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 looks at the Autumn Steam Gala at the Severn Valley Railway, always one of the main events of the year, with services running continuous for three days.

This month both Andy and myself have had a very enjoyable trip to Hamburg, where the freight traffic was as busy as ever. But what amazed us once again is how many drivers of both passenger and freight, were sounding horns and waving when they saw not just us, but anyone taking photographs or filming. Is it just the UK that seems unfriendly towards enthusiasts? Anyway fresh from the trip to Germany, Spain is next on the list for a trip and I am hoping for some decent weather when we go later this month. In this issue we have our usual varied selection from countries around the globe, but once again there does seem to be a lack of French locos, but I have been assured that some of our readers are planning trips over there soon.

Just one final thing this month is that as I have mentioned the friendliness of the German rail staff, I should like to say that the same cannot be said for some of the platform staff at Kidderminster during the Severn Valley Railway’s steam gala, who we witnessed being very rude to their fare paying passengers. Such a shame for a good railway. Anyway, as always thanks for reading the magazine and remember, 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, John Coleman, Steve Thompson, Steamsounds, Piotr Kozlowski, Derek Neesham, Roger Williams, Mark Bearton, Andy Pratt, Derek Elston, Julian Churchill, Dave Felton, and Enrique Dopico.

Front Cover: PKP Intercity Class EP07-374 is seen ready to depart Warszawa Wschodnia on August 27th. *Brian Battersby*
This Page: HZ Class 2044.008 passes Kastel Stari whilst working local service train No. 5506 15:20 Split - Perkovic on August 27th. *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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With four Class 753s at the front and another two out of sight on the rear, this lengthy tank train passes Hodejov after originating from Banreve Yard, Hungary on July 16th. The locos are Class 753.729, 753.711, 753.736 and 753.737 on the front, with 753.736 and 753.737 on the rear. *Steve Madden*

The ED72 is a Polish four-car, long distance EMU operated by Przewozy Regionalne (PR). This is No. ED72-011 at Krakow Glonwy on August 23rd having arrived with an interRegio service. *Brian Battersby*

DB Class 103.113-7 is seen departing Düsseldorf on train No. IC2518, 14:08 Ulm - Munster, September 5th. *Keith Hookham*

Skoda built Class 381.001 waits to depart Bratislava hlavná stanica with train No. 3039, the 17:01 to Leopoldov. *Steve Madden*

On hire to Przewozy Regionalne from Ceske Drahy, Class 163.030-0 is seen at Poznan Glonwy on August 26th.
Brian Battersby

On September 7th, 'Sequoia' (formerly PKP Ty3.194) rounds Baumschulesee on the Schinznach Baumschule Bahn, a 600mm gauge railway around a garden centre close to Brugg in Switzerland. The railway is also home to a former DR tank loco and an SAR NGG13 Garratt as well as a number of industrial steam and diesel locos. *Mark Pichowicz*

ZSSK Class 751.173 is seen passing Henckovcf with a mixed freight heading for Plesivece Yard.
Steve Madden

FS Class E656.492 passes Pollina whilst working train No. IC781 13:10 Messina Centrale - Palermo Centrale on September 9th. *Laurence Sly*

ZSSK Class 751.059 and 751.057 are seen ready to depart Plesivce Yard with a tank train for Zvolen.
Steve Madden

Modernised Przewozy Regionalne Class EN57-1613 is seen at Warszawa Ochota on August 27th with a service to Deblin. ***Brian Battersby***

Ex OBB Class 1042.520 is seen working a 'Sondersug', pausing at Berlin Charlottenburg on September 4th.
Keith Hookham

Top Right: Bombardier's 'Last Mile' Class 187.002 is seen inside the BLS depot at Spiez, where the loco is based whilst undergoing testing for BLS. ***Enrique Dopico***

Bottom Right: SNCF Region Aquitaine single car X73500 series DMU No. 73569 is seen accompanied with another member of the class at Perigueux station on September 13th. ***Martin Hill***

Below: FS Class E656.492 passes Sant` Alessio Siculo whilst working train No. IC35089, 22:30 Roma Termini - Siracusa on September 10th. ***Laurence Sly***

The only Class M40 still working passenger trains in Hungary is No. 408-235. It is seen here working train No. 1987, 06:58 Gyor to Szekesferhervar, approaching Bodajk Station on July 20th. *Steve Madden*

The SM42 is a Polish diesel locomotive for shunting and light freight traffic built by Fablok in Chrzanów. This is Class SM42-539 doing a spot of shunting at Poznan Glowny on August 24th. *Brian Battersby*

Top Right: MGB 104 is seen departing from Brig with the Glacier Express.
Steamsounds

Bottom Right: SBB Class 421.371 is seen backing onto train No. EC194 at Lindau Hbf on June 26th. ***Steamsounds***

Below: PKP's Class EU09-047 is seen getting some bogie and wheelset attention at Krakow Bieżanów on August 21st. ***Brian Battersby***

Floyd Class 0659.001-5 is seen stabled in Budapest's Keleti yard on September 5th.
John Coleman

On September 11th, an unidentified Class E656 heads north past Taormina whilst working train No. IC724 10:30 Siracusa - Roma Termini. ***Laurence Sly***

Top Right: On August 22nd, a pair of DB Class 185s, Nos. 185.135 and 185.095 pass Gurtnellen with a mixed freight bound for Italy. The second Class 185 was attached at Ersfeld to assist with the climb through the Mountains. 22nd August. *Steve Madden*

Bottom Right: DB Class 218.363-0 is seen working train No. IC2315 Westerland(Sylt) to Frankfurt(Main) Hbf at Westerland. *Steamsounds*

Below: Sri Lanka Railways diesel electric class M7 No. 805 is seen at Paiyagala South station with the driver waiting patiently for the single line token while operating a southbound P/Way train. *Dave Felton*

MAV Class V43 No. 431-359 working train No. S1692, the 04:19 Zahony to Tapolca passes Szekesferhervar on July 20th. The V43 is the still the main workhorse for electric traction in Hungary, its early generation semiconductor technology is now considered obsolete, but the type has good efficiency for both freight and passenger traction. *Steve Madden*

Top Right: The SU45 is a Polish diesel locomotive, made for universal use: heavy transport or passenger transport alike. Commonly called Fiat's - because of the diesel engine licensed by Fiat. This is withdrawn Class SU45-205 seen at Poznan on August 23rd.
Brian Battersby

Bottom Right: On September 24th, an SNCF Ter regional two car DMU is seen crossing the River Dordogne at Beynac working the 10:31 from Libourne to Sarlat.
Martin Hill

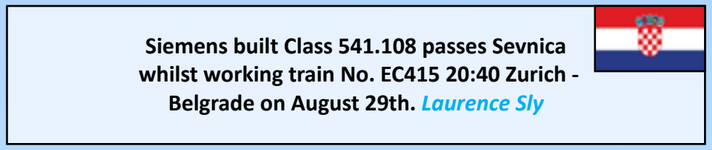
Below: FGV (Ferrocarrils de la Generalitat Valenciana) Tram No. 4202 is seen waiting to depart from Alicante Luceros station with the Line 2 11:38 service to San Vicente del Raspeig on September 19th. *Dave Felton*

Koleje Mazowieckie operated TRAXX Class EU47.001 is seen at Warszawa Wschodnia on August 27th. These new double deck stock and EU47 locos are used on services round the Warsaw area. *Brian Battersby*

DB Class 112.186 is seen working train No. RE4314 17:07 Rostock Hbf to Hamburg Hbf at Schwerin Hbf. *Steamsounds*

MAV Class 431-359 approaches Celldomolk with a service from Budapest Deli.
Steve Madden

The Polish Class ED72 is a four-car, long distance EMU operated by Przewozy Regionalne (PR).
This is Class ED72-002 seen here at Krakow Glowny on August 20th with a service to Katowice. *Brian Battersby*



Siemens built Class 541.108 passes Sevnica whilst working train No. EC415 20:40 Zurich - Belgrade on August 29th. ***Laurence Sly***

On July 19th, MAV Class 418-157 departs Gecse-Gyarmat station with train No. 9226, 17:50 Gyor to Celldomolk. *Steve Madden*

Zillertalbahn No. 4 is seen approaching Aschau with train No. D212. This loco was built in 1909 with an 0-8-2 wheel arrangement, originally No. JZ 83-176 and was moved from the former Yugoslavia to Austria by Club 760 who lease it to the Zillertalbahn.

Steamsounds

Trenitalia FS Class E656.497 passes Sant` Alessio
Siculo whilst working Inter City sleeper train
No. 785 20:05 Milano Centrale - Siracusa on September 11th.
Laurence Sly

MAV No. 418-308 passes a pair of AWT Class 753s, Nos. 753.705 and 753.708 at Gyomore with train No. 9201, 17:07 Szombathley to Budapest Keleti. *Steve Madden*

ŽSR Class 757.009-6 is seen arriving at
Horná Štubna obec with train
No. Zr1848 from Zvolen os. st. to Žilina.
Steamsounds

Matterhorn Gotthard Bahn HGe 4/4ii No. 107 crosses the Richlerenbrücke shortly after passing through Hospental with Zermatt bound train No. GEX 911 on September 6th. *Mark Pichowicz*

The only Class M41 in this red livery is No. M41-2143 and it still carries its old number. It is seen here working train No. 9207, 06:50 Celldomolk to Gyor at Gyorszabadhegy.

Steve Madden

FS Class E464.622 passes Carruba whilst powering Regionale train No. 12872 11:15 Catania - Messina Centrale on September 11th.

Laurence Sly

HZ Class 2062.104 and 2062.119 pass Mallovan whilst working the 02:10 Ogulin - Solin mixed freight working on August 31st. *Laurence Sly*

Museum Nohab No. 2761-017 is seen working train No. 1974, 11:30 Budapest Deli to Tapolca at Gyolakeszi on July 20th. This train was booked for a Nohab for six Summer Saturdays.

Steve Madden

On September 6th, Matterhorn Gotthard Bahn HGm 4/4 No. 62 runs around its train at Gletsch after arriving with a Dampfbahn Furka Bergstrecke service from Oberwald. *Mark Pichowicz*

Right: MRCE Dispolock Class 223.013 bakes gently in the 35°C heat at Lindau Hbf with train No. ALX84151 to München Hbf on June 18th.
Steamsounds

Below: RTC's Class 186.282 and 185.663 are seen at Brennero/Brenner on June 26th with a freight heading for Italy.
Steamsounds

PKP Intercity Class EP09-008 and EU07-443 are seen stabled at Poznan Glowny on August 24th. *Brian Battersby*

MAV Class 628-332 approaches Nenesgulacs Kisapati with train No. S16906, 14:24 Tapolca to Zahony. This train will arrive back at Zahony at 23:45, a return journey of over 9 hours. *Steve Madden*

Top Right: Tallinn Tram & Trolleybus Company (TTTK) tram No. 160, a Tatra KT4 is seen working route No. 3, with the old town in the background.
Michael Lynam

Bottom Right: Three car Tatra KT6 tram No.131 is pictured on the outskirts of the old town of Tallinn, where the several routes meet at a triangular junction.
Michael Lynam

Below: CKD manufactured tram No. 802 is seen hauling a more modern Bombardier built trailer No. 854 through Rostok working route No. 1 to Lutten Klein.
Michael Lynam

Inspiro metro trains certified for Warsaw

The new Inspiro type metro trains for Warsaw have been certified to operate in the Polish capital. In February 2011, the Warsaw metro operator Metro Warszawskie Sp. z o.o. ordered 35 six-car metro trains from a consortium of Siemens and the Polish rolling stock manufacturer Newag. This was not only the biggest order Siemens had ever received from Poland, but also the first order placed for complete Inspiro trains, the new metro generation from Siemens.

Warsaw's metro operator, Metro Warszawskie Sp. z o.o., has placed a EUR272 million order for 35 six-car metro trains with a consortium consisting of Siemens and Newag, the Polish rolling stock manufacturer. This is the biggest order ever for Siemens in Poland and also the first order for complete units of the new "Inspiro" metro generation.

"Warsaw will be the first city in the world to use our Inspiro. Certification now marks another important milestone on the road to reaching that goal. We look forward to seeing our new metro generation carrying the first passengers through the Polish capital in the very near future," said Sandra Gott-Karlbauer, CEO of Siemens' Urban Transport Business Unit.

Warsaw already has a roughly 23-kilometre-long metro line with 21 stations. A new Line 2 is currently under construction. The new trains are to be used on both lines. Lightweight construction and state-of-the-art propulsion technology will make the Inspiro metro trains especially energy-efficient. When it came to selecting materials for the car body and for the interior furnishings, Siemens placed great importance on reusability. The Inspiro has a recycling rate of more than 95 percent.

Warsaw Railway Museum

The Railway Museum in Warsaw (Muzeum Kolejnictwa w Warszawie) is located in the former Warsaw Główna PKP railway terminus and is a mere stone's throw away from the Warszawa Ochota railway station. The museum's exhibits are divided into permanent and temporary collections — the latter being displayed inside the museum's galleries. The permanent collection consists of historic rolling stock that is displayed on the tracks outside. The museum also contains a library which houses many books on the subject of Polish railways.

Top Right: The German Class 03.10 engines were standard steam locomotives belonging to the Deutsche Reichsbahn and designed for hauling express trains, This is No. Pm3 seen at the museum on August 28th. *Brian Battersby*

Bottom Right: The SM15 (factory designation 12D) is a Polish diesel shunter used by PKP and industry where it carried the designation Ls750H. It is based on the Soviet ТГМ3 (TGM3) locomotive. Between the years 1963-1966, a total of 56 locomotives had been produced — 27 of which were used by PKP. *Brian Battersby*

Below: Built in 1958 this is No. Ty51-228, a Polish steam freight locomotive. *Brian Battersby*

Warsaw Railway Museum

continued...

Top Right: Odd looking steam loco TKbb No. 10282 is a tank engine built in 1934 for the Greater German Reich. *Brian Battersby*

Bottom Right: Built in 1951, loco No. TKt48-36 is an example of a passenger tank locomotive from Polish railways. *Brian Battersby*

Below: The Prussian Class T 11 were passenger tank locomotives in the service of the Prussian state railways that were intended for duties on the Berlin Stadtbahn. To that end 470 engines of this type were procured between 1903 and 1910. Like the superheated locomotive, the Prussian T 12, the T 11 evolved from the T 9.3 in order to replace the older, four-coupled tank engines. Construction of the T 11 was ceased in 1910 in favour of the more economical T 12. This is No. TKc1-001, the former DRG 74.104 on display at the museum on August 27th. *Brian Battersby*

Class 2044.008 crosses the River Jadro at Solin with an ECS working from Solin to Split. The train will then form the 15:20 Split - Perković. *Laurence Sly*

Stadler takes on spare parts management for BLS

Stadler Rail has received a contract from BLS for spare parts management for the new MUTZ double-decker multiple-unit trains (KISS type). This is an important milestone in a new business area. Stadler Rail plans to expand its customer service division over the next few years. The order from BLS is the first time Stadler has been asked to stock and deliver all spare parts for a customer. Delivery of the 28 MUTZ vehicles for the Berne commuter railway system began in September 2012. This new service has significant positive effects both for BLS and for Stadler: BLS only needs to keep a few spare parts in stock for the new fleet and can therefore optimise its costs, and it allows Stadler to offer its customers services beyond delivery of the vehicles as well as enabling findings about the trains to be incorporated in the development of future series. At the same time, there is real potential for synergies with ongoing series production at Stadler and other after-sales orders. This means it is a classic win-win situation for BLS and Stadler.

Delivery within 24 hours

Stadler is taking over spare parts management for the BLS MUTZ fleet, which involves storage of all items and delivery within 24 hours where required or within a different defined period for specific components. Stadler also always keeps a stock of components with a longer delivery time. BLS only pays for the actual parts required, and these parts are only invoiced after delivery. Stadler Rail is increasingly committed to the growing service sector. This is why a high-performance Service Division has been set up at the Bussnang site and in Hungary, Algeria, Austria, the Czech Republic and South Tyrol. As well as maintaining a range of fleets, various services and revisions are also offered, ranging from minor service work by mobile teams on sub-systems or vehicles to extensive repairs to vehicles severely damaged in accidents. This allows Stadler to build on its extensive company know-how in these service fields.

Bombardier Presents FLEXITY 2 Trams for the Gold Coast, Australia

Rail technology leader Bombardier Transportation has presented the first BOMBARDIER FLEXITY 2 tram for the Gold Coast Light Rail system. At a ceremony to mark the launch of the new branding for operator franchisee, GoldLinQ, Dan Osborne, Managing Director of Bombardier Transportation Australia, introduced the new light rail vehicle to an audience of Gold Coast local officials, dignitaries and community representatives as well as project stakeholders.
The GCLRT project is part of an 18-year public private partnership contract between the Queensland State Government and GoldLinQ. As operator franchisee of stage one of the GCLRT, GoldLinQ, a consortium that includes Bombardier Transportation, is responsible for the design, construction, operations and maintenance. The first phase of the project will connect Gold Coast University Hospital to Broadbeach. The line will be serviced by a fleet of 14 seven-module FLEXITY 2 trams, to be delivered by Bombardier over the next four months.

FLEXITY 2 is the latest tram technology from Bombardier, the market leader in the light rail segment. After a two-and-a-half-month sea journey, the first two FLEXITY 2 trams for the Gold Coast arrived in the Port of Brisbane on September 10, 2013 and were transported to the depot in complete units, using a specially designed 20 axle steerable trailer. The first tram will undergo testing and commissioning on the first section of the corridor, running from the depot along Queen and Nerang streets to Southport.

A further six trams, built in Germany, are on their way to Australia, with the remaining trams scheduled to be delivered by early 2014. Passenger services on stage one are expected to commence from mid-2014. Based on Bombardier's highly successful FLEXITY family of light rail vehicles that combines proven technology with continuous improvement and innovation, the Gold Coast tram has been specifically styled by Bombardier's Industrial Design team in Brisbane to include a wave motif on the cab front. The tram is 43.4 m long and 2.65 m wide with seven modules for higher capacity and better passenger flow. It features the signature blue and gold colours of the Gold Coast and is the first tram in the world designed and built to carry surf boards on specially designed racks. These trams also feature the most powerful air-conditioning system for this class of tram, suitable for Australia's hot summers.
As well as having 100% low floor technology for optimal ride comfort, the FLEXITY 2 trams reflect Bombardier's commitment to sustainability in public transport. The twin benefits of saving energy and reducing CO_2 emissions, for example through the integration of the energy efficient BOMBARDIER MITRAC propulsion system, also help reduce operating costs. More than 4,000 Bombardier trams and light rail vehicles are in revenue service or on order in more than 75 cities across Europe, Australia and North America.

City of Calgary orders 60 LRVs from Siemens

The Canadian city of Calgary has awarded Siemens an order to supply 60 S200 light rail vehicles, worth more than 135 million Euros. The LRVs will be built at the Siemens factory in Sacramento, USA and are due to be delivered starting in summer 2015. The full order is to be completed by December 2016. This is the first order for the new light rail generation from Siemens.

“The 60 LRVs will continue our more than thirty-year success story in Calgary. The new generation of vehicles delivers exactly what this modern and constantly growing Canadian metropolis needs. The LRVs are energy-efficient and provide passengers with even higher levels of comfort and safety,” says Jochen Eickholt, CEO Siemens Rail Systems.

The vehicles have been designed especially for the harsh climate conditions typical for Canada. The coupler heaters ensure the vehicles can operate in ice and snow. Cables and connectors have been dimensioned so that they withstand the extreme weather conditions. The electrically heated windshield, triple-pane side windows with low solar transmittance and improved insulation reduce thermal losses by more than 20 percent compared to previous models. This also results in reduced power consumption.

Energy-saving operation of the S200 LRVs is ensured by the weight-reduced propulsion system that allows the recovery of braking energy as well as by the LED lighting that requires up to 40 percent less energy than conventional fluorescent lighting. The S200 LRVs have eight doors that allow barrier-free access for wheelchair users and passengers with baby carriages or bikes. The vehicles are produced at the Siemens factory in Sacramento where around 80 percent of the electricity required in production is supplied by a two-megawatt photovoltaic plant. This helps to save about 1,470 tonnes of carbon dioxide every year.

Calgary is the third largest city in Canada and its population has grown since 2006 by one quarter to over one million. As the population has grown, so has the number of passengers using the light rail system. Passenger volumes have increased by 50 percent in the last ten years alone. Today the LRT system is the busiest in North America and the second busiest in the world, transporting more than 300,000 passengers every day. The network is around 56 kilometres long and has 44 stations. The fleet consists entirely of Siemens vehicles and, in total, 156 LRVs are in service in Calgary.

DB Class 218.436-4 is seen at Stuttgart Hbf with train No. IRE4223 to Lindau Hbf on June 18th. *Steamsounds*

Vossloh España will deliver 10 Dual Mode Locomotives to DRS

Vossloh España has received a new order from the UK rail operator, Direct Rail Services (DRS), for ten Dual Mode locomotives. Delivery is to start in 2015. The locomotive has been developed in partnership with Beacon Rail Leasing Limited (BRLL).

The new generation of Dual Mode locomotives, Class 88 in UK, combines electric and diesel-electric operating modes. Key features include a 4 MW ABB equipment delivering a continuous electric power rating on the 25 KV network and a 700kW diesel engine for operation on non-electrified lines. It is characterized by superior adhesion capacity with the latest technology in traction converters, nominal 100 mph speed and a regenerative braking system. The ordered type of locomotive is highly flexible to service on heavy haul freight as well as on passenger lines and complies with the latest environmental targets, Euro IIIB, in diesel mode.

With the new order DRS and BRLL have emphasized their confidence in Vossloh España and its products and made a considerable investment into a new technology that will improve freight and passenger performance on their network.

Maryland selects Alstom for Baltimore light rail overhaul

Alstom has been awarded a $150M USD contract by the Maryland Transit Administration (MTA) to overhaul Baltimore's entire fleet of 53 light rail vehicles (LRV). Baltimore LRVs are scheduled to arrive, beginning in October 2013, at Alstom's Hornell, New York facility where the refurbishment will be executed. The project will add about 15 years to the lifespan of the trains.

This overhaul is one of several projects the state of Maryland is implementing as part of an ambitious program to improve the safety, reliability, and service of its transportation systems. The first Baltimore LRVs were manufactured some 25 years ago, and the fleet carries nearly 28,000 riders a day between downtown Baltimore, northern suburbs and BWI-Thurgood Marshall Airport.

The first major step in the modernization process involves dynamic testing on a few trains to base line their current performance. The results of these tests are used to document improved performance of the vehicles after renovation. The next step after testing is to remove all interior and exterior components from each car and address any necessary car body repairs. Alstom will then re-equip each train with new propulsion systems, on-board automatic train control technology, closed circuit TVs (CCTV), climate control units and new doors, seating and carpets. To minimize impacts on MTA riders, a maximum of five trains at a time will be removed from service. The overhaul program will last approximately four years, with the last overhauled vehicle returning to Baltimore in May 2018.

"We are delighted that MTA has entrusted Alstom with the renovation of Baltimore's light-rail fleet. Our team is dedicated to the success of this project and to providing an enjoyable journey for riders who depend on these vehicles" said Guillaume Mehlman, President of Alstom Transport North America. "We also are very excited and eager to support the innovative approaches Maryland is pursuing to expand light-rail transit in the state." This is the fourth major U.S. fleet renovation project awarded to Alstom in the past two years. Together with the overhaul of a metro fleet for Philadelphia's PATCO, and light-rail and commuter fleets for Boston's MBTA, the company has booked more than half-a-billion dollars in modernization projects.

Photo: An MTA light rail vehicle in Downtown Baltimore. ©MTA.

Alstom and TMH present new generation freight locomotives for Russia and Kazakhstan at the Expo 1520 in Moscow

Alstom and its Russian partner, Transmashholding (TMH), have presented their most recent jointly developed locomotives, the 2ES5 for Russia and the KZ8A for Kazakhstan at the 4th International Rail Salon of Engineering and Technologies EXPO 1520 being held in Moscow on 11-14 September, 2013. For the first time, visitors were able to see the 2ES5 in operation, as well as the KZ8A, unveiled – also for the first time - on Russian soil. The two locomotives are among the most powerful in the world and mark an important milestone in Alstom's successful partnership with TMH.

The 2ES5 – the first Russian locomotive with asynchronous traction drive

Designed by TRTrans, an engineering centre developed by Alstom and TMH, the 2ES5 is the first AC Russian locomotive with asynchronous traction drive. With a capacity of 8,400 kW, the 2ES5 is a powerful locomotive, able to run at 120 km/h and to haul up to 9,000 tonnes.

The locomotive's state-of-the-art technology and modular design provide a high safety level and lower life cycle cost. The locomotive is designed to ensure rail traffic optimization, due to reduced power consumption, longer intervals between maintenance and the ability to run at maximum speed in a curved profile. The 2ES5 can resist temperatures as low as -50°C. Innovative solutions for this particular locomotive include the traction drive, modular design and electronic braking which prevents the braking pads from deterioration. The 2ES5 also introduces a new level of ergonomics and comfort for the driver.
The first locomotive is now undergoing dynamic tests on the test track in Sherbinka, near Moscow. 200 locomotives will be supplied to RZD, in accordance with the contract signed on 30 May 2011.

KZ8A: able to run in extreme weather conditions

KZ8A is among the most powerful locomotives in the world (8,800 kW), able to run at 120 km/h and to haul up to 9,000 tonnes. The KZ8A has been especially designed to operate in extreme cold temperatures of as low as -50° C.

The first KZ8A is already being tested in real conditions in Kazakhstan, from Astana to Yermentau and Karaganda. The later locomotives are currently undergoing various testing procedures, including dynamic tests. By the end of 2013, twelve locomotives are planned for delivery to Kazakhstan.

The locomotive is produced at the EKZ manufacturing site, a joint venture between Kazakh Railways (KTZ), Alstom and TMH, in the city of Astana. The plant was inaugurated on 12 December, 2012. It will be able to produce up to 80 locomotives per year after the ramp-up. 200 locomotives will be delivered to KTZ in accordance with the contract.

Alstom and TMH partner to address CIS market needs

Covering 150,000 km, the 1520 rail network is the biggest in the world. Russia and the CIS region are launching an ambitious programme to enhance passenger comfort, increase train performance, modernise aging fleets and extend the rail system, from mainline to regional and urban lines. Alstom and TMH are designing railway solutions that are customised to market needs, and aim to launch a new product per year.

The first product designed by Alstom for the Russian market was the high speed train, Allegro, in 2009. Since then, the partnership between Alstom and TMH has been very fruitful with the launch of the EP20 passenger locomotive launched in 2010, and now with the 2ES5 and the KZ8A. New projects are under development. To date, Alstom and TMH have secured orders for a total of 700 locomotives in Russia and Kazakhstan, totalling €3.5 billion.

DB Schenker Logistics now offers domestic land transport network in Turkey

Regular departures with reliable lead and transit times

The national DB Schenker organization in Turkey is currently establishing its own domestic network for procurement and distribution. "Having our own land transport network in Turkey will enable us to cover yet another important market for our customers and further tighten our network," said Karl Nutzinger, the Member of the Management Board of Schenker AG, responsible for Land Transport at DB Schenker.

Network expansion in the growth market of Turkey is taking place in three steps. The first phase extends from the starting point in Edirne over Istanbul to the distribution nodes Bursa and Izmir. The second phase encompasses transports between Eskisehir, Afyon and Antalya. These phases of the expansion project have already been completed. Phase three, beginning in Istanbul, extends from Ankara to Aksaray and Mersin all the way to Ganziantep, with further route dispersal in up to eight directions into the interior from the respective node. "This phase will go into operation in early 2014. We can thus offer our customers throughout Turkey regular departures, reliable lead and transport times, attractive prices and end-to-end consignment tracking in national land transports in line with consistently high DB Schenker standards," explained Erik Leiss, CEO of DB Schenker Arkas.

The Turkish national organization offers the entire range of DB Schenker services. Principal importers include Germany, the USA, China including Hong Kong and France. DB Schenker is active primarily for customers from the automotive, electronics, machine, crystal glass and pharmaceutical sectors. Germany is the most important export destination for Turkey, followed by the United Arab Emirates, India and the USA. The automotive industry is the country's largest export sector, followed by machines, iron, steel and textiles. With more than 40 regular lines, DB Schenker Arkas offers one of the highest transport frequencies for groupage from and to Europe. Thanks to a direct connection to DB Schenker's Euro-hub in Salzburg, companies in Western and Central Europe can take advantage of daily departures to Istanbul, Izmir, Ankara and Bursa. With some 85,000 shipments weighing a total of approximately 185,300 metric tons, land transport by road and rail underwent very positive development in 2012. DB Schenker Arkas is also among the top three air freight service providers in Turkey.
In September 2013, DB Schenker Rail began offering a service known as the DB SCHENKER bosporus-shuttle with three pairs of trains each week between Germany and Turkey. The trains cover the 2,300-kilometer stretch between Nuremberg and Istanbul in five days.

Bombardier Wins Major New Order from Delhi Metro Rail Corporation

Rail technology leader Bombardier Transportation has won a major new order from Delhi Metro Rail Corporation (DMRC) to provide the first driverless unattended mass transit solution in India. The globally-proven CITYFLO 650 communications-based train control (CBTC) solution will be delivered to the Line 7, the latest part of Delhi's metro expansion plan which will greatly enhance transportation options in this mega city. The contract is valued at approximately 3.9 billion INR ($62 million US, 47 million euro).

Bombardier's project scope covers the design, manufacture, supply, installation, testing and commissioning of the advanced, moving block, radio-based system for the 58.4km line. This includes, both unattended and automatic train operating (UTO and ATO) modes. Commissioning is planned in two phases: the 54.4km line from Mukundpur to Maujpur to in 2015 and a further 4km line from Maujpur to Shiv Vihar in 2017. Reflecting the quality of its technology and the strength of the partnership, Bombardier is now DMRC's largest contractor for signalling and train control solutions. Bombardier's semi- automatic train operation (STO) technology, the CITYFLO 350 solution, has been operating on Lines 5 and 6 since 2010 and is currently being delivered for the extensions to both lines.

Peter Cedervall, President, Rail Control Solutions, Bombardier Transportation, said: "This is another important new contract with our valued customer Delhi Metro, supporting their expansion of the network. Following our successful partnership on the upgrades of Lines 5 and 6, we are very much looking forward to working together to introduce our latest and most advanced mass transit technology to the city, and continue our long term partnership to improve the transportation options in the city."

CITYFLO 650 is a highly-proven, automatic train control solution designed for high-capacity metros and monorails. A moving block CBTC system, with modern radio-based area networks communicating between the control centre and the train, this advanced solution delivers improved safety, capacity and reliability as well as shorter headways between trains and reduced maintenance costs.
Around the globe CITYFLO 650 is in operation on 17 new and upgraded lines, from Shenzhen in China to Madrid in Spain and San Francisco in the US. The latest applications are being delivered to London Underground in the UK for the major four-line Sub Surface Railway signalling upgrade as well as to the new Klang Valley Mass Rapid Transit system in Malaysia, the São Paolo Metro in Brazil and other projects in Germany and Saudi Arabia.
Bombardier's Rail Control Solutions portfolio covers the whole range of CITYFLO mass transit solutions, from manual to fully automatic systems as well as communication-based systems. It also provides BOMBARDIER INTERFLO mainline solutions, from conventional systems to European Rail Traffic Management System (ERTMS) Level 2 systems. Bombardier solutions encompass a complete palette of wayside and onboard products.

OBB Community Train Trips

ÖBB is now offering their own trains for community trips. Here you can choose from a variety of vehicle types to be desired vehicle with space for 70 to 400 people. Upon request, the customers are served during the journey by train crew. There is also the possibility to order catering for the train ride.

ÖBB client advisors in the regions take care on request to the program of activities on site and put together a complete package.

Special requests such as trains up to 1,000 people and special trains for events, are also possible. A day trip from Hollabrunn up to Carnuntum for up to 200 people in air-conditioned, accessible commuter "Talent" is as little as 3,300 euros.

Drivers view from CD 'Goggles' Class 754.012-3. *Martin Grill*

Transdev awarded contract extension for Tri-Rail in Florida

The Board of the South Florida Regional Transportation Authority unanimously voted to award Veolia Transportation the three remaining option years for the company's Tri-Rail contract, through June 2017. Representing a total value of 27 million euros, this contract extends the operations mission originally awarded for the Tri-Rail system by the South Florida Regional Transportation Authority (SFRTA) in early 2007.

The Tri-Rail system serves a 72-mile corridor running parallel to Interstate 95 between West Palm Beach and Miami. It serves three major airports (Miami, Fort Lauderdale and West Palm Beach), with 18 stations designed to integrate with local bus routes. Since 2007, Transdev worked closely with SFRTA to improve on-time performance (OTP) and service resulting in a ridership increase which has topped the four million mark for the last 2 years and an on-time performance which has improved from 35% to 80%. "We are excited to have the opportunity to continue our partnership with the South Florida Regional Transportation Authority and to operate the Tri-Rail service for three more years. This renewal reflects our local team performance and commitment to work closely with SFRTA to consistently provide better mobility solutions in the three-county region and to provide safe, reliable service to the passengers."Jean-Marc Janaillac, Transdev Chairman and CEO.

CTL Logistics Class 182.116-4 is seen near Poznan on August 23rd. *Brian Battersby*

DB International awarded contract to provide engineering services for the Al Haramain High Speed Rail Project

DB International engineers have received an order for the first high speed rail link in Saudi Arabia: in mid-September they were commissioned to review the design of the track, the rail systems, the construction supervision and the supervision of rolling stock production as well as the project management.

The client for the 450 kilometre long, double track and electrified high speed rail link is the Saudi Railways Organization (SRO). The link will provide a fast, comfortable and reliable service between the cities of Jeddah and the holy sites of Makkah and Medina. Maximum speed on this line will be around 320 kilometres per hour. A total of five rail stations have been planned for this project: in Makkah, Jeddah, Jeddah International Airport, King Abdullah Economic City and Medina.

"We are very proud to have been awarded the contract for this most prestigious project," said Niko Warbanoff, Chairman of the Board of Managing Directors of DB International. "In addition to the success of our work in Qatar, the United Arab Emirates and in this case in Saudi Arabia, the Middle East continues to be a major factor behind the company's excellent performance. This will be an opportunity for us to demonstrate our capabilities once again."

DB International's scope of supply in this project includes the review of the design concept, the preliminary design and the detailed design of all system components, including track, signalling and telecommunication systems. From the initial concept to final completion, DB International's (DBI) involvement will also include technical assistance for the construction of the operational control centre and the overhead catenary system, and for both operations and maintenance. The new order for DB's wholly-owned subsidiary also includes the supervision of rolling stock production. This will involve DB International experts reviewing the designs developed by the Spanish consortium. To this end, a special contract management system and stringent quality control procedures will be put in place. The order value for DB International is in the mid double-digit million euro range.

Alstom delivers first Regiolis train to Lorraine Region

Alstom delivered on September 21st at the Metz train station, the first Regiolis train to Lorraine Region (north-east of France). Attending the event were Jean-Pierre Masseret, Lorraine Regional Council Chairman, Alain Autruffe, SNCF Lorraine Director, Claude Solar, SNCF Regions and Intercités Director and Jérôme Wallut, Alstom Transport France Managing Director. Lorraine is France's second region (after Aquitaine in July 2013) to receive its next-generation regional train.

The arrival of Regiolis trains in Lorraine has closely followed the inauguration of Alstom's Regiolis After-Sales Service premises on September 5th 2013 at the SNCF Technicentre in Metz. Alstom teams are on hand to take part in the training of drivers and maintenance teams.

To date, 182 Regiolis trains have been ordered for 12 of France's regions, as part of the contract signed by Alstom and SNCF in 2009. The Lorraine Region ordered 10 Regiolis bimodal trains (diesel or electric (dual voltage 25 kV / 1,500 V)), 72 metres in length and with capacity for up to 219 seated passengers. On top of the standard layout, Regiolis trains in the Lorraine Region will feature extra equipment like a passenger-counting system, a space for bike storage and door-recognition assistance.

Regiolis trains have travelled around 250,000 km and are due to complete the certification phase in October 2013. They will be put into service upon receiving their AMECs (Commercial Operation Permits), issued by the EPSF (French Railway Safety Board). Thanks to the hard work performed by SNCF and all the players in France's rail business channel, about 100 Regiolis trains will have been delivered by late 2014. Besides the Lorraine Region, trains for Alsace, Aquitaine, Lower Normandy and Picardie will be available as of 2013. Initial commercial service will begin in 2014.

Regiolis trains are from the Alstom's Coradia range. They are modular and can be adapted to the needs of every region: they come in three lengths (56, 72 or 110 metres), with a choice of four comfort levels to suit the travel distance (suburban, regional or intercity), and features a bimodal (diesel/electric) or electric drive. Regiolis trains are ecological and economical on account of their low energy use and reduced maintenance costs. Lastly, they are accessible to everyone thanks to their integral, platform-height low floor.

Manufacturing Regiolis trains generates over 4,000 jobs in France at Alstom's and its suppliers. Six out of the ten Alstom facilities in France are taking part in the project: Reichshoffen (design and assembly), Ornans (engines), Le Creusot (bogies), Tarbes (drive chains), Villeurbanne (on-board computers) and Saint-Ouen (design).

Alstom unveils the UK's first Citadis tram in Nottingham

Alstom has officially unveiled the first of 22 Citadis trams ordered by Nottingham Express Transit (NET) for Nottingham's tramway extension project. This is also the first Alstom tram to be delivered to the UK. The tram was unveiled in Nottingham in the presence of Councillor and Lord Mayor Merlita Bryan, Phil Hewitt, Chief Executive of Tramlink Nottingham and Terence Watson, Alstom UK President.

The delivery is part of NET phase 2, a project to expand Nottingham's tramway network with the construction of two new lines totalling 17.5 km and 29 stations. The expanded network will see trams depart from Nottingham Station to serve the south and southwest of the city, with the new Citadis showcasing a design adapted to the city.

The Citadis for Nottingham is 32 metres long and can carry up to 200 people at peak times. The 22 new Citadis trams are being built in Alstom's facility in Barcelona. After extensive testing, five of the trams will join the existing fleet on Line 1 in mid-2014, before the rest of the Citadis fleet enters service on the expanded tram network.

Terence Watson, Alstom UK President, said: "We're delighted to be bringing our Citadis design to the UK for the first time and especially pleased that we're able to do that in Nottingham where we're also hard at work building the new tram lines for the city. Citadis for Nottingham has a distinctive look while also blending in with the existing fleet."

Phil Hewitt, Chief Executive of Tramlink Nottingham, said: "The delivery of the first of the new trams marks a significant milestone in the transformation of Nottingham's tram network. When they start to appear on Line One next year it will provide our existing customers with a real taste of what's to come as we move towards an even brighter future for NET."

As part of the Tramlink consortium, Alstom has also been awarded the contract to maintain the 22 Citadis trams, and is also maintaining the 15 trams already in service. Alstom is also building the two new lines, with associated overhead wires, track and signalling, with its JV partner Taylor Woodrow as part of the Tramlink Nottingham consortium.

Alstom has already sold nearly 1,700 Citadis to 42 cities in the world. The trams have already carried more than 5 billion passengers and demonstrated their reliability, having run for more than 450 million kilometres.

Photo: Tramway Citadis for Nottingham. Copyright: Alstom Transport

The KZ8A takes its first steps and experiences its first extreme weather!

It was last April when the initial KZ8A locomotives successfully passed the required tests to go on to validation trials. And while KZ8A 001 was undergoing dynamic tests on the KTZ rail network, KZ8A 002 was subjected to its first extreme cold conditions during climatic tests in Vienna.

Both locomotives have come from the Alstom Transport facility in Belfort, France, where they were designed and manufactured. Both are part of the 295 locomotives ordered from Alstom and TMH by KTZ in 2010.

Dynamic tests

Initial dynamic test runs for the KZ8A in Kazakhstan took place in early April with a roughly 130-kilometre trip from Astana to Ereymentau. Those tests had the following purpose:

- To approve the signalling system and the radio under dynamic test conditions, following a series of static tests successfully passed in the previous days,
- To ensure compliance of power standards,
- To assess the locomotive's dynamic behaviour,
- To check that the "train status" data transmission system functions correctly for recording malfunctions and for maintenance.

Climatic tests

Meanwhile, the second KZ8A locomotive was facing tough climatic tests at the Rail Tec Arsenal in Vienna, Austria, a weather-testing facility where Alstom is a partner. The facility features a tunnel where it is possible to recreate the conditions which the locomotives will have to face (extreme cold at 45°C below freezing, extreme heat at 45°C, wet snow, ice) in order to test the following:

- Air-conditioning and heating in the cabin,
- The pre-heating of on-board electronics and the heating of the engine room,
- The start-up and correct operation of the main subsystems at very low temperature,
- The correct operation of pantographs, brakes, windscreen wipers and horns when subjected to ice and snow.

The next tests, due to take place soon, will aim at validating the correct operation of the pneumatic braking system, the pantograph, the traction drive and the wheel slide prevention system.

This testing and trial process will help Alstom to ensure it provides its customers with locomotives that are able and ready to face the extreme weather conditions in eastern countries, as it has done with the EP20 locomotive made for the Russian market, of which 20 units have been delivered so far.

Photo: The KZ8A undergoing climatic tests in Vienna, Austria. Copyright: Alstom Transport / F.Susset

Innovative transport concept is mixture of Company Train and “open” Freight Train

2/3 fixed capacity utilization, 1/3 can be ordered flexible

OBB’s Rail Cargo Group has launched at the end of August an innovative transport concept. Since then a new intermodal train operates between Terminal Duisburg Rheinhausen DKT and the terminal at Ljubljana.

Semi-trailers and containers are transported, with the car sets (bags and container wagons) wholly owned by Rail Cargo Group.

Efficient use of capacity

The new train service between Duisburg and Ljubljana runs with 2/3rds of the freight train fixed by selling to customers in the regular run, and the other 1/3rd is made flexible for another customer to complete. This agreement with the existing customers will run until the end of 2014.

From next October, three weekly round trips are operated, at present there are already two. The paths are valid for five traffic days, but with appropriate market response, the frequency can be increased further.

The booking of this intermodal train is exclusively via RCA operator in Wien, from where all processes are controlled. Its own traction Rail Cargo Group operates the route between the Slovenian - Austrian border crossings at Jesenice and Munich, and travels throughout Austria and parts of Germany.

ÖBB operates the train throughout, from departure in Munich to the crane at the Duisburg terminal - and back again.

Rail Cargo Group: ÖBB freight

Rail Cargo Group with EUR 2.3 billion in sales and 9,000 employees is responsible for the freight subsidiary of ÖBB. Core business of Rail Cargo Group are rail-based logistics services in 15 countries in Central and South-Eastern Europe, with the main markets of Austria and Hungary. Controlling company of the Group is the Rail Cargo, Rail Cargo Austria AG.

Photo: © ÖBB / RCA DKT Duisburg - Ljubljana

Severn Valley Railway's Autumn Steam Gala

The SVR's Autumn Steam Gala is always a big crowd puller. The main reason is that there is continuous running of steam services from Friday morning until Sunday evening (which includes two nights of running). This year was no exception and most trains were well loaded, even the overnight ones!

On September 20th, Southern Railway Schools Class 4-4-0 No. 925 'Cheltenham' is seen departing Kidderminster with a service to Bridgnorth on day one of the event. ***Richard Hargreaves***

Metropolitan Railway 0-4-4T E Class No. 1, visiting the line for the gala, is seen at Highley on September 20th, having arrived with a local working from Bewdley. ***Richard Hargreaves***

LMS Princess Coronation Class ‘Pacific’ 4-6-2 No. 46233 ‘Duchess of Sutherland’ is seen at Bewdley being serviced on September 22nd. *Andy*

LMS Ivatt Class 4 2-6-0 No. 43106 is seen arriving into Arley on September 22nd with a Bridgnorth to Kidderminster working.
Richard Hargreaves

Above: Great Western Railway 1500 Class 0-6-0 pannier tank steam locomotive No. 1501 arrives at Highley with a freight train on September 20th. *John Alsop*

Top Right: On September 22nd, Southern Railway Schools Class 4-4-0 No. 925 'Cheltenham' is seen at Bewdley. *Richard Hargreaves*

Bottom Right: "Pink for a lady and green for a duchess" as LMS Princess Coronation Class "Pacific" 4-6-2 No. 46233 'Duchess of Sutherland' is seen at Bewdley on September 20th. *John Alsop*

Below: Such a good idea, and most people seemed to adhere to it. *John Alsop*

Top Right: The frames for ‘new build’ BR Class 3MT No. 82045 are seen at Bridgnorth shed on September 20th. *John Alsop*

Bottom Right: The superbly restored 1st Class Metropolitan carriage No. 353 is seen at Highley on September 22nd. *Richard Hargreaves*

Below: A look inside the restored Metropolitan carriage No. 353. Introduced in 1887, the coach is the only surviving example from a class of 59 carriages specially designed to work on the steam routes which comprised London’s transport network. These carriages were known as ‘Jubilee Stock’ in celebration of Queen Victoria’s Golden Jubilee. *Richard Hargreaves*

Built in 1878 by Hughes' Loco & Tramway Eng. Works Ltd of Loughborough this 0-4-2ST (originally 0-4-0ST) worked on the Corris Railway until the closure of that line in 1948. The loco is seen at Kidderminster on display during the steam gala.

Richard Hargreaves

Top Right: SR Battle of Britain Class No. 34053 'Sir Keith Park' departs Arley and crosses Victoria Bridge bound for Kidderminster on September 20th. ***Colin Irwin***

Bottom Right: GWR 4-6-0 Manor Class locomotives No. 7812 'Erlestoke Manor' prepares to work an evening freight service from Bridgnorth on September 21st. ***Phil Martin***

Below: SR Battle of Britain Class No. 34053 'Sir Keith Park' departs Bewdley with a Kidderminster service on September 20th. ***Colin Irwin***

Top Right: Great Western Railway 0-6-2T No. 5643 is seen resting between duties at Bewdley on September 22nd. *Phil Martin*

Bottom Right: Great Western Railway 1500 Class 0-6-0 pannier tank steam locomotive No. 1501 is seen in BR lined black livery at Bewdley on September 22nd. *Class47*

Below: Great Western 4-6-0 Hall No. 4936 'Kinlet Hall' approaches Arley across Victoria Bridge with a service from Kidderminster on September 20th. *Colin Irwin*

Great Western Railway 0-6-2T No. 5643 is seen reversing its stock out of the siding at Arley, prior to working a local service to Kidderminster on September 22nd. *Richard Hargreaves*

Swiss Railways (SBB) Class Re6/6 electric locomotive No. 11646 is seen stabled at Zurich Hbf November 17th 1983. *Dave Felton*

The Ferrocarril de Sóller is an interurban railway and the name for the company which operates the electrified 914 mm (3 ft) track gauge tracks running between the towns of Sóller and Palma on the Spanish island of Mallorca (stopping at various smaller towns such as Bunyola and Son Sardina). The historic electric train takes a route north from the capital across the plains, winding through mountains and 13 tunnels of the Serra de Tramuntana, finally ending in the large railway station of the northern town of Sóller. Work began on the railway in 1911 on the profits of the orange and lemon trade, which at the time was booming.

Top Right: Electric Locomotive No. 3 of the railway awaits departure from Palma station with a Soller bound train on May 17th 2005. *Dave Felton*

Bottom Right: A view of the Palma to Soller (Majorca) motive power depot at Soller on May 17th 2005. *Dave Felton*

Below: Locomotive No. 2 awaits clearance at Deia station on May 17th 2005. *Dave Felton*

OBB Class 1044.060-0 is seen climbing out of Wien as it hauls a road-rail rake through Rekawinkel on June 22nd 2004. *Class47*

CFL's Bombardier TRAXX P140AC loco No. 4006
is seen departing Luxemburg on August 23rd 2007
with a service to Athus. *Brian Battersby*