

# 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 visits one of the many Winter galas held in January, at the Great Central Railway in Leicestershire, where a fantastic line up of steam locos and a very intensive timetable led to a thoroughly enjoyable day out.

Well with the new year well and truly behind us, thoughts at Railtalk have turned to where we want to visit this coming year. Then the agony of we can't possibly get to all those places in one year, followed by the cost. But on the subject of cost, I have to say that with the UK's rail fares seeming to be ever more expensive and certainly with some charter train fares reaching the £100 mark for a trip, then going across to mainland Europe doesn't seem too bad. In fact it can be cheaper to visit a foreign country than to have a trip out on a railtour, crazy times. As always thanks to everyone who have sent us photos this month, and as I have said many times before, please do keep sending the photos 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 Želtevayová, 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, Steamsounds, David Mead, Piotr Kozłowski, Derek Neesham, Roger Williams, Mark Bearton, Andy Pratt and Gary Smith.*

Front Cover: On January 21st, PKP Class EU07-077 is seen at a very chilly Warsaw Wschodnia. [Gary Smith](#)

This Page: On October 19th, a ZillertalBahn DMU ready to leave Jenbach for Mayrhofen. [Steamsounds](#)

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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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SBB Cargo liveried Class Re 421 No. 421.394  
is seen working service No. EC195 Zurich -  
Munich at Winterthur on December 3rd.

*Keith Hookham*





On January 21st, PKP Class 537.009 still carrying its Euro 2012 special livery and  DB Class 218.834 are seen at Berlin Ostbahnhof. These locos were believed to be waiting in connection with the Amsterdam to Warsaw sleeper, which according to the arrivals boards at Warsaw Centralna, was running some 6 hours and 20 minutes late. [Gary Smith](#)

RhW unit No. 1 is seen at Rheineck on December 1st after arriving from Walzenhausen with Train No. R6168 16:52 Walzenhausen - Rheineck service. [Keith Hookham](#)





No. P2509 wearing the new livery and company name of Aurizon (formerly Queensland Rail National) skirts the lakes at the Princess Royal Harbour at Albany with empty woodchip hoppers.

*Colin Gildersleve*



On December 14th, SBB Re 4/4ii No. 11286 passes through Egerkingen with a short train of refrigerated wagons. *Mark Pichowicz*





The Kuranda Scenic Railway snakes its way from Cairns through the suburbs to the little village of Kuranda on the Macalister Range.

This is a very popular tourist attraction in Cairns, North Queensland.

Here engines Nos. 1737 and 1774 begin the climb. Loco No. 1774 carries a livery which depicts Buda-dji the Carpet Snake who, in the Aboriginal dreamtime, carved out the Barron River and the creeks that join onto it, from the coast to the Tablelands. The trip takes 1 ¼ hours and is 37

Kilometres in length with many viewing platforms along the way. The locomotives are Class 1720 Diesel Electric Locomotive of which 56 were built. This class began in October 1966 and was built by Clyde Engineering Company under license from General Motors USA and subcontracted to Commonwealth Engineering in Brisbane. [Roger Williams](#)





SBB Class 482.010 is seen in Northern Germany  
at Rostock Bramow on January 15th with a  
loaded timber train. [Keith Hookham](#)



Top Right: A Regiojet service is seen crossing the magnificent bridge at Lipnik Drahotuse on April 28th. [Ivo Rušák](#)



Bottom Right: Regionova Class 914.076 and 814.076 is seen in Vsetin on May 3rd whilst Class 380.019 is seen shunting the stock for Train No. R624 'Portas'. [Ivo Rušák](#)



Below: On the evening of May 26th, CD Class 460.075 is seen in Luzna near Vsetin. [Ivo Rušák](#)





This shunter is an 0-6-0DH Clyde built in 1967 for the Racecourse Mill at Mackay North Queensland, named 'Munbura', it is used for the purpose of moving cut sugar cane to the local mills for crushing. [Roger Williams](#)



This D12 built by E M Baldwin in 1976 is seen repositioning empty sugar cane bins outside of Sarina, Central Queensland for the Plane Creek Mill. Sugar cane harvesting takes place between May and November. [Roger Williams](#)





On January 15th, No. CBH010 runs long nose first as it leaves behind Millenden Junction, Western Australia and heads off to the country on the single track branch line for another load of grain for export.



*Colin Gildersleve*

DB Class 218.448 is seen between duties at Hannover Hbf on January 14th. [Keith Hookham](#)



FS diesel loco No. D.345 1107 is seen stabled outside the shed at Livorno with the area rescue train on November 7th. [Laurence Sly](#)



Steam loco no. 64 419 is seen crossing  
Strümpfelbach Viadukt with the Sunday train  
from Schorndorf to Welzheim on June 24th. [Steamsounds](#)





Top Right: CD Steam loco No. 534.0432 'Kremák' heads a raitour through the Vallachian Kingdom on May 5th. [Ivo Rušák](#)



Bottom Right: CD Class 150.202 heads the Ex120 'Kosican' from Prague - Kosice, seen arriving into Vsetin station on May 9th. [Ivo Rušák](#)



Below: On June 6th, CD Class 150.203 is seen working service No. Ex126 'Fatra' from Zilina to Prague as it arrives into Vsetin Jablunka. [Ivo Rušák](#)



DB Class 218.400 and 218.416 are seen  
having arrived at Lindau Hbf with EC194  
from München to Zürich on June 26th. [Steamsounds](#)



On November 5th, FS electric loco No. E.402 110 (in the new Frecciabianca livery) is seen inside the shed at Milano Centrale. [Laurence Sly](#)



Top Right: A CD Class 380 is seen working service No. EC136 'Moravia' past Lipnik Drahotuse crossing the longest bridge (ca 440 m/450 yards) of the "Kaiser Ferdinand Nordbahn", i.e. of the oldest steam railway built through the Czech/Moravian territory from Wien (Austria) through Prerov and Ostrava (now in the Czech Republic) to Krakow/Krakau (now in Poland). Originally, all these towns/cities were in the territory of the Austrian Empire when the railway was being built. *Ivo Rušák*



Bottom Right: CD liveried Class 150.213 is seen working Fast train No. R622 'Becva' from Horni-Lidec - Prague between Usti and Vsetin on July 24th. *Ivo Rušák*



Below: CFL operated stopping train No. RE5226 Wasserbillig to Luxembourg is seen passing through Igel on April 27th. *Ivo Rušák*



FER E640-102 is seen inside Sermide maintenance depot on November 10th.



*Laurence Sly*



On January 2nd, Ge 4/4iii No. 652 pauses at  
Filisur with RE1169 19:58 Chur - St. Moritz.  
Classmate No. 649 stands in the background with  
the 21:04 to Davos Platz. [Mark Pichowicz](#)



On October 17th, nicely decorated  
DB Class 111-039 is seen on the rear  
of a München bound train at Murnau. [Steamsounds](#)



On January 3rd, Ge 6/6ii No. 702 is seen close to Bergün with train No. 5135 the mid-morning Landquart - Pontresina freight. [Mark Pichowicz](#)





Top Right: Slovakian Class 363.133 is seen working fast train 'Ruzin' leaving Zilina and heading for Bratislava on March 25th. [Ivo Rušák](#)



Bottom Right: Slovakian Class 163.118 working a stopping service is seen at Zilina Trencin on March 25th. [Ivo Rušák](#)



Below: DB Regio Class 628.490 is seen working a local service No. RE5228 from Wasserbillig to Luxembourg as it passes through Igel on April 26th. [Ivo Rušák](#)



Top Right: A CFL Class\_185 push-pull service is seen passing Luxembourg Dommeldange on February 8th. [Ivo Rušák](#)



Bottom Right: A Class 2000 EMJ is seen working a Luxembourg - Alzette Creek service from Neu-Muenster monastery on February 8th. [Ivo Rušák](#)



Below: CD Regionova Class 914.167 works train No. 13266 from Velke-Karlovice to Novy-Hrozenkov on February 11th. [Ivo Rušák](#)



Top Right: ZSSK "twins" Class 131.041 and 131.042, work their heavy cargo, consisting only of tank cars, possibly from the chemical works in Lhotka nad Becvou through Vsetin (as well as through heavy snowfall) to Slovakia, the twin engine being owned by the Slovak operator ZSSK-Cargo. [Ivo Rušák](#)



Bottom Right: Skiers must control their skis fairly well in Karolinka not to "board" trains before they stop in a nearby station, as documented by this Class 810 rail motor car with two trailers going past the local downhill course on January 28th. [Ivo Rušák](#)



Below: On 1st February, in the morning haze caused by the 0 degrees frost, a long and heavy cargo powered by Slovak heavy freight engine, Class 183.041, nicknamed "Rakanya" by the Slovaks, passes Vsetin. [Ivo Rušák](#)



08:42  
EN 420

endet hier +++ Zug endet hier +++ Z

von Wien Westbf

3

Bitte nicht einsteigen

DEWK

DB

120 143-3

Schwarz.  
Rot.  
Günstig.  
Schwarz.  
Rot.  
Günstig.

DB Class 120-143 is seen arriving on time  
at Köln Hbf with EN 420 from Wien  
Westbahnhof on June 16th.

[Stearnsounds](#)

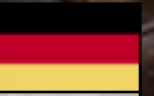




On January 3rd, Ge 4/4iii No. 649 crosses the 289ft high Wiesen viadukt with the 13:31 Davos Platz - Filisur. [Mark Pichowicz](#)



The Wuppertal Schwebebahn  
at Zoo Stadion as unit No. 22 arrives  
on April 21st. [Steamsounds](#)



CFL EMU No. 2015 is seen at Luxembourg Gare on June 15th. [Steamsounds](#)



Top Right: Arriving at Karolinka station on January 28th, this Class 810.015 rail motor car working service Os13266 Velke - Karlovice proves that, though having been built in the last century's mid 70s, the Czech Railways still count on them, as indicated by the newly applied corporate colours designed by the Najbrt studio in Prague. *Ivo Rušák*



Bottom Right: CD Class 151.007 is seen working service No. Ex127 'Fatra' past Jablunka Vsetin. *Ivo Rušák*



Below: Class 380. 012 heads the Ex521 'Vsacan' through Jablunka Vsetin. *Ivo Rušák*





On January 21st, DB Class 182.012  
is seen at Frankfurt Oder with a service to  
Brandenburg. On an adjacent platform is Class 143.818.  
*Gary Smith*





SBB Re 4/4 No. 11207 is seen leaving Göschenen and about to enter the Gotthard Tunnel with a train for Locarno, September 21st.

[Steamsounds](#)



On January 19th, SNCB No. 1905  
is pictured at Oostend on the rear of a  
service to Essen. [Gary Smith](#)



PKP Class EP07-514  
is seen at Warsaw Wschodnia  
on January 21st, where the temperature was a  
chilly -9C. [Gary Smith](#)



A Paris Metro Line 6 train is seen crossing the Pont de Bir-Hakeim on October 20th.

*Steamsounds*



An elderly EN57-1809 EMU stands at  
Warsaw Zachodnia on January 21st.

*Gary Smith*



On June 16th, a Den Haag tram  
is seen outside the Centraal station.

*Steamsounds*



## Ski Service for World Cup fans: Busy ÖBB trains and stations



ÖBB is Official Mobility Partner of the FIS Alpine World Ski Championships 2013, taking place between the 4th and 17th February and offers their ski sport passengers during this time a particular service. The Zugbegleitteam informs customers - as usual at major football events - regularly on the final results of World Cup competitions. The announcements will take place in all long-distance trains as well as in all regional trains with on-board staff. Also on approximately 1,300 monitors at stations, the ski results will be displayed. Additionally, there is via TV live coverage of the ski race in all ÖBB Lounges.

“Many of our customers are thrilled and can not wait to ski sport in the World Championship races. Therefore, we offer a customized mobility services around the World Ski Championships in Schladming and for all the fans who cannot be there, we will let live in our trains and Club Lounge, “says Birgit Wagner, Managing Director of ÖBB-AG

### With seat reservation relaxed and congestion-free travel by train

Together with the Austrian Ski Federation and the local organizing committee in Schladming, ÖBB has developed a mobility concept to some 300,000 fans from all over Austria. In total ÖBB is offering more than five times the seating capacity as usual. Nevertheless a seat reservation is recommended as reservations are the best indicator of the workload of the trains and the basis for control measures.

Photo: ÖBB Relaxed travelling by rail to the Ski World Championship





## Alstom to supply signalling and infrastructure on the Treviglio-Brescia high-speed line in Italy



Alstom, as a member of the Saturno consortium<sup>1</sup>, has been awarded by RFI – the Italian Infrastructure Company of FS Group - a contract to supply part of the signalling system and to design and install railway infrastructure on the Treviglio-Brescia section of the Milan-Verona high-speed/high-capacity line. The Alstom part of the contract is worth €20 million. The project is scheduled for completion in spring 2016.

The 39 km Treviglio-Brescia line will cross 20 cities in the provinces of Milan, Bergamo and Brescia. An additional 12 km will link it to the existing line, and a further 7km of dedicated tracks will reach the Brescia station.

The junction between the new and existing line, as well as the point machines with hydraulic motors will be designed and produced in the Alstom Bologna site in Italy, which is the Group's centre of excellence for railway interlocking and track systems.

The Guidonia site, also in Italy and specialised in railway infrastructure systems, will be in charge of designing and producing part of the contact line, power supply and transmission systems, and all of the fire prevention systems.

As a member of the Saturno consortium, Alstom has produced and installed the most advanced signalling systems for high-speed trains in Italy, such as the Rome-Naples line (first very high speed line in the world to be equipped with ERTMS level 2), and the Bologna-Florence line, which runs almost completely through tunnels.

<sup>1</sup> - formed by: Alstom, Ansaldo STS, Balfour Beatty Rail and Sirti

## First Citadis T7 tram presented to STIF



On 12th January 2013, Alstom Transport presented the first of the 19 Citadis trams for the T7 line to Jean-Paul Huchon, Chairman of STIF, the body responsible for organising public transport in the Paris region, and Chairman of the Ile-de-France regional authority, at its La Rochelle site attended by Ségolène Royal, Chairwoman of the Poitou-Charentes regional authority, and Jérôme Wallut, CEO of Alstom Transport France.

This tramset is the first of 70 that were ordered in January 2011 for lines T7 and T8. The STIF will finance this equipment pursuant to the RATP/STIF leasing financing agreement for tramsets. The T7 line is 11.2 km long and will serve 18 stations between the municipalities of Villejuif and Athis-Mons from the end of 2013. A line extension is planned between Athis-Mons and Juvisy-sur-Orge in a second phase.

The visit was a chance for the chairman of STIF to see the progress made in the manufacture of the trams and to drive the first tram on Alstom Transport's test track at La Rochelle.

Thanks to the modular Citadis design, Alstom was able to provide a custom product both inside and out. The trams' design is the result of collaborative work by STIF, RATP and Alstom teams.

Each of the T7 and T8 Citadis tramsets are 32 metres in length and 2.40 metres wide, and can accommodate over 200 passengers - the equivalent of more than three buses. Designed to offer optimal quality of life onboard, Citadis trams feature platform-height floors, air conditioning, a video-surveillance system and a passenger counting system, as well as onboard audio and visual information. Wider seats and more accessible door-opening buttons are just two of the improvements designed to facilitate travel for those with mobility issues.

In addition, Citadis is up to 98% recyclable, which helps to preserve the environment. A Citadis tram consumes four times less energy than a bus and 10 times less than a car<sup>1</sup>. The Citadis also enhances the quality of city life: nearly four times quieter than motor traffic, it generates less than five decibels of noise.

Alstom helps to build skills and generate jobs in France with its tram business, which accounts for 1,100 of Alstom Transport's 8,700 jobs in the country. Six of Alstom Transport's ten French sites play a part in developing the Citadis tramsets: La Rochelle for their design and manufacture, Reichshoffen for manufacture, Ornans for the engines, Le Creusot for the bogies, Tarbes for the electronic and electric traction drive equipment and Villeurbaine and Saint Ouen for the onboard IT system and passenger information.

A further 20 tramsets are projected under the second tranche of this contract, for use on the T8 line that will link Saint-Denis to Epinay-sur-Seine and Villetaneuse. The RATP will ultimately have the largest inventory of Citadis trams in the world, with 145 tramsets, including 60 for the T2 line (Porte de Versailles - Pont de Bezou), 46 for the T3 line (Pont de Garigliano - Porte de la Chapelle) and 19 and 20 for the T7 and T8 lines respectively. The STIF and the RATP will be receiving trams of proven value that today set the worldwide performance standard.

To date, more than 1,600 Citadis trams have been sold to nearly 40 towns and cities throughout the world, including more than 800 for 20 towns in France. They have carried more than 5 billion passengers (2 million a day) and have demonstrated their reliability over more than 400 million km.

<sup>1</sup> - In kWh per seated passenger.



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## Bombardier Technology Operates on the World's Longest Very High Speed Rail Link



- China's new 300km/h north-south rail link from Beijing to Guangzhou uses Bombardier's ERTMS technology

- BOMBARDIER INTERFLO 450 solution operating on over 85% of China's very high speed network (over 300 km/h), helping to move the world's most populous nation

Rail technology leader Bombardier Transportation's European Rail Traffic Management System (ERTMS) technology is operating on the latest very high speed rail line to open in China. The new line completes the world's longest very high speed rail link, connecting the capital Beijing with the industrial centre of Guangzhou.

Equipped with Bombardier INTERFLO 450 ERTMS Level 2 technology (called CTCS-3 in China), the final section of the 2,298 km long north-south, double-track link between Beijing and Zhengzhou started operation on December 26, 2012. With operating speeds of 300km/h, the line has cut rail travel times from 22 hours down to around eight hours, boosting transportation capacity and economic development along the route.

This latest high-profile line to be opened, equipped with the BOMBARDIER EBI Com 2000 radio block centre and EBI Cab 2000 ATP onboard technology, is Bombardier's most recent contribution to China's very high speed rail network. It comes exactly three years after the implementation of its ERTMS Level 2 technology on the first section of the new link, which was then the world's fastest ERTMS line. The 1000 km Wuhan to Guangzhou line opened in 2009 with an initial operating speed of 350 km/h. Bombardier's technology, is also operating on the flagship Beijing to Shanghai line since 2010, on two routes linking Shanghai with Hangzhou and Nanjing, as well as on the Hefei to Bengbu and the recently opened Harbin and Dalian lines.

Peter Cedervall, President Rail Control Solutions, Bombardier Transportation, said: "Our projects in China are an important part of our global ERTMS portfolio and project delivery experience. Trains equipped with Bombardier's state-of-the-art very high

speed rail control technology have now travelled more than 300 million km in China. That is the same distance as a return trip to the sun, with a further 15 million km added every month. We have more than 1.5 million hours, or 170 years worth of operational experience in this market alone, reflecting the maturity and reliability of our ERTMS technology."

Jianwei Zhang, President of Bombardier China, added: "In China, Bombardier's wayside and onboard ERTMS signalling equipment services more than 9,800 km of track and around 300 trains. This constitutes over 85% of around 11,200 km of very high speed track in operation. It is an impressive contribution to the development of the country's rail infrastructure, enhancing people's travelling experience and promoting economic development. Bombardier continues to be a valued partner to the Chinese Railways in ensuring the latest rail control technology is delivered in the market."

With a strong involvement in the development of ERTMS/ETCS technology, Bombardier's solutions are operating or being delivered on more than 2,500 vehicles and 15,000 km of track in 16 countries. As well as running on the highest speed lines in China, the INTERFLO 450 Level 2 solution has permission for commercial operation on the Amsterdam-Utrecht line in the Netherlands, one of the busiest mainlines in Europe, and was inaugurated on Sweden's first high speed ERTMS Level 2 line, the Botnia line, in 2010.

Bombardier ERTMS technology is also installed in Croatia, Korea, Switzerland, Spain and Taiwan and first-in-market projects are being delivered in Algeria and Poland, in addition to extensive framework agreements in Sweden and Norway. Bombardier is at the heart of innovation, delivering the world's first ERTMS Regional system, its INTERFLO 550 solution, on the Västerdal Line in Sweden.

The future success of urban centres rests on re-defining the way people move within and between these expanding social and economic hubs. Congestion and pollution pose serious challenges to the growth of industrialised and developing nations. Rail presents a low carbon alternative to air and road as the backbone of national transportation infrastructure. Around the world, Bombardier Transportation moves hundreds of thousands of people quickly and efficiently to their destinations. Modern high speed rail offers passengers an attractive alternative to motorways and medium distance air travel because of quick boarding and travelling comfort.

## DB Arriva launches 2nd phase of largest Swedish regional transportation contract



Planning and operation of integrated bus and rail services for 94 million passengers in Stockholm

On 7 January 2013, DB Arriva rolled out further rail and road transport services in the Greater Stockholm area. This marks the start of the second and final phase of the largest multi-modal transport contract in the history of Sweden. Over the next twelve years, DB Arriva will carry approx. 94 million passengers per annum in this region.

In the north of the Swedish capital, DB Arriva now so Operates roughly 100 vehicles in the "Roslagsbanan" light rail system as well as 229 local buses. Together with the services launched in other parts of the city last summer as part of the project some E20, 2000 employees now operate a total of 183 trams and trains as well as 484 buses in the Stockholm region. DB Arriva was awarded the contract for the planning and operation of regional transport services in November 2011 following on international invitation for tenders.

In cooperation with the transportation authority Storstockholms Lokaltrafik, DB Arriva has developed and inaugurated a highly integrated regional transport system for the Swedish capital, which it implemented in two phases. The concept involves close coordination of the individual transport modes. For the second stage of the E20 project alone, more than 1500 Optimised DB Arriva bus and train arrival and departure times in the interests of improving transfers between the different modes and raising the attractiveness of public transport.

DB Arriva, the German Railway subsidiary which handles regional transportation outside Germany, has already been active in the Swedish bus market since 1999 and has provided rail services in Sweden since 2007.



## DB Schenker invests 23.5 million Euros in new logistics centre in Rudná u Prahy



DB Schenker Logistics has just started the construction of a new logistics centre in Rudná u Prahy, close to the Czech capital. The terminal is designed to meet most advanced technological, safety and environmental requirements. DB Schenker will invest 23.5 million Euros in the project. The total area of the premises is 90,800 square meters. The new logistics centre will become a workplace for 320 employees and is scheduled to start operations this fall. The logistics centre will consist of a 8,000 square meter hall, featuring 92 loading platforms, including six jumbo platforms, and a 4,700 square meter office building. "The new centre will contribute our further growth in the Czech Republic," says Tomáš Holomoucký, Managing Director, Schenker spol s r.o. "Our new premises will contribute to faster transit times, due to excellent traffic links. And we will offer the full range of logistics services, including handling of air and ocean containers."

The premises will be equipped with an intelligent lighting system and a top-of-the-range HVAC system (heating, ventilation, air conditioning). The security system has been designed to ensure highest standards. DB Schenker is going to apply for the TAPA certification - A level. Customers will also benefit from a bonded warehouse and a warehouse dedicated to hazardous and flammable substances (ADR). Both the office building and the warehouse are designed to ensure minimum impact on the environment. An in-house photo voltaic power station and a system for solar heating of hot service water are a part of the project. A heat pump is also planned. The architects also plan a CNG station (Compressed Natural Gas) for passenger cars.

The modern centre will feature resting zones, a café and canteen. There will be 178 parking spaces for passenger cars and 90 for trucks. Generously planned green areas will spread over 37,000 square meters.

## First FLIRT for Emilia Romagna



Stadler Rail and Italian rail vehicle manufacturer AnsaldoBreda have handed over the first FLIRT (Fast Light Innovative Regional Train) to Ferrovie Emilia Romagna (FER) in Bologna. Stadler and AnsaldoBreda have formed a consortium for the construction of 32 electric and 2 diesel multiple-unit trains for the two operators FER and Sistemi Territoriali. The order is worth a total of around EUR 200 million, with options for an additional 20 FLIRTs and more GTWs. As well as additional vehicles, the order covers 12 five-carriage FLIRTs for FER, which are to be delivered in the coming months. Stadler has already sold 132 trains to various customers in Italy.

The first five new FLIRTs (Italian name: ETR-350) were presented to the press and the public at the main station in Bologna, in the presence of the regional president of Emilia Romagna, Vasco Errani. These vehicles are modern five-carriage trains offering excellent passenger comfort and compliance with the highest safety standards defined by the Italian approval authorities. The interior is generously proportioned with multi-purpose areas for the transport of pushchairs, bicycles or bulky luggage as well as accessible areas for wheelchair users.

### Lightweight aluminium vehicles

The trains are lightweight aluminium vehicles. This significantly reduces energy costs. They can be operated in double traction to provide high levels of capacity at peak times. The maximum speed is 160 km/h. The trains have USTIF approval (route-specific approval for various routes in the Emilia Romagna region). Over the next few weeks, the vehicles will also be granted ANSF (Agenzia Nazionale per la Sicurezza delle Ferrovie) approval for the entire RFI (Rete Ferroviaria Italiana) network.

### Cooperation with AnsaldoBreda

Stadler is responsible for the engineering, the production of power cars, the fitting of traction equipment and the driver's cab and for the manufacture of the trailer and drive bogies. At its Pistoia site, AnsaldoBreda takes on the production of the intermediate cars and their final fitting, as well as the assembly of the multiple-unit trains and commissioning prior to final delivery to the customer.

### Success story in Italy

Peter Spuhler, owner and CEO of Stadler Rail Group, is pleased about the delivery of the first FLIRT to FER: "This order is very important to us. It is the first time we have worked with AnsaldoBreda to build a vehicle. The Italian market is highly important to us." Stadler has already sold over 130 multiple-unit trains to 9 different customers in Italy (not including the Swiss Federal Railway's TILO fleet). About half of these are FLIRTs. With today's delivery, Stadler has now delivered the full range of FLIRT options to Italy. It has built three-carriage, four-carriage, five-carriage and six-carriage vehicles. The trains are in operation in different regions across the whole country, from Calabria and Apulia in the south to Lombardy and South Tyrol in the north. Peter Spuhler adds: "I am very proud that our trains are now running in Emilia Romagna as well."



## Eurotunnel and Siemens conduct successful test of Vectron locomotive in Channel Tunnel to boost cross-Channel rail freight



Following the agreement to apply the European Technical Specifications for Interoperability to freight trains travelling through the Channel Tunnel, tests were carried out overnight on 25-26 January 2013 with a latest generation Siemens Vectron locomotive.

The Vectron is the first locomotive to gain certification under TSI, HS and RST in Europe. It is therefore capable of hauling traffic directly from the continent to the UK. The tests were to prove its compatibility with the systems and safety rules in the Channel Tunnel. For the test, the Vectron loco, in standard configuration and hauling wagons with a total weight of 1,350 tonnes, entered the Tunnel via the French portal at 22:42 and completed a series of traction, braking and pantograph tests. Equipped with four axles, instead of the six on the Class 92, which is currently used in the Tunnel, the Vectron exited at Folkestone before setting back to France for a second phase of tests, which was completed without difficulty around 06:00 am.

This series of tests is in line with Eurotunnel's ambition to encourage the development of "normal" rail freight between the UK and continental Europe, that is to say without the need to use the very specific Class 92 locomotives.

The successful tests, which are a further stage in the story of the Vectron, demonstrate how Siemens has been able to react to the requirements of interoperability with its new generation of ERTMS compatible locomotives, and is evidence of the role Eurotunnel is playing in the development of rail in Europe.

Michel Boudoussier, Deputy Chief Executive Officer of Groupe Eurotunnel SA, stated: "The approval of new rolling stock is the vital counterpart to the open access model put in place by Eurotunnel. I am delighted that our cooperation with Siemens will open the way to new international rail freight flows, which will in turn, significantly reduce CO<sup>2</sup> emissions".

Karl-Hermann Klausecker, Chief Executive Officer of Siemens Locomotives and Components (Division Rail Systems), added: "We are very pleased to have been able to demonstrate the exceptional capabilities of the Vectron. In keeping with the Vectron slogan, 'Creating corridors', we have been able to show that it is possible to operate through the Channel Tunnel, in a reliable and safe manner, using just a standard loco".

## Great Central Railway's Winter Steam Gala

With Christmas and the New Year firmly behind us, the preserved railways gear up for a round of winter galas to tempt people back out and onto the lines. Always something special is the event at the Great Central, which this year featured a "King" in BR blue livery.

How could we resist!

This Page: On January 26th, LMS 'Jinty' No. 47406 is seen at Loughborough, having just arrived with a rake of mineral wagons. [Class47](#)



Southern N15 Class No. 777 'Sir Lamiel' is seen hauling the mail train through Quorn with the return working to Loughborough. [Richard Hargreaves](#)



GNR Gresley N2 Class No. 1744 with almost matching green rolling stock is seen speeding towards Quorn and Woodhouse station on January 26th. [Richard Hargreaves](#)



Great Western Railway No. 6023 'King Edward II' is seen at Loughborough shed on the evening of January 26th. [Richard Hargreaves](#)





Great Western Railway 2885 Class No. 3803, visiting from the South Devon Railway, makes a fine sight as it speeds towards Quorn. [Richard Hargreaves](#)



Class 101 DMU formed of DMCL No. E50321 and DMBS No. E51427 is seen arriving into Quorn and Woodhouse on January 26th with a Loughborough to Rothley Brook service. [Class47](#)



Maroon liveried Black 5 No.48624, the only surviving Southern built example, pulls into Quorn and Woodhouse station on January 26th, hauling a service to Loughborough. [Richard Hargreaves](#)



Top Right: LMS 'Jinty' No. 47406 steams through Quorn and Woodhouse with a rake of mineral wagons on January 26th. [Class47](#)

Bottom Right: Great Western Railway No. 6023 'King Edward II' carrying BR blue livery, is seen being prepared for the first day of the gala on January 25th. [John Alsop](#)

Below: BR Standard Class 2 2-6-0 No. 78019 and Great Western Railway 2885 Class No. 3803, are seen on Loughborough shed, January 25th. [John Alsop](#)



Great Western Railway No. 6023 'King Edward II' carrying BR blue livery, is seen at Leicester North on January 26th, having arrived with a working from Loughborough. [Class47](#)



Always a delight to see the Windcutter rake of mineral wagons in use. This is Ivatt Class 2 Mogul No. 46521 hauling them through the Leicestershire countryside. [Richard Hargreaves](#)





Ex DB now operated by LEG No. V200.505  
stands at Roosenheim on June 24th 2004.



*Class47*

DB Class 151.026 and 151.062  
head a rake of coal hoppers through  
Vallendar on August 24th 2007. [Brian Battersby](#)





Swiss Ae 6/6 No. 11419 heads through Pratteln on August 21st 2008, with a loaded rake of VTG tanks. [Brian Battersby](#)

