

Railtalk Magazine Xtra

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Railtalk Magazine *Xtra*

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 has a look at Blackpool Trams, a subject that we normally cover at this time of year and of interest this year is the new fleet of Flexity 2 trams from Bombardier.

As I write this, winter seems like it is already here, with the first pictures of snow from Europe hitting the Railtalk email inbox. It certainly seems to have arrived early in most countries around Europe. Personally I didn’t manage to catch the snow, as when I was in the Czech Republic recently they were still having a really warm autumn and I enjoyed some glorious sunshine. Whilst over in Czech, I had chance to see and sample some of the new RegioPanter units. Whilst they may be very nice, modern and efficient, I do like the old rattly locos and stock. However on a financial basis I can see why they are being used. I was also surprised to see how many of the little Class 810 railbusses have been withdrawn, these units have been the mainstay of branch lines for many years and it will be sad to see them all withdrawn but perhaps they might see reuse in other countries.

Have a look at our News pages this month for some pictures from an Austrian railway museum near Wien. Brian Battersby paid a visit there and found an ‘aladdins cave’ of steam, diesel and electric locos, looks like it is well worth a visit. As always thanks for all the great photos sent to us this month, please do keep sending them in to us wherever you are and if you are going on holiday, don’t forget to pack the camera.

David

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. 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, Anton Kendall, Laurence Sly, Colin Hart, John Coleman, David Mead, Piotr Kozlowski, Derek Neesham, Roger Williams, Mark Bearton and Andy Pratt.

Front Cover: SNCF No. 25612 propells the 17:51 Saverne to Strasbourg alongside the Marne au Rhine canal at Steinbourg (Alsace), September 13th. [Mark Bearton](#)
This Page: Trenitalia E.633 079 hauls a northbound container train past Pizzale, July 12th. [Laurence Sly](#)

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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.

Railtalk Magazine Xtra

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Euro Cargo Rail's No. 77002 leads a car train through the village of Hochfelden, Alsace on September 13th. [Mark Bearton](#)



PKP No. ST43-258 is seen working a train of
empty coal hoppers from Guben Yard to
Czerwinsk passed the church at Nietkow on July 24th.

Steve Madden



Transilien No. 27366 leads the 13:52 Mants
La Jolie to Paris St Lazare past two stabled
rakes at Bois Colombes on September 14th.



Mark Bearton



Top Right: Class 240.032 leads a line up of 'Goldfish Bowls' at Nove Zamky depot on June 30th. The others are Class 240.125 and 240.070.

[Steve Madden](#)



Bottom Right: Hungarian electric loco Class 431.014 runs onto the depot at Nove Zamky after working in from Budapest. Slovakian Class 240.081 can be seen in the background, June 30th. [Steve Madden](#)



Below: H-MAV Class 630.036 formally V63-036 passes Acs with a lightly loaded liner train on June 30th. [Steve Madden](#)



Top Right: Former Deutsche Bahn loco, now Logistiks Center Hungary's Class 0469.105 is seen near Szöny on June 28th. [Mark Bearton](#)



Bottom Right: At Gyömöre-Tét, Hungarian Class 418.309 leads the 14:57 Győr - Celldömölk past a resident Trabant, June 27th. [Mark Bearton](#)



Below: H-MAV Class 630.026 is seen stabled in Rajka Yard, Hungary with a train of grain wagons, June 28th. [Steve Madden](#)



'Laminate' Class 240.079 and 740.826 pass
over the level crossing at Hegyeshlom,
Hungary on June 28th. [Steve Madden](#)



Ex UK Class 66 189 is seen passing Dłużyna Dolna on
July 25th. It is working empty chalk wagons back to
Wegliniec Yard from the power station at Turoszow in Germany.

Steve Madden



Top Right: Hungarian Class 628.306 formally M62-306 approaches Papa with a mixed freight from Szombathely to Gyor Gyarvaros yard on June 29th. [Steve Madden](#)



Bottom Right: H-MAV Class 418.315 formally M41-2315 is seen working train No. 9204 the 14:38 Budapest Keleti to Szombathely at Gyorsabadhegy, Hungary on June 29th. [Steve Madden](#)



Below: Class 742.054 is seen shunting in the yard at Nove Zamky, June 30th. [Steve Madden](#)



Lovely afternoon sunshine at Brno hl.n as Class
842.036 and Class 754.023 stand ready to work services
on October 11th. [Class47](#)



A sister of the now withdrawn SNCF CC6500 class,
SZ Class 363.017-9 leads a container train operated by
Adria Kombi from Koper Docks through Ljubljana on June 28th.

Anton Kendall



On September 8th, AZD liveried Class
749.039 pauses at Jilové u Prahy with train
No. OS9058 13:17 Čerčany - Praha.

Mark Pichowicz



On October 14th, CD Class 749.254
arrives into Praha hl.n with the evening service from
Ceské Budejovice. [Class47](#)



Railpool's Class 186.285 runs through Villach Warmbad on June 28th. This train had been diverted from the more usual routing over the Brenner Pass because of planned works on that route. [Anton Kendall](#)



On October 11th, Siemens built Cargoserv
Class 1216.933 heads through the Czech town
of Breclav heading towards the Austrian border. [Class47](#)



Top Right: Steiermarkbahn Class 1216.960 pauses at Bratislava Petržalka with an engineering train on August 18th. [Brian Battersby](#)



Bottom Right: OBB Railjet loco Class 1116.249 in 175 years of the railway in Austria livery is seen together with matching stock at Wien Meidling depot on August 18th. [Brian Battersby](#)



Below: Trainkos 001, formerly No. 2044.031 enters Fushe Kosove station with train No. 891, the 07:10 Prishtine to Skopje on October 12th. The Kosovan loco would normally work this train as far as Hani I Elezit where a Macedonian diesel would take over, however at the moment passenger services are suspended between Kacanik and Hani I Elezit for tunnel work to be carried out. The engineering works are lifted for the passage of occasional freight services. [Andy Pratt](#)



On September 8th, CD Class 362.081
departs Praha hl.n with train No. EX354 13:07
to Nürnberg. [Mark Pichowicz](#)



OBB Class 1216.239 departs Breclav with a complete rake of OBB stock working a Eurocity service to Prague on October 11th. [Class47](#)



On October 12th, Polish PKP EMU
No. EN57-2075 is seen at Bohumin
having worked across the border from Katowice.

Class47



Just as the sun disappeared, KARPAT
No. 459.021 came into view whilst working Mercia
Charters 'The Pre-Emptive Strike' railtour at
Haidubbszormerry, close to Debrecen, October 14th.

Steve Madden



BLS Class 486.505-1 leads a colourful rake
of box wagons through Pratteln, Switzerland on
July 6th. [Anton Kendall](#)



OBB liveried Class 1116.043 is seen shunting
part of a Railjet set at Ferencvaros Yard
on October 15th. [Steve Madden](#)



The SNCF Class X 72500 diesel multiple units were built by Alstom between 1997 and 2002. The X 72500 units come in two types: Two car sets (both vehicles powered), and Three car sets (containing an intermediate unpowered trailer) with a maximum speed of 160 kilometres per hour. The units are equipped with two MAN six-cylinder engines of 300 kilowatts per motor vehicle. Each train has four engines for traction, giving a total power of 1,200 kW (1,600 hp) and have a hydromechanical Voith transmission.

Additionally each vehicle also includes a 135 kW Perkins/Mecalte diesel generator for auxiliaries (lighting, air conditioning, door controls, etc..). The braking system is provided by mechanical disc brakes coupled to a hydrodynamic engine brake

Top Right: On October 2nd, SNCF TER DMU No. X72523 is seen at Lalinde working the 10:03 service to Sarlat. [Martin Hill](#)

Bottom Right: On October 2nd, SNCF TER DMU No. X72524 is seen at Sarlat. [Martin Hill](#)

Below: A view inside of the X72000 series units. [Martin Hill](#)



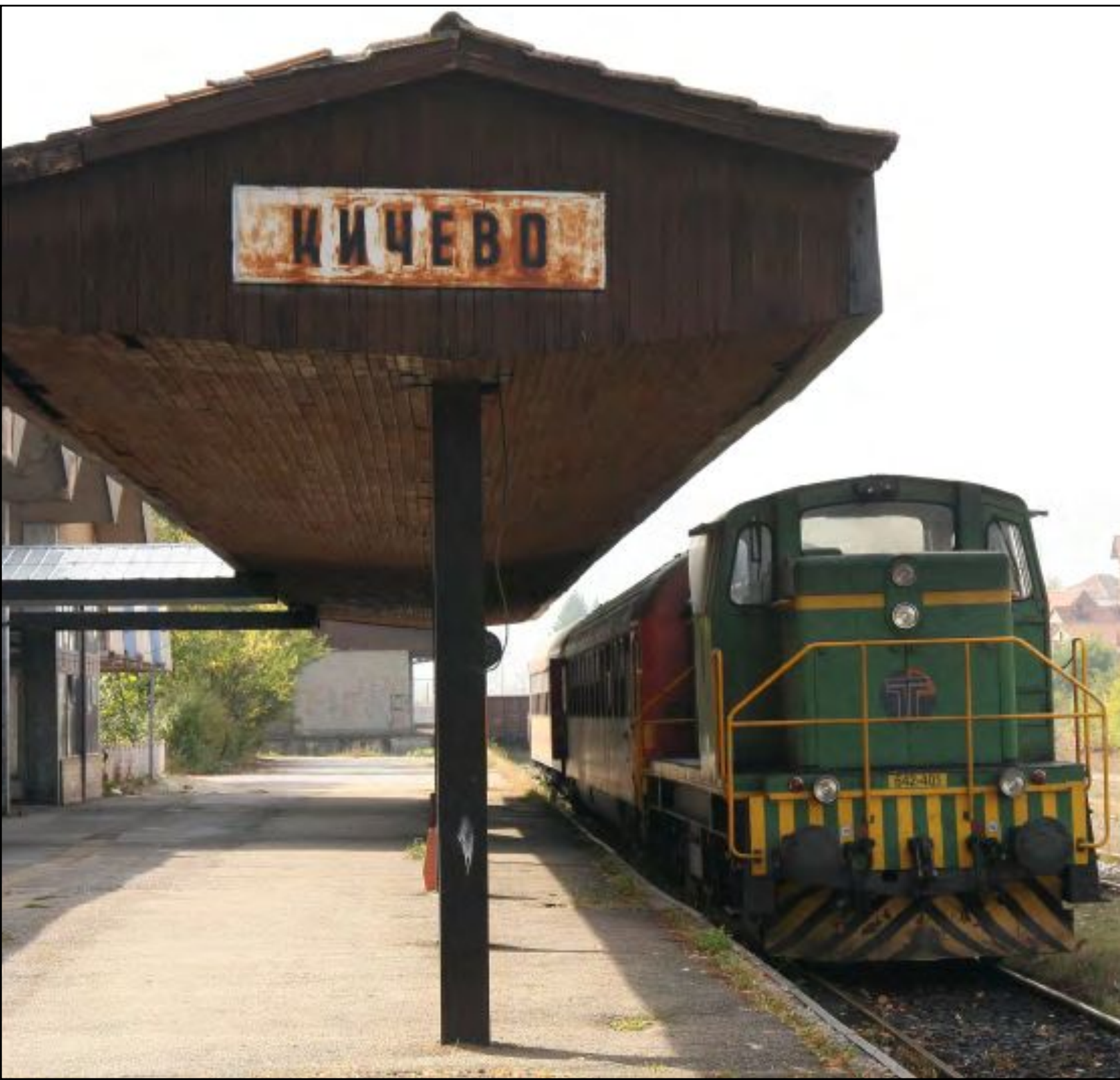
Top Right: MZ Kennedy No. 661.238 is seen waiting to depart Skopje station with train No. 645, the 19:30 to Bitola on October 9th. The four trains a day over the Bitola line are currently shared between loco hauled and DMU formations.

[Andy Pratt](#)

Bottom Right: On October 13th, MZ diesel No. 642.401 arrives at Skopje station with the stock to form train No. 662, the 08:05 to Kicevo. [Andy Pratt](#)

Below: Having run around it's train at Kicevo, No. 642.401 waits in the shade of the station canopy, ready to return to Skopje with train No. 663 at 12:18.

The line to Kicevo sees just 2 trains each way per day with an additional train Kicevo to Skopje on a Sunday evening, returning to Kicevo in the early hours of Monday morning. [Andy Pratt](#)



Slovak Railways 'Bardotka' No. T478.1201 stands at Bratislava hlavná stanica with a 'fire train' on August 17th. This working was probably in connection with a steam charter the same day. [Brian Battersby](#)



GEC/Alstom built BB26000 class, No. 126166
is seen heading EC91, 07:33 Bruxelles to Basel
near Hochfelden, Alsace on September 13th.

Mark Bearton



Constantin Grup operated Class 241.001
heads through Bratislava on August 21st.

Brian Battersby



Class 2044.016 waits to depart Zagreb
with train No. 3016, the 19:25 to Kotoriba,
on October 18th. [Laurence Sly](#)



Top Right: The 14:43 departure to Rodez, coming from Brive, is seen stopping at Figeac, consisting of a single railcar. Station staff in France are quite scruffy without uniform. You can just see the woman despatcher by the cab of the railcar. She's wearing jeans and a purple jumper, but like all railway staff, dons a white cap to despatch the train!! [Martin Hill](#)



Bottom Right: The impressive Viaur viaduct which is 110 years old and was built by one of Eiffel's assistants. It carries the railway line from Rodez to Albi over the Viaur valley and is 410 metres long and 116 metres above the river. [Martin Hill](#)



Below: A look at the impressive Figeac station in the Midi-Pyrenees region of the TER. The station is an important junction of lines from Albi, Rodez, Cahors and Brive. The station itself is very attractive with lots of flowers on the platform. The buildings are on a triangle of land between three tracks. [Martin Hill](#)



Top Right: The driver of Lokorail Class 740.016 starts the loco up ready for the days work at Bratislava Petržalka on August 18th. [Brian Battersby](#)



Bottom Right: Several OBB Class 1014s line up at Wien Meidling depot awaiting their next duties on August 18th. [Brian Battersby](#)



Below: OBB Class 1116.182 heads a regional service through Silberwald on August 18th. [Brian Battersby](#)



Top Right: Prussian P8 4-6-0 No. 38-2267 leads the 10.17 departure from Münster (Westf.) Hbf to Rheda-Weidenbrück near Clarholz on October 21st. This train would normally be formed of a DMU and terminate at Warendorf, however to celebrate the 125 years anniversary of the opening of the line, steam was substituted and the train extended to Rheda-Weidenbrück. [Andy Pratt](#)



Bottom Right: DB Class V200.033 is in charge of the 14.23 Rheda-Weidenbrück - Münster (Westf.) Hbf having just departed Warendorf on October 21st during the Plandampf to celebrate 125 years of the line. [Andy Pratt](#)



Below: Privately owned V100 No. 212.007 is seen at the head of the 16:23 Rheda-Wiedenbrück to Münster Hbf between Telgte and Münster on October 21st. On the rear of the train is P8 No. 38-2267. These two locos, together with V200.033 working on an opposite service had been staging a mini Plandampf to celebrate 125 years of the Münster - Rheda-Wiedenbrück line. [Andy Pratt](#)





In appalling weather conditions, SBB Re 6/6 No. 11610 runs through Pratteln, Switzerland on a rake of gas tanks, July 6th. [Anton Kendall](#)



Green-liveried Ae 6/6 No. 11465 heads a
mixed freight through Pratteln, Switzerland on
July 6th. [Anton Kendall](#)





BLS Class 465.018-0 hauls a rake of 'Adiponitrile' tanks through Pratteln, Switzerland on July 5th. [Anton Kendall](#)



On October 6th, with Mt. Rigi in the background, SBB historic Ae 8/14 No. 11801 pauses at Arth-Goldau with a Luzern - Bellinzona railtour.

Mark Pichowicz





On October 6th, Crossrail's Class 436113 which came to grief when it collided with a BLS intermodal train at Brig on January 21st 2010 is seen at Bellinzona works. The insurance claim to repair this loco was rejected and it now appears destined to be scrapped. [Mark Pichowicz](#)



On August 6th, CD Class 742.044
arrives into Brno hl.n with a local service.

Andy





Surely not much time left for the SNCF BB16000s
as they should have been withdrawn last year.
On September 10th, No. 116039 leads the 19:04 Paris Nord to
Boulogne through Saint-Denis. [Mark Bearton](#)



Top Right: Withdrawn Series 44 (Type 604) DMU is seen dumped in the yard at Schaerbeek on October 15th. [Brian Battersby](#)



Bottom Right: SNCB Series 55 (Type 205) No. 5539 is seen at Schaerbeek depot on October 15th. [Brian Battersby](#)



Below: SNCB Series 62 (Type 212) No. 6291 is seen stabled in the yard at Schaerbeek on October 15th. [Brian Battersby](#)



E.656 448 waits to depart Pisa Centrale
whilst working Inter City Notte train No. 799,
21:55 Torino P.N. - Salerno on September 13th.

Laurence Sly



FUC owned Class 91 83 2 190301-8 is pictured at Villach Warmbad on the morning Udine - Villach service on June 28th. This is a new operation and apart from sleeper traffic, it is the first cross-border passenger train on this route for some years. [Anton Kendall](#)



Ceske Drahy's Class 749.121 shunts the stock
at Čerčany after arriving with OS9055 08:35
from Praha hl.n on September 8th.

Mark Pichowicz



Having just taken over at MuttENZ,
Crossrail's Class 186.902 leads a classmate
on an intermodal service through Pratteln, Switzerland,
July 6th. [Anton Kendall](#)



Top Right: Class 754.023 arrives at Rozna with train No. Sp1779, the 15:40 Zdar nad Sazavou - Brno hl.n on July 7th. T478.1008 (749.008) was rostered to work this train but had been called to assist a struggling steam loco earlier in the day, the Goggle substituting for trhe Grumpy. [Andy Pratt](#)



Bottom Right: Class 2062.056 makes a claggy attack on the reverse curves south of Drnis with freight No. 65325, the 09:47 pick up goods from Knin to Unesic on July 18th. [Andy Pratt](#)



Below: Class 749.006 stands at Breznice having just arrived with train no. R1253, the 15:07 from Ceske Budejovice on July 26th. The train terminated here on this date with a bus service forward to Praha due to engineering works. [Andy Pratt](#)



On September 8th Class T435.003 heads back to the depot at Benesov u Prahy after working a railtour to Zlonice. [Mark Pichowicz](#)



Top Right: With the mountains forming a splendid background, Class 2062.105 and 2062.106 make their way over the viaducts at Plavno with freight No. 61303, the 09:47 Ogulin - Split on July 18th. [Andy Pratt](#)



Bottom Right: Class 2062.109 is seen near Padene with freight No. 60309, the 02:13 Ogulin - Solin, in the morning sun on July 18th. [Andy Pratt](#)



Below: Class 2062.110 and 2062.116 near Vrbnik south of Knin with freight No. 61303, the 04:01 Zagreb Resnik - Split Predgrade on July 17th. [Andy Pratt](#)



Top Right: Class 2062.114 in the early morning sun at Vrbnik south of Knin with train No. 1204, the previous day's 17:05 Budapest Keleti - Split formed of Hungarian stock on July 18th. Note the 4th coach is a Slovakian sleeper and the last coach is a Russian sleeper, having departed Moscow 3 nights previously on July 15th to cover the 2857 km to Split.

[Andy Pratt](#)



Bottom Right: JHMD No. T47.019 departs Jindrichuv Hradec with train 206, the 09:20 to Obratan passing ex PKP 0-8-0 No. Px48.1916 waiting to depart with train 280, the 09:25 to Nova Bystrica on the JHMD Narrow Gauge system, July 23rd. [Andy Pratt](#)



Below: Class 218.369 with classmate tucked in behind not visible to the camera, lean into the bend to take their Autozug onto the Hindenburgdamm heading back to Niebüll. [Andy Pratt](#)



Top Right: San Francisco Cable Car No. 20 passes Francisco Street on the Powell - Hyde line, July 24th. [Laurence Sly](#)



Bottom Right: San Francisco Cable Car No. 21 passes Lombard Street whilst heading towards Fisherman's Wharf on the Powell - Mason Line, July 24th. [Laurence Sly](#)



Below: San Francisco Cable Car No. 50 climbs California Street towards Powell Street on July 25th. In the background is the China Town, the Financial District and the Bay Bridge. [Laurence Sly](#)



Wien Tram No. 55 passes the station at
Wien Meidling on August 18th.

Brian Battersby



An old Trabant passes Brno tram No. 1734
outside the main station on October 11th.

Class47





Austrian Railroad Museum at Straßhof an der Nordbahn

What an interesting selection of exhibits at this museum near Wien in Austria. The collection is not only huge, but also very varied. Here are a selection of the exhibits, seen during a visit in 2012.
This Page: ÖBB Class 580.03 decapod. [Brian Battersby](#)

Museum at Straßhof an der Nordbahn continued...

Top Right: ÖBB heavy six axle electric loco Class 1010.011-3. [Brian Battersby](#)

Bottom Right: ÖBB Class 1040.01 electric loco. [Brian Battersby](#)

Below: ÖBB Class 55.5708 [Brian Battersby](#)



Museum at Straßhof an der Nordbahn continued...

Top Right: OBB crocodile Class 1020.038-4. [Brian Battersby](#)

Bottom Right: O.StB Class 42.2708 war engine. [Brian Battersby](#)

Below: Electric railcar Class ET 10.003. [Brian Battersby](#)



Museum at Straßhof an der Nordbahn continued...

Three views of the huge collection on display here at the Strasshof an der Nordbahn (meaning Strasshof at the Northern railway) located at a suburban town 25 km east of Wien, Austria.

Brian Battersby





Kleinlok No. Ks4071 sits on a roundabout outside the station at Limburg (Lahn), Germany. Amazingly, this loco was withdrawn from service in 1970 (numbered 381201-3) and has been in Limburg since at least 1978. [Anton Kendall](#)



New OBB Taurus loco in Ö3 livery



Hit Radio Ö3 now on the rails in Austria

The Austrian Federal Railways and Hit Radio Ö3 recently launched at Praterstern station, an Ö3 branded ÖBB locomotive. The Ö3 logo will adorn the loco for three years, and the 10,000-hp Taurus engine will be seen all over Austria. The branded locomotive highlights the close cooperation between ÖBB and Ö3 in transport service. The ÖBB-traffic control centre provides Ö3 with daily news of the railway lines in Austria.

“Reliable, accurate and timely traffic information is one of the core tasks of Hit Radio Ö3. Working closely with ÖBB helps with going to give the best possible service for all those who are travelling by train,” said Thomas Ruthner, head of Ö3 traffic editorial.

Manfred Oschounig, Managing Director of ÖBB-Werbung GmbH to the ÖBB billboards: “ÖBB offers exceptional advertising opportunities with an 18 meter long Taurus locomotive because of the size and mobility and presence throughout Austria.”



CAF signs a new contract to supply Rome Metro Units



CAF has signed a new contract with the Rome City Council – ROMA CAPITALE – for the supply of 15 ROME METRO Units, with 6 cars each, including the maintenance of the Units for a period of five years. The deal is worth €113 million.

These new units will run on the Metropolitan Line B of the Immortal City between Laurentina and Rebibbia, as well as on the Northern extension of this line, B1, the first section of which was opened this summer with three stations, with plans to eventually reach Lido with the commissioning of the new units.

These units are added to the 53 units already supplied by CAF for the ROME METRO since the signing of the initial contract in 2002, which are already providing passenger services on lines A, B and Rome-Lido, with the highest reliability and availability standards

in the market.

The new Rome Metro trains supplied by CAF will be made of aluminium, 6 car consists with 4 being motor cars and cabbed cars on both ends. They will also feature an unobstructed corridor enabling passengers to walk all along the train.

These units have the most advanced technology and are designed for massive passenger transit under the most stringent quality and safety standards.

This is a confirmation of the Company's determination to play a greater role in the Italian market, where, in addition to the various successive contracts executed for the Rome Metro in the last few years, the Company is also supplying 8 Civity EMUs for Trieste and the Sardinia DMUs, and signed a contract late last year for the supply of 250 bogies for the Milan Metro

Alstom subsidised by European Commission to develop its HESOP energy recovery system



The European Commission has chosen Alstom in funding 50% of a research and development project, where Alstom will extend its energy recovery system, called HESOP, to the metro network and install it in a pilot site.

The system allows to recover 15% of the traction energy generated when trains apply the brakes, and then to re-inject that energy into the public power grid. Thanks to HESOP, CO2 emissions are also reduced by 15%. The funding is part of the European Commission's LIFE+ programme, whose objective is to financially support environmentally-friendly initiatives.

Alstom succeeded in meeting the European Commission's selection criteria by providing an innovative and state-of-the art system, and friendly to the environment. Already fully operational within the Paris Region on the T1 tram line at Pablo Picasso station, HESOP 750 Volts will be developed into a 1,500-volt version for metro and suburban trains.

The project should be implemented in early 2015, with an initial HESOP 1,500V installation being deployed on line 3 of the Milan metro.

Alstom's Eurostar train chalks up 130 million passengers on the Cross-Channel route



Since the start of operations in November 1994, Eurostar high-speed trains manufactured by Alstom have transported some 130 million passengers.

This figure, equivalent to two times the French population, was announced by Eurotunnel during the celebration of the crossing of its 300 millionth passenger (all transport modes combined) on Thursday 18th October.

Between the Shuttle that connects Pas-de-Calais in France to Kent in Great Britain in 35 minutes and the high-speed Eurostar train operating between Paris, Brussels and London, the route under the English Channel represents "nearly 50,000 passengers [...] per day travelling in total safety," Eurotunnel pointed out.

This summer in particular, a new traffic record – not seen since 1999 – was set for the link thanks to the Olympic Games.



DB Schenker Logistics Expands Innovative Transport Monitoring Service



New product family offers customers tailored solutions worldwide

Thanks to the new DB SCHENKERsmartbox service, monitoring global freight transports is now even more convenient and innovative. Customers can now choose from five options in the DB SCHENKERsmartbox family based on their needs. “We have observed that high-value products are increasingly being transported by container around the world on all of the important routes,” said Diederick de Vroet, Head of Global Ocean Freight at DB Schenker Logistics. “Our customers are therefore increasingly interested in additional security and quality assurance for their transports using state-of-the-art visibility solutions. And our new service meets their demands.”

DB SCHENKERsmartbox premium uses GPS coordinates to let customers monitor their consignments on the internet in real time. Parameters such as temperature, humidity, G-force, movement, vibration and inclination are checked constantly. The technology monitors the route across modes of transportation using geofencing, a telematics solution in which a container is only permitted to move within an area that has been defined in advance. The device reports any attempt to open the container. Parameters can be custom-configured on the internet. The new Advanced Air & Ocean Tracking service also lets customers track each unit individually in real time on the internet.

DB SCHENKERsmartbox light makes it possible to document temperature, humidity, G-force, light, vibration and inclination during the transport. Customers can use the software to define their own thresholds for each parameter. Any values that exceed the thresholds are documented. DB SCHENKERsmartbox easy measures temperature during the transport. The saved values can be exported easily via USB after the consignment arrives. The exact time each measurement was taken is recorded. A chart shows the temperature measurements and any deviations from the temperature range defined in advance.

The DB SCHENKERsmartbox tag enables temperature deviations to be exported using a smartphone app and checked by all participants in the transport, either using the app itself or on an internet portal. The DB SCHENKERsmartbox individuals option offers customized solutions for every mode of transportation and area of application along the entire supply chain.

Alstom takes part in the first welding on the initial track of the Garonne tramway’s line in Toulouse



Alstom, represented by Jerome Wallut, Managing Director of Alstom Transport France, took part in the symbolic first welding on the initial track of the Garonne line of Toulouse’s tramway on Saturday October 20th, 2012. Presiding over the event at the “Arènes” station was Tisséo–SMTC Chairman, Mayor of Toulouse and Toulouse Metropole Urban Community Chairman Pierre Cohen, in the presence of SMAT Chairman Joël Carreiras and local elected officials and VIPs.

The group made up of Alstom Transport, Egenie and Guintoli will build the tracks in sectors 1 and 2 of this second line in Toulouse’s tramway network. This part of the line will be 2.5 km long, running between the “Arènes” and “Fer à Cheval” stations.

Innovation is at the heart of the proposed solution. Indeed, AppitrackTM is a building method for accelerated and automated construction of tramway and metro tracks, exclusively developed by Alstom and which is four times faster than standard processes. With this system, it is possible to reduce excavation depth, track-laying times and inconvenience to local residents.

As a result of using AppitrackTM, work on Toulouse’s Garonne tramway line will take only 6 months out of the 12 initially scheduled. Alstom is expected to complete 5 km in total track length on this line. Sectors 1 and 2 of the Garonne line are planned for completion by late 2013.

To executive this contract, Alstom is relying on its expertise in the field of infrastructures. Specifically, this field includes electrification, laying down the railway tracks, the electromagnetic systems intended for new railway, tramway and metro lines, as well as modernising existing lines.

Alstom has already completed electrification of over 10,000 kilometres in lines and laid more than 2,000 kilometres in tracks. In addition, Alstom has supplied the tramway for Bordeaux, the first city in the world to choose the APS system (ground-level power supply: a tramway with no overhead wires), a technology also adopted by cities like Reims, Angers, Orleans, Tours, Brasilia and Dubai

DB Schenker Logistics opens four new gateways to Russia



More departures and shorter journey times • Expansion of leading position in the national market

DB Schenker Logistics now sends its European land transport consignments to Russia via Berlin, Krakow, Riga and Helsinki. These new gateways are closely linked with the rest of DB Schenker’s European network and its hubs and allow additional transports to St. Petersburg and Moscow to be carried out.

“The new structure is part of our sales campaign which emphasizes our special focus on Russia, the CIS states and the Baltic states,” says Karl Nutzinger, member of the Board of Management of Schenker AG responsible for Land Transport at DB Schenker. “Our 22 locations, our own national distribution network with regular-interval traffic and over 800 staff members make us the market leader in Russia. We are also very well positioned in the Baltic states.”

Roughly 10,000 customers in Europe are currently being approached about the new services. No matter what countries they operate in, they can trust in uniform seamless processes, high quality standards and planning certainty. DB Schenker operates successfully for numerous customers in the region, including for customers in the automobile and consumer goods industries, some of the main sectors.

The new services being offered for Eastern Europe also include solutions that are especially environmentally friendly, such as short sea shipping and intermodal transport via Riga, where DB Schenker has a transshipment terminal to connect to Russian broad gauge.

As the logistics service provider for Volkswagen and Škoda, DB Schenker Rail recently transported the 1,500th container train to Volkswagen’s Kaluga location in Russia. DB Schenker offers regular train connections from Duisburg to Moscow through its joint venture, Trans Eurasia Logistics (TEL).

Alstom delivers ahead of time the last Pendolino coaches for the West Coast Main Line (UK)



Alstom has delivered the last Pendolino coaches for the West Coast Main Line in (UK) operated presently by the operator Virgin Trains. This delivery which occurred ahead of time, concludes the train delivery part of the €1.8 billion order placed by the UK Department of Transport in 2008.

The contract included the supply of four Pendolino trains (11 cars), 62 additional coaches to complete its existing fleet as well as the maintenance of the entire fleet which represents a total of 56 Pendolino trains. The maintenance is performed by Alstom in its five maintenance centres which are located along the West Coast Main Line.

With this contract the UK Department of Transport's ambition was to enlarge and improve transport's capacity of the West Coast Main Line – where the number of commuters has been increasing since 2003. Through its state-of-the-art tilting high speed trains, Alstom played a major role in increasing the West Coast Main Line's transport capacity.



Alstom's Pendolino high speed train which can operate at 225 km per hour is equipped with Tiltronix technology, a tilting system which guarantees passenger comfort and safety when the train takes curves at higher speeds than conventional trains. Since the launch of Alstom's Pendolino, more than 400 trainsets have been sold in the world, covering over 500 million kilometers in commercial service. Pendolino trains can cross more than 10 borders and soon Austria and Poland will be added to the 11 countries in which they are being operated: Italy, Germany, Czech Republic, Switzerland, Slovenia, United Kingdom, Portugal, Spain, Finland, China and Russia.

The Pendolino trains were built at Savigliano's plant - where the train has been manufactured for more than 30 years - as well as in Sesto San Giovanni – respectively 1,200 and 390 employees. 20 high-speed New Pendolinos for PKP Intercity and eight for the Swiss Federal Railways (FFS) are presently being manufactured in those plants.

Eurotunnel and Alstom conduct dynamic tests on Prima II locomotive in the Channel Tunnel



Given that the Technical Specifications for Interoperability (TSI) STIs have applied since early 2012 to freight trains travelling through the Channel Tunnel, the Eurotunnel Group and Alstom held tests during the night of September 29th to 30th with Alstom's new generation of Prima II locomotives in order to validate its compatibility with Channel Tunnel systems and security standards.

For this first-time event, Alstom's Prima II locomotive, set in a standard configuration and pulling cars with a total load of 950T, entered the Tunnel from the French side at 10:20 pm and proceeded to perform traction, braking and pantograph tests. After exiting on the Folkestone side, the train turned around and headed back towards France for a second experimental phase lasting from 3:00 to 5:00 am.

This is part of Eurotunnel's determination to foster the development of "standard" rail freight traffic between Great Britain and the continent, which means having the possibility of not having to use specific Class 92 locomotives. Those successful tests, as well as being yet another key step in Prima II's history, demonstrate Alstom's ability to resolve one of freight's major issues, namely interoperability, thanks to its new generation of locomotives, which are compatible with ERTMS and ETCS systems and able to travel using four different voltages (25 kV, 15 kV, 1,500 V and 3,000 V). Prima II can travel in every European freight corridor.

Eurotunnel Group SA CEO Jacques Gounon stated that "The approval of new railway equipment is a vital addition to the open access set up by Eurotunnel. I am glad that our close cooperation with Alstom is paving the way for new freight traffic, capable of significantly reducing CO2 emissions."



Alstom Transport Chairman Henri Poupart-Lafarge stated that "We are very pleased that those tests were successful as they open up new promising prospects for European railway freight, as well as demonstrating Alstom's determination to actively support it. The tests are an integral part of the lasting partnership that we develop on a daily basis with our customers as a whole, and with Eurotunnel in particular

Photo: © Ernest Noyon

Alstom presents the first freight locomotive KZ8A to the Kazakh Railways



Henri Poupart-Lafarge, President of Alstom Transport, recently unveiled the first electric freight locomotive KZ8A to the Kazakh Railways, Kazakhstan Temir Zholy (KTZ), in the presence of Mr Butzbach, the Mayor of Belfort's city and Mr. Mamin the President of KTZ. The ceremony was held at Alstom's site in Belfort where KZ8A has been designed and manufactured. It is the first of the 295 locomotives (200 freight and 95 passenger) ordered by KTZ to Alstom and its Russian partner TMH in 2010.



First product of a new range of locomotives dedicated to Kazakhstan market, KZ8A is the most powerful freight locomotives in the world able to haul up to 9,000 tons and run at 120 kph. It can operate in extreme weather conditions with temperatures ranging from -50°C to +50°C. This locomotive offers drivers comfort over long distance through its large cabin equipped with microwave, fridge, floor heating, comfortable heated seats and foot rests. The KZ8A locomotive is now under Russian certification and will enter into dynamic tests in Kazakhstan in January 2013.

"Alstom is pleased to participate to ambitious Kazakhstan projects in railways by supplying a next-generation locomotive," said Henri Poupart-Lafarge. "This technologically advanced product is the result of a solid relationship of trust between Alstom's and KTZ's project teams over the past 2 years" added Bernard Gonnet, Alstom Transport's Senior Vice President in charge of Russia and CIS.

While the first 10 pre-series of KZ8A locomotives are being manufactured at Alstom's Belfort facility, the remaining will be built in Astana, the new Alstom plant in Kazakhstan. This site for which the first stone was placed on June 26, 2010, will be inaugurated on December 12, 2012. Shortly after, the site will be able to start the production with a capacity of up to 80 locomotives per year.

This contract will result in the creation of 650 qualified jobs in Kazakhstan. In France, over 120 employees from Alstom's Belfort manufacturing plant have been assigned to the project for a five-year period. Around 100 employees from other Alstom sites (Le Creusot, Ornans, Tarbes and Villeurbanne in France, and Charleroi in Belgium) contribute also to the project. The execution of this contract has also an impact on employment for suppliers - one job at Alstom creates some three jobs for its suppliers.

Photo: The first KZ8A locomotive © Alstom Transport - CAPA Pictures - F.Clement

Helsinki's new metro trains to be delivered by CAF



Helsinki's new metro trains will be ordered from the Spanish manufacturer Construcciones y Auxiliar de Ferrocarriles S.A. (CAF). HKL's Executive Board decided upon the matter at its meeting on 16 October.

Comparing all the tenders submitted, CAF was the most affordable in terms of overall economy. The criteria used to assess the tenders were the acquisition price, the commercial terms and conditions, operating and maintenance costs, the level of train technology, design and innovation as well as co-operation capabilities and the reliability of deliveries. The total price of the procurement (excluding VAT) is EUR 140,409,017, and it concerns 20 metro trains consisting of four cars (the tender proper and the first-stage option).

CAF is one of the major manufacturers of metro vehicles in the world. In recent years CAF has delivered metro trains for example to Madrid, Rome, Washington, Barcelona and Brussels.

The new metro train fleet is required for the West Metro. In addition, the procurement is part of the preparation for the potential extension of the West Metro from Matinkylä to Kivenlahti. It also covers the opportunity to exercise the other option, should the so-called East Metro to Sipoo be realised sooner than expected.

The total length of the new trains is 90 metres, corresponding to the train units currently in use at off-peak hours and with a passenger capacity of 576. After the introduction of the trains, trains will run at 2.5-minute intervals on the main section of the metro line and at 5-minute intervals at the eastern and western ends, increasing the total transport capacity of the metro at this stage.

The train is accessible in its entirety from one end to the other, making it easy to move between cars during the journey. The trains are also air-conditioned. In terms of their visual appearance, the trains will resemble the M200 series, the exterior and seat colour being orange.

The trains will at first be equipped with a temporary cabin, necessary in the transitional stage towards the automation of the metro traffic control system. Once the automation is completed, the temporary cabin will be dismantled and the space converted for passenger use.

Contract negotiations between HKL and CAF will begin immediately on the basis of the procurement decision. The objective is to sign the procurement contract by the end of the year. According to the current schedule, the first new train is delivered for test-running the end of 2014 and all 20 trains will enter service over 2015-2016.

Adif rail installed high speed line in the La Sagrera, Barcelona



Adif has started work on rail installation in the La Sagrera, in the municipality of Barcelona. These works are part of the track assembly operations in the segment The Mollet Sagrera Line, Madrid - Barcelona - French border.

In parallel, Adif is running the remaining assembly work on the stretch of track Sagrera - Mollet del Vallès. According to the progress of these works, including Montcada i Reixac and Mollet del Vallès already been completed in the assembly pathway in longer than 3 km in tunnels Montcada i Reixac and Sant Andreu is proceeding to concreting slab of slab track and between Sant Andreu and Montcada i Reixac is conducting extended previous work by positioning ballast and sleepers.

The progress of these works, which have an investment of 9,918,911 euros, reaffirms the commitment of the Ministry of Development to boost all actions relevant to the commissioning of the high-speed connection to France as soon as technically possible. The stretch-Sagrera Mollet, which has a length of 12.7 km of double track electrified standard gauge (1,435 mm). Its main infrastructure, tunnels include Sant Andreu and Montcada i Reixac, totaling 6686 m, and viaducts and Riera Riera Caldes Seca, with a total length of 310 m. In total, 58,339 m used type of rail UIC 60 kg / m concrete sleepers 41,783 different typology, 60,000 m3 of ballast, besides 32,151 287,845 m3 of concrete and steel kg for implementing the slab track .

Alstom and SYTRAL introduce the first high-capacity Citadis tramway for the Lyon urban area



The first of the 12 high-capacity Citadis tramway for the Lyon urban area has been presented in front of the Part-Dieu station in Lyon by Hubert Peugeot, Business Development & Sales Vice President of Alstom Transport France to Bernard Rivalta, President of SYTRAL (Lyon Urban Area Transport Union).

42 meters long, the new tramways will replace the 32 meters long ones currently in service and will be able to receive up to 300 passengers, i.e. the capacity of 5 buses. The new tramways will enter into commercial service on November 2012 on the T3 Line which links Part-Dieu station to Meyzieu.

Alstom's Citadis tramway offers optimal on-board quality and maximum passenger comfort, including a full low floor, air conditioning, video-surveillance and an information screen, and broadcast system. Moreover, Citadis helps protect the environment. Made of 98% recyclable materials, Citadis uses 4 times less energy than a bus and 10 times less than a car.

To respond SYSTRAL wishes for an aesthetic consistency of the tramway, Alstom has proposed a new design in respect to the original signature. For example, the new tramway's interior which was designed by the company Avant-Première has been maintained. The harmony of "colours and fabrics" will be adapted around an innovative feature using LED-based strips to vary ceiling colors.

With the 12 new tramways, the Lyon urban area's network will total 86 Citadis tramways making its network the 3rd largest in France. Citadis benefits from more than 10 years of feedback on the Lyon network, which will make it easier to incorporate new tramways into the existing system and optimise the line operating cost.

Citadis is helping to promote the economic dynamism of the French regions. The tramways are designed and assembled at the Alstom plant in La Rochelle. The other sites involved in the production are Villeurbanne's - nearly 700 employees - in charge of on-board information systems, as well as Ornans for motors, Le Creusot for bogies and Tarbes for electric and electronic traction equipment. Alstom Transport projects have generated 27,000 direct and indirect jobs with French suppliers; 80% of the company's procurement is supplied by 4,600 firms located in France. The introduction of the first high-capacity Citadis to the city of Lyon is the sixth entry in France since the beginning of the year after Montpellier, Brest, Rouen, Orleans and Dijon.

To date, more than 1,600 Citadis tramways have been sold to nearly 40 cities in the world. The tramways have carried more than 4.7 billion passengers and travelled more than 400 million kilometres.



Delivery of 600th BOMBARDIER MOVIA Metro Car Helps Improve Connectivity for Delhi Metro



Rail technology leader Bombardier Transportation has successfully delivered the 600th MOVIA metro car to the Delhi Metro Rail Corporation (DMRC). Harsh Dhingra, Chief Country Representative India, Bombardier Transportation, recently handed over the metro car to Mangu Singh, Managing Director, DMRC, in Savli, Gujarat, in the presence of management teams and employees of both companies.

MOVIA metros from Bombardier continue to form an integral element of DMRC expansion plans to improve mobility and expand the current network to the outskirts of the city. Ridership is expected to reach an impressive 4 million passengers each day. The modern, high capacity MOVIA vehicles are designed to accommodate 1,480 passengers comfortably per four-car train set. This can be increased to 2,220 passengers per six-car set and 2,960 passengers per eight-car set. Sustainability and eco-friendliness are among the key aspects of the technologies used, such as the MITRAC propulsion system with regenerative braking which creates up to 30 per cent in energy savings.

Mangu Singh, Managing Director, DMRC, said: "Delhi Metro has been expanding its network rapidly and the DMRC is pleased to celebrate the delivery of the 600th metro car. These coaches will help us to carry the increasing number of metro passengers in Delhi in a safe and efficient manner." "The delivery of the 600th car and our support of sustainable mobility in the growing city of New Delhi demonstrate how the Savli site has rapidly evolved into a truly Indian production and engineering hub," said Harsh Dhingra. "Bombardier's Indian sites are equipped with state-of-the-art manufacturing techniques to support metro rail operators in India. Our employees in India are fully trained on special tools and processes to ensure quality standards and practices are maintained."

Kristian Mikkelsen, President of Mainline and Metros, Asia Pacific for Bombardier Transportation, said: "We would like to thank DMRC for their support and commitment to the project. This is a truly momentous occasion for us; the Savli site has achieved exceptional performance in project execution and delivery. Bombardier will continue to work closely with the Indian railway operators towards a sustainable future for the country's growing rail network."

Bombardier broke new ground as the first multinational company to set up a wholly owned railway vehicle manufacturing site at Savli, Gujarat, which includes the production of carbodies and bogies. With an investment valued at 33 million euro, the site has generated employment opportunities for nearly 800 people and indirectly generates approximately 3,000 jobs in the Vadodara region of Gujarat. The site recently had its International Railway Industry Standard (IRIS) certification upgraded, thereby becoming the only railway vehicle manufacturing unit in India to achieve this accomplishment. Bombardier's manufacturing facilities have been involved in the complete range of railway vehicle manufacturing during the last three years of commercial production, and are gearing up to expand the company's industrial activities in the country as well as regionally. Bombardier is also responsible for the train control and signalling system on two line sections of the Delhi Metro network, covering 39 km. The Savli site is involved in the manufacturing and supply of semi-finished BOMBARDIER FLEXXMetro 3001 bogies for Adelaide's Suburban Rail Network in Australia. In addition, it will assemble and deliver diesel locomotives to Electro-Motive Diesel, Inc. (EMD) for its export to Southeast Asia and the Pacific region.

Blackpool 2012

It has got to that time of year when the Railtalk team have a its annual trip to Blackpool, to eat, drink and enjoy the trams.

However this year it has all changed, and not for the better!

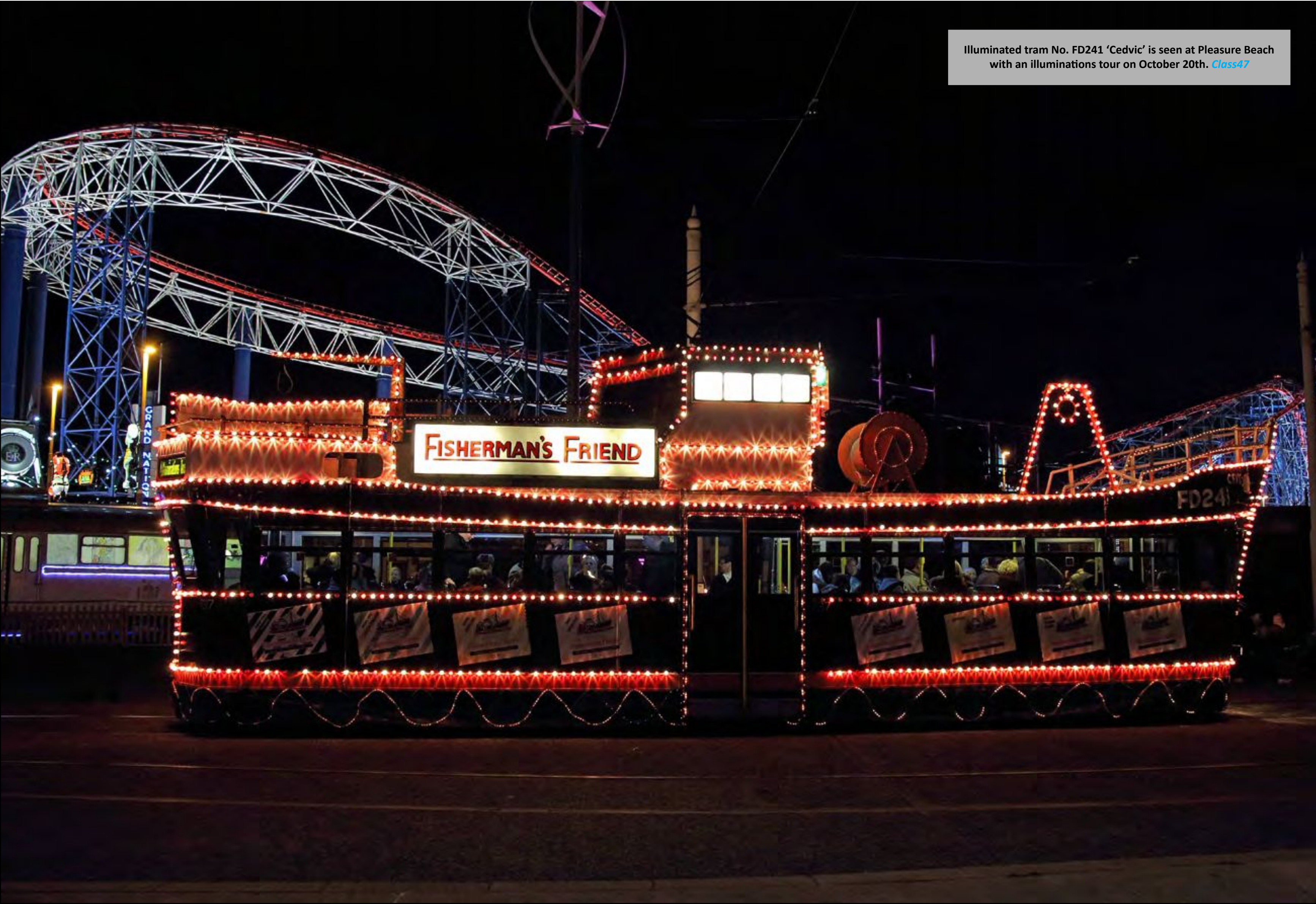
Gone are the lovely old trams with character and whilst the new trams might be modern and efficient, they lack a certain something that made Blackpool unique. Add to that the fact that most services were full, huge queues were seen at many of the stops and no effort was made to run extra trams. Anyway we start with a look at the illuminated 'Rocket' which this year has been parked on a roundabout next to the tram line as it heads towards Fleetwood. [Richard Hargreaves](#)



At Pleasure Beach, Brush Railcoach No. 627 has been reliveried into Diamond Jubilee white and gold livery. This tram also carries its former number of 290. [Richard Hargreaves](#)



Illuminated tram No. FD241 'Cedvic' is seen at Pleasure Beach with an illuminations tour on October 20th. [Class47](#)



Bombardier Flexity 2 Tram No. 005 is seen approaching North Pier with a Fleetwood to Starr Gate service on October 20th.

Richard Hargreaves



Another one of the new Bombardier Flexity 2 trams, this is No. 010 seen at Starr Gate outside the new depot.

Richard Hargreaves



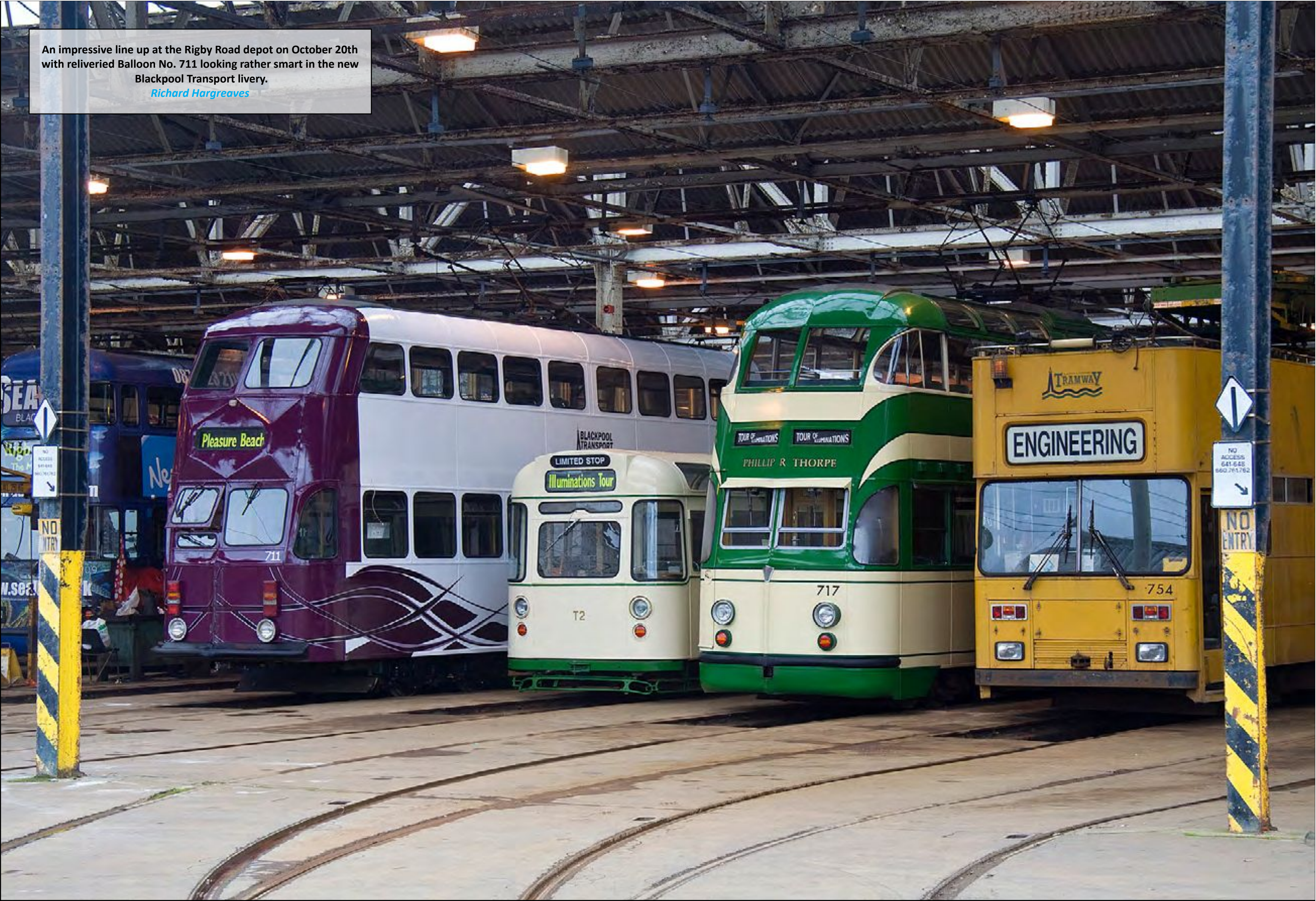
Twin Car No. 272 is seen at Pleasure Beach
with an Illuminations Tour about to commence.

Class47



An impressive line up at the Rigby Road depot on October 20th with reliveried Balloon No. 711 looking rather smart in the new Blackpool Transport livery.

Richard Hargreaves



On October 13th, Flexity No. 012 stands at North Pier heading for Starr Gate, soon after the illuminations had been switched on. [Andy](#)



Probably the best looking tram of the current fleet and certainly one of the most popular is this one, the Western Train.

Class47



Occasionally one of the 'reserve' fleet does make an appearance, as Balloon No. 717 proves here with a special, seen here at North Pier. [Andy](#)



From the Archives



On February 9th 2005, an OBB Class 4010
EMU arrives into Schwarzach-St. Veit.

Class47



OBB Class 1042.004 is seen at
Bischofshofen on February 9th 2005
with a service to Selzthal. [Class47](#)



The low winter sunshine brings an orange glow to the sky as OBB shunter No. 1063.002 has a pause between duties at Attnang-Puchheim. [Class47](#)

