

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.

Well what an excellent month it has been. My trip round Europe ran perfectly smooth and I managed to get to some excellent locations, with some of the photos included in this issue. The only problem encountered was the French obsession with not being able to take photos on a railway station. The fact that at one station there was an area of waste ground right next to the station where photos could quite easily be taken from seems a tad bizarre, but this was to be expected. It isn't my first encounter with the non-camera loving French and I doubt that it will be the last. Even the Austrians, which until recently requested that you have a permit to take photos on a station, seemed more relaxed. The only problem now is that I want to go again, having seen even more places that I would like to visit!

Back in the UK, both Andy and Myself had an excellent time at the Epping Ongar Railway. Now whilst I think it was a shame to be closed by London Transport, it has turned out to be a lovely little line with much potential. Most of the staff were great, but unfortunately there was one chap who was definitely Health and Safety obsessed. Still I don't want to let that put anyone off going.

Anyway till next month and as always keep sending in the photos. 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: OBB's Class 1116.031 heads a northbound intermodal train past Sankt Jodok on March 26th. [Laurence Sly](#)
This Page: A CD Class 363 speeds alongside the River Elbe at Usti nad Labem with a Eurocity service, April 6th. [Class47](#)



At Murcia del Carmen station, Class 334.019.7 runs around its Talgo trainset in order to reverse direction on a service from Cartagena to Barcelona, April 5th. [Steve Dennison](#)

SD - Kolejová doprava operated Class 184.503-1 is seen outside Kadan Prunerov on April 5th. [Class47](#)



OBB's Class 1116.088 passes Wolf whilst working
train No. EC87, 11:31 Munich - Bologna Centrale
on March 25th. [Laurence Sly](#)



On April 3rd, DB's Class 423.050 is seen paused on the Hohenzollernbrücke, Köln. The bridge was illuminated due to track maintenance work taking place. [Class47](#)



DB Schenker (Romania) Class 60 No. 60-1691 is seen taking a load of coal into the cement works at Chistag on February 27th. [Steve Madden](#)



An OBB Class 1144 rounds the horseshoe curve at Sankt Jodok as it heads RoLa train No. 52440 from Brennero to Worgl, March 25th. [Laurence Sly](#)





FER G2000 Class No. G2000.21
is seen hauling a freight through Bosco on April 1st.
[Steve Madden](#)

AKN DMU's Nos. 52 and 53 are seen at Eidelstedt working a Line A1 service to Kaltenkirchen. [Class47](#)



OBB Class 1116.089 approaches Sankt Jodok whilst working
train No. EC88, 09:31 Munich - Bologna Centrale
on March 24th. [Laurence Sly](#)



On April 1st, a very battered looking Class E655.451 passes Bagno with a long train of vans. [Steve Madden](#)





On April 8th, an OBB Class 1016 is seen heading for Italy, passing through the spectacular scenery at St. Jodok. [Class47](#)



PKP Intercity's Class EP07-1041 is seen upon arrival at Poznan Główny. Brian Battersby

Class 418-303 is seen waiting to depart Biharkeresztes with
the 18:10 to Budapest Nyungati on February 27th.
Steve Madden





CFL Cargo's No. 4012 is seen at Luxembourg Gare waiting to work back to Trier on service No. RE5213. [Steamsounds](#)



Above: Alstom/Bombardier built Class 13 No. 1335 heads light engine through Antwerp Berchem. [Brian Battersby](#)

Left: SNCF BB No. 36020 and SNCB AM No. 362 race into Antwerp Berchem. [Brian Battersby](#)

Main: Vossloh/Mak Nos. 7810 and 7707 pass through Antwerp Berchem with a long rake of pipes. [Brian Battersby](#)





On April 3rd, SNCB EMU No. 830 is seen departing Antwerp Berchem. [Class47](#)

SNCB Class 27 No. 2715 is seen departing Bruxelles Midi with a service to Gent St. Pieters. [Class47](#)



In lovely late afternoon sunshine on April 6th, Ceske Drahys Class 854.027-0 'Nikolka' pauses at Vsetaty with a Tanvald - Praha working. [Class47](#)





H- MAV V43 No. 431-098 approaches Puspokladany with train No. S6105, the 10:03 Zahony – Budapest Nyungati on February 28th. [Steve Madden](#)



Above: ZCG's A1A-A1A No. 644.024 is pictured on station pilot duties at Podgorica on February 4th. [Andy Pratt](#)

Left: ZCG Co-Co No. 461.035 arrives at Spuz on February 4th with train No. 7101, the 06:25 Niksic to Podgorica. [Andy Pratt](#)



Main: On February 4th, ZCG EMU No. 6111.041 stands at the attractive station of Niksic on February 4th waiting to depart with train No. 7103, the 08:40 to Podgorica. "During this trip Zeleznica Cerne Gora (ZCG) had a promotional fare of 1 euro single for journeys between Podgoica and Niksic to celebrate the reopening of the branch and the introduction of brand new units for the service, however all the new units were out of service on this day!" [Andy Pratt](#)

Sri Lankan Railways Class S10 Chinese built diesel multiple unit No. 889 is pictured standing in Colombo Maradana station. [Dave Felton](#)





ChemOil liveried Class 482.028-8 takes an intermodal service through Olten on April 8th. [Class47](#)

On April 8th, Trenitalia's Class E464.038 is pictured stabled at Brennero. [Class47](#)





A Vossloh tram-train class 4100 unit is seen pulling into Benidorm station with a Line 1 service from Alicante on the FGV-TRAM metre gauge network, March 23rd.

Steve Dennison

On March 1st, Fox Rail's Class 60 No. 609-008 is seen stabled at Berettyoujfalu with a loaded Grain Train. This loco is currently on loan to Floyd and is one of only 2 that Fox Rail own. Steve Madden





On April 6th, an Italian FRECCIAROSSA is seen at the Velim test centre. [Class47](#)

Sri Lankan Railways Class S11 Indian built diesel multiple unit No. 903 is seen arriving at Colombo Fort station with an unknown service. [Dave Felton](#)



Main: Trainkos No. 001, formerly HZ No. 2044.031 waits at Fushë Kosovë (Kosovo Polje) with a early morning Pejë (Pec) to Prishtinë (Pristina) service on February 2nd. [Andy Pratt](#)

Right: TrainKos No. 001 has run round it's train Prishtinë (Pristina) and waits to leave with the ecs to Fushë Kosovë (Kosovo Polje). Despite it being an unadvertised ecs working, a handful of knowledgeable locals turned up for a free ride on the train. [Andy Pratt](#)



On April 4th, MRCE Dispolok ES64U2-018 is seen working a DB regio service through Großheringen on it's way from Halle (Saale) to Erfurt. [Class47](#)





Built in 1867 in Leith, Scotland by Hawthorns & Co, Locomotive No 1 'Victoria' spent its life working at the mines in El Buitrón, Huelva. It has recently been installed in the middle of a roundabout in Murcia, Spain. [Steve Dennison](#)



Above: DB Schenker owned Class 294.772, still bearing Railion branding, is pictured at Türkheim (Bay) Bf station waiting to run round it's short trip freight before heading off down the freight only branch to Ettringen on March 18th. [Andy Pratt](#)



Left: DB's Class 218.421 and 218.423 are stabled between workings at Lindau Hbf. The Mühldorf V160s had recently arrived on EC 196, the 07:17 München Hbf - Zürich HB, and would return with EC 193, the 09:16 return from Zürich. [Andy Pratt](#)

Main: SVG owned, former ÖBB Class 2143, No. 2143.18 is occasionally hired to ALEX to operate the Oberstdorf branch portions of trains from München to Lindau., It is seen on March 19th at the branch terminus propelling the stock of train No. ALX 84164, the 09:19 from München, out of the station before running round to form the 12:24 return. [Andy Pratt](#)



On March 23rd, a Vossloh Class 4100 unit has just arrived at Benidorm station with a Line 1 service from Alicante on the FGV-TRAM metre gauge network.
Steve Dennison



Several pairs of sleeper train locos are seen stabled
at Briançon, February 22nd. [FrontCompVids](#)





Sri Lankan Railways Class S3 Hyundai built diesel multiple unit No. 827 is pictured standing in platform 4 at Colombo Maradana station. [Dave Felton](#)



Above: Class 664.102 passes through Verd on it's way towards the summit at Postojna with a westbound freight on March 13th. [Andy Pratt](#)

Left: Class 664.117 makes it's way through Verd station with a westbound freight on March 13th. Just 11km from Borovnica, the line has climbed from 299m to 408m above sea level. Postojna station, another 35 km away is the highest station on this stretch of line at 582m above sea level. [Andy Pratt](#)

Main: Class 644.020 waits to depart Podbrdo with the 15:45 Autovlak train to Bohinjska Bistrica. The photographer's hire car is the only vehicle on the train for the 10 minute journey through the tunnel. The one way fare was 9.81 euro for the car plus 2 occupants. [Andy Pratt](#)



An OBB Class 4024 EMU heads out of Sankt Jodok on April 8th, working an Innsbruck to Brenner regional service. [Class47](#)



A pair of SNCF shunters, Nos. 8543 and 607811 are seen stabled at Strasbourg on April 9th. [Class47](#)





OBB's Class 1144.228 leads 1016.007 through Innsbruck with a mixed freight consist. [Class47](#)

On March 1st, Class 628-327 is seen at Biharkeresztes. It has to stop here to have the load checked by Hungarian customs after travelling over the border from Romania.

Steve Madden





ZSR Class 754.055 waits at Zilina with train No. Zr1845 to Zvolen os. st. and Bratislava hl. st. [Steamsounds](#)



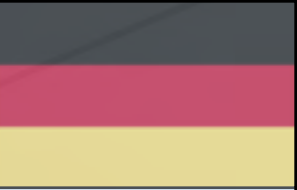
On April 6th, PKP Cargo's Class ET41-190 speeds through Cerhenice with a loaded coal train. [Class47](#)



DB's Class 612.649 DMU arrives at Kaufbueren with a service to Kempten(Allgau) Hbf. [Steamsounds](#)



Class 628-327 is pictured passing Sap with a loaded coal train from Puspokladany Yard (Hungary) to Episcopo Bihor (Romania) on March 1st. [Steve Madden](#)



DB's Class 143.190-7 is seen at Nordhausen with train No. RB16432 to Heilbad Heiligenstadt. [Steamsounds](#)



Above: SZ Class 664.113 rounds the curve at Merce between Sezana and Divaca with an eastbound freight on March 13th. [Andy Pratt](#)

Left: Class 664.113 emerges from the 540m long Kosanski Tunnel near Gornje Lezece with a westbound freight on March 12th. [Andy Pratt](#)

Main: SZ Class 644.020 departs Bohinjjska Bistrica with the 16:52 Autovlak service to Podbrdo and Most na Soci. The 4 wheel coach behind the loco is for use by cyclists. On March 13th however, the train had no passengers, bikes or cars. [Andy Pratt](#)





Above: Rhätische Bahn G2 2/2 shunter No. 161 is pictured at Tirano on March 16th. This active loco is 103 years old!. [Gary Smith](#)

Left: From one of the oldest Swiss locos (above), to one of the newest. SBB Ee No. 922.021 is seen in-between duties at Brig. [Gary Smith](#)



Main: Rhätische Bahn RhB Lokomotive Ge 4/4 III No. 651 is seen at Chur on March 16th. [Gary Smith](#)



FS Trenitalia Class E.652 026 is pictured stabled in the station at Brennero on March 25th. Laurence Sly

PKP's Class EP09.046 is seen departing
Krakow Główny. [Brian Battersby](#)



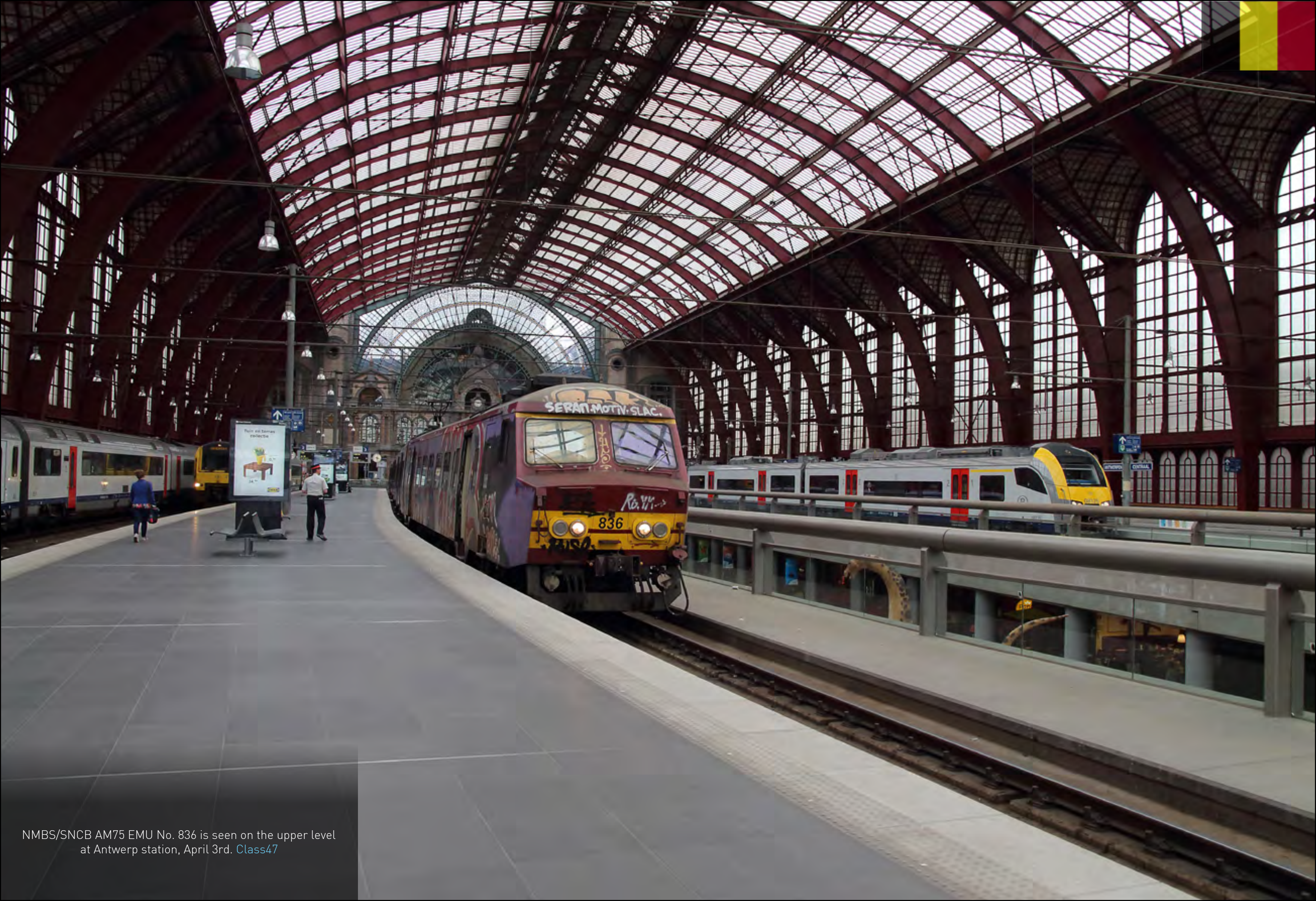


Above: On March 15th, Matterhorn Gottard Bahn No. 81 is seen working a car shuttle at Realp, loading up before heading through the tunnel to Oberwald. [Gary Smith](#)

Right: SBB Ge 4/4 II No. 617 is seen at Schiers on March 17th, note the "curtains" in this excellent livery. [Gary Smith](#)

Main: SBB No. 641 is pictured at St Moritz, ready to work back to Chur on March 16th. [Gary Smith](#)





NMBS/SNCB AM75 EMU No. 836 is seen on the upper level at Antwerp station, April 3rd. [Class47](#)



Above: SNCF Nos. 67442 and 67419 are seen at Embrun working the NZ5797, 21:50 Paris Austerlitz – Briancon. [FrontCompVids](#)



Right: Nos. 67408 and 67345 arrive into Embrun with train No. NZ5827, 20:51 Paris Austerlitz – Briancon on February 22nd. [FrontCompVids](#)

Main: Nighttime at Briancon, with Nos. 67345 and 67408 ready to work train No. NZ5802, 20:53 to Paris Austerlitz and Nos. 67621 and 67558 on train No. NZ5842, 21:57 to Paris Austerlitz, February 22nd. [FrontCompVids](#)



Rail Traction Company's Class E483.002 heads a southbound freight train past Fleres on March 27th.
Laurence Sly





Wiener Lokalbahnen tram No, 4050
approaches Wien Meidling on April 7th. [Class47](#)



From now on, ÖBB Zugradar is also available in the SCOTTY Android Apps Store

ÖBB now offers its customers a SCOTTY app for Android tablets. Even the popular Zugradar is now available in the SCOTTY Apps for Android, recently it has been integrated into the iOS apps. The new SCOTTY mobil for Android Apps brings many more improvements, schedule information and the latest information on train progress can now be quite easily accessed. The SCOTTY iPad app has also been adapted to the iOS 7 design and the update is now available in the Apple App Store.

“With our SCOTTY mobile app, timetable retrieval is a breeze. Our passengers are therefore fully informed anywhere, anytime,” said Birgit Wagner, member of the executive board of ÖBB-passenger AG.

New version of Android - many improvements

The new Android version of SCOTTY mobile brings a simpler operation and new features, such as the sending of the current travel time via SMS, Twitter or WhatsApp to the users. Connections which are used regularly can easily be store them as a widget on the Home screen of your smartphone or tablet - with a tap you can then start the query.

Follow at your fingertips trains

On Zugradar, trains appear by tapping the real-time data of the train - so current location and punctuality - as well as the trains next stops are all accessible. Anyone who wants can track the train in which they are is sitting can also do this. The Zugradar is available at zugradar.oebb.

Photo: Using a tablet on the train ÖBB



SNCB Nos. 5514 and 5512 pass through Brussels Midi hauling an EMU on a stock move. [Steamsounds](#)



Hector Rail buys eight Rc locos from SJ AB

Hector Rail has bought all 13 locos which SJ AB sold at an auction in early April. Five locos will be resold, implying a net addition of eight locos to Hector Rail's fleet. The fleet will thereafter total 59 locos. The locos bought are so called Rc3 locos. They were built in the early 1970s. The maximum speed is 160 km/h.

Hector Rail has systematically expanded its loco fleet since it was founded 10 years ago. The strategy has been to offer its customers the most optimal resource for their traction needs.

Hector Rail's fleet includes powerful six axle locos previously used for iron ore transport, Sweden's fastest locos designed for speeds

of up to 230 km/h and specially equipped locos for seamless international transports between Sweden and Germany through Denmark.



Hector Rail has grown every year since the start and currently needs to further increase its fleet. SJ's Rc3 locos became an attractive solution to satisfy this need.

The Rc locos are well established in the Swedish market. There is good supply of maintenance and operational resources. Within Hector Rail, these locos will become type 143.

EURO 4000 of Vossloh España successfully hauls the longest train in Europe



members: companies, universities, associations, operators and European research centers. Apart from Vossloh also Faiveley, Schweizer Electronic, SNCF and RFF are among the project partners. The project is being coordinated by New Opera.

Marathon, the European project, whose main objective is to improve the capacity and competitiveness of railway transport, has succeeded moving a freight train of 1,524 meters length.

Two EURO 4000 locomotives, designed and manufactured by Vossloh España in Albuixech (Valencia), pulled a freight train of 1,524 meters length on Saturday 12 April 2014 as part of the tests of the European Marathon project. To date, this was the longest freight train ever run in Europe.

The train was composed of two conventional trains, with 40 and 32 wagons each, coming from Germany. The coupled train, which consisted of 72 coaches (4,020 tons total weight), was operated at a speed of up to 100 km/h along a railway corridor between the French cities of Sibelin and Nîmes.

The most important technological innovation of this project is the remote control system that enables the communication between the locomotive at the head of the train with the second unmanned one in the middle part of the train. This new system gives the driver in the front locomotive a fully reliable control over the traction and the braking system of the whole convoy.

Vossloh's R&D department has developed a new communication equipment that includes antennas to transmit signals in a safe way, a new control system and a driver's desk with all the necessary operational parameters required for this project.

Marathon is a Research and Development Project co-financed with funds of the European Commission within the VII Marco Program. It started in April 2011 with a small budget of 4.4 million Euros and involves 17



Alstom to supply 29 Coradia Continental regional trains to VMS in Germany



Alstom has been awarded a 150 million euro contract to supply 29 Coradia Continental electrical trains to Verkehrsverbund Mittelsachsen GmbH (VMS) in Central Saxony, Germany and a servicing contract over a period of 16 years. The first contract includes purchase options for up to 23 additional trains. The trains are scheduled to enter commercial service in June 2016 on the Mittelsachsen II electricity network, from Elsterwerda and from Dresden through Chemnitz and Zwickau to Hof.

"We are pleased that VMS has chosen our modern solutions which include the Rolling Stock and the servicing. These contracts constitute a new economic model for the customer as it guarantees the quality and reliability of service", says Andreas Knitter, Senior Vice-President Europe of Alstom Transport. "Within the award process, we met Alstom as a very reliable partner so far. We are convinced, that we found a supplier, which will deliver and maintain modern multiple units for our passengers", says Dr. Harald Neuhaus, managing director of VMS GmbH.

Alstom's regional train Coradia Continental is able to circulate at a commercial speed of 160 km/h. It offers excellent acceleration characteristics, reducing travel time. The three-car and five-car trainset versions will be able to carry up to 320 and 520 passengers respectively. A special emphasis has been placed on the comfort of the passengers. Multi-purpose areas provide space for wheelchairs, bicycles and strollers. The traction equipment is located on the roof, allowing spacious interior design including a large corridor for easier movement within the train. Coradia Continental is equipped with a low floor, and handrails, that facilitate the access on board and circulation of passengers. The trains are equipped in accordance with the latest European crash standards, thereby providing a high degree of safety for the train drivers and passengers.

The 29 trains will be manufactured at Alstom's site in Salzgitter. Alstom employees will perform their maintenance until the end of 2032 in the workshop near Chemnitz. Up-to-date information regarding the maintenance of the trains will be provided to all project members via a central information platform. The servicing contract also includes the maintenance planning the supply of spare parts as well as the main inspections. Coradia Continental belongs to Alstom's Coradia range of modular trains which benefit from over 30 years' experience and proven technical solutions. More than 3,000 Alstom regional trains have been sold and 1,200 Coradia trains are currently circulating in Denmark, France, Germany, Italy, Luxembourg, the Netherlands, Portugal, Spain and Sweden.



RHC Class 185.523-8 heads through Plochingen with a northbound freight. [Steamsounds](#)

Alstom to supply its Atlas 200 signalling system for the new north-west high speed line



An Alstom-led consortium has been awarded a contract worth 410 million euro by ADIF to supply its ERTMS Level 2 signalling system and the maintenance for a period of 20 years for Spain's new north-west high speed line. Alstom's share is worth around 220 million euro. The contract will cover 310 km of new high speed line from Valladolid to León and from Venta de Baños to Burgos.

The contract includes the project design, procurement, installation, commissioning and maintenance of the signalling, the fixed telecommunication and the Automatic Train Protection systems, the centralised traffic control (CTC), the security equipment, the mobile GSM-R communications equipment and infrastructure for trains and mobile phone operators.

"This will be the second ERTMS Level 2 signalling system commissioned in Spain without ETCS Level 1 backup support, after the one installed by Alstom on the Albacete-Alicante new high speed line. This configuration,

made possible thanks to Alstom's technological expertise, allowed a significant reduction of the initial cost of civil works," says Antonio Moreno, Country President for Alstom in Spain.

Alstom is the world leader in ERTMS technology with contracts awarded in 23 countries covering 1,200 km and more than 4,150 trains, and has equipped six of the world's eleven high speed lines which use this technology.

Alstom was also the first company to equip a very high speed line (the Rome - Naples line in Italy), a cross-border high speed line (from Liege in Belgium to the German border), a higher traffic density line (Mattstetten-Rothrist in Switzerland) and a freight-only line (the Betuwe Route in the Netherlands) with this technology.



Alstom to supply 12 suburban trains to Chile



Alstom has been awarded three contracts worth a total of 70 million euros by Empresa de Ferrocarriles del Estado (EFE) to supply and maintain 12 X'Trapolis suburban trains, of which four will run on the new Rancagua Xpress service and eight on the Metro de Valparaíso service. As part of these contracts, Alstom will provide the integration of signalling equipment and coupling to the eight new trainsets intended for the Metro de Valparaíso service. These trains will thus operate simultaneously with the current fleet of 27 X'Trapolis trains. The trains are scheduled to be delivered in the first semester of 2015.

The acquisition of 12 X'Trapolis, which follows an initial order placed in October 2012 for 12 trains, aims to improve the connection between Chile's capital Santiago and the cities of Nos and Rancagua, and the connection between the cities of Valparaíso and Limache in the Valparaíso region.

X'Trapolis - an EMU-type (Electric Multiple Unit) train able to run at a maximum speed of 120 km per hour - is a 2-car train which combines capacity (more than 370 passengers), comfort and accessibility. Its distributed power allows for more space inside the train with generous interior circulation facilitating movement especially in peak hours.

The train is also equipped with modern passenger communication systems, wider seats, and areas designed for people with reduced mobility. X'Trapolis has a 95% recyclability rate and consumes less energy thanks to its light weight, due to its articulated architecture and its aluminium body shell, and its electrical braking system.

"Once again, Alstom is proud to be part of the modernization process of suburban trains in Chile, improving the safety, comfort and quality of the transport system. This is the second contract in a short period of time in Chile and Alstom is fully committed to supporting Chile's public transportation project," said Julio Friedmann, Country President of Alstom Chile.

Alstom's extensive experience as a train builder, obtained in close collaboration with operators, enables the company to maintain all types of trains. The trains will be manufactured in Barcelona, Spain.



Start of assembly for Moscow airport trains



The first of 25 double-decker multiple-unit trains for Russian rail operator Aeroexpress are at the final assembly stage at Swiss rail vehicle manufacturer Stadler. Aeroexpress and Stadler celebrated the official start of assembly on April 15th by presenting four ready car bodies to guests from politics, business partners of the companies, representatives of the Russian and Swiss mass media. During the tour on the Stadler plant guests visited production capacities and were shown all manufacturing stages.

As of the middle of 2015, the trains will operate on the commuter railway lines between the centre of Moscow and the three international airports of Sheremetyevo, Vnukovo and Domodedovo. The first three trains will be fully assembled in Switzerland. As of the fourth train, carriage body production and final assembly will take place at the new Stadler factory in Minsk. In February 2013, Aeroexpress ordered 16 four-carriage and 9 six-carriage double-decker multiple-unit trains from Stadler, which are to be delivered by the end of 2016. Peter Spuhler, owner and CEO of Stadler Rail Group, underlines the importance of the order: "This second order from Russia represents an important milestone in the history of the company. Our trains already have a very good reputation in many countries in Europe. The new trains will allow passengers arriving by plane to avoid sitting in the infamous Moscow traffic and head straight to the city centre on our trains. This is something we are very proud of".

Strategic partner for Aeroexpress

The Stadler Rail Group has become a strategic partner for Aeroexpress after participating and winning an international tender in Moscow in 2013. The parties signed the contract in May last year. The contract includes the supply of 25 double deck KISS type trains, out of which 16 units will be four-car and 9 will be six-car vehicles. The new double-deck fleet will allow a 30-40% increase in the transport capacity of Aeroexpress trains.

"We hope for successful passing the certification in Russia by this rolling stock and its fastest start of commercial operation. Aeroexpress is one of the few private Russian railway carriers, buying a new rolling stock at own expense. We took an active part while designing and engineering and continue to interact with the Stadler at all production stages, — Alexey Sorokin, the chief operating officer of Aeroexpress, announced at a press conference in Altenrhein. — This outstanding project is entirely for the sake of passengers convenience, as our research revealed that in 2015 we couldn't provide our passengers with high level of comfort with the existing annual increase in a passenger traffic and remained schedule. Introducing new double-deck trains is a logical solution, allowing us to not only significantly enlarge our trains' seating capacity, but also provide our passengers with even greater comfort during their journey".

Impressive dimensions

The new trains are based on the established Stadler KISS. However, the sheer size of the Russian models makes them different from the KISS vehicles produced to date. The track gauge is 1,520 millimetres (compared to 1,435 millimetres in Western Europe). While the trains in Western Europe are normally 2,800 millimetres wide, the new double-deckers are 3,400 millimetres wide. With a height of 5,240 millimetres (compared to 4,500 millimetres in the West), the vehicles are considerably larger all round.

The trains are designed to cope with the specific Russian climate, which can range from -50 degrees Celsius to +40 degrees Celsius and in this respect are based on the FLIRT vehicles delivered to Finland, Norway, Estonia and Belarus. The trains will have a speed of 160 km/h and have comfortable, bright interiors in two classes (business and economy). The carriages are made from lightweight aluminium, which makes the vehicles much lighter than the traditional steel carriages. The reduced weight means that the train operator can make significant energy savings on everyday services.

The Association of French Regions (ARF), SNCF and Alstom introduce Régiolis, the next-generation TER regional train which is gradually entering into service in the French Regions.



The ARF, SNCF and Alstom introduced the new-generation Régiolis train on May 1st at the Vaugirard station in Paris. This presentation was of a symbolic nature, since it was held to celebrate the first trains going into commercial service. To date, 182 Régiolis trains have been ordered by 12 French Regions and these will be operated and maintained by the SNCF. These orders represent a major investment for the French Regions, which are financing in full the purchase of these trains, to a total of 1.4 billion euros.



Frédéric Cuvillier, the French Minister for Transport, Alain Rousset, President of the ARF and President of the Aquitaine region, Jacques Auxiette, President of the Pays de la Loire region and VP Transport for the ARF2, Guillaume Pepy, President of SNCF and Henri Poupert-Lafarge, President of Alstom Transport, were involved in this event, which was also attended by other French Regions which have ordered Régiolis trains.



ÖBB's Class 1144.058 is seen at Innsbruck Hbf with train No. REX5360 to Landeck Zams. [Steamsounds](#)

Régiolis trains are part of Alstom's Coradia Polyvalent range. They feature the latest technological innovations designed to reconcile efficiency, economic performance and environmental protection. Since they are modular, they can be personalised by each French Region to define the right train to suit their needs. Régiolis trains have been designed to be eco-friendly, with 90% of their components being reusable.

Régiolis is the only range of bimodal trains featuring an integral low floor, guaranteeing easy access and movement within the train. Accessible to everyone, in particular people with reduced mobility, Régiolis fulfils the latest TSI-PRM standard3.

The architecture of Régiolis trains, together with their ergonomic seating and high-performance engines, also enables noise and vibration to be minimised to ensure an unrivalled level of comfort. Fitted with ERTMS4 technology, Régiolis is the first regional train to conform to European standards.

On behalf of the French Regions, SNCF has supported the entire process leading to the introduction of Régiolis trains - collecting requirements from the French Regions and from each market, formalising invitations to tender and providing project management alongside each of the regions right up until the trains have entered into commercial service. It was a well-structured and well-organised process, enabling reliable rolling stock fulfilling French safety standards to enter into service.

Régiolis has been designed to offer passengers a high level of comfort and services to provide a high-quality public service. Régiolis trains will gradually be added to the stock of regional (TER) trains, most of which are already brand new or have been modernised at the instigation of the French Regions, which have already invested more than 9 billion euros in renovating their fleets of regional trains. These new TER regional trains will help to support the development of everyday mobility for the benefit of everyone - SNCF, the French Regions and users of the rail network.

A true symbol of French industrial excellence, Régiolis supports the commitment of the French Regions towards promoting territorial mobility, as well as helping SNCF to boost TER regional transport for communities and providing further proof of Alstom's technological excellence.



An OBB Class 4024 EMU is seen at Mittenwald with a service to Innsbruck Hbf. [Steamsounds](#)

Alstom to supply 6 new Coradia Lint regional trains to LNVG in Germany



Alstom will supply 6 new Coradia Lint regional trains to Germany's Lower Saxony State public transit authority, LNVG. This order follows an initial contract signed in 2011. The total value is around 25 million euros. As part of the contract, Alstom will also adapt 13 Coradia Lint regional trains already in service so that they can be operated as multiple units with the new trains. All new and modernised trains will be ready for operation in 2016.

Manufactured by Alstom in Salzgitter (Germany) and Katowice (Poland), the 6 new Coradia Lint 41 trains have a total capacity of 232 people each, including 114 seats, and reach a maximum speed of 120 km/h. The trains will feature wheelchair spaces, dedicated toilets and a bridge to overcome the gap between the train and the platform edge to guarantee train access for all passengers.

They are fitted with security cameras to increase passenger safety. Hans-Joachim Menn, speaker of the management of LNVG, emphasises another important technical feature: "The new vehicles as well as the adapted 13 Coradia Lint vehicles can be connected to LNVG's existing fleet in multiple-unit operation."

"Through this order, we are continuing our long-standing, successful partnership with LNVG and are helping to further improve the services available for passengers between Wilhelmshaven, Osnabrück and Bremen. With these 6 new vehicles, LNVG will now have ordered 126 Coradia Lint trains from us", says Martin Lange, managing director of Alstom Transport in Germany.

Furthermore, erixx GmbH received today, the first Coradia Lint from the initial order placed in 2011 for training purposes. This pre-series vehicle got a special permit to ride on public tracks without passengers. "We are happy to be provided with this vehicle at an early stage, so that we can thoroughly check the train. This is essential for the start of operations", says Wolfgang Kloppenburg, managing director of erixx GmbH.

The future drivers are to be trained on this vehicle, which will also be used for maintenance training. The pre-series vehicle has been provided to the operator 8 months before the regular operations start. All 28 trains ordered in December 2011 are to enter operation between Harz and Lüneburger Heide by late 2014.

ADIF completes the first phase of the expansion commercial area of Barcelona Sants station



ADIF has completed the first phase of work for the expansion of the commercial area of Barcelona Sants station, whose main objective is to increase the range of choice and adapt to the demands of customers and the increase the number of users expected short and medium term. These actions, which are executed gradually, represent more than 224,000 euros total investment.

After completion of the first phase of the project, the Barcelona terminal will have a sales area of approximately 4,300 m² distributed in different parts of the hall, of which 2,050 m² correspond to restoration, 1,130 m² to related user services (car hire , pharmacy, travel agency, slogans or release) and more than 1,100 m² in various activities.

The work consists in the construction of a commercial island in the middle of the lobby, which has an area of 303.6 m², the new structure, with dimensions of 3.1 m high, without reaching the ceiling of the hall, is built with lightweight materials and has an outer glass enclosure. The operations are complemented by the implementation of the electrical connections and data, and air-conditioning. This island has four spaces, of which 100.1 m² correspond to a sports shop, which has been moved from its previous location; 74.7 m² to a gift shop and toys, and two other local, 64.4 m² each for retail activity.

This project is part of a set of measures promoted by ADIF with the aim of improving customer service, comfort and amenities of the resort.

Another of these measures has been to the realization that operator Renfe have allowed the installation of 14 new ticket machines 'autoventa' for Commuter and Regional travel. These machines are located throughout the central passage of the lobby and join another 4 of the same type located in front of the lockers.



Deutsche Bahn and Siemens present new ICE 3 in Berlin – German Transport Minister in attendance



New trains operating smoothly since December 2013

Siemens delivered eight ICE 3 trains to Deutsche Bahn by the end of March

Jochen Eickholt, CEO of Siemens' Rail Systems Division, handed over the eighth and last of the new ICE 3 trains of the first consignment to Rüdiger Grube, Chairman and CEO of Deutsche Bahn AG, in Berlin on April 2nd. The handover took place in the presence of Germany's Transport Minister, Alexander Dobrindt.

The new trains have gone into operation on the Cologne-Frankfurt (Main)-Stuttgart route successively since the end of December 2013. "This has enabled us to substantially reduce vehicle bottlenecks which have been occurring for years due to the tenfold increase in the frequency of axle tests which was introduced in 2009," said Grube. "For our customers, this means more reliability and greater punctuality."

"I'm pleased that the advanced ICE trains are now being put on the tracks. The new trains are strengthening the fleet of Deutsche Bahn and benefiting all rail travellers," noted Dobrindt.

"We're very pleased that all the trains planned for domestic service have now arrived at Deutsche Bahn. We've thus reached an important milestone for the project," said Eickholt.

The new ICE 3 offers a new level of quality when it comes to service and comfort. For example, passengers can keep informed about the train's progress on the new overhead monitors and dine comfortably in the 16-seat, fully equipped onboard restaurant while travelling through Germany at speeds of up to 300 kilometres an hour. In addition, the Series 407 scores high marks for lower energy consumption and enhanced technical reliability.

In particular, the most advanced ICE train offers numerous improvements for passengers with reduced mobility. The new vehicles are the DB's first long-distance trains to provide a lift for wheelchair users. The wheelchair area is generously dimensioned, and both wheelchair spaces are equipped with a height-adjustable table and service call button. A tactile guidance system including floor strips and tactile seat numbers helps sight-impaired and blind passengers. In addition, grab poles are provided in longer aisle sections, aisle seats have grab handles, and the door steps and inner doors are designed with stronger visible contrasts.

The Series 407 is based on Siemens' Velaro platform. Like its predecessor, the new ICE 3 also has eight cars yet offers more seats: 444, including 111 in first class. Two trains can be coupled into a double unit with a seating capacity of 888. As will be available in all ICE trains by the end of May, the new ICE 3 also provides hotspots for mobile Internet access during travel. On the exterior, the new train differs from its forerunner in that it has a newly designed front end and a front-to-rear raised roof section for improved aerodynamics.

In December 2013, the new ICE 3 was approved for double-unit operation in Germany. Siemens is delivering a total of 17 new ICE 3 trains to DB. Having already handed over eight trains, Siemens has agreed with DB to conduct test runs in France and Belgium with an additional eight trains in order to pave the way for the official approval of cross-border operation to these countries.

ELL to order up to 50 Siemens Vectron locomotives



European Locomotive Leasing (ELL), a provider of full service locomotive leasing solutions to freight and passenger operators throughout continental Europe, and Siemens announced signing a framework contract for the order of as many as 50 state of the art Siemens Vectron locomotives. The first locomotives are bindingly ordered and will be delivered immediately.

The additional locomotives will be delivered from 2014 through 2016 and allow ELL to satisfy the demand from its expanding customer base.

The order is for AC locomotives and for multi-system locomotives. The AC units are intended for border-crossing traffic in Austria, Germany and Hungary. The multi-system units can be deployed in border-crossing traffic not only in Austria, Germany and Hungary, but also in Poland, the Czech Republic and the Slovak Republic. In addition to the national train control systems, each locomotive is equipped with ETCS. The locomotive comes with a maximum output rating of 6400 kW and is built for a top speed of 160 km/h. It is already wired to accommodate other train control systems.



Christoph Katzensteiner, CEO of ELL, said: "The modern and versatile Vectron locomotives are particularly well suited to the European market and are proving to be very popular with our lessees. In particular, we are pleased about their built in European Train Control System (ETCS), which allows seamless domestic and cross border traffic. This order exemplifies ELL's mission of providing customers with a full service package of best in class technical performance and operational support."

Michael Reichle, CEO of the Siemens Locomotives and Components Business Unit, said: "This order demonstrates in an impressive manner the flexibility of the Vectron platform concept. It enables us to offer the right modular-designed locomotive with border-crossing capability for every traction task and area of application."

The locomotive leasing sector in Europe benefits from highly attractive market dynamics that ELL is well placed to capitalize on. These include rail traffic liberalization and promotion across the continent, the growing prominence of private rail operators more likely to favour leasing rather than owning locomotives, and an improving macroeconomic outlook.

ELL is led by a team of highly experienced rail professionals based in Austria and Germany. The company is supported by KKR, a leading global investment firm that provides long-term capital from its global infrastructure fund.

Stadler Rail delivers trains to Oakland

The San Francisco Bay Area Rapid Transit District (BART) has awarded a contract to Stadler Rail for the supply of 8 GTW-trains. The order is valued at USD \$58 million. The diesel multiple units (2/6 articulated power units) are based on the 37 trains that Stadler has delivered to Texas (Austin and Dallas region) and New Jersey in the last few years. The units will be produced at the Stadler factory in Bussnang Switzerland.

On April 24, 2014, the BART Board of Directors voted to award a contract to supply eight DMU GTW 2/6s. BART has embarked on a project to extend BART service to East Contra Costa County using diesel multiple unit (DMU) rail vehicles. The East Contra Costa BART Extension Project (eBART Project) will be comprised of approximately 9.5 miles of new track between the existing Pittsburg/Bay Point BART Station and a new station in the City of Antioch.

The eBART Project will use independently propelled DMU vehicles that will operate on a standard gauge rail to be constructed and owned by the District. The guideway will be located in the median of State Route 4 on a right-of-way for the exclusive use of eBART.



The largest project in Alstom's history, for suburban trains in South Africa, comes into force

Alstom is pleased to announce that PRASA (Passenger Rail Agency of South Africa) and Gibela, have concluded the financial close of the contract signed on the 14 October 2013 for the supply of 600 X'Trapolis Mega commuter trains (3,600 cars) over a period of 10 years. The contract includes the construction of a local manufacturing facility in Dunnottar, 50 km east of Johannesburg. In addition, Gibela will provide technical support and supply of spare parts over an 18-year period. The overall value of this contract is worth 4bn euros.

This project is one of the biggest in rail transport worldwide and is the largest contract ever signed in Alstom's history. It confirms the intent of the company to establish itself as a leader in fast growing markets. It also marks a significant milestone in Alstom's strategy to strengthen its presence at both global and local levels, thanks to its worldwide industrial footprint and strategic partnerships that enable proximity with its customers.

PRASA will be supplied with the X'Trapolis Mega, the new X'Trapolis train developed by Alstom to fit South Africa's 1.067 m gauge. The first 20 trains will be produced at Alstom's Lapa plant in Brazil. Then the 600,000 m² manufacturing site in Dunnottar will produce the 580 trains destined for manufacture in South Africa and will house an engineering centre and training facility.

The project will create over 1,500 direct jobs in the local factory and 33,000 indirect jobs over 10 years, achieving a local content level of over 65%. 19,000 people will be trained by Alstom during the project. Alstom's French sites in Ornans, Tarbes, Le Creusot, Reichshoffen, Villeurbanne and Saint-Ouen will also be involved in the project as well as the sites in Sesto in Italy and Charleroi in Belgium.





From the UK

Epping Ongar Railway

The Epping Ongar Railway is a heritage railway run by a team of volunteers in South-West Essex, England. It was the final section of the Great Eastern Railway branch line, later the London Underground Central Line from Loughton via Epping to Ongar, with intermediate stations at North Weald and Blake Hall.

BR Blue Class 31 438 is seen at Ongar on April 26th. [Richard Hargreaves](#)



Class 03 170 is seen in the yard at North Weald.
This locos claim to fame is that it was the last Class 03
converted and overhauled at Swindon works before it
closed. Brian Battersby



Beautifully restored Class 37 No. D6729, in BR Green livery, is seen at Ongar, ready to work the next service to Coopersdale. [Richard Hargreaves](#)

Class 47 635, in BR large logo livery complete with Highland Rail stags, is seen being coupled to Class 37 No. D6729 for a run to Ongar on April 26th. [Brian Battersby](#)





Certainly an oddity at Ongar is this ex Finnish steam loco,
one of two broad gauge steam locos on site.

Brian Battersby

'Thumper' DMU Class 205205 is seen arriving into North Weald station with a service from Ongar on April 26th.
[Richard Hargreaves](#)



Class 25 No. D7523 is seen at North Weald
with an engineers train, April 26th. [Brian Battersby](#)



Class 20 048 is seen at North Weald with a service to
Coopersdale. [Brian Battersby](#)



Former 'Lymington Slammer', 3-CIG No. 1498 is seen at North Weald out of use. This unit is currently up for sale.
[Brian Battersby](#)





Ruston shunter No. RH 512572 of 1965, carrying the identity of No. 2957 is seen at Ongar. It was previously used in a BR track maintenance department in the Midlands.

Richard Hargreaves



War Department engine No. 120 was originally GWR No. 2441, works No. 1371, built in 1893 at Swindon. She came to France in January 1940 and was allocated to the Northern region of the SNCF. This region never applied French numbers to its WD locomotives. From 1945 to 1947 she was allocated to the shed at Fives, a suburb of Lille whilst close examination of another negative elicits the fact that it was taken at the carriage storage facility at Lezennes about 3 miles further SE from her home shed. No. 120 was one of fourteen of this class sold to China in 1947, the year this picture was taken.

[Mike Morant Collection](#)

DB Class 140.183 heads a mixed freight east through Saarbrücken station in August 1972. [Chris Perkins](#)

2

28

140 183-5

290



A 2 car Class 4630 DMU with hydraulic transmission No. X4673 waits at Les Sables D'Olonne with the 13:44 departure to La Rochelle in August 1989. [Chris Perkins](#)



An unidentified SNCF 141R class 2-8-2 battles against a headwind whilst in charge of a northbound freight train as it approaches the southern end of the bridge over the River Canche south of Étaples on a biting cold January 10th, 1969. [Mike Morant Collection](#)



SNCB Class 20 No. 2008 heads through Antwerp
Berchem with a freight working on June 19th 2001.
Paul Godding

