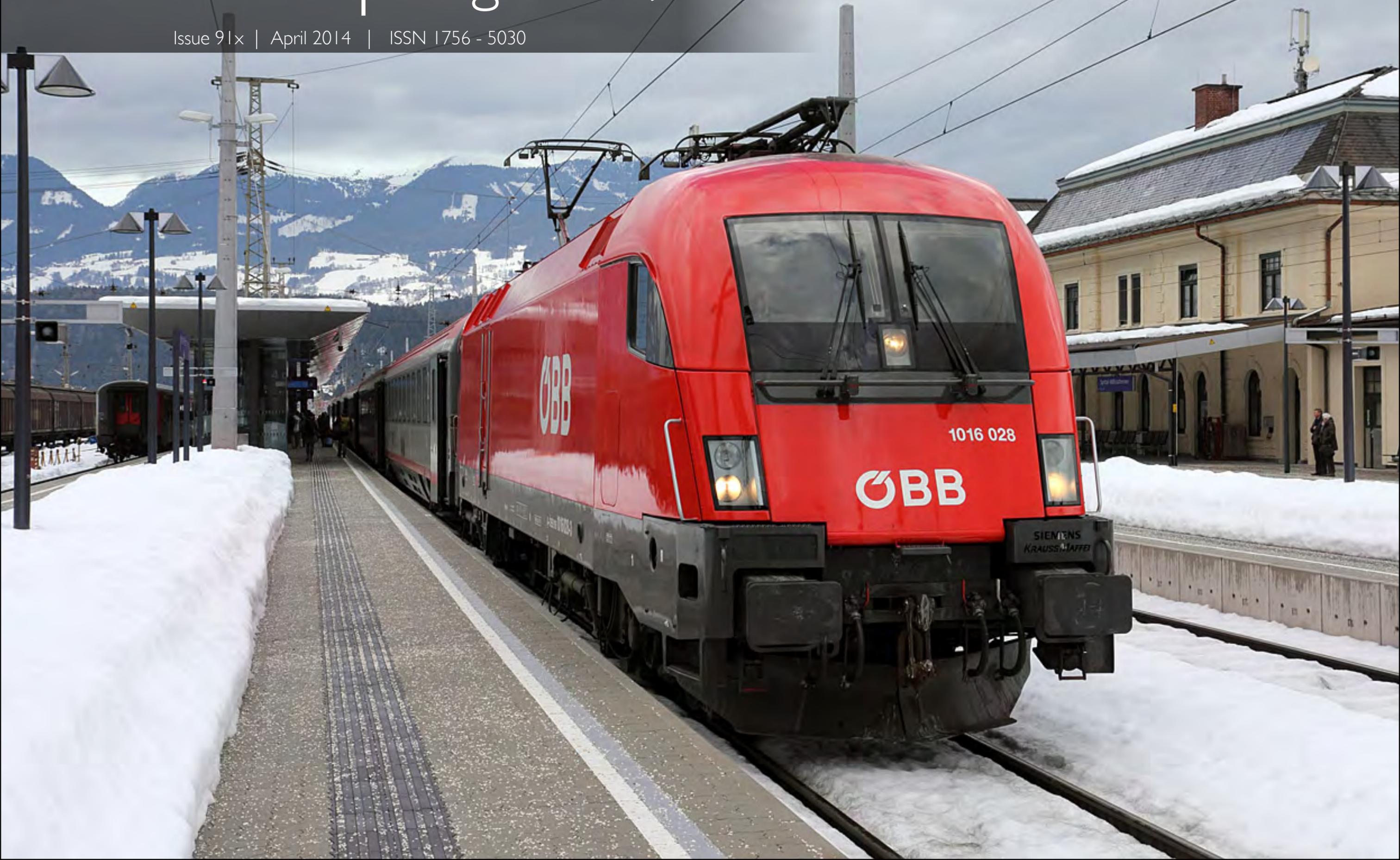


Railtalk | Magazine *xtra*

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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.

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Welcome to Railtalk Magazine Xtra, which compliments the main Railtalk magazine and features photos and news items from around the world.

Wow I can't believe that it's April already and I know that I have said that for the last few months, but time really is flying by. My first trip into Mainland Europe this month features travelling through several countries before reaching my destination of Prague. This really is the best way to travel and I know that obviously it's faster and cheaper by air, but there is something about travelling by rail that I really enjoy. I would urge those that haven't tried it to do so. Although no sooner than I had finalized this trip, I received notification that the NOB services out of Hamburg are set to have a change and new locos have been ordered, replacing the current fleet. This combined with the AKN fleet of DMUs getting replaced means that I am just going to have to force myself to visit there again this year!

Meanwhile in the UK, this month, we visit the Severn Valley Railway for their Spring Steam Gala where the line was blessed with some excellent sunshine, in between some sharp showers. I think that if you have a look at the photos you can see what I mean. Also a big thanks to the Severn Valley for continuing to sell ordinary tickets whilst the gala was taking place. I know some lines that will only sell rovers on a gala day and I do think that this is very negative, especially if someone just turns up and wants to go to the next station.

Anyway till next month and as always keep sending in the photos, and if you are going on holiday please don't forget to take 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: Ken Abram, BVT, Brian Battersby, Mark Bearton, Steve Dennison, Dave Felton, FrontCompVids, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Stuart Hillis, Keith Hookham, Richard Jones, Anton Kendall, Steve Madden, Phil Martin, Mike Morant, Chris Morrison, Gerald Nicholl, Chris Perkins, Mark Pichowicz, Andy Pratt, Gary Smith, Laurence Sly, Railwaymedia, Steamsounds, and Steve Thompson.

Front Cover: On February 16th, OBB's Class 1016.028 is seen at Spittal Millstattersee. [Gary Smith](#)
This Page: A ZillertalBahn DMU is seen leaving Aschau on train No. R148 heading for Jenbach. [Steamsounds](#)





OBB's Class 1142.575-8 stands at Bruck an der Mur after arriving with the 12:05 service from Graz. [Mark Pichowicz](#)

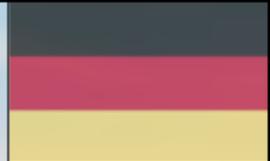


Freshly painted Infrabel loco, Class 6246 is seen at Hasselt on February 5th. This is the fifth loco that has been completely revised by the Belgium Infrastructure operator Infrabel in a new colour scheme complete and logo. Behind it stands No. 6278 in the old livery. [BVT](#)

An SNCFTGV is seen departing Thionville with a Luxembourg service. *Class47*



On hire to ALEX, Class 218.391 waits to leave Immenstadt with a portion to Oberstdorf. [Mark Pichowicz](#)



Sri Lankan Railways Class S3 No. 821 Hyundai built diesel multiple unit approaches Colombo Maradana station.

Dave Felton



On February 16th, Hz's Class 1142.005 is seen arriving into Dobova. [Gary Smith](#)





MAV operated Class 1047 No. 470.007 is seen at the modernised Salzburg Hbf. [Class47](#)



ZillertalBahn's No. D15 is seen leaving Mayrhofen with train No. R146 to Jenbach. [Steamsounds](#)

OBB's Class 4024-092.1 is seen at Innsbruck with a service to Landeck-Zams. [Class47](#)





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Enge Thalwil Wädenswil
Pfäffikon SZ

53 B

53 A



SBB Re 4/4II No. 11159 waits to depart Zürich Hbf with train No. IR3539 to Luzern. [Mark Pichowicz](#)



Above: SNCB/NMBS AM73 series EMU No. 702 arrives into Leuven. [Brian Battersby](#)

Left: SNCB Class 16s Nos. 1604 and 1601 speed through Gent Dampport. [Brian Battersby](#)

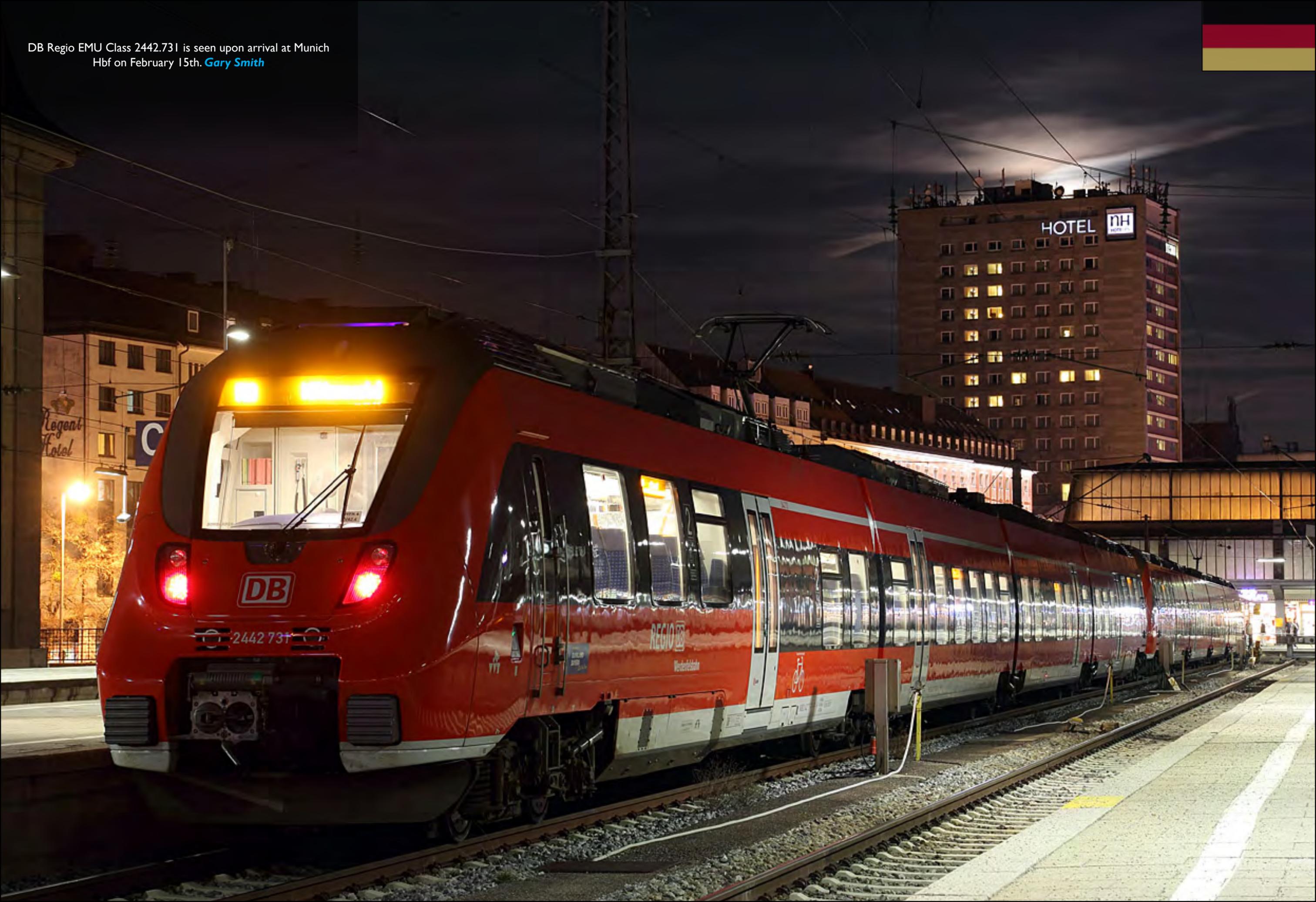


Main: Alstom/Bombardier built Class 1323 passes through Antwerp Berchem with a mixed freight. [Brian Battersby](#)



Wiener Lokalbahnen Class 183.704 leads Kühne+Nagel branded ES64U2-035 through Hamburg-Harburg with a loaded container train for the port. [Class47](#)

DB Regio EMU Class 2442.731 is seen upon arrival at Munich Hbf on February 15th. [Gary Smith](#)





OBB's Class 1144.033 is seen waiting to head through Summerau as the winter snow begins to fall. [Class47](#)





SNCF diesels Nos. 67345 and 67408 along with 67621 and 67558 are seen at Briançon on February 22nd. [FrontCompVids](#)



Above: Infrabel's Class 62 No. 6222 is seen passing through Brugge.
Brian Battersby

Left: MaK (Siemens/Vossloh) built Class 77 No. 7725 heads a rake of wagons through Antwerp Berchem. *Brian Battersby*

Main: Bombardier TRAXX locomotive No. 2902 passes through Gent St. Pieters with a rake of ferrywagons. *Brian Battersby*





Sri Lankan Railways Class M8 Indian built Co-Co Diesel Electric locomotive No. 844 passes through Mahawaskaduwa, north of Kalutara with train No. 8040 the 06:30 service from Colombo Maradana to Matara. [Dave Felton](#)

Withdrawn OBB Class 1020.005-3 is seen at a snowy Amstetten along with several other relics. [Class47](#)



H-MAV Class 418-170 powers away from Sap station with train No. 6413, the 15:03 Biharkeresztes to Puspokladany on March 1st. [Steve Madden](#)



One of Ceske Drahy's new Class 840 DMUs is seen at Tanvald working a Sunday afternoon service to Harrachov. [Class47](#)





Sri Lankan Railways Class S9 diesel multiple unit No. 854, built by the China South Locomotive & Rolling Stock Corporation is seen passing through Mahawaskaduwa, north of Kalutara with a Colombo Fort bound morning train. *Dave Felton*





SNCF Nos. 67377 and 67316 are seen arriving at Montdauphin Guillestre working train No. NZ5825, 22:11 Paris Austerlitz – Briançon on February 22nd. [FrontCompVids](#)



HŽ's Class 1142.013 is seen at Zagreb Glavni kolodvor on February 16th. [Gary Smith](#)



Above: A Westbahn KISS double deck EMU is seen stabled at Wien Westbahnhof. [Steamsounds](#)

Left: ÖBB Class 1144.058 propels empty coaches out of Landeck-Zams. [Steamsounds](#)

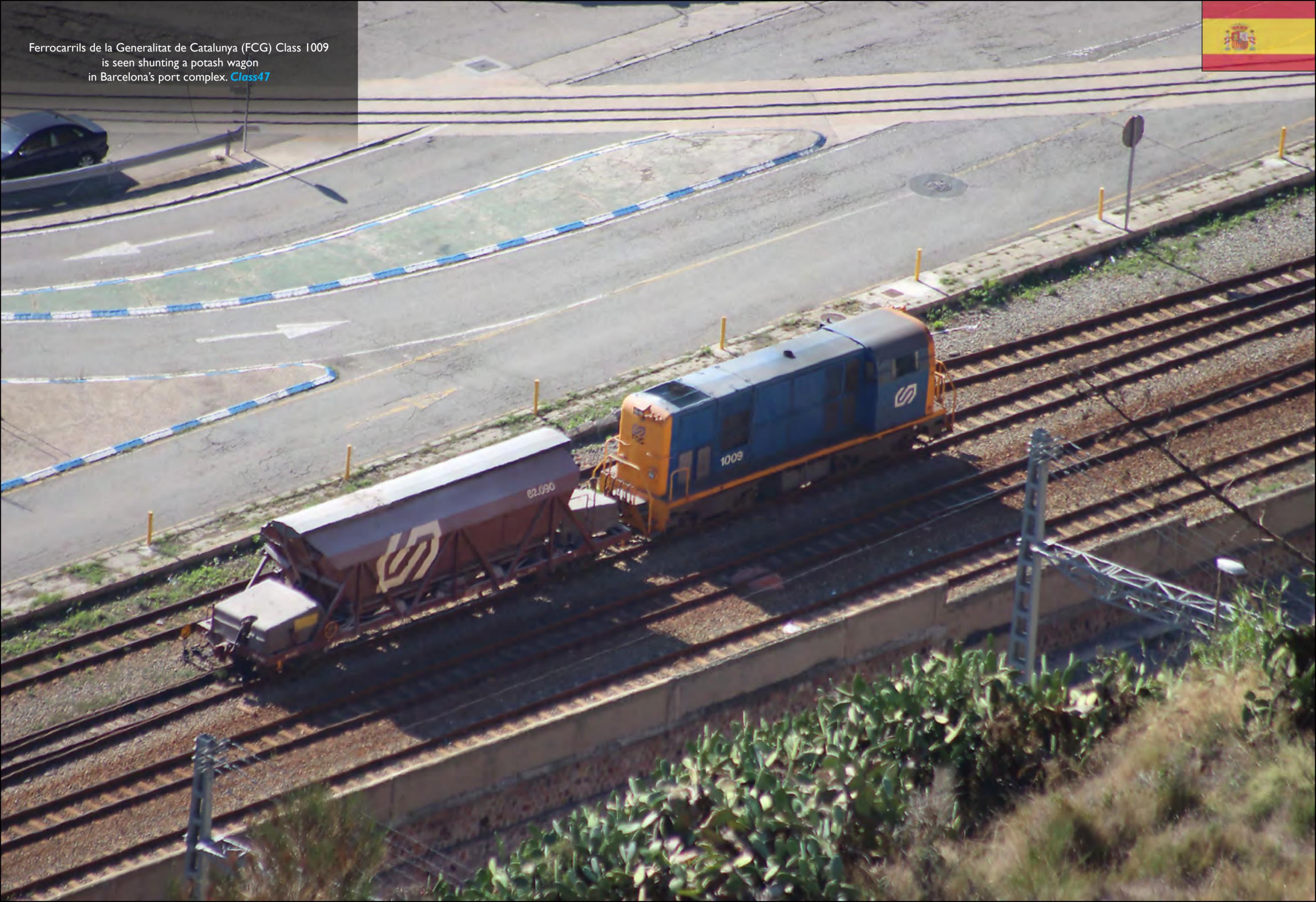
Main: Having arrived with a cross border service, SŽ Class 541.018 stands at Villach Hbf ready to work back into Slovenia with train No. D315 to Ljubljana and Dobova. [Steamsounds](#)



On February 15th, DB Class 218.435-6 is seen at Munich Hbf. [Gary Smith](#)



Ferrocarrils de la Generalitat de Catalunya (FCG) Class 1009
is seen shunting a potash wagon
in Barcelona's port complex. [Class47](#)





Above: Catching the last light of the day, SZ Class 664 "Reagan" No. 664.104 works a westbound loaded log train at Slavina, between Prestranek and Pivka on March 11th. [Andy Pratt](#)

Left: ÖBB Hercules loco No. 2016.084 hauls a container train towards Pivka on March 11th. The Austrian loco would have taken over from electric traction at Borovnica and would work to either Sezana or Hrpolje-Kozina. [Andy Pratt](#)

Main: Class 664.104 works an eastbound freight through Gorenje pri Divaci on March 11th. An electric loco would have worked the train from Koper Docks to Sezana where it would have reversed and the diesel loco taken over for the 93km to Borovnica. [Andy Pratt](#)



CD Cargo Class 742.008 is seen stabled for the weekend at Mlada Boleslav. [Class47](#)



Built in the early 1970s by Cegielski, PKP Cargo's Class SU45-089 is seen stabled at Ostrów Wielkopolski. [Brian Battersby](#)





ÖBB Class 1216.017 is seen arriving at Fortezza/Franzensfeste with train No. EC84 from Bologna Centrale to München Hbf.

[Steamsounds](#)



Above: ŽSSK Class 754.011 is seen waiting at Žilina with train No. Zr1845 to Zvolen os. st. which continues to Bratislava hl. st. as train No. R832. [Steamsounds](#)

Left: TEŽ No. 405 953 stands at Štrbské Pleso, the upper terminus of the rack line from Štrba. [Steamsounds](#)

Main: ŽSSK's Class 163.117 stands at Žilina. [Steamsounds](#)



Sri Lankan Railways Indian built diesel multiple unit Class S11 No. 907 is seen passing through Mahawaskaduwa, north of Kalutara with an early morning stopping train to Colombo Fort.

Dave Felton





Carrying the attractive livery of Malopolska, EN77-002 is seen at Krakow Główny working the 16:35 service to Nowy Sącz. [Brian Battersby](#)



On March 25th, Class 185.161 and 189.927 haul a heavy cargo train north past Sankt Jodok. [Laurence Sly](#)



Lokomotions` Class 185.664 approaches Sankt Jodok as it heads south along the Brenner Pass on March 24th. [Laurence Sly](#)



An ETR 170 unit passes Mules whilst working Regionale train No. 20715, 12:38 Brennero - Merano on March 25th.

Laurence Sly



ŽSSK Class 754.082 is pictured at Žilina having arrived with train No. ZR1850 from Zvolen os.st. [Steamsounds](#)



DB's Class 101.062 is seen crossing the Hohenzollernbrücke at Köln with train No. IC131 from Luxembourg to Emden.

[Stearnsounds](#)



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BRUSSELS MID

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SIEMENS

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SNCB's Siemens built Class 18 No. 1865 is seen at Brussels Midi with a service to Oostende. [Brian Battersby](#)



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Bombardier Flexity Outlook Class 4200 tram awaits departure from Luceros station in Alicante with a line 2 service to Sant Vicent del Raspeig on the FGV-TRAM metre gauge network, March 23rd. [Steve Dennison](#)



Above: Class 664.104 shunts wagons at Pivka on March 12th. [Andy Pratt](#)

Left: Class 664.111 hauls a westbound car train next to the motorway at Unec between, Logatec and Rakek, on March 10th. [Andy Pratt](#)

Main: SZ Class 664.102 rounds the horseshoe curve at Borovnica before attacking the climb towards Pivka with a westbound freight on March 10th. Class 664.104 can just be made out on the rear, it will bank the train as far Logatec. The horseshoe curve at Borovnica was constructed in the late 1940s. Before this a spectacular viaduct crossed the valley further north, but this was destroyed at the end of World War II. A single pillar from the viaduct survives in the village of Borovnica. [Andy Pratt](#)





Above: Union Pacific loaded and empty coal services pass at Walker, Wyoming. [Andy Pratt](#)

Left: As a Union Pacific loaded coal working crests the summit at Logan Hill a BNSF empty working rushes through north for refilling. Behind the empties another UP coal loads starts picking up speed for the run to Shawnee Jct. after the long hard slog up Logan Hill. [Andy Pratt](#)

Main: A BNSF coal loads passes the entrance to the Antelope Mine as it gets to grips with the slog to the summit of Logan Hill. The rear of the train can just be made out curving off to the left just above the first wagon. [Andy Pratt](#)





FS Trenitalia Class E464.253 is pictured on the rear of train No. R11013 heading from Udine to Venezia Santa Lucia at Venezia Mestre. [Steamsounds](#)

Dampf lock No. 01 1533-7 is seen in Munich Hbf on February 15th with the 'Mozart Express' from München to Salzburg. [Gary Smith](#)





Above: DB Class 143.192 is seen at Norhausen with train No. RE16015 to Halle(Salle) Hbf. [Steamsounds](#)

Left: DB Class 218.476 arrives at Kempten(Allgau) Hbf with train No. IC2084 from Oberstdorf to Hamburg. [Steamsounds](#)

Main: DB's Class 111.031 stands at Mittenwald with a service for München Hbf while ÖBB's Class 4024.099 waits to go through to Innsbruck. [Steamsounds](#)





Koleje Wielkopolskie's Class EN57-1804 is seen stabled in Poznan Główny. [Brian Battersby](#)



An ETR500 Frecciarossa set is seen stabled alongside Venezia Santa Lucia station. [Steamsounds](#)



One of the latest acquisitions by Sri Lankan Railways fleet of diesel electric locomotives is Co-Co Class M10 No. 914, seen here passing through Mahawaskaduwa, north of Kalutara with train No. 8040 the 06:30 service from Colombo Maradana to Matara. [Dave Felton](#)



Above: In the Powder River Coal Basin now, viewed from the Walker Creek Road Bridge, a Union Pacific loaded coal train heads south from the Powder River Coalfield towards Shawnee Jct., Wyoming. The layout here is 3 tracks wide with all 3 tracks being bidirectional. [Andy Pratt](#)



Right: Two Union Pacific loaded coal trains struggle towards the summit at Logan Hill on the 4 track section of the Powder River Coalfield. By this point, both trains are down to walking pace with all locos working flat out to keep the 13,000+ ton trains moving. [Andy Pratt](#)

Main: Two Union Pacific assisting locos bring up the rear of a set of empties as they snake into the Antelope Mine for reloading in the Powder River Coalfields. In the distance can be seen the rear of a BNSF train of empties waiting to be loaded. [Andy Pratt](#)





Above: An ex works Class 2157 is seen departing Gent St. Pieters, heading for Brussels. [Brian Battersby](#)



Right: SNCB AM86 EMU No. 951 arrives into Leuven. [Brian Battersby](#)



Main: Alstom/Bombardier built Class 28 No. 2828 passes through Antwerp Berchem on December 13th 2013 with a train of Renault vans. [Brian Battersby](#)

A pair of EN71 EMUs, Nos. EN71-020 and EN71-001 are pictured in Krakow Główny. [Brian Battersby](#)





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Eisfelder Talmühle

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HSB Railcar No. 187 016 is seen at Norhausen Bahnhofplatz with a service for Eisfelder Talmühle. [Steamsounds](#)



Siemens wins an additional locomotive contract in the USA

The Departments of Transportation for the U.S. states of Illinois, California, Michigan, Missouri and Washington have awarded Siemens a contract for the delivery of 32 diesel-electric passenger locomotives. The contract is valued at approximately €165 million (\$225 million). It includes a purchase option for another 225 locomotives which will be used for regional and mainline trains travelling at speeds of up to 200 km/h (125 mph). The 32 locomotives ordered are scheduled to be delivered between fall of 2016 and mid-2017. "For Siemens this order marks our entry into the U.S. diesel-electric locomotive market and strongly

underscores our long-term vision for the U.S. passenger rail market", Jochen Eickholt, CEO of the Siemens Rail Systems Division, emphasized. The diesel-electric locomotives will be manufactured at the Siemens plant in Sacramento, California.

On December, 2013, the Illinois Department of Transportation, which is coordinating the order on behalf of California, Michigan, Missouri and Washington, announced its intention to move forward on the order with Siemens. The official Notice to Proceed has now been formally granted.

The Charger locomotives will be used exclusively in passenger service. The primary traction drive, a 4,400 hp-rated diesel engine with 16 cylinders and a cubic capacity of 95 litres, will be manufactured in the U.S. by Cummins Inc., headquartered in Columbus, Indiana. These modern locomotives are powerful and efficient and will deliver a cleaner ride, with better air quality and reduced emission

rates ensuring compliance with the Federal Railroad's EPA Tier IV regulation required to be in place in 2015.

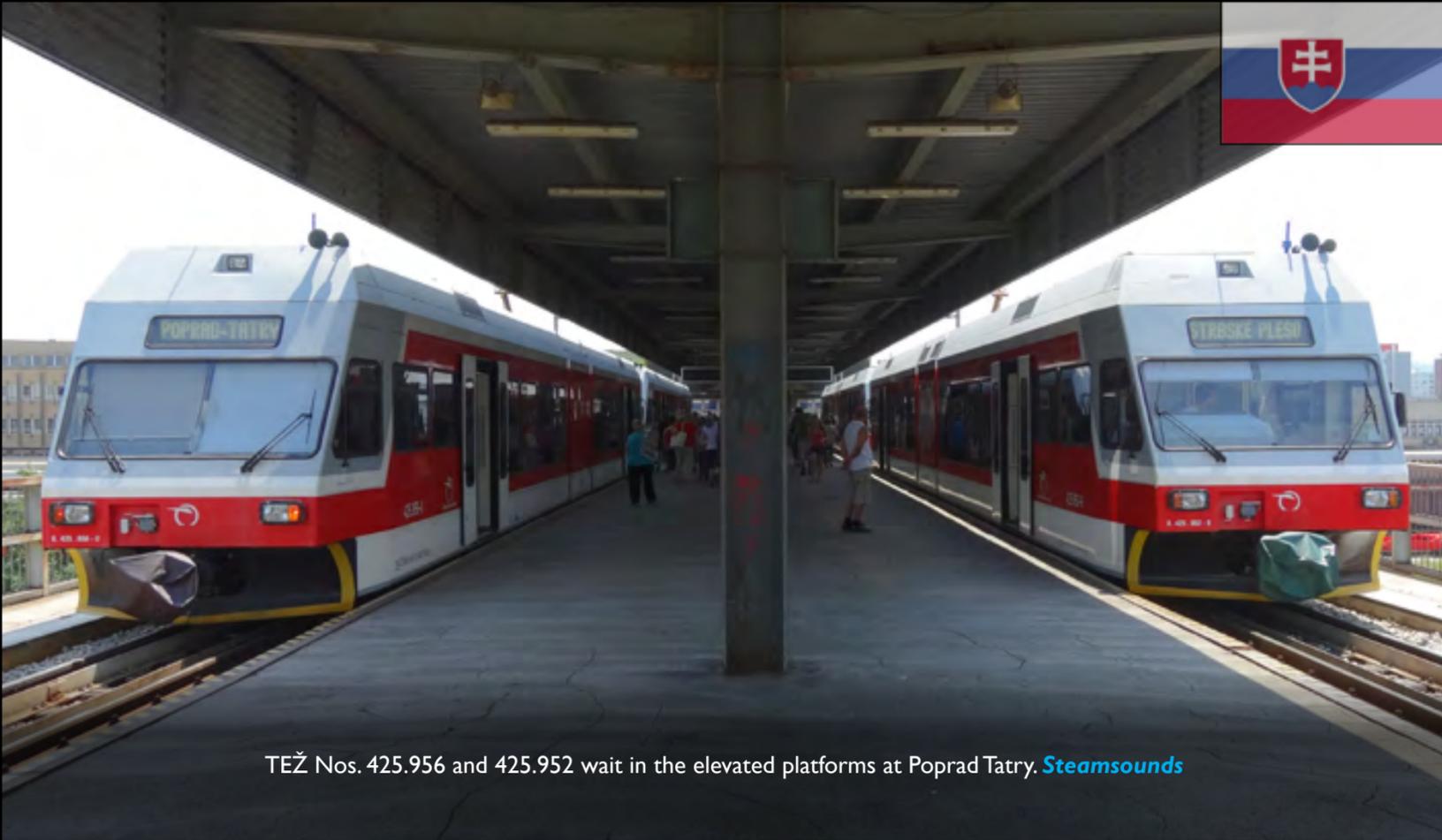
As one of the fastest, most efficient and safest modes of transportation, passenger rail is a key priority for U.S. infrastructure development. After all, Siemens wants to play a major role in this lucrative market and can already look back on first successes, for example the recent fanfare surrounding the new, advanced technology electric locomotives built in Sacramento for America's premier passenger rail operator, Amtrak. Just a few weeks ago U.S. Vice President Joe Biden and U.S. Secretary of Transportation Anthony Foxx welcomed the first of 70 Amtrak Cities Sprinter (ACS-64) electric locomotives into passenger revenue service.

The Siemens diesel-electric passenger rail locomotives ordered will greatly help improve transportation on non-electrified railroads throughout the Midwest and the

west coast. The contract includes 32 vehicles plus spare parts supply. In addition, there are options for an additional 75 locomotives for use in regional transportation and another 150 locomotives for mainline transportation.

The Charger locomotive reaches a tractive effort on starting of 290 kN with a weight of around 120 tons. The Cummins QSK95 diesel engine is 4,400 hp-rated. These U.S. locomotives are based technically on the Siemens Eurosprinter, Eurorunner and Vectron locomotive platforms which have been proven through several billion kilometres in both freight and passenger service. The components are procured and manufactured exclusively in the United States.

Photo: The new Siemens 'Charger' locos. © Siemens



TEŽ Nos. 425.956 and 425.952 wait in the elevated platforms at Poprad Tatry. [Steamsounds](#)

ADIF has started the renovation of the track between Santander and Torrelavega

ADIF has started the renovation of the track between Santander and Torrelavega with those achieved greater ride quality for the circulation and contributes to regularity, safety and improvement of rail service.

The work, involving an investment of 35.5 million euros, include the replacement of sleepers, rail and other infrastructure elements, such as diversions, security installations and communications as well as floor steps between platforms. The works will take place over 30 km single-track electrified, between mile markers 484/470 and 514/495 of the conventional railway between Palencia and Santander, included in the core near the Cantabrian capital. In this section six stations are located eight halts

Planned actions

It is planned to install monoblock sleepers and 60 kg rail on new ballast, to promote better running of trains.

Also planned is the refurbish and extension of the secondary path in stations and in Muriedas Guarnizo, reaching a length of 750 m.

Other actions on the adequacy of infrastructure include electrification facilities, in addition to security installations and modifications relating to planned communications by satellite.

Regional work on crosswalks between platforms, replacing the current step slip rubber, which offer greater safety in adverse weather conditions.

Finally, work on the ground line, improving the trenches and embankments, drainage systems and longitudinal and transverse cleaning the gutters, and various maintenance activities on bridges and overpasses at various points.



Alstom metros start carrying passengers on Budapest's line 4, central-eastern Europe's first automated metro line



Alstom's metro trainsets have begun commercial service on 28th March in Hungary on Budapest's new underground line 4, the first automated metro line in Central-Eastern Europe. As part of the line's official inauguration, 15 new Metropolis trainsets were put into operation by Hungary's Prime Minister, Viktor Orbán and Budapest Mayor, István Tarlós on the new 7.4 km line connecting two of the city's important railway junctions, the Kelenföld Intermodal Station of Buda with the Eastern Railway Station of Pest. These metrosets are part of the 37 Metropolis ordered for both lines 2 and 4.

The procurement of new Metropolis metro trainsets is part of Budapest's largest ever fleet modernization and transportation development programme. Providing an efficient and comfortable metro solution to the 1 million daily passengers out of the 1.8 million citizens of Budapest represented a major challenge for the city. The decision was made to replace the fleet in operation on line 2 and to build a new automated line 4 provided with driverless rolling stock.

This is the first time that the passengers of Budapest metro will experience an automated metro, although the city's metro system has been carrying people for 118 years. To familiarize travellers with the new system, a driver's cabin staffed by a train supervisor will be placed at the front of the trainset during the first year of service. The wall separating the driver's cabin from the passenger area will then be removed by Alstom technicians.

The 15 new Metropolis inaugurated for line 4 are 80m long (5 cars) and can carry 810 passengers, including 164 seated. The cars have four external wide (1.3m) sliding doors on each side, allowing passengers to access and exit the metro quicker at stations. The vehicles - capable of running 70 km/h - are single spaced enabling passengers to walk easily from one vehicle to the next inside the train if needed.

Modern lighting and a light interior combined with the warm, red tone of the carpets creates a relaxing atmosphere and a spacious travelling environment. The comfort and safety of the passengers is further enhanced by built in air-conditioning and a state-of-the-art passenger information system.

"We are very proud to deliver this automated metro to the city of Budapest, the first one in Central-Eastern Europe. This shows our expertise in conceiving metros for any type of configuration, depending on the requirements of the customer. Citizens of Budapest have been using metros for more than a century and it was an interesting challenge for us to create a state-of-the-art metro that suits their needs," said Andreas Knitter, Alstom SVP Europe.

The new metro of Budapest was designed in France. Its traction system was manufactured in Hungary. The manufacturing of the carbody shells and the actual assembly took place in Katowice, Poland.

Alstom has been manufacturing metros for more than 70 years. One in four metros currently in service in the world is manufactured by Alstom. In total, 4,000 Metropolis cars across the world are carrying several million of passengers every day in around 45 cities such as Barcelona, Warsaw, Singapore, Shanghai, Nanjing, Buenos Aires, Santiago de Chile or Santo Domingo.



The Hague orders another 20 trams



Dutch operator HTM exercises option for more Avenio trams

Order worth around 55 million euros

Trams to be manufactured at Siemens plant in Vienna

The Dutch transit operator HTM has placed an order with Siemens for another 20 Avenio type trams for The Hague, Netherlands. With this order, which is worth around 55 million euros, HTM is exercising an option of a contract that was signed in autumn 2011. The original order was for a total of 40 Avenio type low-floor trams. The new Avenios will be built at the same Siemens plant in Vienna, Austria, where the first batch is now in production.

“Back in 2011, HTM was the first operator worldwide to order our Avenio, which has meanwhile established itself in the market very well. So this latest order pleases us all the more! The Avenio proves that we are offering an innovative tram that appeals to passengers and operators alike,” said Sandra Gott-Karlbauer, head of the global business with urban transport vehicles at Siemens’ Rail Systems Division.



The 40 trams under the main contract will be deployed in The Hague on Lines 9, 11, 15 and 17. In future, the Avenios operating on Line 9 will carry passengers from the city’s main railway station to the seaside resort of Scheveningen. The 20 additional Avenios will, in future, run on Line 1, the oldest route on the capital’s network.



An unidentified DB Class 143 heads across the Hohenzollernbrücke, Köln. [Steamsounds](#)

CAF Awarded the supply of 37 trams for Budapest



The Urbos platform trams are the vehicles proposed for the city of Budapest, consisting of five and nine module units. This is a two-way vehicle with four double doors on each side of the five module tram, and seven double doors on the nine module tram. They are prepared to run on 1435 mm gauge track at a service speed of 50 km/h.

CAF recently signed the contract to supply 37 low floor trams, with an extension option for up to a further 87 vehicles, for the city of Budapest. These will be purchased by BKK, the organization responsible for the city’s transport. The tender, starting early this year, established the need for 2 tram types, 25 of which are 34 metres long, with the remaining 12 vehicles being 56 metres long. The contract amounts to approximately €90 M and the project has been funded by the European Union in the framework of current investment and development plans implemented in this country.

The five module trams have a capacity of 326 passengers whilst the nine module trams can transport up to 562 passengers, and they will become one of the longest in the world. The entire tram surface is at the same level, providing easier access for persons with reduced mobility, including passengers in wheelchairs or with pushchairs (two per vehicle).

The Hungarian capital, a pioneer in this means of transport, boasts an extensive tram network with almost 40 lines running throughout the city. Some of these lines are among the lines carrying the highest numbers of passengers across Europe. The decision of the Hungarian authorities to award the project to CAF was based on the grounds of the design and technical features of the units offered by CAF, as well as the possibility of storing energy on board for catenary-free travel along sections of the old quarters of the city.

The system is also equipped with a state-of-the-art video entertainment and passenger information system (interior and exterior panels, TFT screens, emergency intercoms, etc.) for perfect passenger orientation.

Also of note, CAF is currently executing another project in the country, supplying trams for the city of Debrecen, underlining the company’s special interest in the European market. Stand out projects, amongst those currently implemented by the company on the continent, include the supply of trams for the cities of Stockholm, Belgrade, Besançon, Tallinn, Fribourg and Birmingham, metro units for Rome, Bucharest and Helsinki and regional and commuter trains for various regions in Italy.

The first two new FLIRT multiple units have arrived in Budapest



On March 19th, the Ministry of National Development, MÁV-START and Stadler presented to the public one of the two new FLIRTs at the Kápolnásnyék railway station that have arrived to Hungary recently. The first multiple unit will operate expectedly in autumn this year, following the strict technical and authority testing and licensing period. The 42 new FLIRTs that are due to arrive until autumn 2015 are going to operate on the suburban railways of Budapest. The new trains offer state-of-the-art travelling conditions, while their operation saves billions of HUF energy to the railway company on a yearly basis.

The first two vehicles of the 42 FLIRT units have arrived from Switzerland to Hungary so the domestic static and dynamic tests could start under the supervision of the National Transport Authority. MÁV-START can launch the commercial operation of the 61st and the 62nd FLIRTs after obtaining the operational permit. The blue-white-yellow-grey colored trains can firstly be used by passengers travelling on the Székesfehérvár line. The first vehicle was introduced to the public and the representatives of media on 19 March 2014 at Kápolnásnyék, exactly one year after signing the delivery contract.



Lászlóné Németh, Minister of National Development said: 'The Orbán-government made it clear in 2010 that it is committed to public transport and railway developments in accordance with the policy in the European Union and worldwide. In the last three years the developments covered 460 km lines on MÁV Zrt.'s railway system and there are expansions and developments on further 500 km currently. With the operation of the convenient multiple units, every requirement is given that more and more people choose the services of railways, in addition a well-functioning and competitive railway can be created in Hungary.' Ilona Dávid, Chairperson and CEO of MÁV Zrt. added: 'The renovated Kápolnásnyék station and the new multiple units are excellent examples of that responsible, forward-looking way of thinking that has described the attitude towards railway in Hungary in the recent years. The supportive transport policy of the recent period has established the development of railway transport as well as the predictable and stable operation and the continual improving of standards and quality. Renewing railway system, modern ticket-sales, good parking facilities, clock-face scheduling, trains of high standard, quality service. These are what we are aiming at MÁV through the country and now we are able to provide such service on even more and more lines.'

Csaba Ungvári, CEO of MÁV-START highlighted: 'The new vehicles are going to operate on the Budapest-Székesfehérvár, Budapest-Pusztaszabolcs, Budapest-Szob, Budapest-Veresegyház-Vác, Budapest-Cegléd-Szolnok and after the finishing of electrification on the Budapest-Esztergom lines. Almost the two-third of the trains will be covered by FLIRTs in the suburbs of Budapest. This way, we can serve the quarter of the journeys which mean 34 millions of travelings by modern multiple units. The already operating FLIRTs are very popular among passengers: where these vehicles operate the number of passengers has risen by 6-12%.' Zoltán Dunai, Country Manager of Stadler Hungary Ltd. stated: 'With the contract signed last year 112 FLIRTs are going to operate from the autumn of 2015 on the lines of Hungary. The procurement is a significant milestone not for MÁV and GYSEV but also for Stadler, because this is going to be the largest homogenous FLIRT fleet in the world. We are proud that we carry on playing an important role in the development of Hungarian railway. FLIRT multiple unit is the bestselling product of Stadler, there have been orders for producing almost 950 multiple units from 15 countries.'

Voith to Retrofit Class 142 Wheelsets for Angel Trains in the UK



Angel Trains, one of the UK's leading rolling stock leasing companies, has announced that it has appointed Voith to supply 188 new final drives and cardan shafts to its fleet of Class 142 diesel multiple units. Voith has modified the design of its KE-485 final drive to enable it to be a drop-in replacement with no vehicle modifications and the work will improve the units' reliability, reducing service and maintenance costs for its operators.

Voith will deliver complete new wheelsets comprising a modified gear unit, axle, wheels and axle bearings. In addition, Voith is supplying a new cardan shaft as part of its bundle offer and the final drive and cardan shaft will not require overhaul for the next million miles of operation. The delivery of the units will take place during 2015. Angel Trains Class 142 units are currently in operation with Arriva Trains Wales and Northern Rail.

Mark Hicks, Technical Director at Angel Trains said: "This upgrade contract reinforces Angel Trains' commitment to long term asset stewardship and providing excellent value for our customers. Voith was a natural partner for this project because its flexible and innovative approach has been instrumental in producing an integrated driveline package."

Voith holds Railway Industry Supplier Approval Scheme (RISAS) certification across its complete UK portfolio of services. The Voith factory in Heidenheim, Germany, was also recently certified by RISAS for wheelset assembly. The company is now in the process of obtaining the RISAS Approval for Ultrasonic Axle testing (UAT) of wheelsets.

Voith is becoming increasingly involved in a broad spectrum of optimization projects, including retrofits, upgrades of vehicle drivelines and couplers, and reduced life cycle cost initiatives. These technically demanding projects serve to prove the high quality of the Voith portfolio, its wealth of expertise and know-how and the benefits of direct cooperation between stakeholders.



Alstom Régiolis homologated to circulate on the French rail network



Alstom has been granted by the French Public Rail Safety organisation (EPSF) the Authorisation for Commercial Use (AMEC) for its Régiolis, the latest generation of regional train from the Coradia range. This approval, involving Eurailtest, Certifer, RFF, and the SNCF, covers all the Régiolis trains ordered so far by the 12 regions concerned, regardless of configuration. An important milestone, this authorisation opens the way for the trains to enter operational service from 22 April.

To obtain this authorisation, 10 pre-series Régiolis train sets covered 350,000 km during a total of 1,400 test days, involving up to 200 people from 20 different organisations (Alstom sites, suppliers, test centres, railway test agencies, etc.). Around 50 specialist Alstom engineers and technicians were needed to successfully complete these tests and respond to the 10,000 French and European requirements before the Régiolis could travel safely on the national rail network. The Régiolis project has involved more than 4,000 people in France.

In total, 12 French regions have chosen the Régiolis to deal with the increase in traffic on their network. The first train sets are expected to enter service during April 2014 in the Aquitaine, Lorraine, Alsace and Picardy regions.



In order to successfully complete these tests, Alstom has invested nearly €17 million in the development and set-up of the Railway Test Centre (CEF) in Bar-le-Duc, on a site leased from the RFF for a 15-year period. This investment has been used to fit out a test track for trials to be run at up to 160 km/h, suitable for certification of the trains' principal functions: acceleration and braking, noise levels and electromagnetic compatibility. Alstom has also invested €40 million over the last few years in adapting the industrial facilities at the Reichshoffen site to the needs of Régiolis production.

The only generation of trains to have a low floor throughout and to integrate bi-modal drive systems (diesel-electric dual-voltage – 1,500 V or 25 kV), the Régiolis gives passengers a whole new experience of travelling on regional trains. Without a single step, it is fully accessible to people with reduced mobility and passengers in wheelchairs, respecting the latest TSI standards for accessibility. The spacious passenger carriages provide the highest possible levels of comfort, particularly in terms of acoustics (reduced noise and vibration). The carriages are light and airy, with re-designed seats and electrical power outlets, providing total visibility from inside or outside the train. The on-board information system and its LCD screens in each car broadcast information continuously, ensuring the passengers can enjoy a peaceful, stress-free journey. The Régiolis' bi-modal power supply system reduces the train's environmental impact, aligning its operating mode to existing infrastructure on both electrified and non-electrified lines. This means operators can reduce the energy consumption of their fleet as well as its CO₂ emissions. In addition, the reduction in weight and the use of permanent magnet motors provide 30% more power than previous generations, as well as providing energy savings of up to 20% over existing trains. Maintenance work has been optimised through the use of proven components and the TrainTracer software, providing a real-time monitoring service and thus improving the availability of each train set. Régiolis complies with all ERTMS interoperability standards and can thus travel from France into Germany and Switzerland using an additional supply voltage (15 kV).



No. 2803 departs Brussels Midi with train No. ICI234 for Den Haag. [Steamsounds](#)

First prototype of the tram ForCity is now in operation in China



Škoda Transportation signed a contract with the Chinese company CSR Sifang Qingdao Co.Ltd. about licence for technologies for production of low-floor trams of the type ForCity (15T) in June last year. First prototype was manufactured in China recently and the company CSR Sifang Qingdao begins to offer this modern vehicle on the local market. "The prototype of the tram ForCity in China was successfully activated and tested in the middle of January and trial runs were made in the production plant with the participation of our technicians. We can now announce that the tram manufactured in China is prepared for presentation to potential clients. It is a proof that the cooperation between our two companies has been a success," says Tomáš Krsek, chairman of the Board of Directors of the company Škoda Transportation.

There are more than 160 cities in China with more than one million of inhabitants. These cities plan great investments into the development of their infrastructure and rail vehicles are to form the backbone system of public transport. "I must emphasise that the Chinese market starts to be very demanding with regard to requirements, which concern technological level of products – they require only the world top products. That is why we are very proud in our company that we were able to sell them the licence for production of trams ForCity last year. Besides Prague, this tram is also used in the Latvian city of Riga," adds Petr Vízdal, director of business development of the company Škoda Transportation.

More than 150 Chinese professionals from the ranks of technical management were trained in the production plants of Škoda Transportation during last year and these trainings will continue even this year. Each of the phases of these trainings were focused on some of the crucial areas of a production of a tram, so today the Chinese are prepared to offer the tram ForCity in tenders issued by Chinese towns. "ForCity is in the portfolio of trams, which we offer to our clients, it is absolutely a top product. It is a fully low-floor tram with individual drive for all wheels and unique rotating chassis. This means that it can manage the most difficult tracks in the city," said Josef Bernard, general manager of Škoda Transportation. In the middle of the previous year, Škoda Transportation concluded the contract with the Chinese company CSR Sifang Qingdao for 10 year licence for production of ForCity trams. The sale of the licence confirms the uniqueness and high technical level of the tram 15T.



Metronom's Class 146.542 pauses at Northeim(Han) with train No. ME82829 from Uelzen to Göttingen. [Steamsounds](#)

Deutsche Bahn and Bombardier Sign Contract for 29 Trains for Commuter Service in Central Germany



Deutsche Bahn has ordered 29 TALENT 2 multiple units from Bombardier Transportation for the S-Bahn Mitteldeutschland commuter rail service in central Germany. The contract between the Deutsche Bahn subsidiary DB Regio and Bombardier is valued at approximately 146 million euro (\$203 million US). The order marks the 13th call-off from a framework agreement concluded in 2007 with a volume of more than 1 billion euro (\$1.4 billion US). "This investment is contributing to our continued modernisation of rolling stock for the benefit of our customers. We are preparing the company for the future while improving our competitive position," said Dr Rüdiger Grube, the CEO of Deutsche Bahn.

"Our successful TALENT 2 trains fulfil Deutsche Bahn's requirements perfectly in energy and cost efficiency, environmental friendliness and passenger comfort. We offer our customer an optimal, market-oriented service," added Dr Lutz Bertling, President and COO of Bombardier Transportation.

The principal characteristics of the TALENT 2 electric multiple unit (EMU) platform are its innovative, modular concept and the high degree of standardisation, which allows for a flexible train configuration. The platform concept allows for numerous variants of the same train type. The train sets can be equipped with a variety of different technical modules.

As part of the expansion of the S-Bahn Mitteldeutschland commuter rail network, the 19 three-car and 10 five-car trains will operate from the autumn of 2016 on the connection from Halle/Saale and Gaschwitz through the Leipzig City-Tunnel to Dessau-Roßlau and Lutherstadt Wittenberg, among other routes.

The air-conditioned trains will offer seats with generous spacing and roomy multi-purpose compartments for bicycle transport. A comfortable group seating area for up to 14 people will make travelling even more attractive for small groups. The trains also feature closed-circuit video cameras, passenger information monitors displaying connection details in real time and universally accessible toilets. The trains will be developed and manufactured at Bombardier's Hennigsdorf site.

Alstom delivers "Jazz", the new Coradia Meridian dedicated to the Italian regional railways



Alstom's new Coradia Meridian regional train was delivered on 27 March to Trenitalia at the Termini station in Rome in the presence of FS Italian Group management. Renamed "Jazz" by the Italian railways, the train presented is part of the 70 Alstom Coradia Meridian trains ordered by FS in November 2012.

Comfortable and vivacious, Jazz has a new livery characterised by the marked contrast between its matt anthracite grey background and bright brush strokes of colour that enhance the dynamism and compactness of the train's design. The trains will have four distinct configurations (metropolitan, with more standing room; regional, with more seats; regional express, for more comfortable journey on longer distances and airport, with more space for luggage) which can be easily and quickly modified to better address the mobility needs of passengers and operators.

They are equipped with a video-surveillance system, information screens, and notices in braille, as well as a loudspeaker system and 220V sockets for cell phones, portable PCs and tablets.

These trains - that are 95% recyclable - will improve the quality of the journeys of commuters in many Italian regions.

"The delivery of the train as scheduled bears witness to the commitment of the entire company to this project" declared Pierre-Louis Bertina, President and Managing Director of Alstom Ferroviaria S.p.A "On the basis of this commission, Alstom has hired 300 employees thus contributing to the growth of the Italian railway industry. Our hope is that the train will open up new opportunities for our Italian factories and the sub-contractors that are equally committed to confronting this challenge". Coradia Meridian trains are designed and produced at Alstom's Italian centres of excellence in Savigliano (Cuneo), Bologna and Sesto San Giovanni (Milan). Coradia Meridian belongs to Alstom's Coradia range of modular trains which benefit from over 30 years of experience and proven technical solutions. More than 3,000 Alstom regional trains have been sold. In Europe, they are currently circulating in Denmark, France, Germany, Italy, Luxembourg, the Netherlands, Portugal, Spain, Sweden and the United Kingdom



Trend towards rail continues: Record number of passengers at Deutsche Bahn



Once again, more passengers on Deutsche Bahn trains: In 2013, the number of passengers increased again compared to the previous year. Throughout the year, DB transported 2.016 billion passengers in German rail passenger transport, 42 million more than in the previous year. This positive development was primarily supported by a sustained growth in local transportation. "This upward trend is good news in this, the 20th anniversary of the German rail reform", explained Dr. Rüdiger Grube, Chairman of the Management Board, at the presentation of the 2013 annual results in Frankfurt. He pointed out that the numbers of new car registrations and domestic German air passenger numbers had declined and concluded, "the general mobility trend is clearly leaning toward train travel."

However, at the same time, Grube indicated that DB had faced enormous challenges in 2013: "Economic growth progressed worse than expected in many places – and that was reflected in the demand for our transport and logistics services." At EUR 39.1 billion, revenues in the 2013 fiscal year remained at the level of the previous year (EUR 39.3 billion). DB also faced substantial pressure from rising factor costs, primarily for human resources and energy, as well as from the consequences of flooding and two winter storms. The adjusted EBIT declined by EUR 472 million (-17.4%) to EUR 2.2 billion. Net investment was largely unchanged and, at EUR 3.4 billion in 2013, was EUR 75 million lower than the previous year. Net financial debt remained stable at EUR 16.4 billion. As Chief Financial Officer Dr. Richard Lutz stated: "No doubt about it—the figures are not satisfactory. But current trends raise hopes that the situation will improve over the course of this year."

Even though DB was only able to partially reach its economic goals in 2013, there was encouraging progress made in the top employer and eco-pioneer areas of the DB2020 strategy. More than 11,000 employees were hired in Germany last year, along with an additional 4,000 new vocational trainees and cooperative education students. Dr. Grube viewed these figures as a sign that DB continues to be seen as an attractive employer. In terms of the environmental dimension, Grube was also able to announce that encouraging progress had been made: "We had resolved to increase the renewable energy sources in the traction current mix to 35% by 2020. We have already reached this target at the end of 2013."

Growth in passenger transport

After a significant increase in the first six months of 2013, the number of passengers travelling with DB long distance decreased substantially in the second half of the year due to track closures lasting several months and delays as a consequence of flooding. As a result, the number of customers compared to the previous year remained stable over the course of the year at 131 million passengers. The trend towards rail continued for local and regional transport within Germany. This was the decisive factor for the recent overall increase in passenger numbers in Germany.

Transport and logistics

The decreased demand for transport services due to the economy had a negative effect on the development of the freight transport segment, resulting in a 1.5% decline in transport volume to 104.3 billion ton kilometres. The development of DB Schenker Logistics' business segments also remained mixed. Although shipment volume increased by 0.2% in European land transport, air freight volume decreased slightly by 0.3%. Ocean freight also saw a decline of 0.7%. In contrast, contract logistics reported a strong increase in revenues of 5.2%.

Infrastructure

The demand for train paths decreased slightly in 2013 and was at 1.0 billion train-path kilometres. Non-DB railways were able to increase their proportion by two percentage points to 24%.

Bombardier Signs Contract for South African Locomotives Project



Rail technology leader Bombardier Transportation South Africa (Pty) Ltd has signed a contract with Transnet Freight Rail (TFR) for the delivery of electric locomotives. Bombardier's 240 TRAXX Africa locomotives are set to be part of a complete fleet renewal programme involving four different suppliers. The contract is expected to be effective by end of March 2014, following certain administrative approvals.

TFR will use the dual-voltage electric locomotives for its general freight business in South Africa. The locomotives will be designed for speeds of up to 100 km/h. The TRAXX Africa design benefits from the vast experience of the TRAXX dual voltage locomotives being in operation with many of the leading European rail freight and passenger operators. TRAXX locomotives are well known for their high reliability, excellent traction capabilities, energy efficiency and low maintenance cost.

Bombardier will build all its new locomotives in South Africa and is committed to localizing more than 60% of the contract scope. This implies investments in local manufacturing capacity, training and further improving the skills development of local employees, while working with local partners to achieve the same objectives. In accordance with South Africa's Black Economic Empowerment (BEE) program, this project will create a significant number of quality jobs and skills to complement overall developmental objectives.

Bombardier has been established in South Africa since 1995, supporting local industry in locomotive and commuter train refurbishment programs. As the lead member of the Bombela Consortium, Bombardier was responsible for the core electrical and mechanical design and equipment for the Gautrain Rapid Rail Link. This prestigious turnkey project has provided a new state-of-the-art fleet of commuter trains and signalling systems for passenger services between Johannesburg and Tshwane as well as airport-link trains from Sandton. The majority of the 96 BOMBARDIER ELECTROSTAR vehicles for Gautrain underwent final assembly in South Africa.

As leader of the consortium Bombardier Africa Alliance, Bombardier is also implementing one of the largest conventional mainline re-signalling projects in South Africa. The consortium is delivering the globally-proven BOMBARDIER INTERFLO 200 rail control solution for the Passenger Rail Agency of South Africa (PRASA). This project constitutes a major multidisciplinary rail modernisation of the Durban main corridors.



Alstom to modernize the Santiago metro in Chile



Alstom has been awarded a contract worth over 220 million euros by Metro SA, operator of the Santiago Metro in Chile, for the full modernization of the Santiago metro network. The works will be executed in the Neptuno metro depot to maintain the availability of the trains and reduce the impact on operations. The modernization will be complete by mid-2018. Santiago has the second longest metro network in Latin America after Mexico City and the fourth largest metro network in the Americas in terms of ridership (over 2 million travellers per day). The trains, originally built by Alstom, have been circulating on the existing five lines of the Santiago metro network for more than 40 years. The modernization, starting with lines 2 and 5, will add about 20 years to the life-span of the trains and bring a major improvement in terms of comfort, reliability and security for all commuters. The modernized trains will also be more environmentally friendly since they will use 30% less energy.

Alstom is in charge of the full modernization of the 35 metro trains, composed of seven cars each. This includes project management, engineering, fitting of new traction equipment, supply of static converters for auxiliary equipment, a new communications system, new doors, new interiors and air-conditioning. Alstom is also in charge of the technical assistance and maintenance of materials for a period of 10 years. "Alstom has a strong history in services for rail transport in Southern and Latin America and we are very pleased to continue this success story with a new modernization contract," stated Michel Boccaccio, Senior Vice President Latin America for Alstom Transport. "The modernization of the fleet will allow Metro SA to take advantage of the latest technologies at a competitive cost compared to buying new trains. Passengers of Santiago Metro will appreciate the new travel experience with a modern and reliable metro fleet."

The project will generate around 150 local jobs. Alstom will provide a simulator for the operators to train them in driving the new trains. Alstom has been present in Chile for more than 50 years and is the main supplier of Santiago Metro, the regional Valparaiso Metro and Rancagua Xpress.

Stadler overhauls TEE



Stadler Rail has carried out important maintenance work on the legendary RAe TEE II 1035 multiple-unit train on behalf of SBB Historic. The work involved replacing the electric wheel-slip protection and anti-slide device and restoring the multi-system compliance of the drive. This means the train can now travel on all four power systems on the major European railways. Stadler also carried out the necessary test work on its four-system track in Bussnang. The work on the TEE represents a further milestone for the service sector, in which Stadler is active not only in Switzerland but also in Germany, Hungary, Algeria, Austria, Italy, Poland, Norway, Sweden and the Netherlands. The RAe TEE II four-current trains were commissioned in 1961, setting new European standards at the time in terms of comfort and technology. They were among the most outstanding vehicles ever built by the Swiss railway industry and travelled to places like Milan, Paris, Brussels and Amsterdam without long delays at the borders. They were still in daily international use up to 15 years ago. The existing RAe TEE II 1053 composition was then taken over by SBB Historic and restored to its original condition.

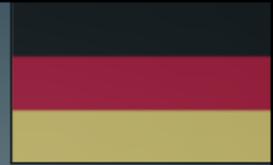
Specialist expertise at Stadler

To make the train compatible with all four power systems again, the electric wheel-slip protection and anti-slide device needed to be replaced. SBB Historic placed an order for this work with Stadler Rail last year. One of the company's specialist areas is multi-system trains, giving it the relevant know-how for the engineering work required. Stadler carried out the fitting work at the SBB Historic depot in Olten. The train then travelled under its own steam to Bussnang, where Stadler has a test track with an overhead line which can feed in all four different power systems. Comprehensive tests over the past three days have successfully proven that the train is once again compatible with multiple-current systems.

Service as a growing business area

Stadler Rail is increasingly committed to the growing service sector. As well as overhaul and conversion work as carried out on the TEE, this includes long-term service and maintenance contracts for various fleets in Switzerland, Germany, Hungary, Algeria, Austria, Norway, Italy, Poland, Sweden and the Netherlands. The company has already achieved excellent availability levels at all its sites so far. The front runner is the Westbahn fleet in Linz, which has achieved availability of 99.7%. Stadler offers various services and revisions, 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 Signs First Order with Private Customer for TRAXX Diesel Multi-Engine Locomotives

Rail technology leader Bombardier Transportation and the special purpose company Paribus-DIF-Netz-West-Lokomotiven GmbH & Co. KG (Paribus-DIF) have signed a contract for the delivery of 15 BOMBARDIER TRAXX Diesel Multi-Engine locomotives. This is the first time that a private customer has ordered the innovative TRAXX DE ME locomotives.

The total contract value based on the list price is approximately 60 million euro (83 million US). The contract includes an option of up to five additional locomotives. An additional service contract for the adaption of modern control electronics in cab cars, valued at approximately 5 million euro (8 million US), was signed with Paribus-DIF-Netz-West-Waggon GmbH & Co. KG, a sister company of Paribus-DIF-Netz-West-Lokomotiven GmbH & Co. KG.

Delivery of the locomotives for Paribus-DIF is scheduled for 2015. Paribus-DIF is a joint venture of the German investment management company Paribus Capital GmbH and the Dutch Infrastructure Fund (DIF), a Europe-focused institutional investor in infrastructure assets. Paribus' subsidiary Northrail GmbH will provide all asset management services to the joint venture. Paribus-DIF was chosen in a tender by the Landesverkehrsgesellschaft Schleswig-Holstein (LVS) to lease the locomotives to an operator also being selected by the LVS. The operator will deploy the new vehicles to transport passenger trains from Hamburg to Westerland/Sylt.

The locomotives are designed for speeds of up to 160 km/h. The multi-engine concept enables four simultaneously working engines to be controlled individually to maximize energy efficiency. This means that the TRAXX Diesel Multi-Engine locomotive requires less diesel fuel than other locomotives with corresponding overall power. It meets the Stage IIIB emission standards, providing more environmentally friendly operation while also emitting less noise.

Production of the locomotives will take place at Bombardier's Kassel plant in Germany. The car bodies will be produced at Bombardier's Wrocław site in Poland, the bogies at its Siegen site in Germany, while the Propulsion and Controls equipment will be manufactured at its Mannheim and Hennigsdorf sites, also in Germany.

The locomotives are powered by BOMBARDIER MITRAC traction converters offering unmatched reliability. The sophisticated MITRAC control system offers safe and energy efficient traction power for sustainable mobility. MITRAC equipment drives more than 3,000 locomotives globally.

From the UK



Severn Valley Railway's Spring Steam Gala

One of the biggest galas of the Spring season was held from March 21st - March 23rd at the popular Worcestershire line. Sunshine and showers kept the photographers entertained and an excellent line up for this GWR branch line themed event.

GWR 1400 Class No. 1450, visiting from the Dean Forest Railway, is seen at Bewdley with a local service to Kidderminster. [Class47](#)

Great Western 7800 Class No. 7812 'Erlestoke Manor' shunts a 'Syphon G' van in Kidderminster station on March 22nd.
Class47



GWR 4900 Class No. 4936 'Kinlet Hall' steams out of Highley on March 23rd with a Bridgnorth - Kidderminster service. [Phil Martin](#)



Great Western Railway 1500 Class 0-6-0 pannier tank
No. 1501 in BR black livery, departs Kidderminster with a local
service to Bewdley. [Class47](#)





GWR 2-6-2T No. 4588, visiting from the South Devon Railway, arrives into a sunny Kidderminster. [Class47](#)

Arriving into Bewdley on March 22nd, during a sunny spell, Great Western 7800 Class No. 7812 'Erlestoke Manor' leads a Bridgnorth - Kidderminster working. [Class47](#)



Another Great Western 7800 Class, this time No. 7822 'Odney Manor' is seen at Hampton Loade on March 21st.
Phil Martin



Great Western Railway 6400 Class 0-6-0 pannier tank No. 6435,
is seen at Kidderminster working the single coach 'Autotrain'
Class47



Great Western 28xx Class 2-8-0 No. 2857 arrives into Hampton
Loade with a Bridgnorth - Kidderminster service.
Richard Hargreaves



As we mentioned earlier, the weather was certainly mixed for the event. Compare this photo of No. 1450 arriving into Bewdley with the loco departing (1st photo). [Class47](#)





On June 27th 2006, Ceske Drahy's Class 749.019-6 heads through Lethorad. [Class47](#)

SNCF BB25514 in the original livery passes Mulhouse with a rake of covered hoppers in August 1972. [Chris Perkins](#)



SNCF Series 25150 dual voltage Bo-Bo electric locomotive No. 25183, a 1967 design, depicted here at Gare de Saint-Gervais-les-Bains-Le Fayet. *Mike Morant Collection*



Seen at Couvin with a push pull working, SNCB Class 62
No. 6218 waits departure time, June 17th 2001. [Paul Godding](#)





On June 20th 2001, SNCB's Class 5212 is seen departing Namur. [Paul Godding](#)