. The Variobahn has a length of 32,370 mm and a width of 2,650 mm. As well as state-of-the-art equipment, the vehicles have comfort features such as air-conditioned passenger and driver compartments and ergonomically designed driver cabins.

The tram also meets the fire safety requirements for vehicles used in tunnels in accordance with DIN 5510. As of spring 2012, all six vehicles will be available for service on the Croydon tram network.



Infrabel awards Alstom a framework contract aimed at improving safety on the Belgian rail network



Belgian rail operator, Infrabel, and Alstom have recently signed a framework contract aimed at continuing the deployment of the European Railway Traffic Management System (ERTMS 1) in Belgium. The framework contract covers provisions for equipping and configuring 4,000 signals with beacons, together with a 15-year maintenance agreement. Within this framework, Infrabel has just awarded Alstom a €29.5 million order for the supply of Atlas 100 2 and TBL1+ equipment. Infrabel will handle the equipment's installation. The contract value could ultimately total €47.5 million.

The TBL1+ driver assistance system and ETCS 3 speed control system are crucial to railway safety. They trigger automatic braking when a train exceeds the authorised speed limit as it approaches signals requiring a stop, as well as automatic braking when such signals are crossed.

Placed at regular intervals along the track, the beacons communicate directly with the ETCS equipment on board trains. This arrangement has a number of advantages. It continually controls the trains' maximum authorised speed and guarantees interoperability throughout the European system, making it unnecessary to equip cross-border trains with several different systems.

The equipment is slated for delivery between 2013 and 2018, in accordance with an accelerated rollout schedule for TBL1+. In a second phase, after the software is updated, the technology will be brought into full compliance with the pan-European ETCS standard by the year 2022. With Alstom's help, Infrabel is pulling out all the stops to make the Belgian rail network one of Europe's three safest.

"This order shows that Alstom's proven technology is recognised as meeting the ETCS standard at a competitive price," confirms Marcel Miller, President of Alstom Belgium. In Europe, Alstom's ETCS technology is used on nearly 30% of track and 60% of trains equipped of these solutions (i.e. some 2,700 trains, including 1,300 already in commercial service).

Alstom is a major player worldwide in the design, manufacture and maintenance of complete rail transport systems, and a leading developer of railway signalling systems and subsystems. This technology offers optimal safety levels with a large number of standard solutions, as well as customised solutions to fit the needs of the different national operators. Alstom also has an unrivalled head start in the deployment of interoperability in Europe, the main market for ERTMS, with a competence centre located in Charleroi. Alstom is participating in more than 30 ERTMS projects in Europe, including the Rome-Naples line in Italy, the L3 high-speed line linking Liege with the German border and the L4 line linking Antwerp with the Dutch border (towards Rotterdam/Breda); the Mattstetten-Rothrist line in Switzerland, used by the largest equipped fleet; and the Betuwe Route freight line in the Netherlands, which is part of Corridor C.

Infrabel is the public limited company responsible for the management, maintenance, renewal and development of the Belgian rail network. The company is also responsible for granting rights of way to Belgian and foreign operators. Infrabel's particular shareholding structure guarantees that it is fully independent. Infrabel was created on 1 January 2005 after the split of Belgian railways and is part of the SNCB group. The company currently employs some 12,750 persons and generates revenues of €1 billion (2010).

1 ERTMS (European Rail Traffic Management System) is a command and control system for trans-European rail networks.

2 The Alstom solution for the level 1 ERTMS standard

3 ETCS (European Train Control System) is a component of ERTMS.

Basel Places Biggest Order in 116-year History with Bombardier



Bombardier Transportation has signed a contract for the delivery of up to 60 BOMBARDIER FLEXITY trams with the City of Basel's Transport Authority (BVB). It is the biggest order placed by the BVB in its 116-year history. The contract is valued at approximately 222 million Swiss francs (184 million euro, \$241 million US). By selecting Bombardier's FLEXITY trams, the BVB has opted for a proven vehicle platform that has been specifically customised to meet the city's requirements and designed to reflect its cultural diversity.



The contract consists of options for several deliveries: the first delivery comprises the vehicle specifications and two FLEXITY trams. The first new trams will go into operation in time for the opening of the extension of tram line number eight to Weil am Rhein, in 2013. From 2014, two new FLEXITY trams will be delivered to Basel every month, subject to confirmation by the legislature of the Swiss canton Basel-Stadt. Jürg Baumgartner, Managing Director, BVB said, "I'm convinced the City of Basel has secured the best possible trams for its network. The FLEXITY tram outperforms all other vehicles by a massive margin. Traditionally, Basel's trams have shaped the city's identity. I believe that this region deserves a tram fleet that reflects our modern urban lifestyle and I am proud to witness this milestone order."

"These new trams are taking Basel into the Champions League of public transport," added Stéphane Wettstein, Managing Director of Bombardier in Switzerland. "We are particularly pleased to be shaping rail-based mobility in Basel together with the BVB for the coming decades."

Basel's trams, known locally as "Drämmli", are close to its people's hearts in a city where public transport has a huge significance and a proud tradition. Therefore, it was especially important to fully tailor the new FLEXITY Basel trams' design to the customer requirements. With a total of 900 employees Bombardier is deeply rooted in Switzerland.

"This high-profile order is a big win for Bombardier's Light Rail Vehicles business unit," said Germar Wacker, President, Light Rail Vehicles, Bombardier Transportation. The FLEXITY Basel tram represents a strong continuation of the successful Bombardier tram family which is already in operation in cities around Europe including: Augsburg, Berlin, Brussels, Geneva, Innsbruck, Krefeld, Linz and Marseille. The vehicle fulfills the challenging demands of the Basel tram network, is perfectly suited for cross-border operations and will provide passengers with a comfortable travelling environment offering panoramic views of Basel's most beautiful sights." The 2.3 m wide vehicle is available in two lengths: the five-module tram is 31.8 m long and accommodates 183 passengers, the seven-module vehicle is 43.2 m long and comfortably provides space for 254 passengers. A total of 43 long and 17 shorter trams will gradually replace the 101 trams currently in service in Basel. The comfortable FLEXITY tram with optimum seating arrangements and a light and friendly interior design is setting new standards in urban mobility. Its combination of 100 per cent low-floor technology and conventional wheel-set bogies is the hallmark of Bombardier low-floor trams, ensuring a perfectly smooth ride and low-noise operation as well as fulfilling all safety standards.

Bombardier Partnership Project Outlines Green Train of the Future



New generation trains running on existing track can easily combine higher speeds, lower energy consumption, reduced noise and lower costs. These are the findings reported by Swedish researchers in Stockholm today after concluding a four-year project, with Bombardier Transportation as one of three major partners.

The Gröna Tåget ("Green Train") research project is a collection of ideas, proposals and technical solutions aimed at making long distance and fast regional services more attractive to travellers and operators. Gröna Tåget is a fast electric tilting train – based on the BOMBARDIER REGINA vehicle – that not only maintains higher speeds than conventional trains on sections with curves but also 300 km/h or more on dedicated high speed lines.

The project was conducted in close cooperation between the Swedish Transport Administration, Bombardier, the Royal Institute of Technology in Stockholm and several other partners. In the report, the project team noted that the concept train had set a Swedish speed record of 303 km/h, but emphasized that the development programme was not a finished train model but should rather be seen as a smorgasbord of proposals and technical innovations adapted to Nordic conditions.

The concept offers operators and infrastructure managers advantages such as flexible train length, reliability and accessibility even in the demanding Nordic climate. It also reduces costs to ensure profitability in competitive markets, increases track-friendliness with less wear to track and wheels, enables high speeds on standard tracks and lowers noise levels compared to the current generation of trains. Aerodynamic design and more efficient motors which generate electricity when braking enable the Green Train to reduce power consumption by 30 to 35 per cent. Thanks to the Nordic track profiles, trains can be designed with greater width than existing trains, enabling more passenger space while maintaining comfort which means higher operational economy and, potentially, lower ticket prices.

"Through this cooperation between several partners, we have achieved results much quicker and with significantly higher quality and innovative scope than in conventional development projects," said Henrik Tengstrand, Director, Mainline and Metros Vehicle Performance Engineering and Bombardier's Project Director for Gröna Tåget. The Gröna Tåget technology has been tested in trial runs over a total of 500,000 km in all weather conditions since 2005. Its development has involved a large part of the Swedish rail sector, including manufacturers, infrastructure companies, universities, train operators and research institutes. The findings will be made available to all rail industry companies and train manufacturers.

Vossloh España has closed another deal of the successful EURO4000 locomotive



Vossloh España has closed another international deal to supply six EURO4000 locomotives to Beacon Rail Leasing Limited (BRLL) to be leased to VFLI for freight services in France, and Belgium. The first units will be delivered starting in January 2013. This new order, that adds up to the other 77 vehicles of this type supplied to Spain, Portugal, France, Belgium, Germany, Israel, Sweden and Norway, confirms the success of the EURO4000, designed and assembled in the Vossloh España plant in Albuixech (Valencia).

The EURO4000 is the most powerful diesel-electric locomotive manufactured in Europe. It is a highly innovative product that stands out due to its versatility, features, performance, technology and environmental compliance. Equipped with an EMD (Electro-Motive Diesel) engine, considered to be one of the best engines for locomotives in the world, the EURO4000 can pull longer and heavier freight trains at a faster speed than its competitors, which substantially increases the operator's competitiveness and efficiency.

Beacon Rail Leasing Limited is a UK based company that leases rolling stock to its clients in the UK and European freight markets. The operator VFLI (Voies Ferrées Locales et Industrielles), founded in 1998, belongs to the group SNCF-Geodis and is the third company by turnover in the French railway sector. VFLI offers a wide range of integrated rail freight services in France and Belgium. This contract is worth roughly € 21 million.

13 S-Bahn lines connect to 126 kilometers of Vienna with the surrounding area



Despite its 50 years, the Vienna S-Bahn is still not showing its age: in time, quickly and securely connect the 13 S-Bahn lines to 126 kilometers, the city of Vienna with the surrounding area. Together with the Vienna Transport Authority is the Vienna S-Bahn, the backbone of public transport in Vienna. Around 300,000 passengers use daily on weekdays S-Bahn or regional trains, more than half of them on the "Vienna main line", 142,000 of whom are commuters.

With the 50-year anniversary of the S-Bahn launch took place in the anniversary "175 Years of Railways in Austria" instead. On the occasion of the 50-year anniversary was now a baptized with the inscription "50 Vienna S-Bahn" commuter car, the number of branded talent. "Godfather" were Christian Kern, CEO of ÖBB-Holding AG, and Anton Heinzl, chairman of the House transportation committee.

Christian Kern, "The ÖBB train in Vienna is the most powerful railroad in Austria, Half a century ago it paved the way for the great success of this means of transport were asked today to use hundreds of thousands of passengers each day, the Vienna S-Bahn to time, fast and secure.. to get to work, to school or leisure. "

Anton Heinzl: "I congratulate the 50-year success story of the train of the ÖBB in Vienna - the enormous Fahrgastzuwächse during this period speak for themselves it is now indispensable in Vienna, and that's probably the biggest compliment that make you you. can. "

A success story celebrates its 50th anniversary

On 17 January 1962 the first train left the former Southern Railway eastwards. Despite massive resistance by the then transport minister insisted on the construction of this modern means of transport. From the first day the train was received enthusiastically by the population and is unparalleled in the Austrian railway history of success.

Of the initial 17 million passengers per year the number rose to nearly 100 million passengers today that benefit the urban and regional rail services in Vienna. The number of stations in Vienna grew from 13 to 51 On the main route between Floridsdorf Meidling and increased the number of trains four times the value from 159 to about 640 daily trains. A total of 1,400 regional trains per day in Vienna on the go. The seven existing stations since 1962 on the so-called main line were three stations - Matzleinsdorfer place, Rennweg and Handels - expanded.



Top punctuality - 99 percent since the beginning of the S-Bahn trains on time

The main route between Floridsdorf and Meidling is the busiest route for commuters from Austria and the Vienna region of enormous importance. Workdays run here every day on 600 trains. A top punctuality is essential at this central connection. In 2011 the punctuality was 98.4%, 99.1% from 2012 to date already - the best of Austria and at the quality level of the Swiss railways.

Be smart, train ride - condensed intervals during rush hour

The ÖBB continuously carry out improvements. These include tighter ride intervals - during rush hour on the main route between Vienna and Vienna Floridsdorf Meidling every 3.5 minutes - and the modernization of the 51 Stations of Vienna. Many traffic stops and train stations already shining in all its modern glory, among them Meidling, Praterstern Traisengasse, Matzleinsdorf and finally the Westbahnhof Vienna.

New possibilities for ÖBB train in Vienna with the timetable change in 2012

With the timetable change in December 2012, the timetable of the S-Bahn in Vienna area is further improved. With the commissioning of the railway station along with other major rail projects will create the conditions to extend the existing commuter rail network and provide new connections from east to west. Thus, for example, by connecting the S60 (Eastern Railway) with the S15 (Meidling - Hütteldorf) east of Vienna to change trains associated with the West. This is made possible by the Teilinbetrieb-commissioning of the main station, which will replace the current temporary terminus south station (East). Furthermore, results from the combination of the existing S80 (Hausfeld Street - East South Station) with the S5 to the Pottendorfer line through the possibility of a new bond between Vienna Station and Meidling.

In addition, result from the opening of the 44 km long new route Vienna - Tullnerfeld - St. Poelten the end of 2012 for fast regional trains (with a stop in New station Tullnerfeld) new possibilities.

Photo Left: Christian Kern, CEO of ÖBB-Holding AG stands alongside the named train.
© ÖBB / Zenger

Photo Right: The "50 Years of the Vienna S-Bahn" cake. © ÖBB / Zenger,



Great Central Railway: The Big One

We start 2012 with a look at the annual Great Central Railway's Winter Steam Gala, an event that always attracts a big crowd and has an incredible 10 locos in steam on both passenger, freight and mail services. The only disappointment this year was a lack of sunshine.



This loco celebrates her 100th birthday this year. The Great Central's Class 8K 2-8-0 No. 63601 is seen at Loughborough about to be watered. [Class47](#)

Southern M7 No. 53 was built in 1905 for the LWSR. Looking every bit as good over 100 years later, the loco storms into Quorn with a matching rake of Southern liveried green stock. [Class47](#)



BR Standard Class 7 No. 70013 "Oliver Cromwell" heads a
Loughborough - Leicester North express service on January 28th. *Class47*



LMS Black 5 No. 8624, the only example in LMS Crimson Lake livery, is seen heading into Quorn and Woodhouse with a Leicester - Loughborough working on January 28th.

Richard Hargreaves



LMS Ivatt Mogul Class 2 No. 46521 steams through the Leicestershire countryside on January 28th. [Class47](#)



GNR Gresley Class 0-6-2T No. 1744 heads a mixed freight working to Rothley. [Andy](#)



GWR 4-6-0 Hall Class No. 4953 "Pitchford Hall"
heads "The Cornishman" which for today was terminating
at Leicester North!. [Andy](#)



LMS "Jinty" No. 47406 heads a mineral wagon working through Quorn as the winter sun begins to set on January 28th. [Class47](#)

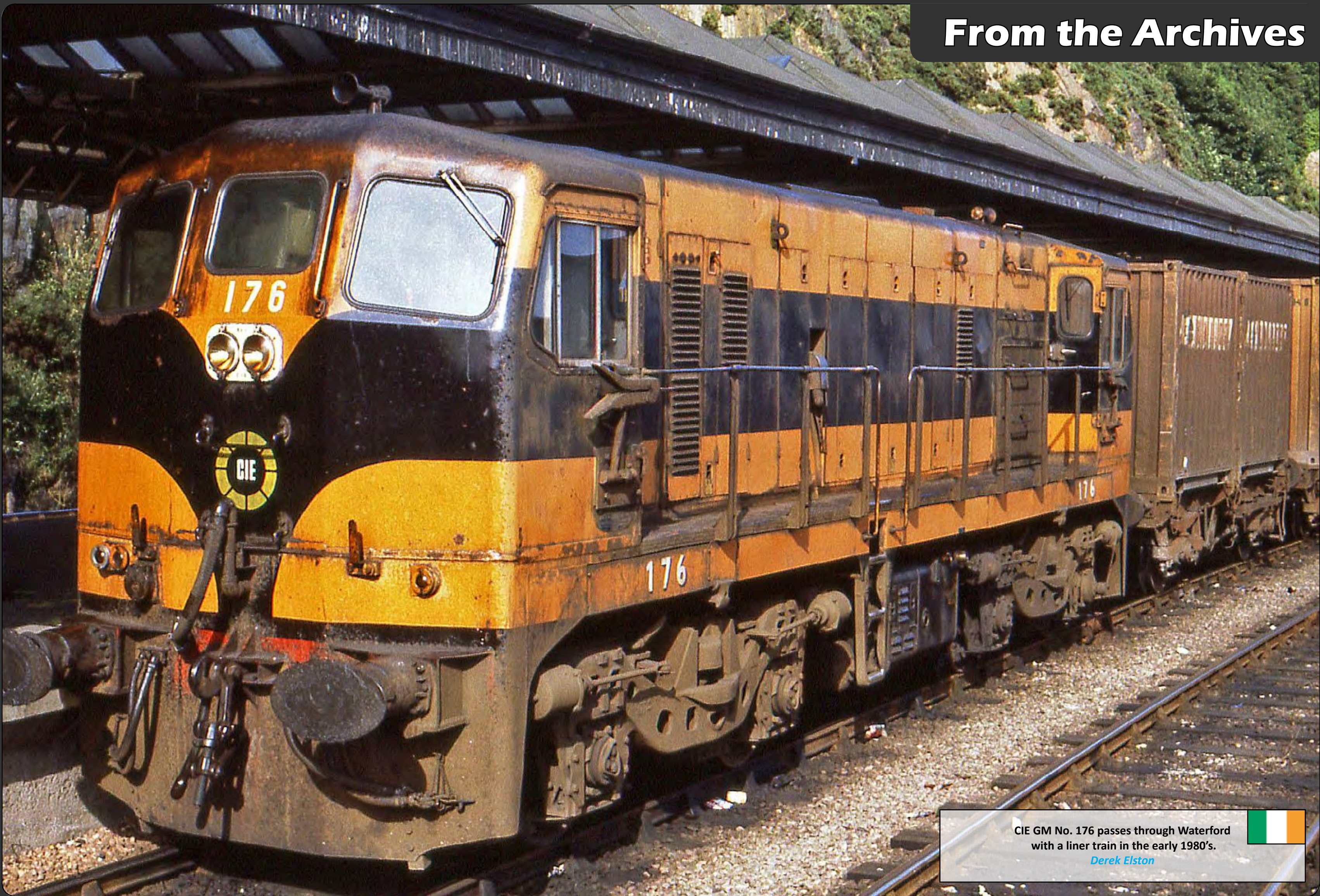


King Arthur Class 4-6-0 No. 30777 "Sir Lamiel" is seen heading out of Quorn and Woodhouse station with a rake of mineral wagons on January 28th. [Richard Hargreaves](#)



BR Standard Class 7 No. 70013 "Oliver Cromwell"
prepares to make an evening run of the mail train, seen here
waiting to depart Loughborough. [Richard Hargreaves](#)





CIE GM No. 176 passes through Waterford
with a liner train in the early 1980's.

Derek Elston



Portuguese CP No. 1808 runs on to the
turntable at Barriero shed, October 7th 1992.



Ian Leech



An OBB Class 2043 diesel hauled passenger service is seen stalled at Innsbruck on June 1st 1982. [Derek Elston](#)





OBB Class 1042.641 is seen arriving into at Seefeld station,
with a local service in 1982. [Derek Elston](#)

