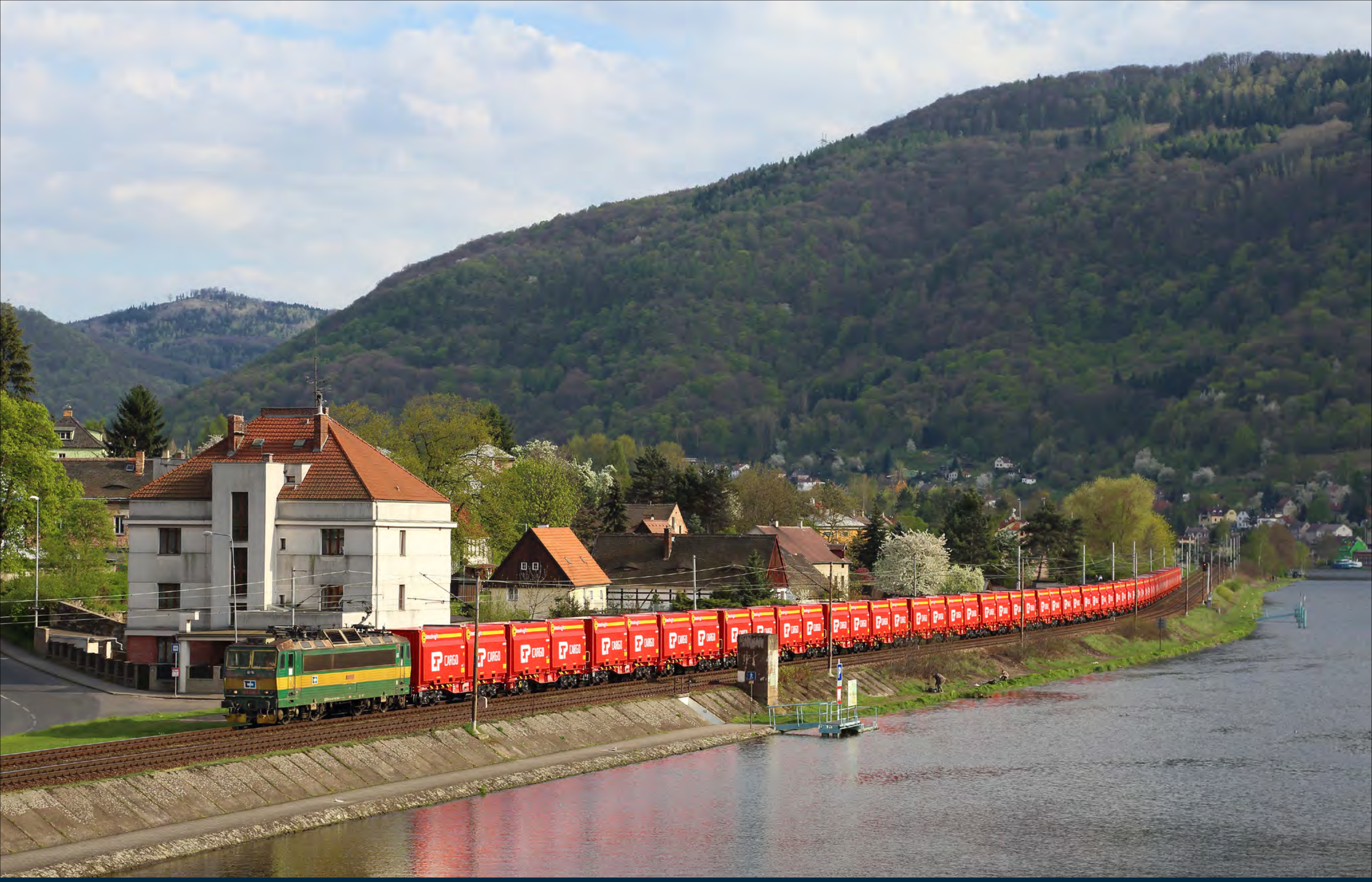

Railtalk Magazine *Xtra*

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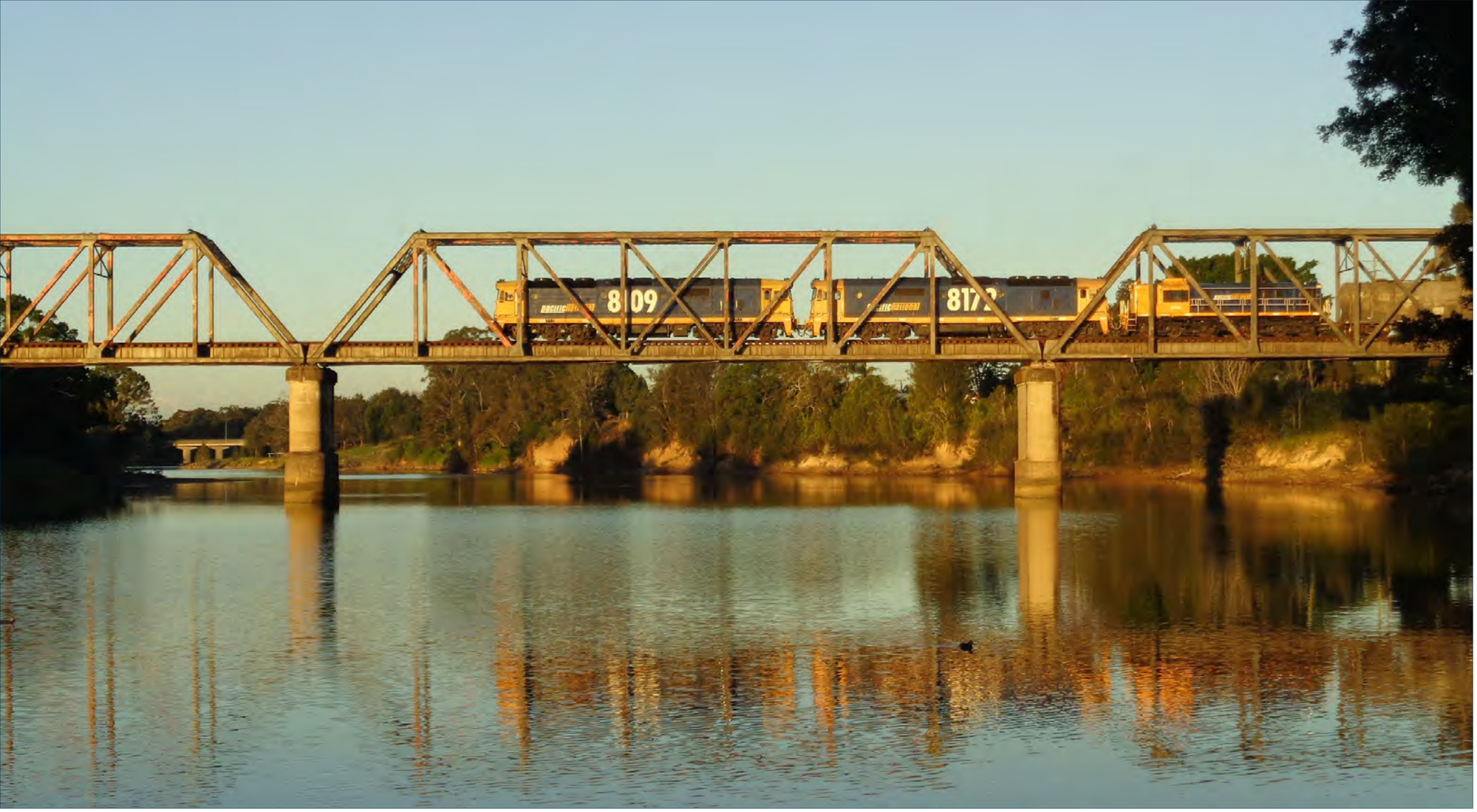

Railtalk Magazine Xtra

Welcome

Welcome to another edition of Railtalk Xtra, the monthly magazine that predominantly features railways outside the UK.

Wow, June already and it will soon be time for the nights to get darker again, but before that we have some superb photos from around the world to share with you.

It seem like the Czech railways really have got some interesting events and tours to look forward to this summer, starting in mid June with the Czech Railday in Ostrava. Worth checking out are the CD Nostalgia and KZC websites for some of the dates. Also announced in Czech this month was an order for more CD Cargo Vectron locos, which comes alongside a large order from the Finnish railways, so congratulations to Siemens.

Other news this month includes LEO Express is looking to acquire German open access operator Locomore, which recently filed for insolvency. Speaking to German newspaper Handelsblatt, Leo Express CEO Peter Köhler confirmed that the Czech open access operator, not currently present in the German market, has made an offer for Locomore. In a statement, Köhler said that LEO Express was 'looking closely' at merger and acquisition opportunities in the European rail market and 'Locomore is among them'

Content

Submissions & Contributions

Railtalk Magazine Xtra, a Magazine written by the Enthusiast for the Enthusiast. So why not join the team. We are always looking for talented Photographers and Writers to join us at Railtalk. Be it though Pictorial Submissions or via a written article featuring an event or Railtour, we greatly appreciate any contributions to the magazine however big or small.

Photographic Contributions
All Photographic contributions should to be sent to us via email, post or via the members section page on our website. Contact addresses are provided to the right or on the next page.

All images ideally should be provided at a resolution of at least 2048px x 1536px at 150dpi.

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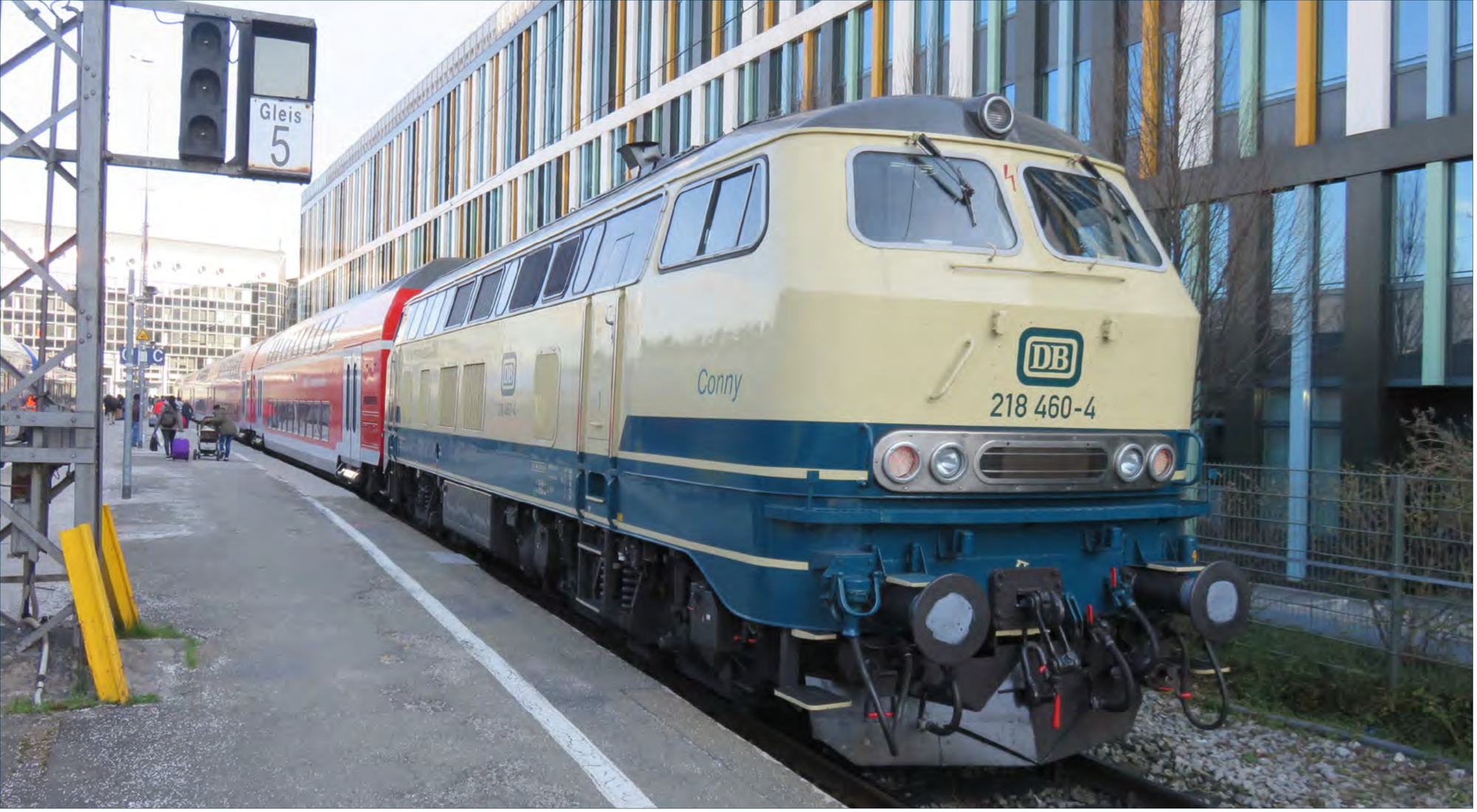
Front Cover
CD Cargo's Class 163.245 approaches Strekov whilst hauling a rake of empty EP Cargo coal wagons on April 14th.
Laurence Sly

This Page
On May 25th, a Newcastle to Grafton cement train crosses the Hastings River at Wauchope on the NSW North Coast behind Pacific National Nos. 8109, 8172 and 48162. *Mark Bennett*

Next Page
On March 29th, DB Class 218.460 'Conny' stands at Munich Hbf after arriving on the 15:38 service from Muhldorf.
Front Comp Vids



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With Thanks

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.

These issues wouldn't be possible without: Brian Battersby, Mark Bearton, Mark Bennett, Tim Blazey, Keith Chapman, Julian Churchill, Nick Clemson,Derek Elston, Mark Enderby, Tim Farmer, Dave Felton, FrontCompVids, Paul Godding, Richard Hargreaves, Keith Hookham, Colin Irwin, John Johnson, Anton Kendall, Jyrki Lastunen, Ken Livermore, Michael Lynam, Peter Marsden, Phil Martin, Denzil Morgan, Thomas Niederl,Peter Norrell, Chris Perkins, Mark Pichowicz, David Pollock, Andy Pratt, Railwaymedia, Alan Rigby, Neil Scarlett, John Sloane, Stephen Simpson, Laurence Sly, Stewart Smith, Steamsounds, Steve Stepney, Mark Torkington, Andrew Wilson and Erik de Zeeuw.

Railtalk Magazine Xtra

And good news once again for those producers of vinyl machines and for the livery 'frothers' as SNCF has announced that it will progressively introduce the inOui brand across its legacy TGV services by 2020, starting with those on the Paris – Bordeaux route from July 2, when the LGV Sud-Europe-Atlantique high speed line opens between Tours and Bordeaux. According to local reports, the rebranding is being driven partly by a desire to rationalise the service levels offered by SNCF. The iDTGV offering was withdrawn earlier this year, leaving just the inOui and Ouigo brands aimed at the domestic high speed market. Ouigo is the low-cost TGV operation which SNCF launched in 2013; the national operator is targeting a five-fold growth in low-cost ridership by the end of the decade as the Ouigo network is expanded to serve more destinations. I really can't see the need to change the name here, I thought that TGV was a well recognised brand.

This months 'From the UK' is the recent Severn Valley Railway's three day diesel gala, a fantastic event and probably the biggest diesel gala of the year so far.

As always thanks for all the excellent photos, please keep sending them in, and remember if you are going on holiday, don't forget to take your camera.

David
Editor

Australia

Specialised Container Transport's Brisbane to Melbourne service is seen at Rossglen on April 29th behind Nos. SCT007, SCT013 and SCT006, EMD model GT46C ACe locos, a smaller loading guage version of the very successful SD70 design. These are a locally designed type, which are now running with 6 different operators in Australia. *Mark Bennett*

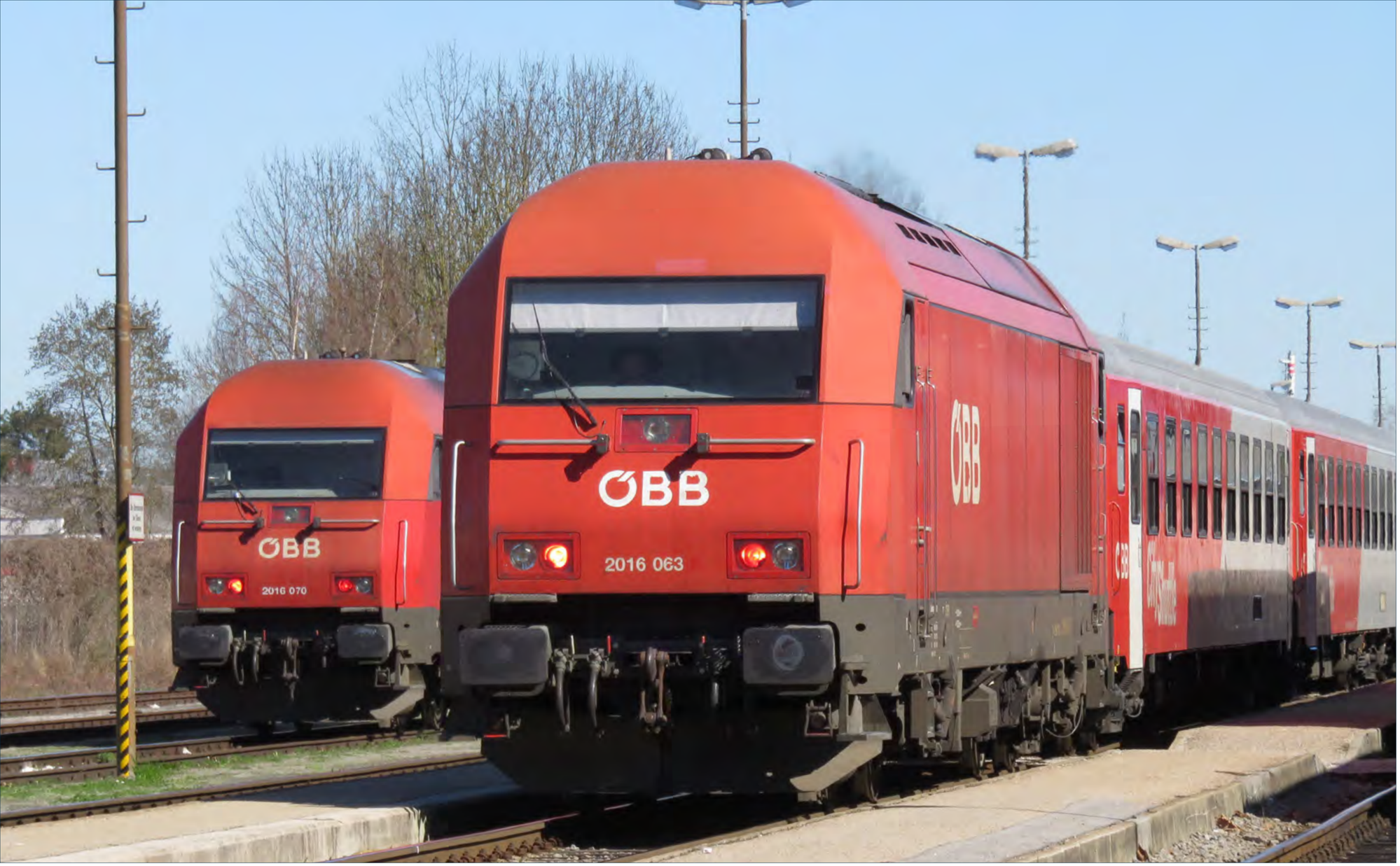
Along the NSW North Coast Line (Sydney-Brisbane corridor) on April 29th, cement train No. 4621 arrives at Wauchope to pick up some empty cement wagons behind EMD 81 Class locos Nos. 8173 and 8183. *Mark Bennett*

Australia

BHP Billiton SD70s Nos. 4412 and 4386 approach Port Hedland Yard with a loaded iron ore train on May 17th, passing a waterhole in the desert, filled by recent rain. *Mark Bennett*

A Pacific National steel products service from Port Kembla to Brisbane, takes to the loop at Telegraph Point on the NSW North Coast on May 23rd after conducting a quick crew change.
Mark Bennett

Austria



On March 27th, Class 2016.063 stands at Braunau am Inn after arriving on the 13:31 service from Salzburg Taxham Europark.
Front Comp Vids

Partially automated train preparation for freight traffic

Rail Cargo Group, SBB Cargo and PJ Messtechnik are working on an intelligent freight train. At the transport logistic trade fair in Munich, SBB Cargo, the Rail Cargo Group (RCG) and PJ Messtechnik (PJM) signed a contract for the joint development of a partially automated train preparation system. Newly developed communication and cloud solutions, in combination with sensors, will very soon make it possible to automate train preparation. The first step in this system solution is the integration of the automatic brake test into the partially automated train preparation system. The common objective is to introduce a supranational intelligent freight train and thus lay the foundations for a new standard for in-train communications.

The digitalisation of rail freight traffic is proceeding apace. Customer requirements regarding telematics and sensor technology in rail freight traffic are increasing all the time. It is ever more important to standardise, to digitalise and eventually to automate current production processes in rail freight traffic. SBB Cargo, the RCG and the PJM freight wagon monitoring experts have now come together to drive the development of an intelligent freight train.

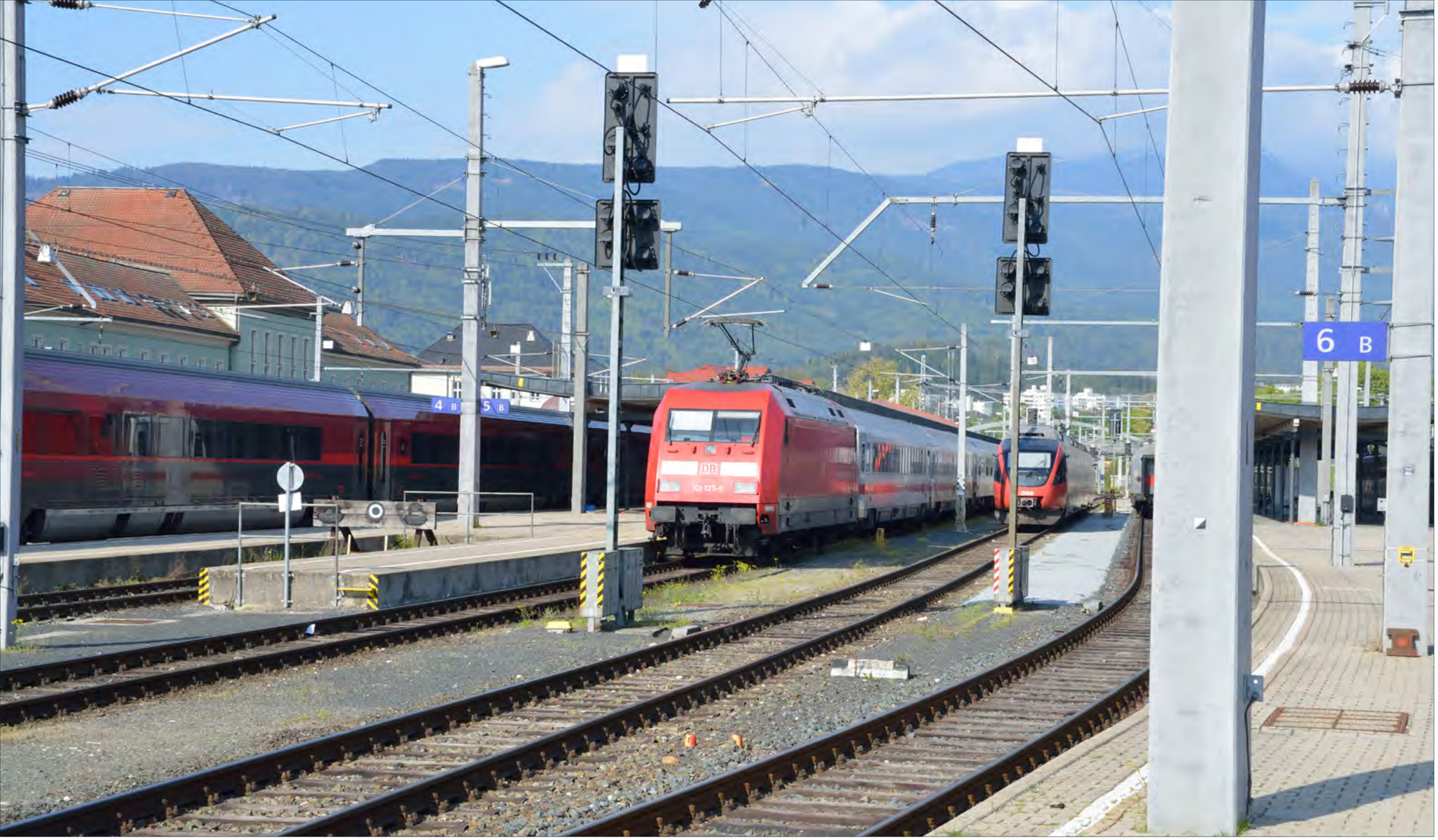
At the moment, brake tests have to be carried out manually. This means that for each newly formed train, an employee must check that the brakes are functioning on every wagon before departure. In the future this should be performed automatically for reasons of increased reliability and safety – particularly with regard to the activities of employees in shunting operations and when preparing trains.

The joint and supranational development of products in rail freight traffic makes sense in many respects. For example, the system solutions developed can be tested across national borders – in this case, in Switzerland and Austria. This accelerates the acquisition of official recognition across Europe. For this reason, SBB Cargo, the RCG and PJM are together developing a marketable test train. This pilot project represents a milestone in the technological development of rail freight traffic. Not only is interoperability guaranteed, but open standards for European goods traffic are also proved. In addition, automated processes further increase the safety and reliability of rail traffic. PJM will provide the necessary test technology with the WagonTracker System. PJM is an accredited test body for railway vehicles and develops and manufactures products in the field of measurement technology, telematics and monitoring solutions for the railway sector. The first tests will be carried out this summer. The first generation of the intelligent freight train should be running in productive operation in Switzerland and Austria in the second half of 2018.

Austria

On April 25th, OBB Class 1144.075 is seen stabled at Villach Hbf.
Class47

Austria



DB Class 101.127-9 stands at Villach Hbf on April 24th, working an EC/IC service to Munich. *Class47*

Rail Cargo Group extends cooperation with Forst Holz Papier

As part of a three-year package, the Rail Cargo Group and Austrian timber industry platform Forst Holz Papier (FHP) have agreed to extend their existing cooperation. In recent years, the two parties have worked hard to ensure that timber products - which are important for the Austrian forestry, timber and paper industries - have kept moving by rail.

A boost for area distribution and wagonload traffic

With a modal share of over 30 %, rail freight in Austria is one of the European Union's star performers. This is reflected in a dense network and an attractive range of services on the market, with over 400 loading points and 125 stations (both dedicated to timber or part of the core network) offering domestic and international rail services. This is the backbone underpinning single wagonload traffic, and is not only part of what makes the Rail Cargo Group unique - it is also a major factor in businesses' decision to locate in Austria.

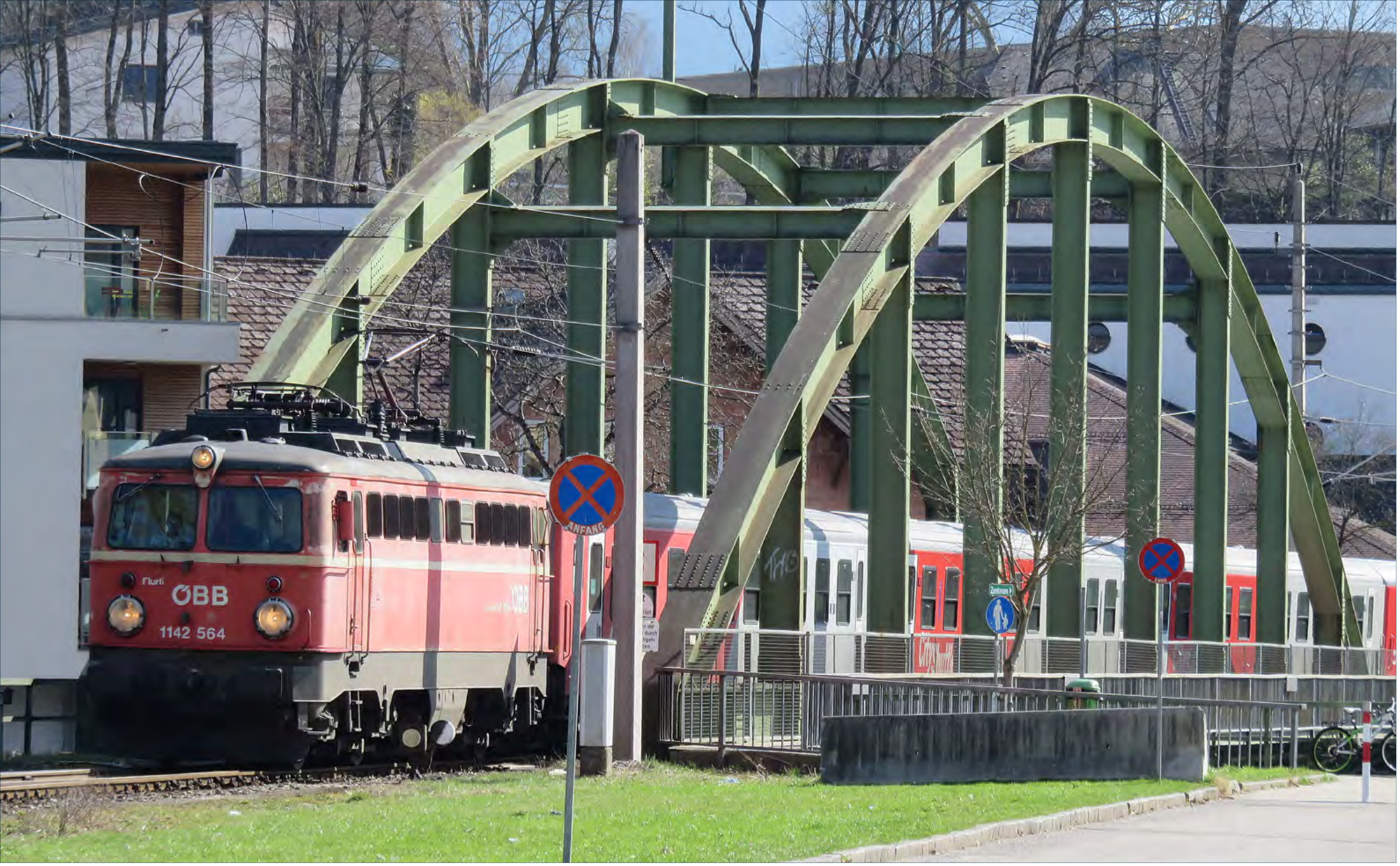
Timber to go by rail until at least 2020

Many companies, the timber industry included, have chosen to use rail as a sustainable solution for their transport needs. The existing agreement between the Rail Cargo Group and Forst Holz Papier has now been extended for a further three years, with a number of specific details agreed. The freight rates applicable to domestic consignments, which expire on 30 June 2017, will alter slightly as of July 1st, 2017. In addition, it has been agreed that the core timber network is to be upgraded and optimized, and that a nationwide capacity management system (KAPA) will be set up between the Rail Cargo Group and FHP. The major beneficiaries of extending what is already a successful relationship until 2020 will be the environment and local populations, since the agreement will see modal shift of goods from road to rail.

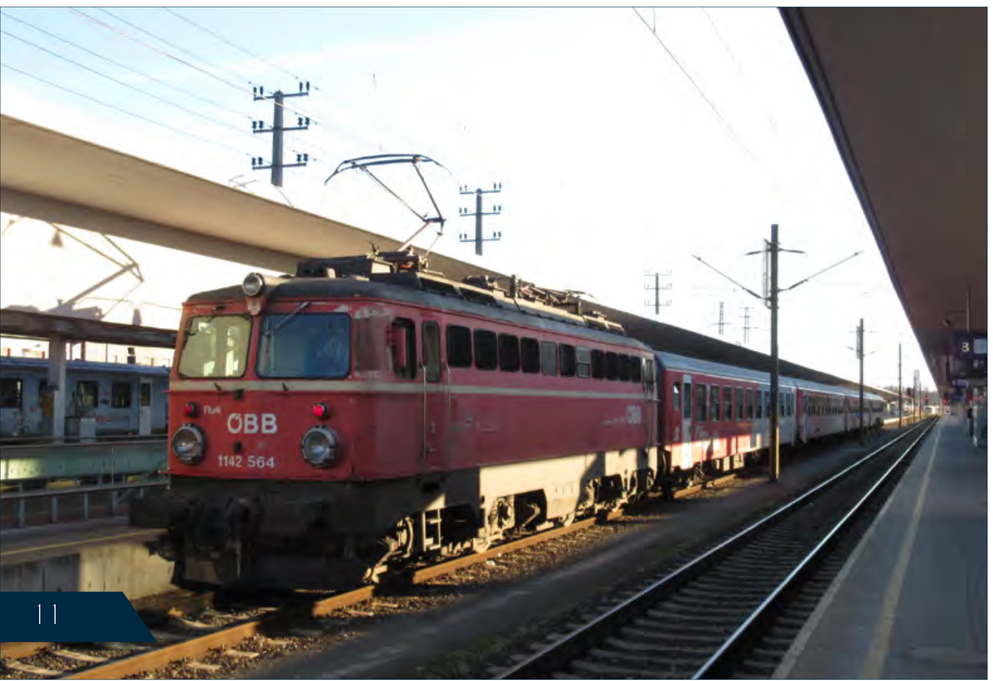
The Forst Holz Papier (FHP) cooperation platform

FHP is unique in Europe in that it brings together all parties with a stake in timber, whether as a natural resource, a commodity or a raw material: from the forestry industry to timber processors such as sawmills, wood panel and paper manufacturers, and those trading timber or using it as a building material. In Austria, timber-related industries represent some 300,000 jobs at over 172,000 mostly family-owned small and medium-sized enterprises. The total value chain is worth around 12 billion euros, and annual export surpluses average approximately 3.5 billion euros. "Timber's value chain is a stable, reliable factor in the Austrian domestic economy and a growth driver in rural areas. Moving timber - itself a sustainable material - by environmentally-friendly rail is a longstanding tradition in Austria, and one we are pleased to uphold in signing this industry framework agreement", said Rudolf Maximilian Rosenstatter, Chairman of the Forst Holz Papier (FHP) cooperation platform.

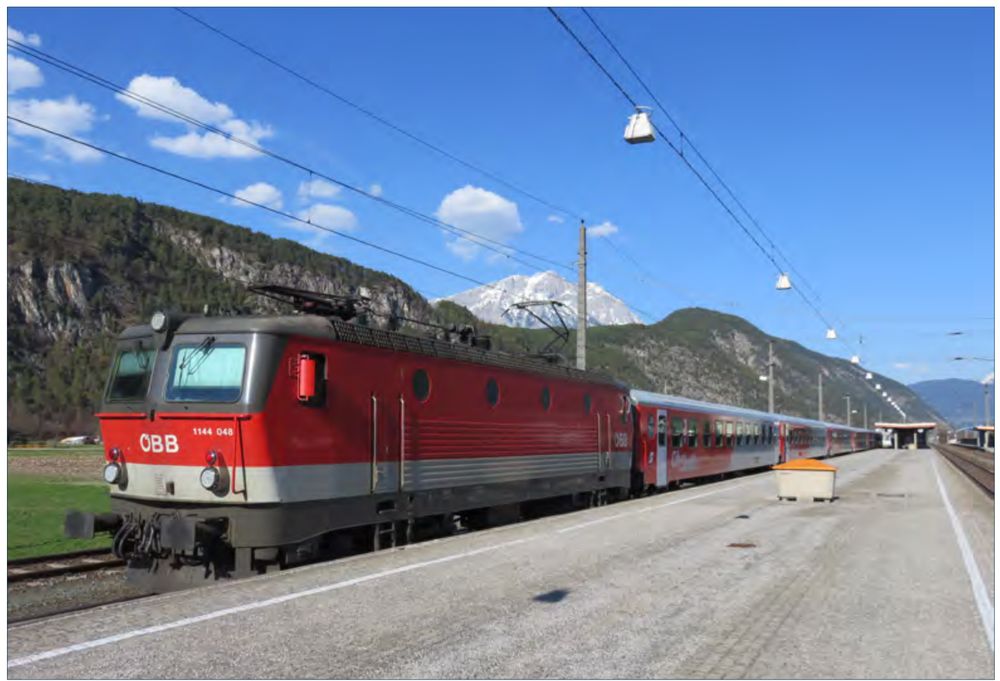
Austria



On March 26th, OBB Class 1142.564 arrives at Bad Ischl working the 15:04 Obertraun Dachsteinhohlen - Attnang Puchheim service. *Front Comp Vids*



OBB's Class 1144.048 calls at Stams whilst working the 16:20 Innsbruck to Landeck Zams service. *Front Comp Vids*



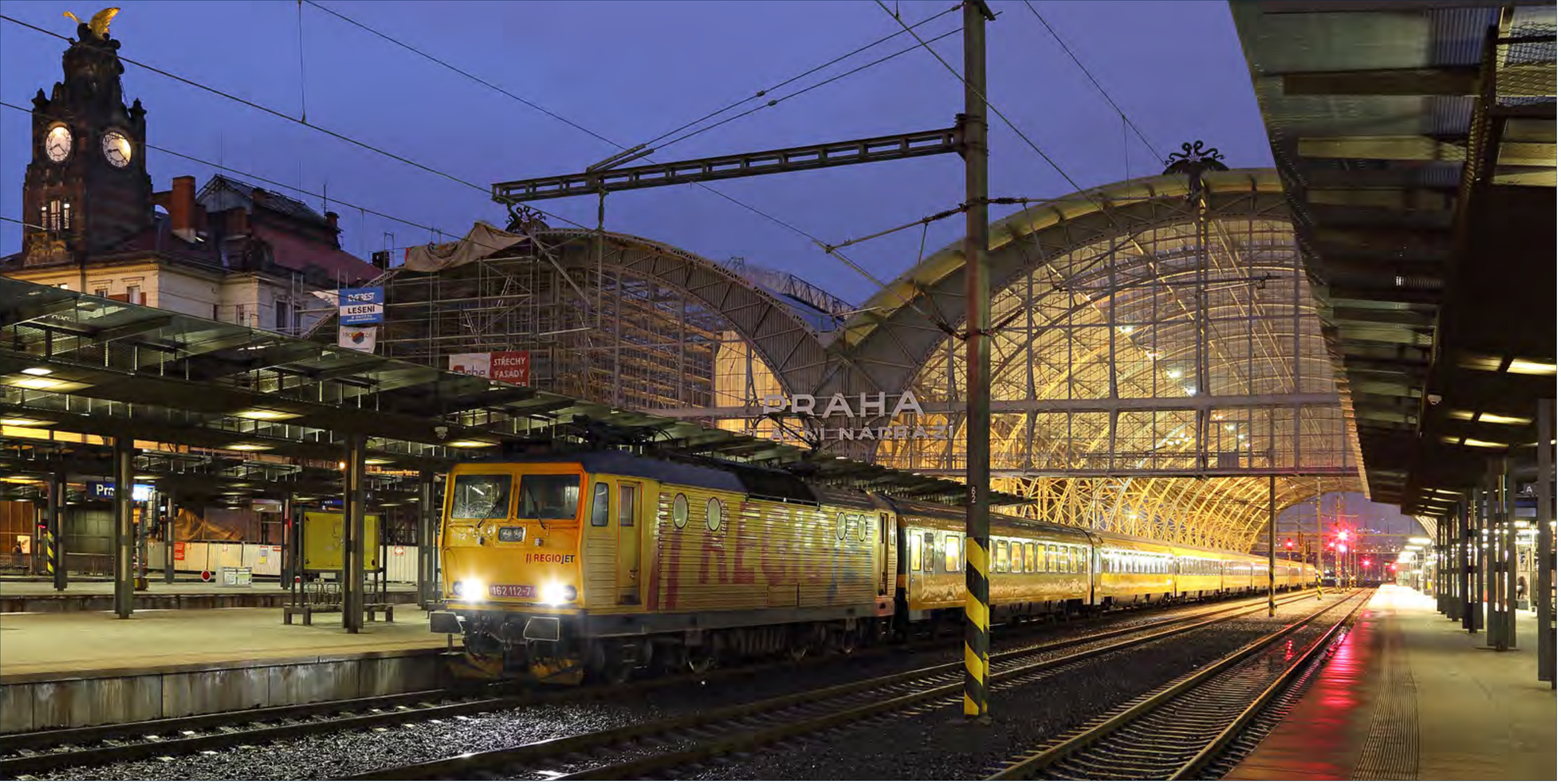
On March 26th, Class 1142.564 stands at Linz after arriving on the 17:03 service from Attnang Puchheim. *Front Comp Vids*

Belgium

SNCB Class 27 No. 2751 stands at Antwerpen Centraal having just arrived with a terminating service from Bruxelles Airport. *Class47*

Czech Republic

Cesky Drahy's Class 163.066 passes Litomerice whilst working the 08:39 Usti nad Labem Zapad - Kolin service on April 14th.
Laurence Sly



Regiojet's Class 162.112 waits to depart Praha hl.n. with an ECS to Praha Smichov on April 12th. *Laurence Sly*

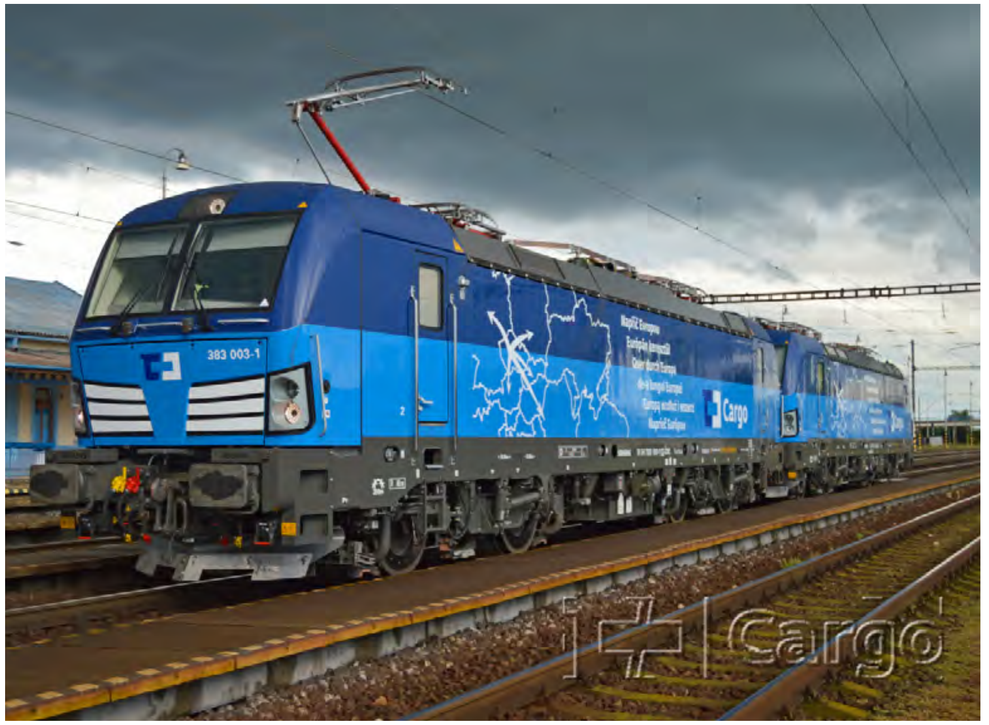
ČD Cargo expands the fleet of its state-of-the-art locomotives

On Tuesday, April 25, 2017, the Supervisory Board of ČD Cargo approved the purchase of more Vectron locomotives from Siemens. This was the last step that subsequently allowed ČD Cargo Chairman Ivan Bednárik to sign a contract for the purchase of three further locomotives.

The price of one locomotive is again around 100 million CZK, including the equipment of state-of-the-art ETCS. The three locomotives should be delivered at the turn of 2017/2018. "In June, we plan to deploy Vectron on an already running train with semi-trailers between Brno and Rostock, new locomotives could be found In Braunschweig, Koper, and certainly in Austria" said ČD Cargo, Chairman of the Board of Directors, Ivan Bednárik . He added that "we have not encountered major technical problems or defects in ČD Cargo's existing Vectron operation. This is confirmed by the mileage figures of locomotives, which are normally 700 km, but can sometimes be a thousand kilometres a day. "

"The decision of ČD Cargo to use the option for the 3 Siemens Vectron locomotives is perceived as an expression of customer satisfaction with the already delivered locomotives from last year. We are very pleased that one of the most important players in the Central European Rail Freight Market has expanded its Vectron fleet, which will soon include eight vehicles. We believe that our business cooperation will not end, and many more Vectron locomotives will appear on Czech Railways, " said Roman Kokšal, Director of Mobility, Siemens Czech Republic. .

Photo: ©CD Cargo



Czech Republic

CD Cargo's Class 122.035 passes Cirkvice on April 13th whilst hauling a mixed freight. *Laurence Sly*

Czech Republic

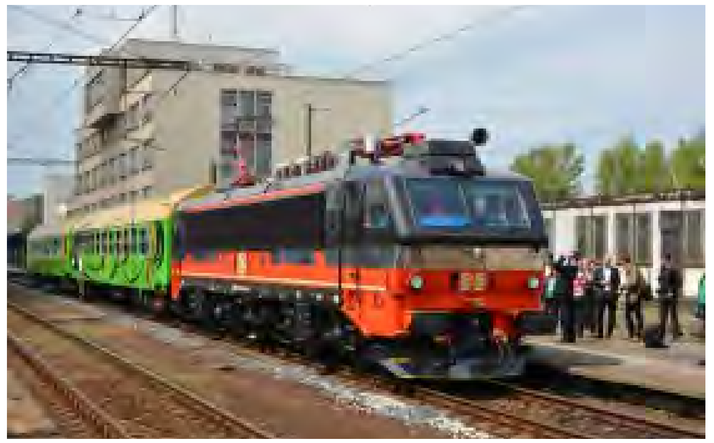
The first EffiLiner 3000 electric locomotive runs in IDS CARGO colours

The first electric locomotive of CZ LOKO has its customer. Under the trade name EffiLiner 3000 it is operated by the freight rail carrier IDS CARGO. The official handover took place in Prague.

“With this loco it is now possible to travel from Decin to Sturovo and beyond into Hungary, Romania, Bulgaria and the former Yugoslavia. This, of course, saves both time and money. It shows its business potential and therefore we are working on other machines, “ says Jaroslav Plhák, Sales Director of CZ LOKO.

The two-system, four-axle EffiLiner 3000 (365.001-7) represents a unique modernization of the discarded Belgian locomotive Class12. It all started four years ago when CZ LOKO imported 12 electric vehicles from the Belgian state carrier SNCB to the Czech Republic in April 2013 and created an exceptional project for their comprehensive modernization.

“We are very glad that the first EffiLiner belongs to our fleet. Its performance, speed and other technical parameters meet our needs. We will place it on the services where we have to switch two electric locomotives from AC to DC power traction. This speeds up shipping times, increases reliability and reduces maintenance costs. These are incomparably lower compared to the older vehicles we operate, “ says Michal Gajdoš, Director and Chairman of IDS CARGO. “The comfort of the operating staff will also increase significantly. At the same time, the company responds in advance to the planned conversion of the traction current system on the SŽDC network, where the DC system will gradually change to AC”.



CZ LOKO has expanded its production program, which has been built up to date on diesel-electric locomotives, and has been extended by a track electric locomotive as well as another segment of the modernization of electric locomotives. Now, it offers rail freight operators the optimal solution for the freight sector, including the provision of a comprehensive fully serviced service.

On April 10th, Cesky Drahy’s Class 750.608 approaches Jenec whilst hauling train No. 1224 17:02 Praha Masarykovo - Rakovnik.
Laurence Sly

Czech Republic

Metrans Class 386.010 passes Litomerice whilst hauling a southbound container train on April 14th. *Laurence Sly*

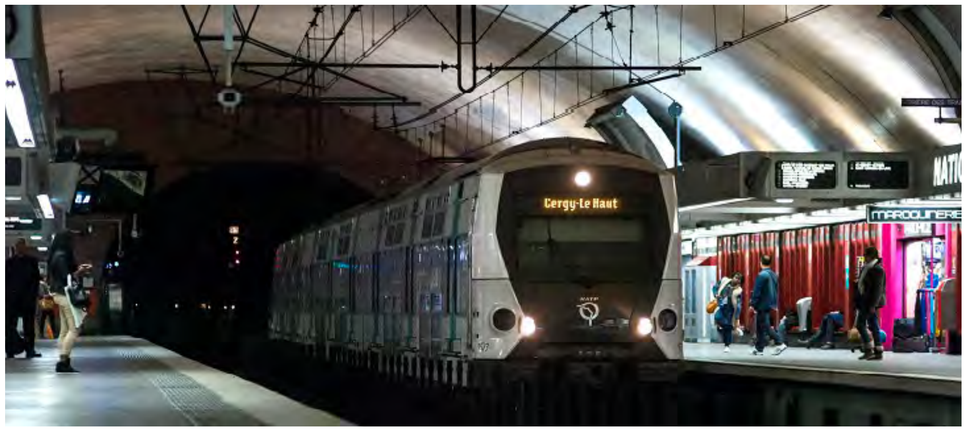
On April 27th, SNCF BB No 522396 passes through St. Germain Au Mont D'or on the rear of a Paris Belfort bound service. *Class47*

Alstom-developed Automatic Train Operation system successfully enters service on the RER A

Alstom has commissioned the Automatic Train Operation system on the central section of the RER A between Nanterre-Préfecture, Val-de-Fontenay and Fontenay-sous-Bois. Since 27 April, a double-deck MI09 train has been running under automatic operation, a kind of speed control, developed and supplied by Alstom. The addition of this system to the SACEM system installed in 1989 is designed to reinforce the performance and frequency of the RER A, which is Europe's most heavily frequented regional line and transports 1.2 million passengers per day. Automatic operation will be implemented progressively between now and November 2018 on the entire fleet of 183 two-level trains (MI2N and MI09) currently in circulation on line A of the RER.
In January 2015, Alstom was selected by the RATP, the STIF and the Ile-de-France Region to develop and install the automatic operation system on line A of the Parisian RER network. The contract, worth a total of approximately 20 million euros, includes detailed studies, manufacture of the prototype and equipment for the trains, testing and project assistance.

"Alstom is very proud to participate in this project, which is vital for mobility in the Ile de France region. Alstom's French signalling teams, based in Saint-Ouen and Villeurbanne, are putting all their expertise and enthusiasm into providing an innovative, reliable solution capable of operating with an older system. This project will be an impressive showcase for Alstom's signalling know how," says Jean-Baptiste Eyméoud, President of Alstom France.

Alstom thus takes on a real technical challenge: to install, in less than two years, an automatic control system on an existing 30-year-old system, technically complex given the interfacing with two types of existing trains. This is also the first time ever that automatic operation to be installed on heavy trains. This solution, integrated into SACEM, will improve the



regularity of the line, providing time savings of approximately 2 minutes on average journey between the stations of Vincennes and La Défense, representing an increase in commercial speed of 5 km/h.

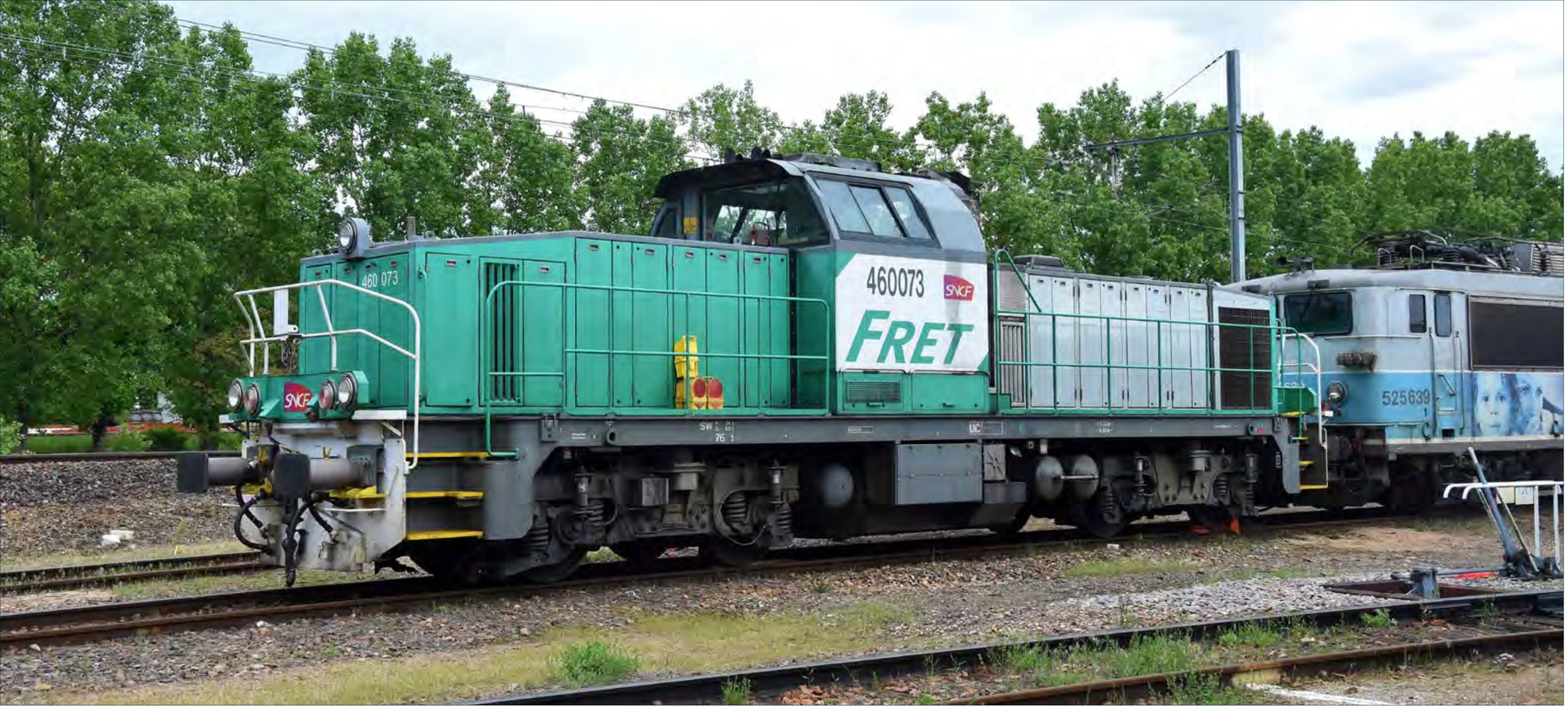
Since 1989, the SACEM system has been ensuring the performance and safety of Line A of the RER by continuously controlling the speed and spacing of the trains. Alstom has actively participated in the de-velopment and implementation of this solution. Alstom also has also deployed solutions for SACEM in Mexico and Hong Kong.

On May 13th, several classes of loco are seen stabled for the weekend at Dijon Perrigny depot. *John Sloane*

France

On May 18th, Transilien liveried BB No. 27321 is seen at Viroflay Rive Gauche on a Paris Montparnasse to Rambouillet service.
John Sloane

France



SNCF Fret's Class 60073 is seen stabled at Dijon Perrigny Depot on May 13th. *John Sloane*

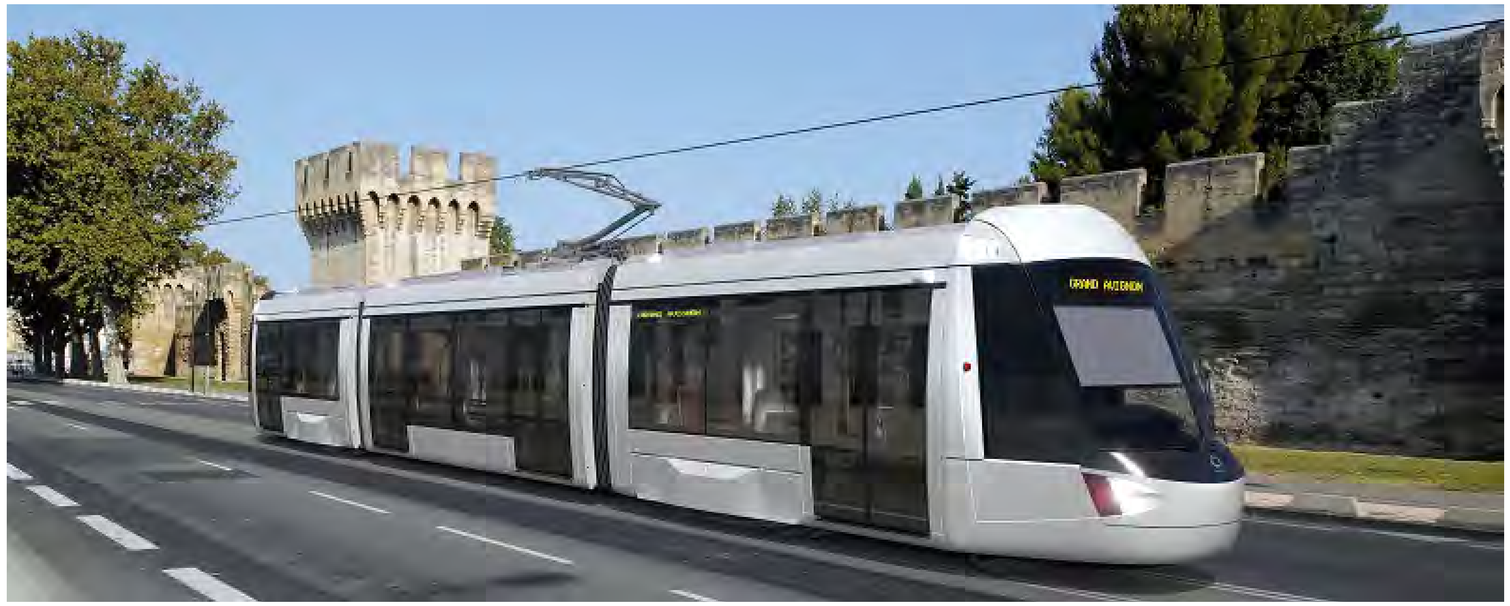
NGE group and Alstom to deliver civil works and tracks for the Avignon tramway

The NGE group and Alstom have been selected by the Greater Avignon Agglomeration and Tecelys as part of a project involving the civil works platform and track works for the Avignon tramway.

The consortium, led by the NGE group via its subsidiary TSO, was chosen after a public tender to con-struct 5.4 kilometres of civil works (10.8 kilometres of track), with 8 corresponding track turnouts, 10 stations and a maintenance centre. The project includes the design, supply and installation of the civil works platforms and track. The works, which will last 20 months, are scheduled to end in January 2019.

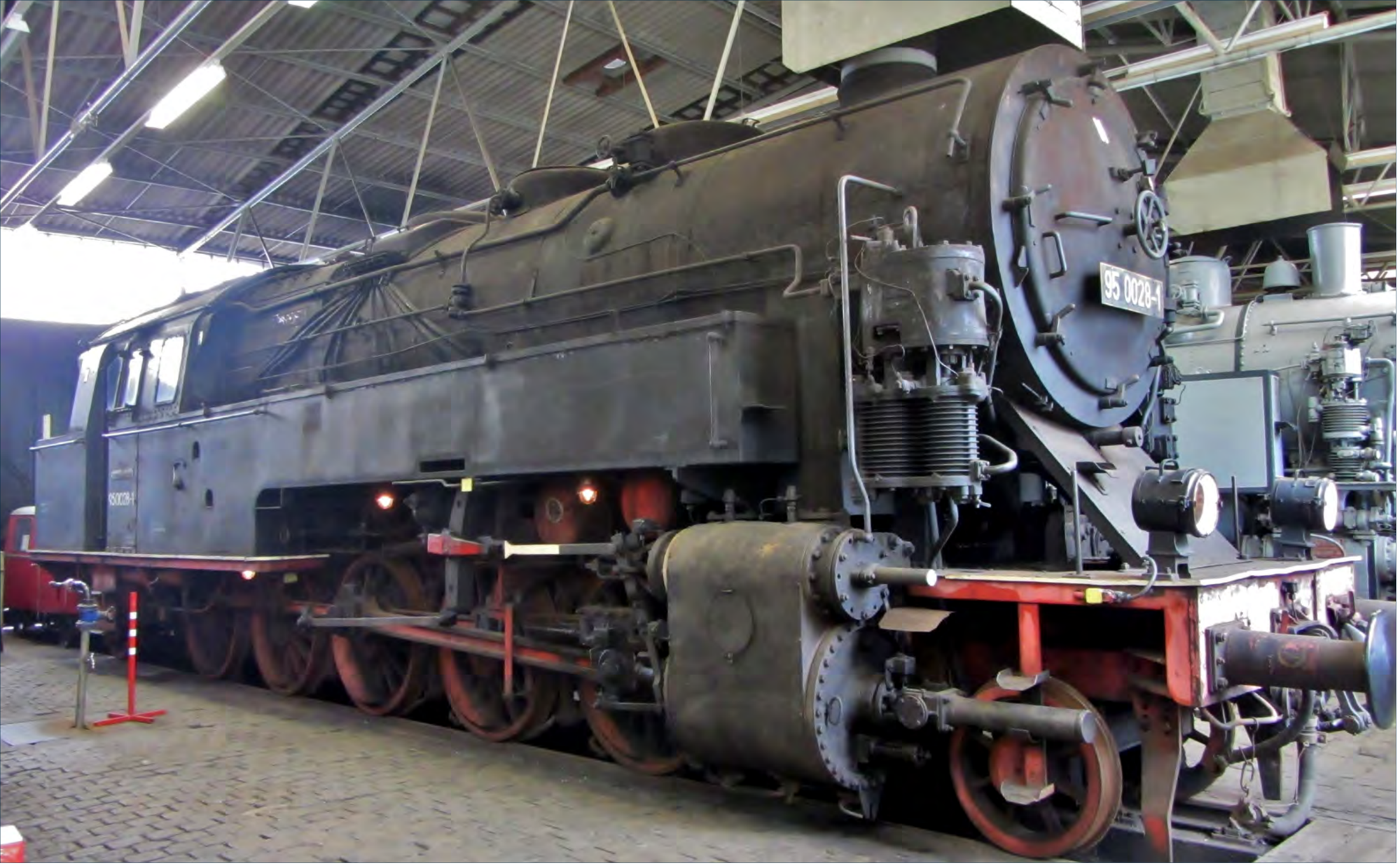
Jean Bernadet, CEO of TSO, said: "We are very proud to associate ourselves with partners like Alstom to pool our skills and expertise in order to carry out a large-scale project such as this one. The trust shown by the agglomeration community of Greater Avignon in choosing us for this large-scale project demonstrates that the NGE Group, with its subsidiary TSO, is a recognised, key player in the railway sector."

"We are honoured by the renewed trust of the Greater Avignon, which will benefit from the expertise of Alstom teams based in France, both for the rolling stock and the rail infrastructure project. By associating their knowhow, NGE and Alstom offer Greater Avignon reliable, tested, and competitive solutions, with a proven track-record", added Jean-Baptiste Eyméoud, Managing Director of Alstom in France.
The consortium brings together TSO, subsidiary of the NGE group, Alstom, Guintoli, EHTP and Agilis. The project will also be an opportunity to promote the commitments made by all the partner companies, as 8% of hours worked will be dedicated to professional insertion.
and its suppliers.

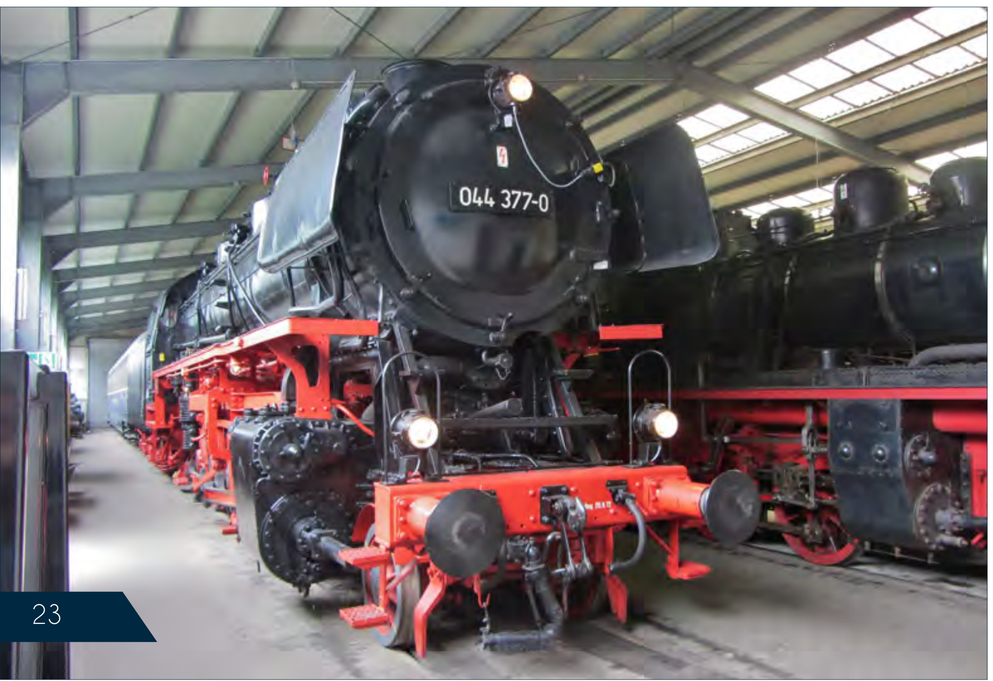


SNCF Fret's diesel loco No. 475406 hauls a short rake of fuel tanks through Lyon Part Dieu. *Class47*

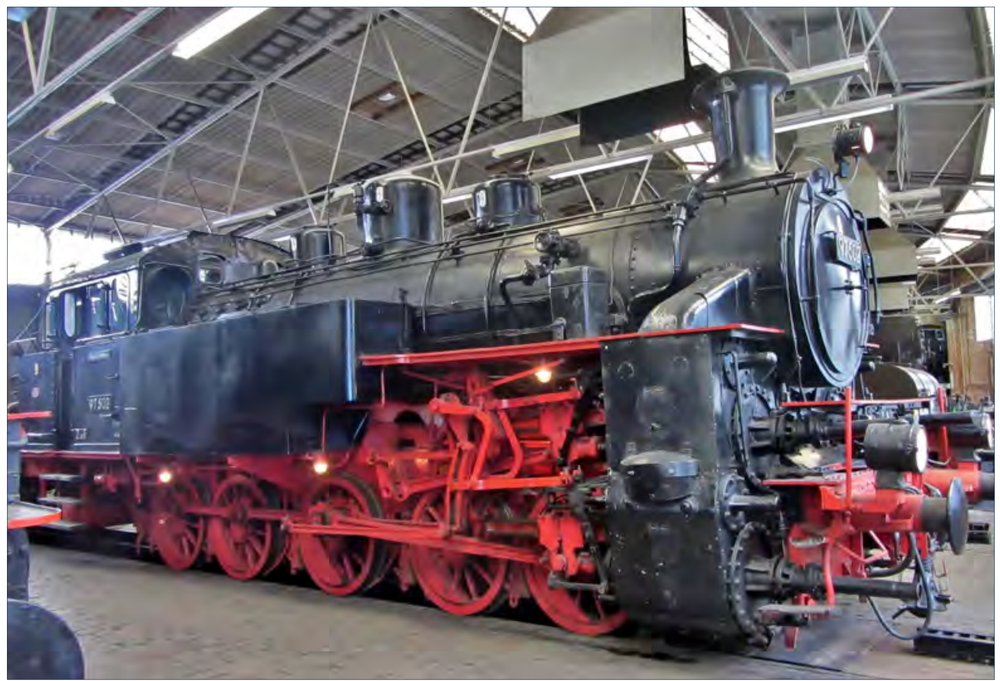
Germany



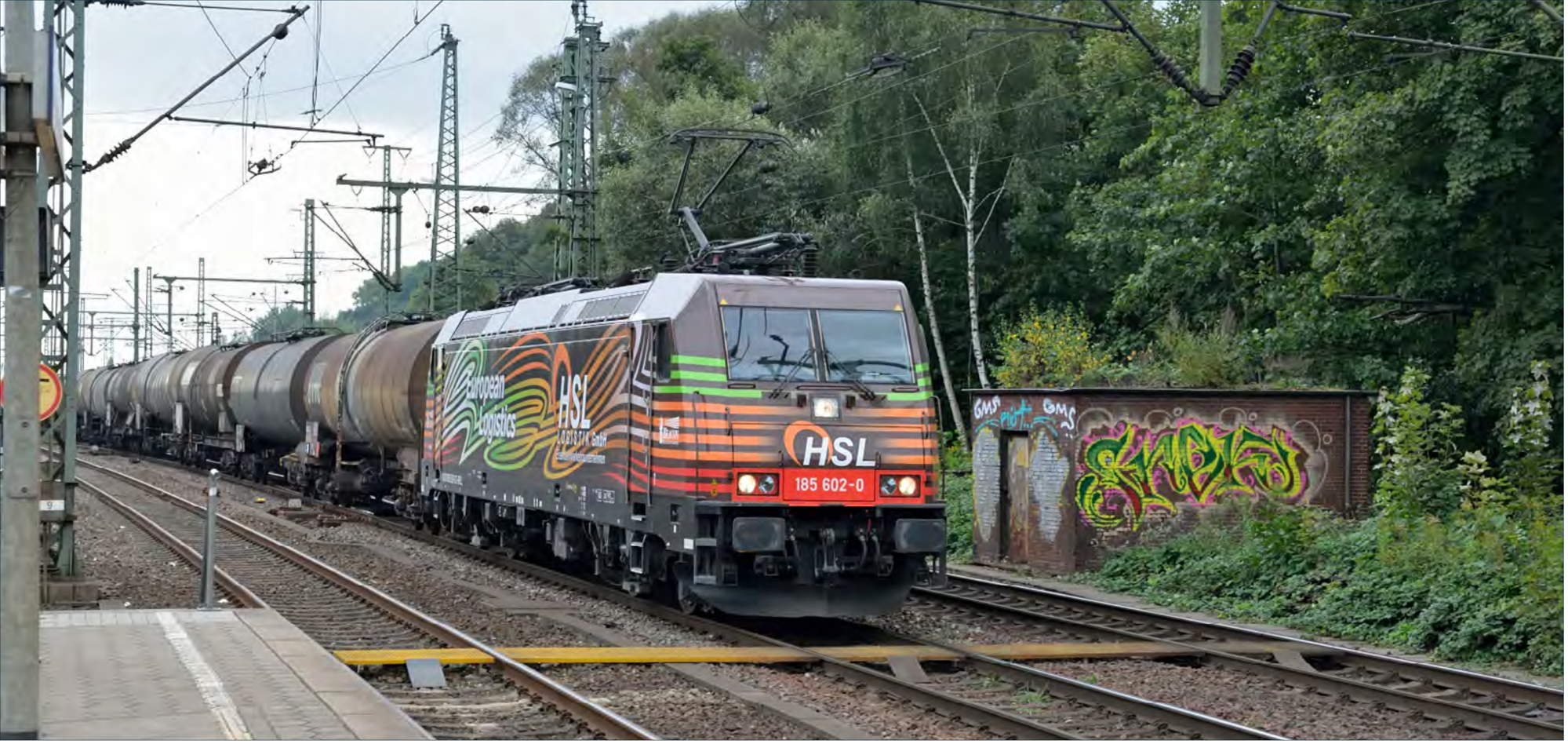
DR No. 95.0028 (95.028) 2-10-2T built by Hanomag (Hannover-Linden) in 1923 is seen inside Bochum Dahlhausen museum located in Nordrhein-Westfalen. *John Sloane*



DR No. 97.502 at the Railway Museum at Bochum Dahlhausen. The loco is an example of a Wurttemberg Railways class Hz. It is one of four rack tanks built for work on the Honau-Lichtenstein line. *John Sloane*



Built in 1942 and restored to working condition, No. 044.377 is seen inside at Bochum Dahlhausen. Since 1977 the museum has been based on the site of an old locomotive depot built during World War I. Its most striking features are the roundhouse with 14 tracks and water tower which is still in use. *John Sloane*

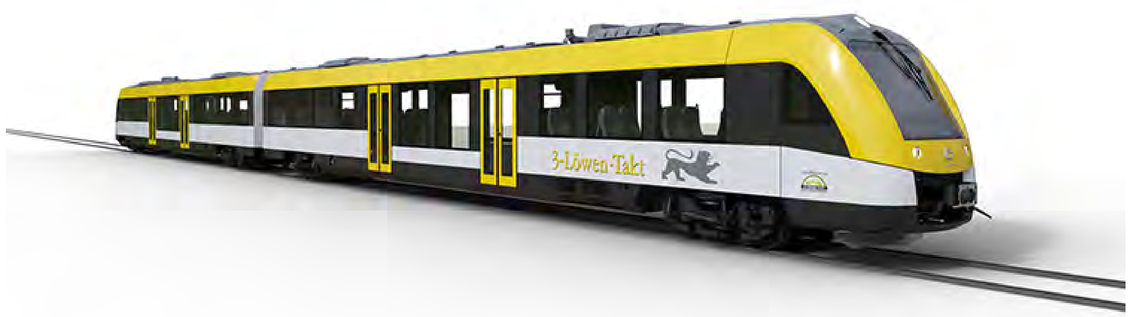


HSL Logistik's Class 185.602 hauls a rake of VTG tanks through Hamburg Harburg, heading for the port. . *Class47*

Alstom receives order for 10 Coradia Lint regional trains in Germany

Alstom has received an order worth around €50 million from the HzL Hohenzollerische Landesbahn AG for the supply of 10 Coradia Lint regional trains. The diesel multiple units will be built in Alstom's plant in Salzgitter and delivered by May 2019 to run on the RE Ulm-Aalen, RB Ulm-Langenau and RB Ulm-Munderkingen lines (Vergabenetz 12 "Ulmer Stern").

"With this contract Alstom's Coradia Lint will for the first time serve in the Baden-Württemberg region. Alstom's well-proven regional trains will be a real enrichment for the region and bring passenger comfort to a new level," says Jochen Slabon, Sales Director for Alstom in Germany and Austria.
"The Lint from Alstom is an absolutely new feature in our train fleet. We are very excited about the new trains and are happy to be able to offer our future passengers a high comfort" says Tobias Harms, Chief Technology Officer HzL.

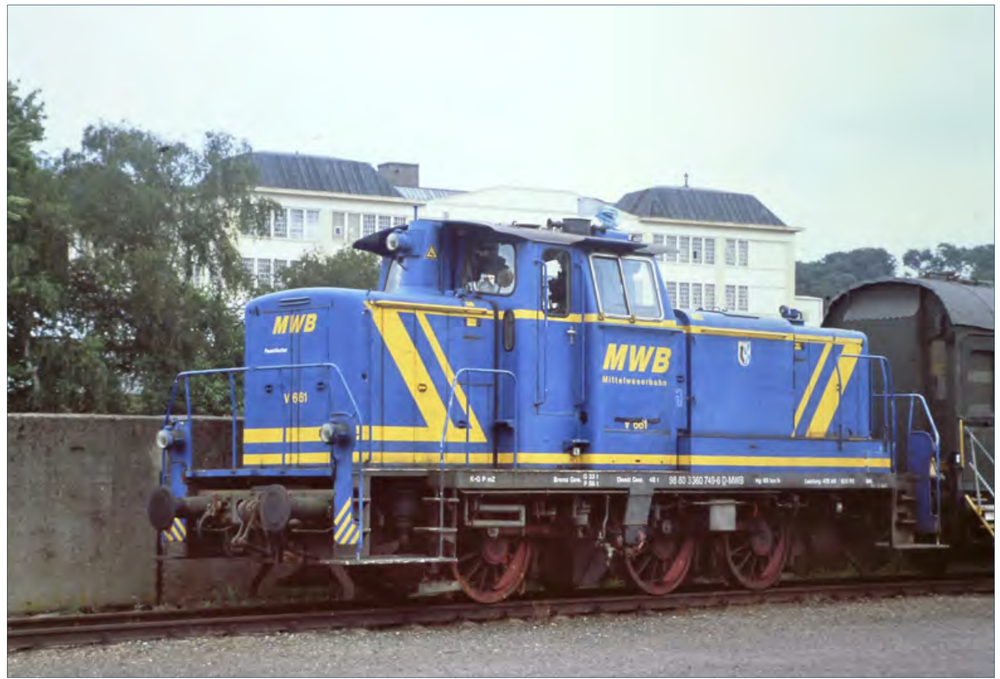


The Coradia Lint 54 is a low-consumption diesel multiple units that can reach a maximum operating speed of 140 km/h with high acceleration rate. The 2-car trains ordered by HzL have an access height of 628 mm and a total seat capacity of 150 passengers and include 18 bike stances. They feature convenient, spacious seat layout with tables for laptops at most of every fixed seat. The trains are all equipped with Wi-Fi, entertainment and passenger information system with monitors for static and dynamic information, as well as video surveillance guaranteeing a high level of passenger safety.

Since 2000, Alstom's Coradia Lint trains are operated on more than 30 networks throughout Germany, Europe and Canada. Being constantly upgraded, the trains offer high standards in safety, noise level and carbon emissions and are characterized by their high availability. More than 2,200 Coradia trains have been sold and 1,900 are currently circulating in Denmark, France, Germany, Italy, Luxembourg, the Netherlands, Portugal, Spain, Sweden and Canada.
In Salzgitter, the worldwide largest manufacturing site within the Alstom Group, diesel and electric multiple units are built for the national market and for export, mainly to Scandinavia. With a market share of 70 percent for modern diesel trains over the last ten years, Alstom is by far the market leader in Germany. Alstom has over 2,500 employees in Salzgitter.

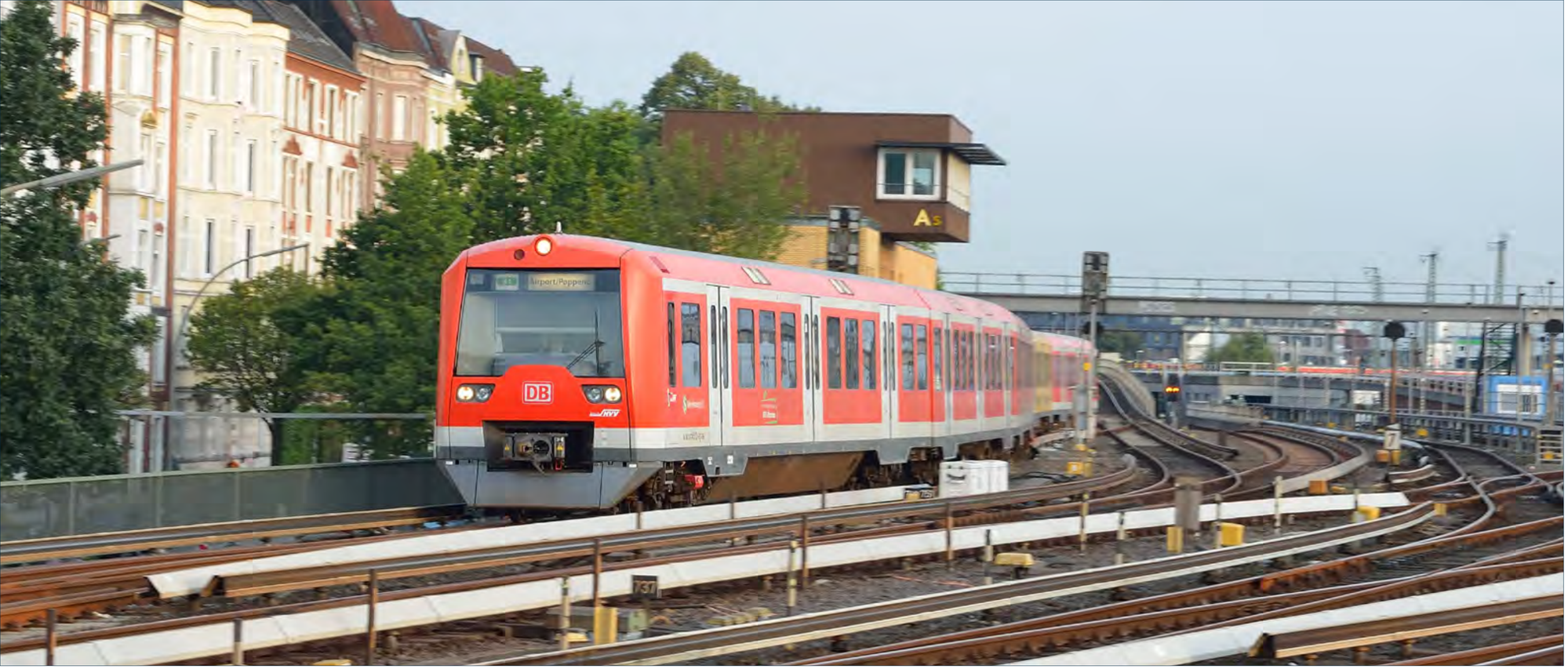
Germany

DB Class 111.214, 111.223 and 714.006 are seen stabled at Wurzburg. *John Sloane*



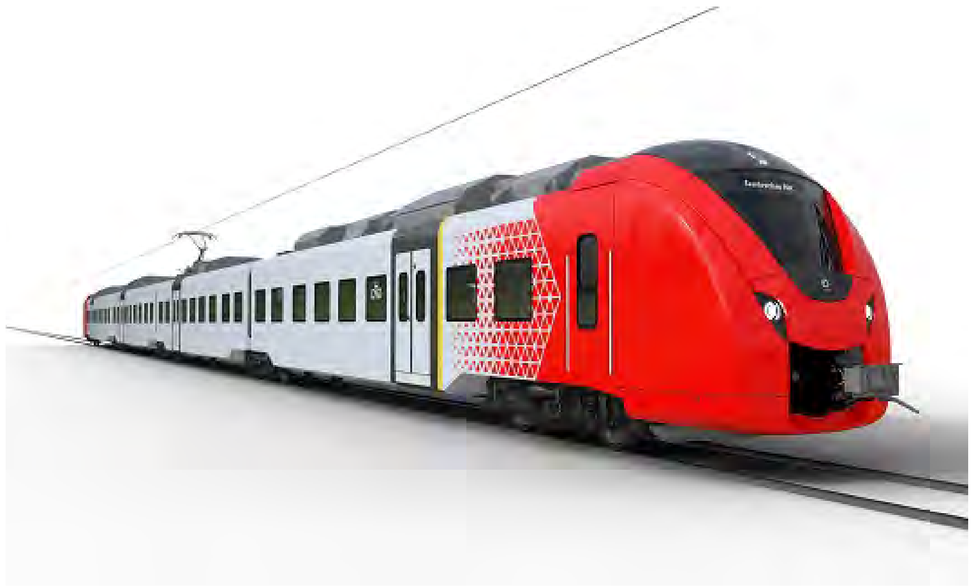
MWB V661 No.360.749 is photographed stabled at Bochum Dahlhausen. *John Sloane*

DB Netz liveried Class 225.010 is seen at the DB Netz depot at Duisburg Wedau. *John Sloane*



DB Hamburg S-Bahn Class 474.513 approaches Hamburg Altona with an S1 service to Poppenbuttel. *Class47*

Alstom awarded 25 additional Coradia Continental regional trains by DB Regio AG



Alstom and DB Regio AG have signed a new contract for 25 Coradia Continental electric multiple units for the region of Saarland and Rhineland-Palatinate. This order is part of a frame contract concluded between the DB Regio AG and Alstom in 2011 for the delivery of up to 400 Coradia Continental trains. This order is worth around €150 million. The trains will be manufactured in Salzgitter (Germany).

This order has been initiated by the contract won by DB Regio AG for the operation of the Saar RB electrical network batch 1 on the routes Schweich – Trier Hbf – Saarbrücken Hbf – Kaiserslautern Hbf (from December 2019) and Trier Hafenstraße – Konz – Saarburg (from December 2020). Purchasers of the these transport operations are the Ministry for Economy, Labour, Energy and Transport in Saarland as well as the administration unions SPNV-North and ZSPNV-South associations in Rhineland-Palatinate.

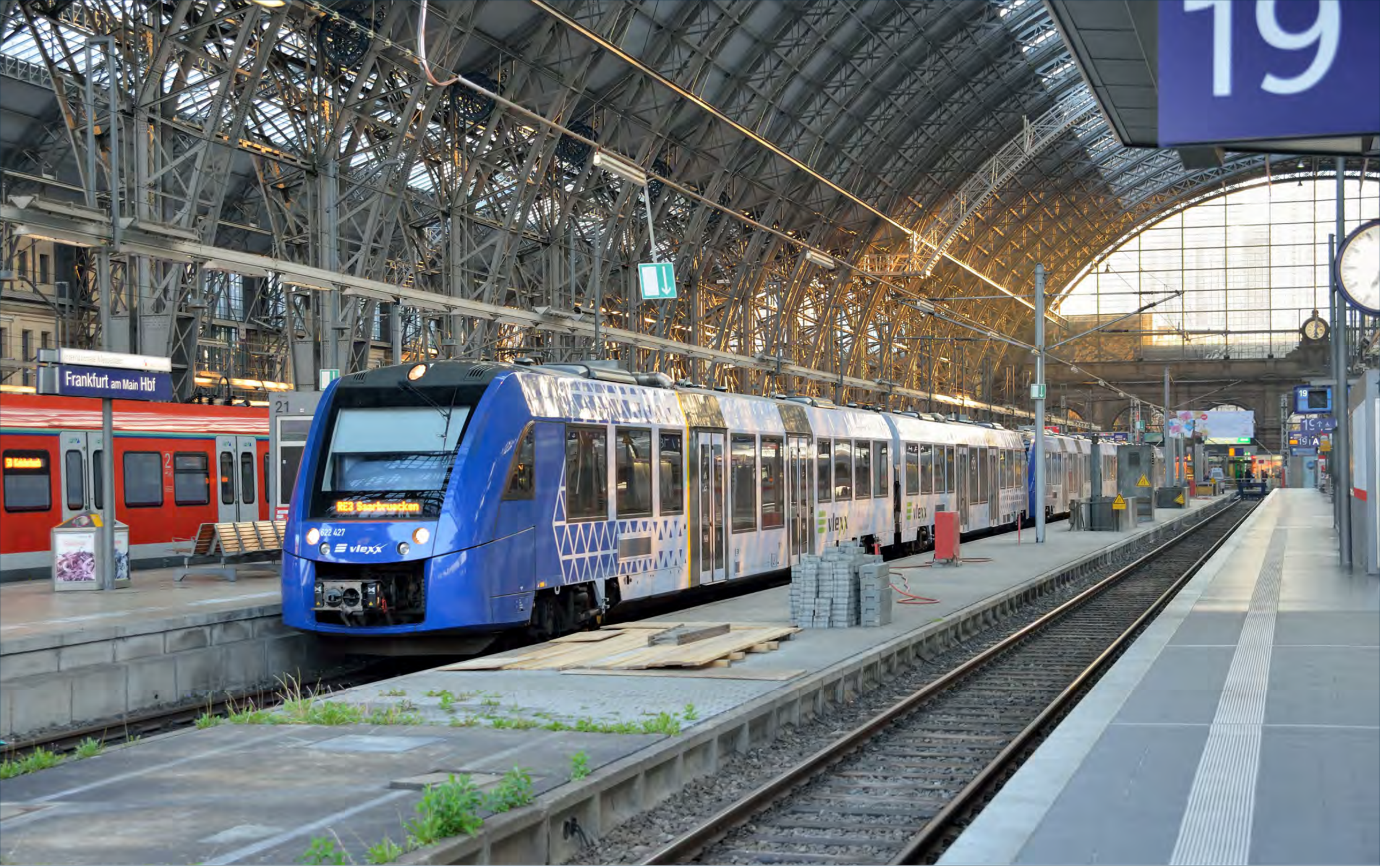
"After 53 trains ordered last month by Deutsche Bahn, the total number of Coradia Continental sold within the current frame contract exceeds 100 units, proving the satisfaction of our customer for this train. Coradia Continental is a well-proven train for its regional operations, with a track record of 35 million kilometres per year performed by the total fleet in service and an availability rate of 99% per customer fleet", says Didier Pfleger, Vice President Alstom Germany and Austria.

Running at a maximum speed of 160 km/h, the 25 four-car Coradia Continental trains are fitted with up to 200 seats. The trains are characterized by excellent acceleration properties, as well as a particularly smooth and quiet running.

Coradia Continental meets the latest European standards in terms of fire protection, accessibility and emission values. For the vehicle specification in the tender the public transport authorities placed special attention on passenger comfort: multi-purpose areas provide sufficient space for wheelchairs, bicycles and prams. The traction equipment is located on the roof to allow for more spacious interior. Access at platform height, movable steps and continuous low-floor areas allow barrier-free travel. In accordance with the contractual arrangements the vehicles are equipped with repeaters for an improved mobile communication, as well as with sockets, video cameras and real-time passenger information system displaying current train connection data.

Coradia Continental belongs to Alstom's Coradia range of modular trains that benefit from a know-how of more than 30 years and from well-proven technical solutions. More than 2,400 Coradia trains have been sold so far, and 1,900 are presently circulating in Denmark, France, Germany, Italy, Luxembourg, the Netherlands, Portugal, Spain, Sweden and Canada.

Semaphores abound at Lindau Reutin Yard as SBB loco Class 421.392 has detached from train No. EC191, the 05:47 Basel to Munchen Hbf and DB 'Rabbits' Class 218.419 and 218.428 wait to take over for the run to Munchen. *Front Comp Vids*

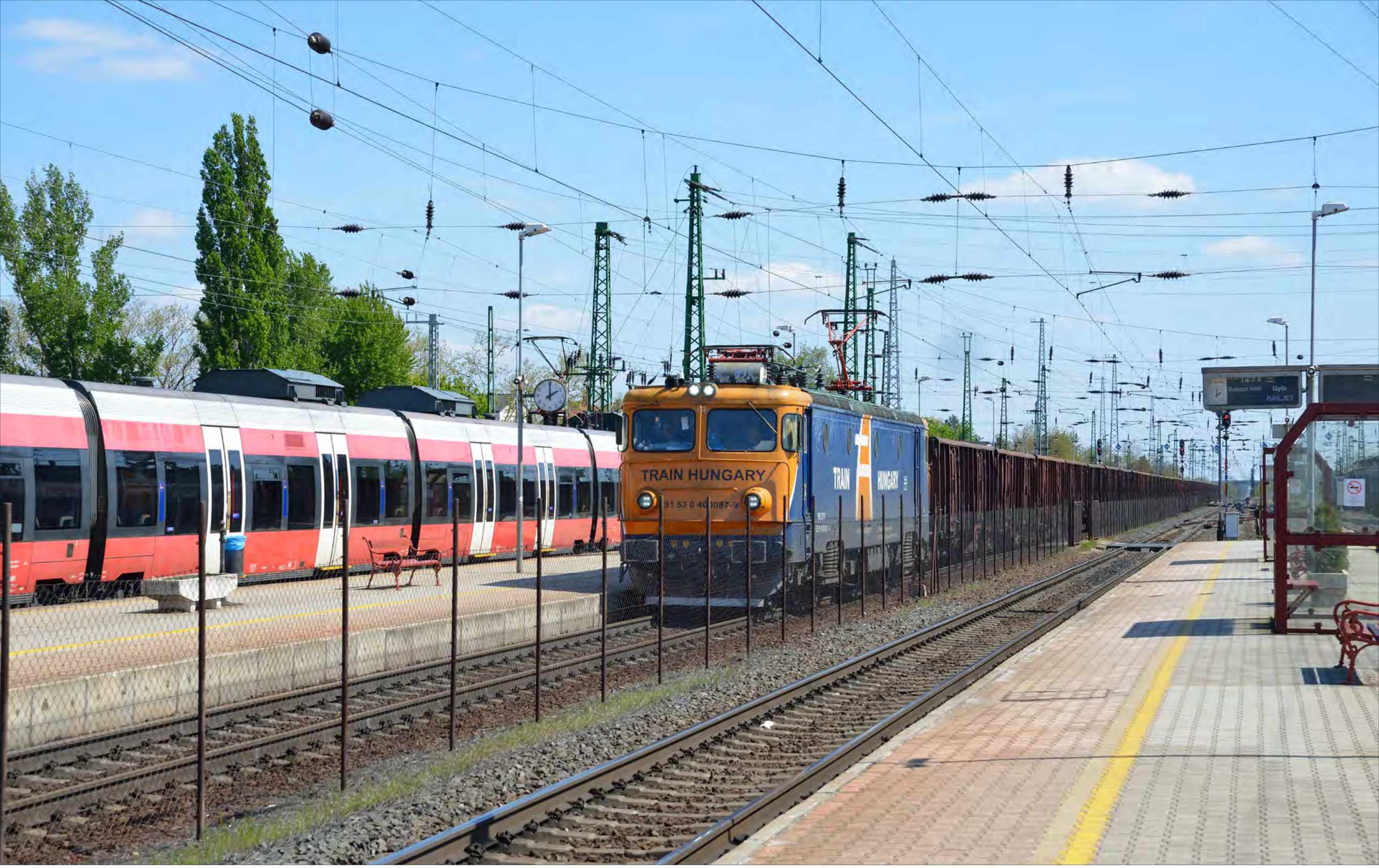


On April 21st, Vlexx operated Class 622.427 stands at Frankfurt am Main Hbf working an S3 service to Saarbruecken. *Class47*

DB Class 218.421 catches the sun at Muhldorf on March 29th on the rear of the 17:07 from Munchen Hbf. (Class 218.404 was leading).
Front Comp Vids

Hungary

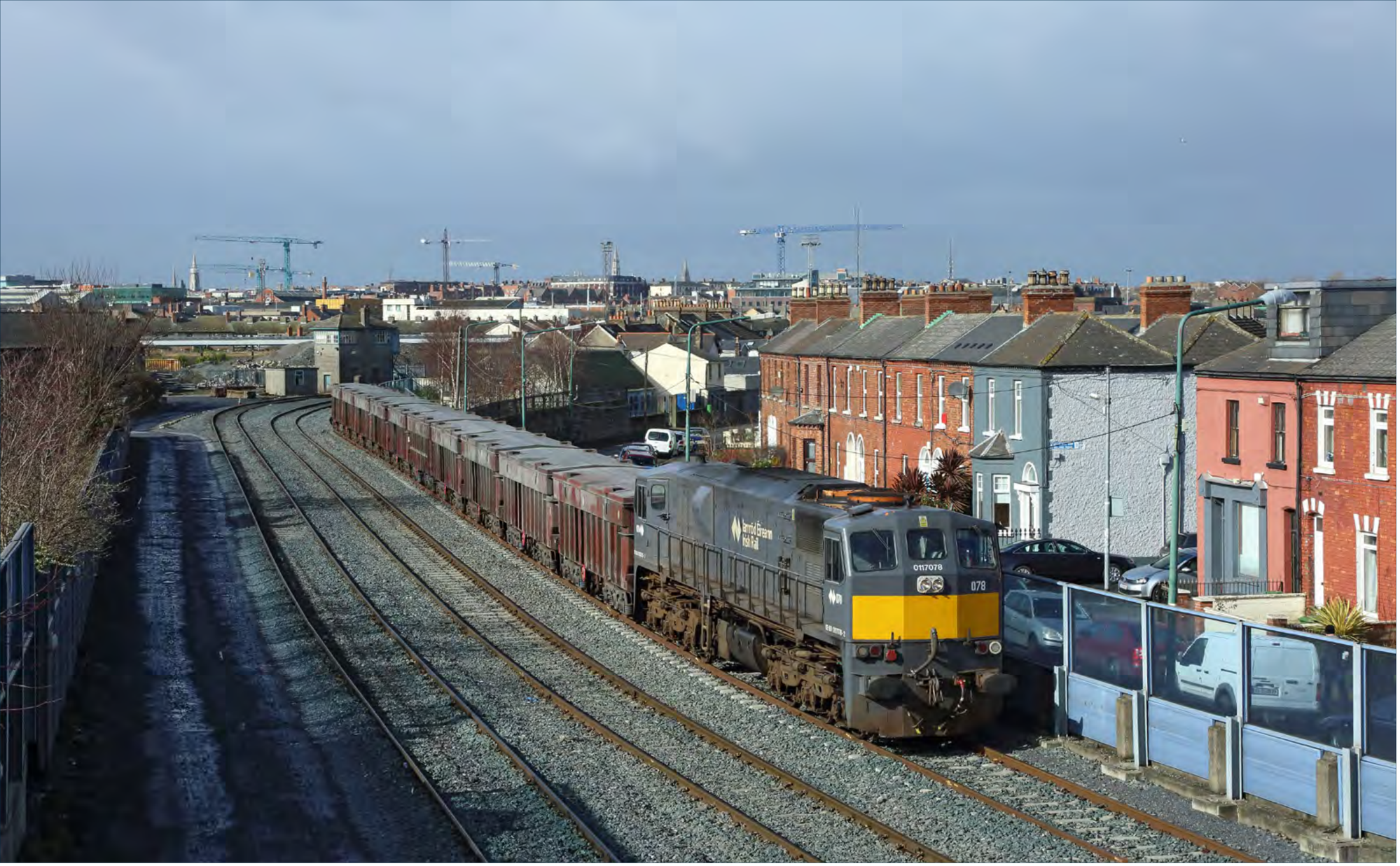
H-Start's Class 630.008 heads through Gyor on April 24th hauling a rake of grain hoppers. *Class47*



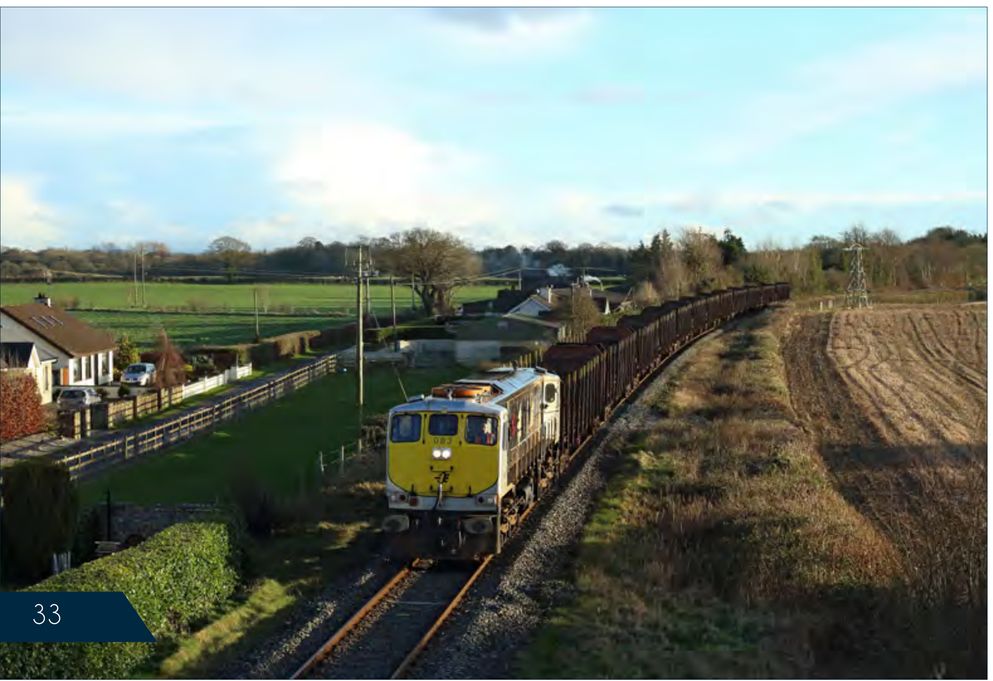
On April 24th, Train Hungary's Romanian registered Class 400, No. 400 087-9 speeds through Heygeshalom. *Class47*

H-MAV shunter No. 460.031 suffered an accident in 2008 and was withdrawn in 2009 but still exists, awaiting its future at Gyor on April 24th. *Class47*

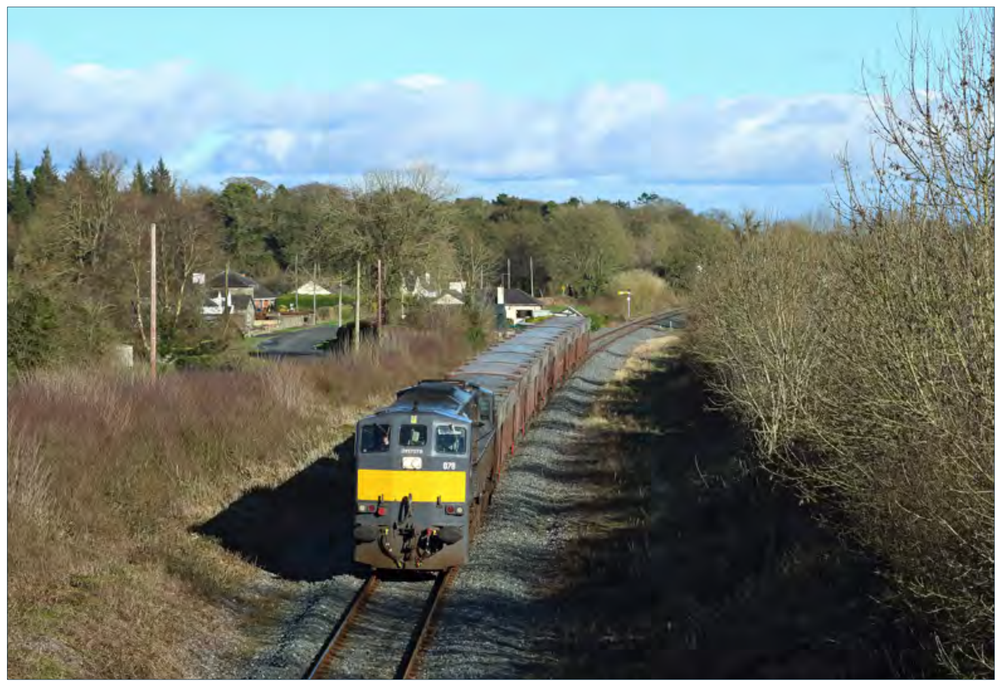
Ireland



Iarnród Éireann No. 078 passes Church Road whilst hauling the 09:20 Tara Mines - Alexandra Road ore train. *Laurence Sly*



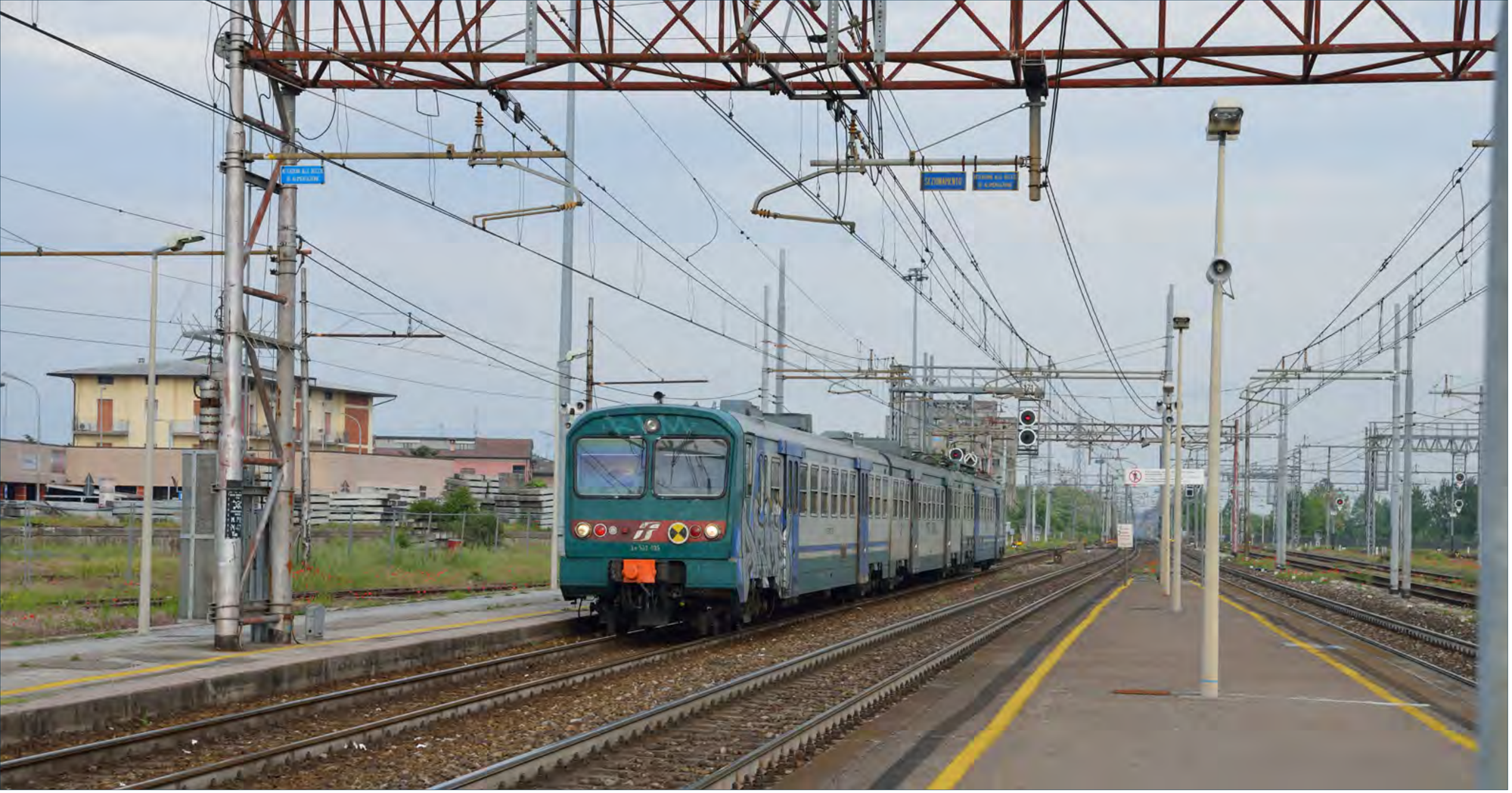
After stopping to work the manual crossing, No. 078 departs Beauparc whilst hauling the 14:00 Dublin Alexandra Road - Tara Mines empties. *Laurence Sly*



071 Class No. 083 passes Aughanure whilst working the retimed 15:26 Waterford - Mayo empty timber train. *Laurence Sly*

Iarnród Éireann 071 Class No. 078 approaches Beauparc whilst hauling the 09:20 Tara Mines - Alexandra Road ore train.
Laurence Sly

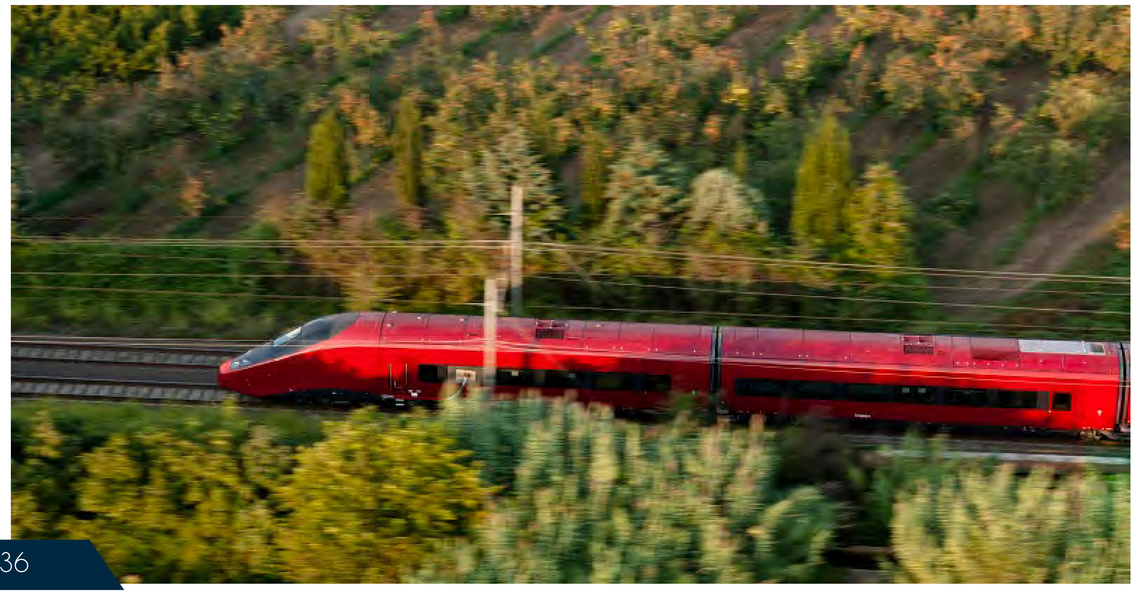
DB Cargo Italia's Class 191.015 passes Carimate whilst hauling freight train No. 41023 from Chiasso to Dessio on February 21st .
Laurence Sly



On April 25th, Trenord EMU Class 562.035 arrives into Rovato with a service from Brescia. *Class47*

Alstom's AGV: 5 years of successful commercial service

Alstom commissioned the AGV high-speed train for NTV five years ago on the Naples-Milan route. Now, the 25 AGV's comprising the NTV fleet have run 60 million kilometres and transported over 40 million passengers, providing full satisfaction thanks to the quality of the services offered, the comfort of the train and its reliability.



AGV is part of Alstom's Avelia range of high-speed trains. Able to run at commercial speeds of up to 360 km per hour, the AGV is equipped with a distributed traction system, tested at 574.8km/h in 2007 which set the last world speed record on rail. Featuring a futuristic and elegant aerodynamic nose, as well as the most modern technologies for very-high speed, the AGV won the Design Award 2013 for companies that have improved quality of life. Alstom's services teams are in charge of the maintenance of the 25 AGV.italo for a period of 30 years, ensuring full reliability and availability. The AGV was designed and manufactured in La Rochelle (France) and Savigliano (Italy) with the involvement of other Italian sites of Sesto San Giovanni and Bologna.

During these five years, the AGV.italo has consolidated its presence in Italy: new destinations have been added, including Verona, Brescia and Ferrara, the daily races have been increased and the trains stop at the main Italian railway stations of Rome Termini, Milan Centrale and Torino Porta Nuova. In order to expand its current network and respond to the increasing demand for new routes and higher frequencies, NTV has decided to enlarge its fleet of high-speed trains. The private Italian operator ordered 12 Pendolino trains from Alstom with associated maintenance services, which brings up the NTV fleet to a total of 37 Avelia trains.

The Avelia range is based on 4 current flagship products – Pendolino, Euroduplex, Liberty and AGV – representing the culmination of more than 35 years of expertise and more than 1,050 trains in service around the world.

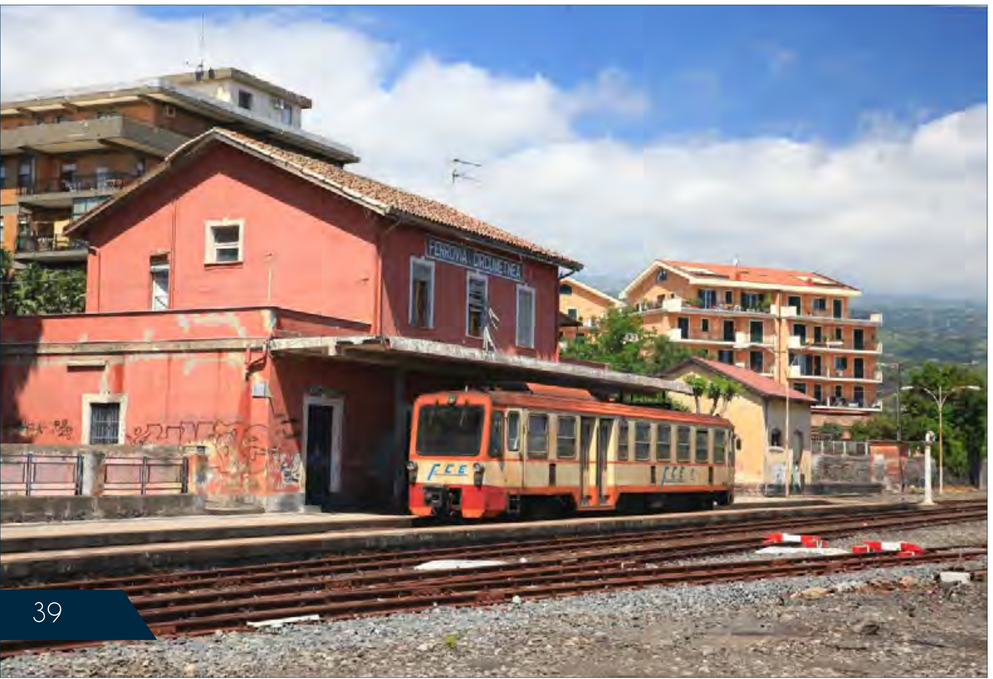
Italy

G2000-27 passes Carimate whilst hauling brand new Trenord ETR125.106 from Bussneng to Milano Certosa on February 21st.
Laurence Sly

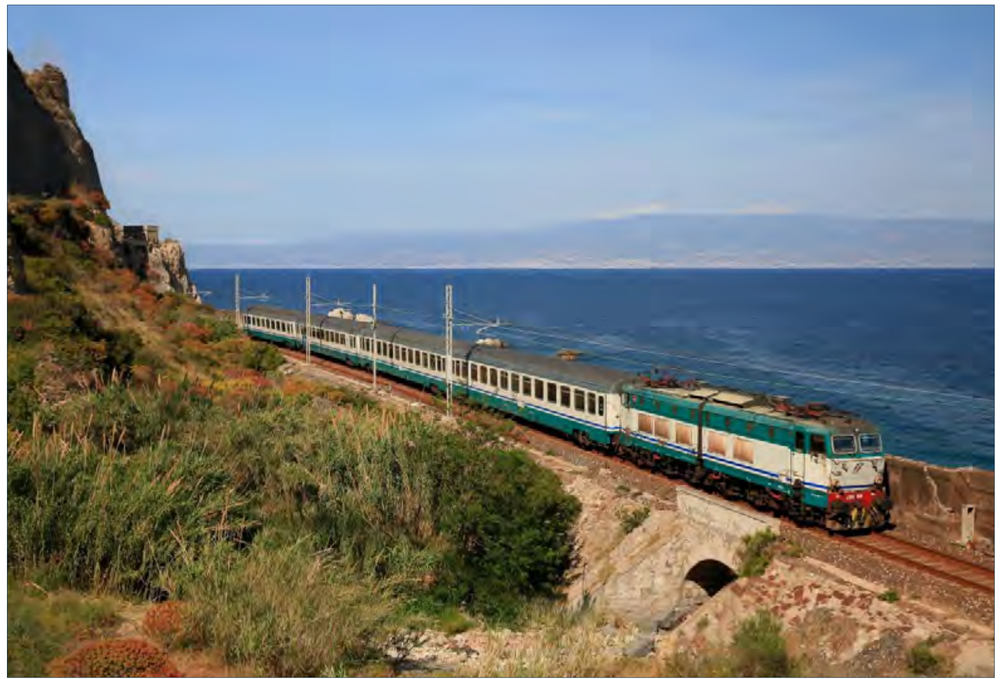
Rail Traction Company's Class EU43.006 passes Fleres whilst working freight train No. 48861 from Brennero to Verona on February 22nd. *Laurence Sly*

Italy

On May 10th, Trenitalia's Class E656.009 working train No. IC722 from Siracusa to Messina C. LE. skirts the coast at Taormina-Giardini. *Thomas Niederl*



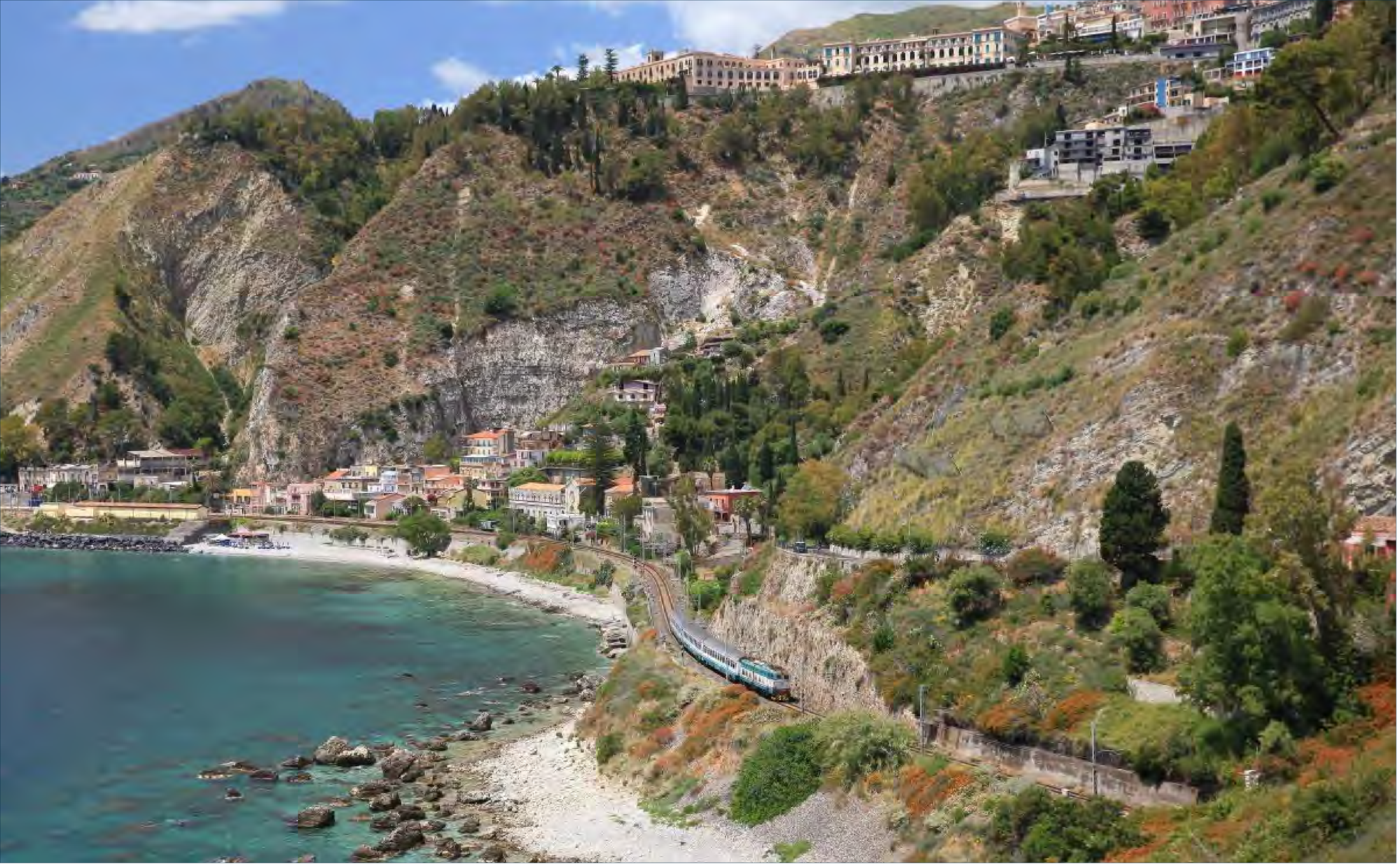
Trenitalia's Class E656.099 hauling train No. IC721 from Messina C.LE. to Siracusa passes along the coast at Alí Terme. *Thomas Niederl*



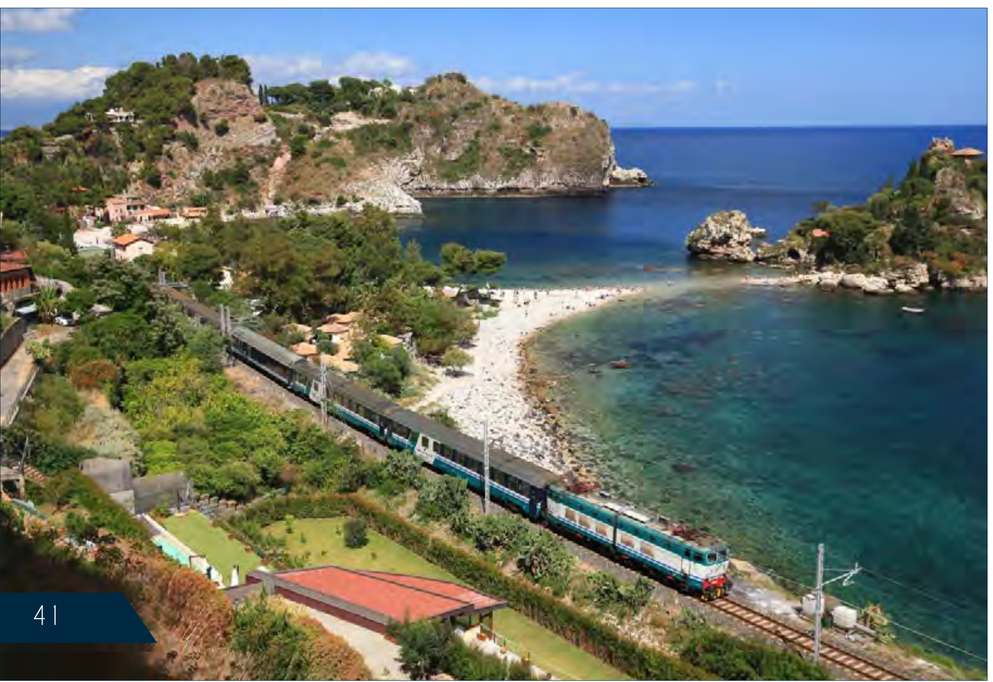
At the narrow gauge Ferrovia Circumetnea, single car unit No. ADe 22 working train No. 17, stands at Giarre on May 10th. *Thomas Niederl*

Class 483.108 passes Carimate whilst working a DB Cargo Italia freight train from Casalpusterlengo to Chiasso on February 21st.
Laurence Sly

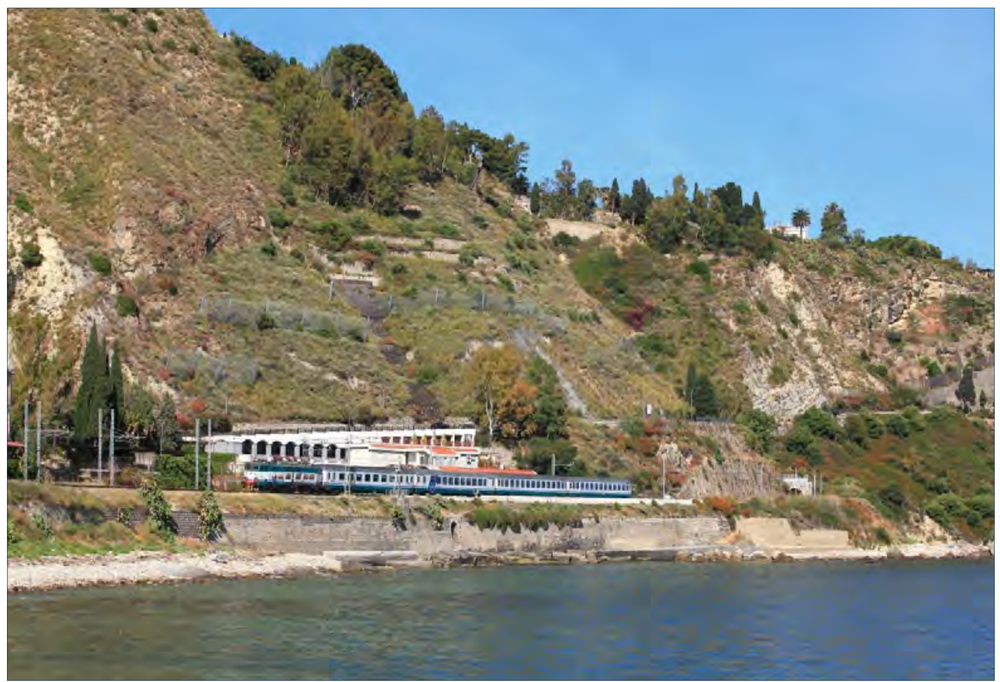
Italy



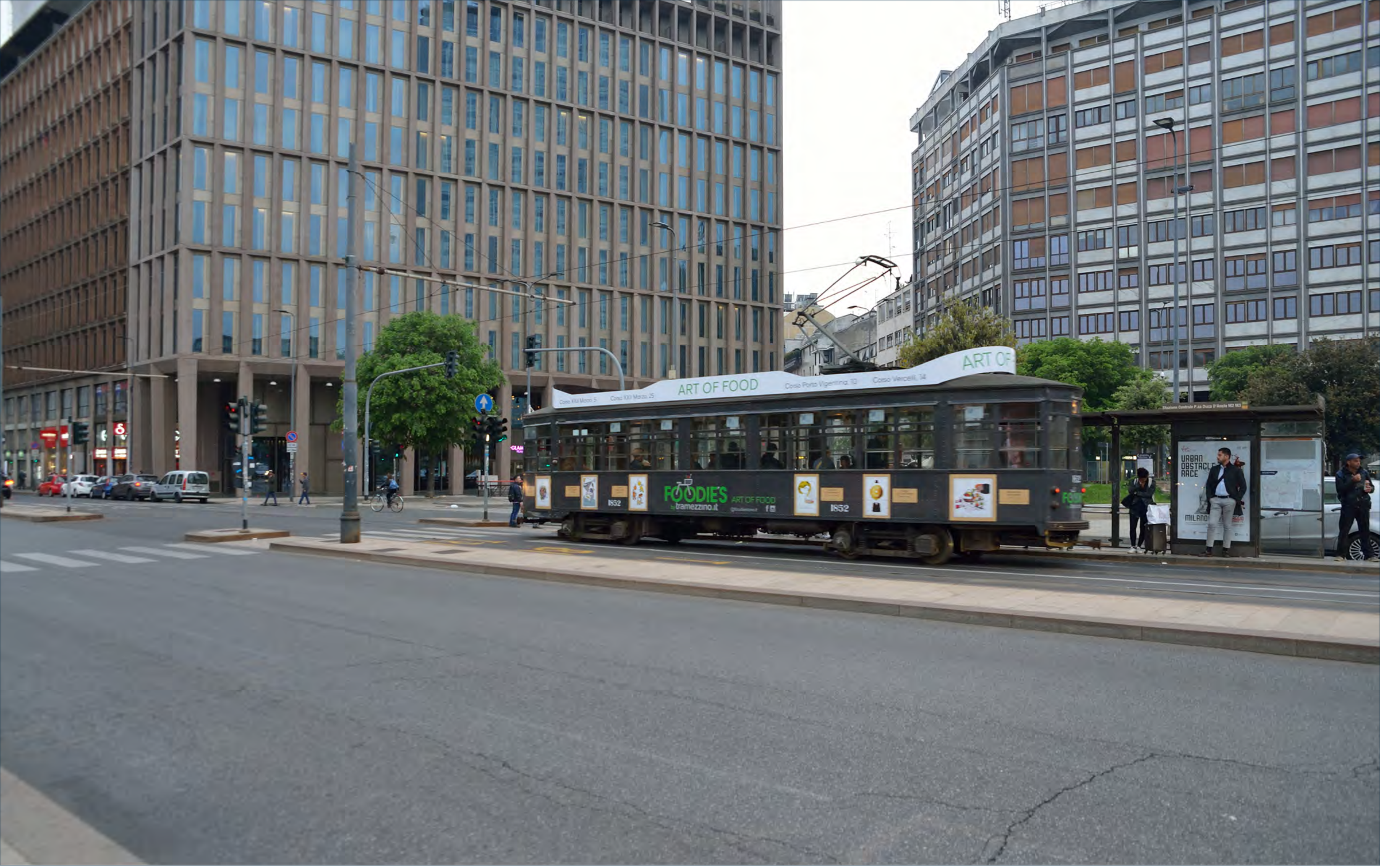
On May 9th, Trenitalia's Class E656.093 working train No. IC724 from Siracusa to Roma Termini passes Taormina-Giardini. *Thomas Niederl*



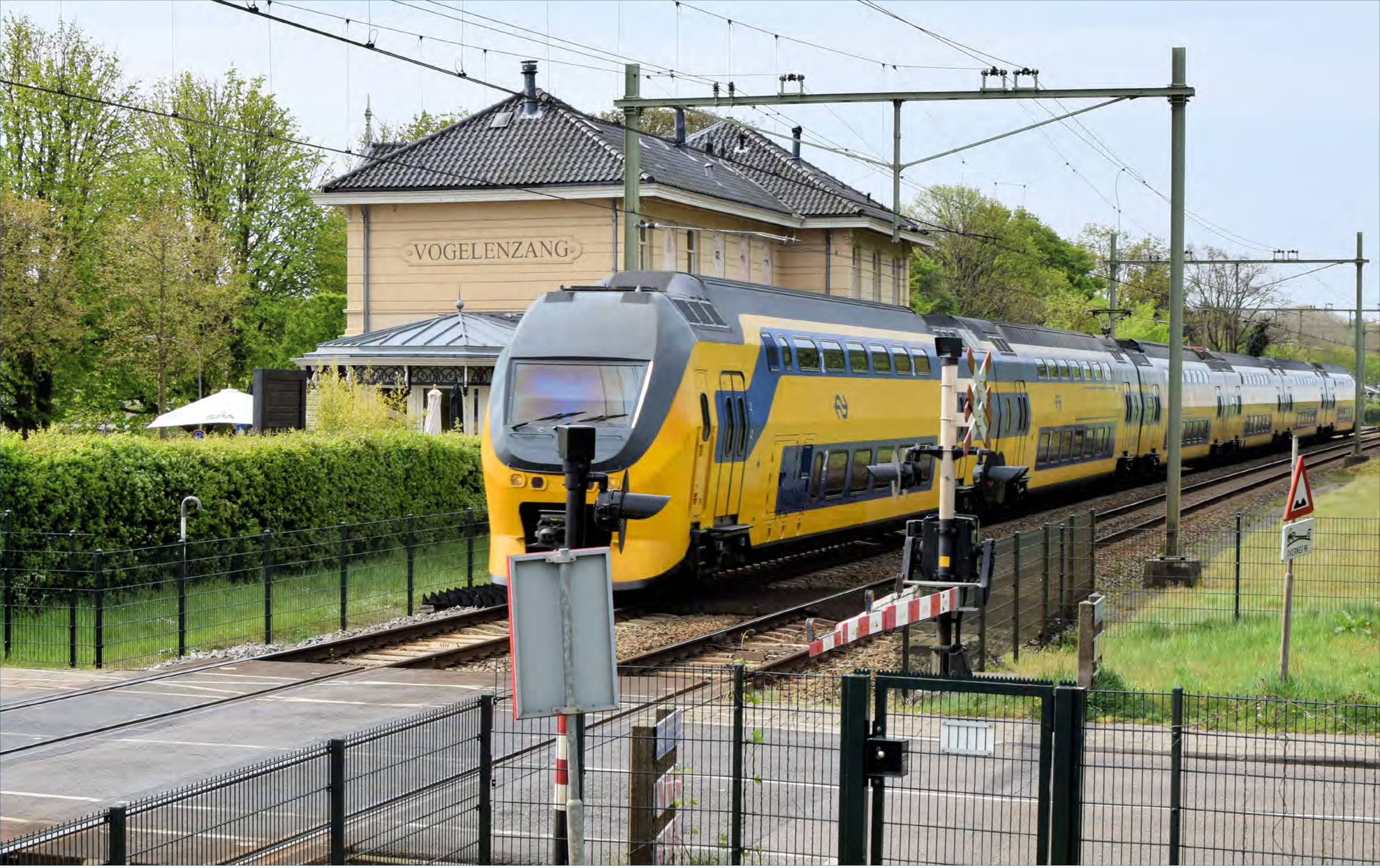
Trenitalia's Class E656.497 leads train No. IC721 from Messina C.LE. to Siracusa passing Taormina-Giardini on May 9th. *Thomas Niederl*



InterCityNotte ICN1963 from Milano to Siracusa, hauled by Class E656.009, passes Taormina-Giardini on May 9th. *Thomas Niederl*



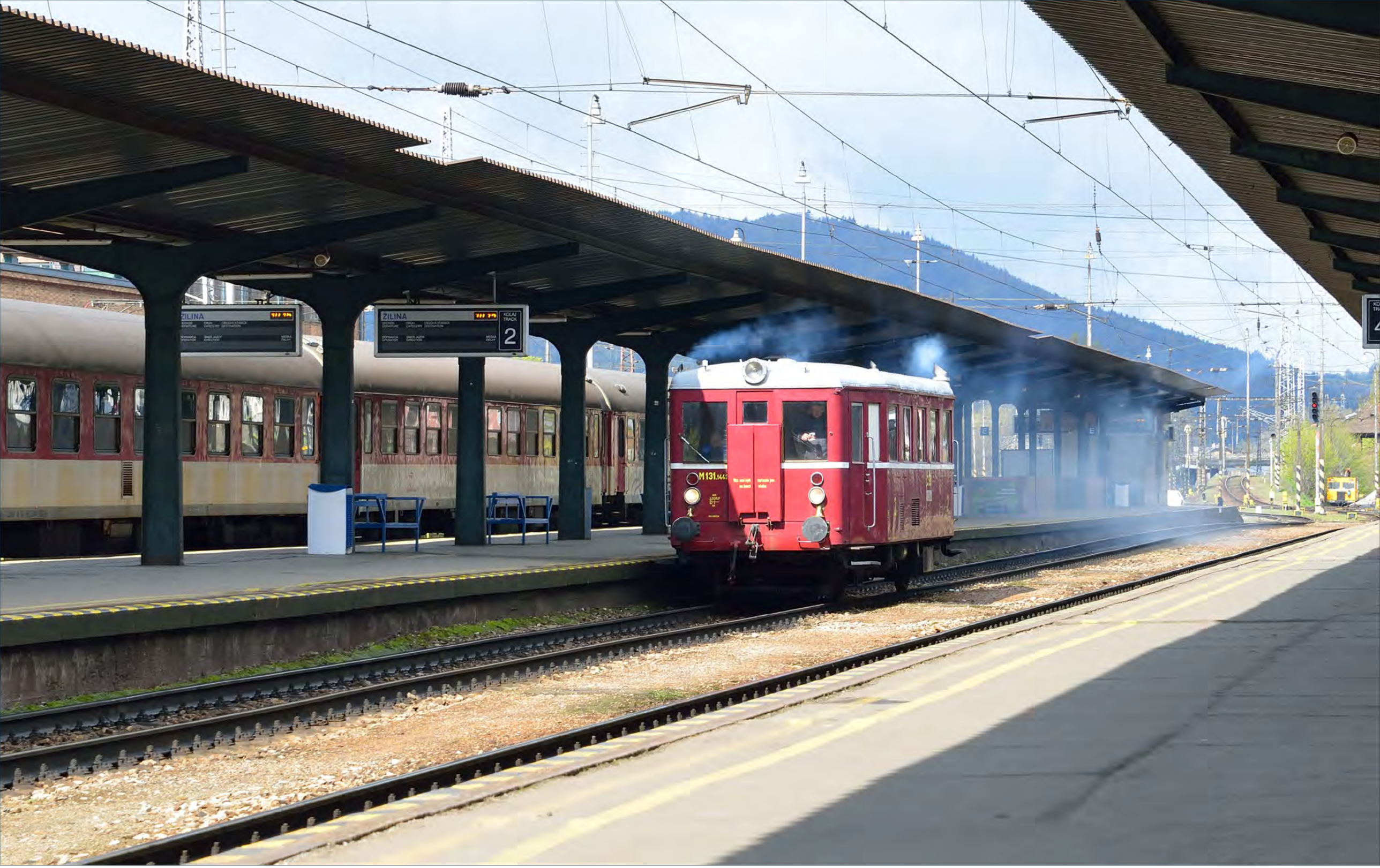
ATM Class 1500 Milan tram No. 1852, dating from the 1930s, is seen working a line 5 service outside the main station on April 25th. *Class47*



A VIRM trainset on a Vlissingen - Amsterdam service runs through the former station at Vogelenzang on May 4th. The station is now used for lunches and high tea. *Erik de Zeeuw*

Netherlands

On May 4th, a Sprinter trainset working from The Hague HS to Amsterdam South passes the bulbfields in Vogelenzang.
Erik de Zeeuw



Preserved railbus No. M131.1443 smokes out Zilina on April 23rd.
Class47

Slovakia

ZSSK Class 757.019 stands at Leopoldov on April 23rd. The Class 757 having just taken over this service from Bratislava here, from an electric loco. *Class47*

On April 23rd, ZSSK Cargo's Class 771.001-5 is seen stabled on the depot at Trencianska Tepla. *Class47*

Slovakia

Cesky Drahy's Class 150.222 and 150.224 are seen between ZSSK's Class 750.300 and 757.005 at Kosice depot on April 22nd. *Class47*

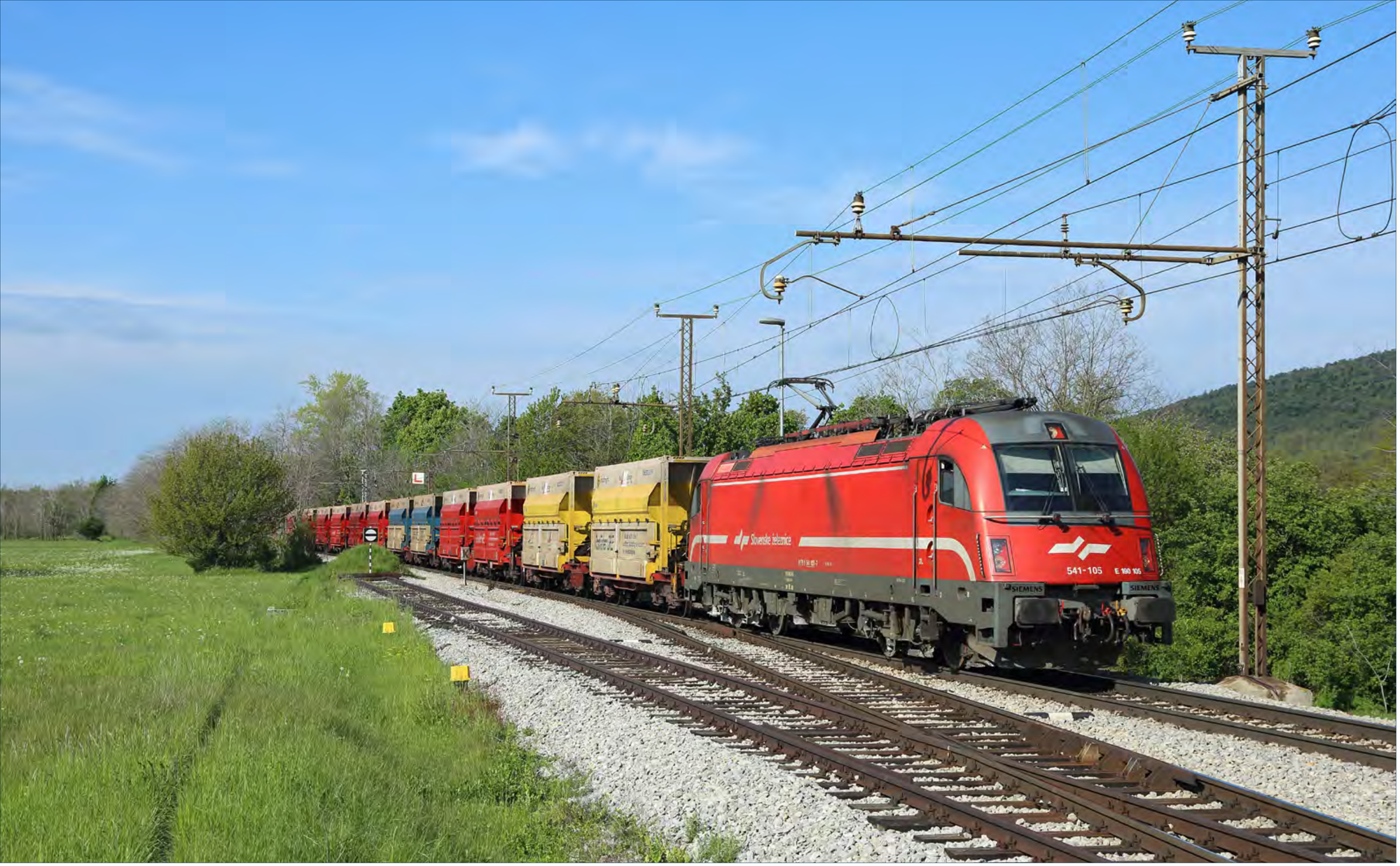
Slovakia

A look at some of the exhibits around the turntable at Kosice depot on April 22nd, during the 'Rušňoparáda' *Class47*

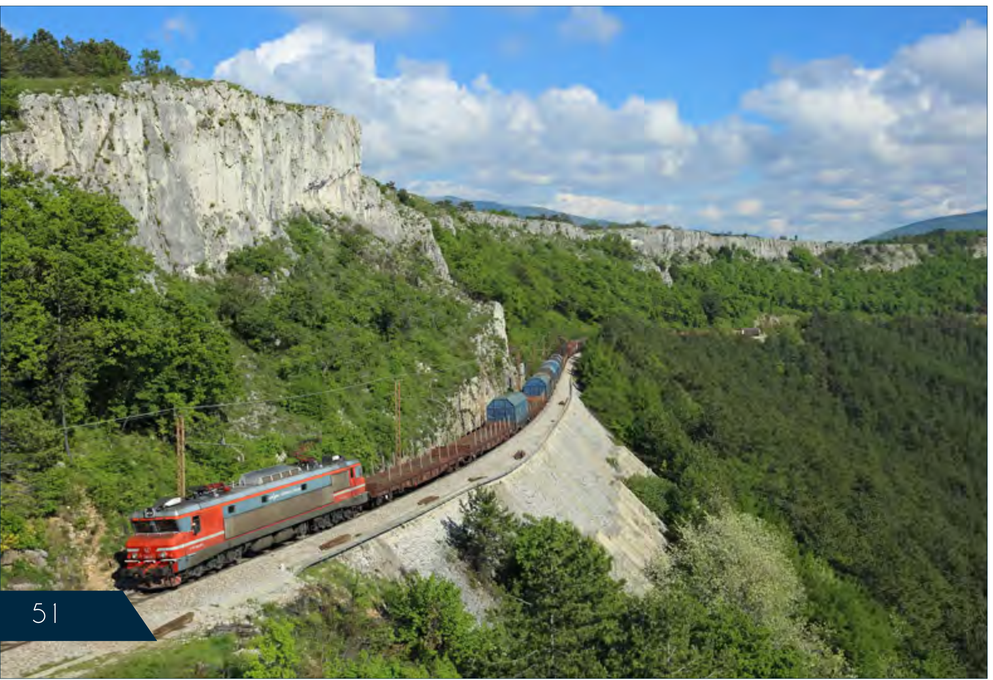
Slovenia

Trenitalia's Class 345.1107 and 345.1003 pass Vrtojba whilst heading to Italy with freight train No. 45757 from Nova Gorica to Gorizia Centrale on May 5th. *Laurence Sly*

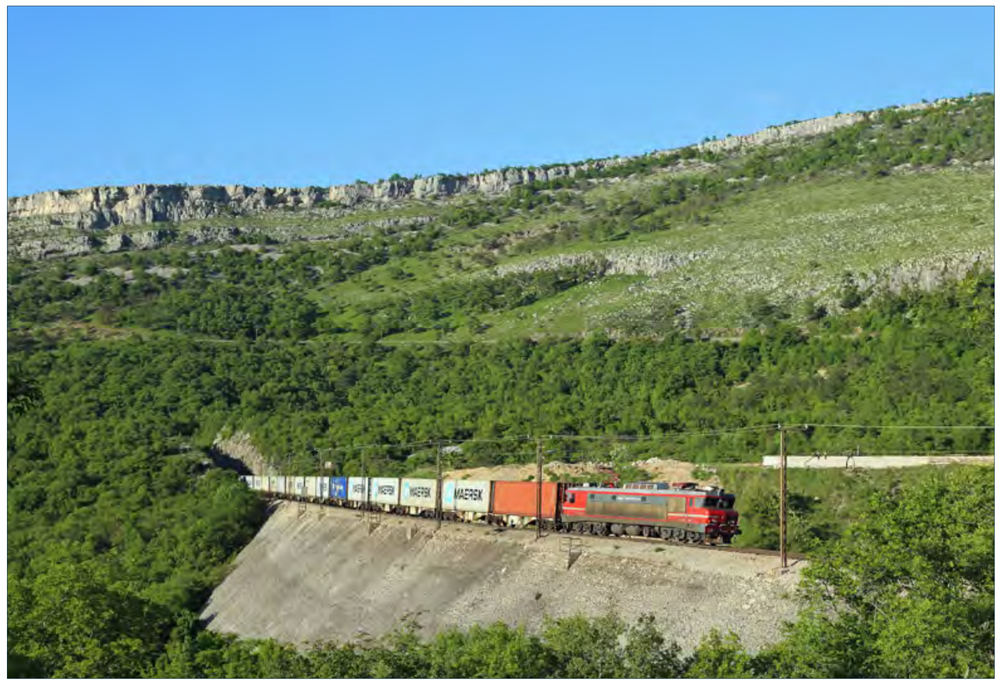
Slovenia



On May 6th, Slovenske železnice Class 541.105 approaches Rodik with a train of Rocktainer wagons. *Laurence Sly*

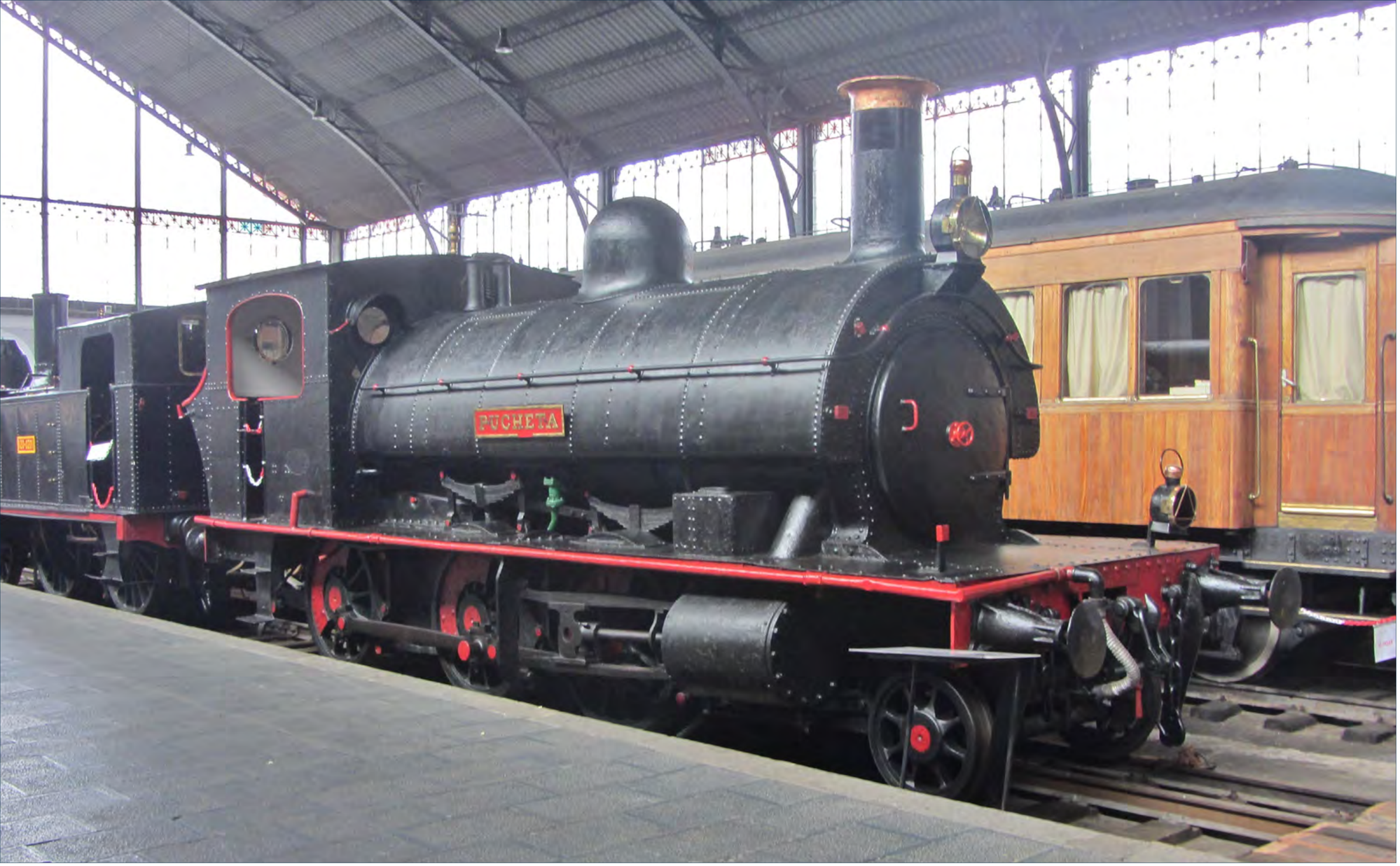


On May 2nd, an unidentified Slovenske železnice Class 363 passes Hrastovlje whilst hauling an intermodal train. The 363s were built in 1975-1977 by the French manufacturer Alstom. They have the Co-Co wheel configuration and have distinctive French styled bodywork leading to them acquiring the nickname 'Brižita'. *Laurence Sly*

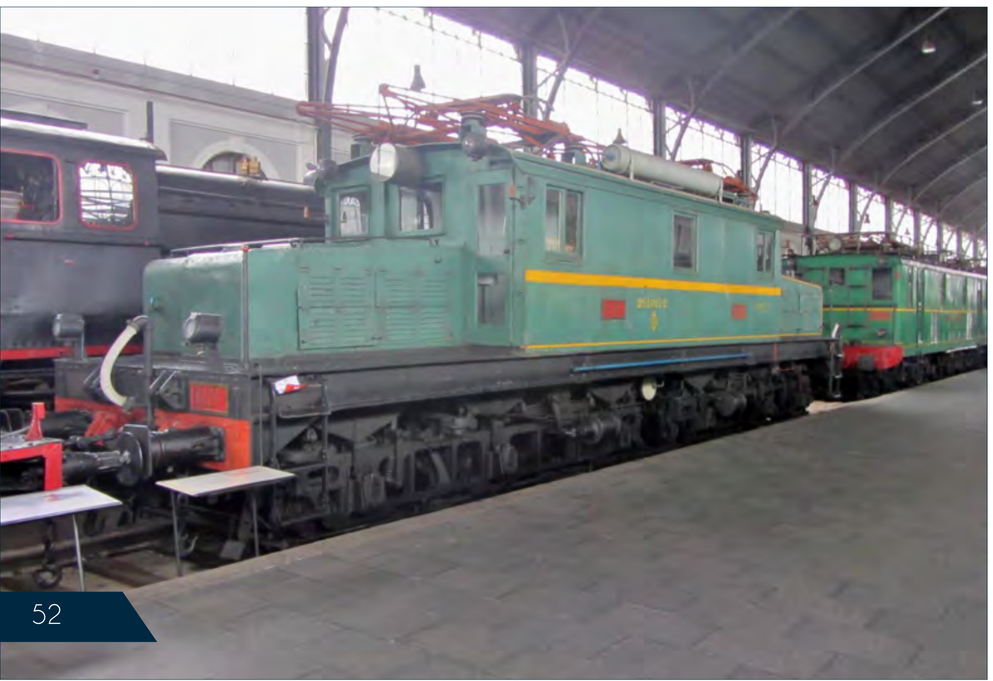


Slovenske železnice Class 363.019 approaches Crnotice on May 2nd whilst hauling an empty steel train from Koper. *Laurence Sly*

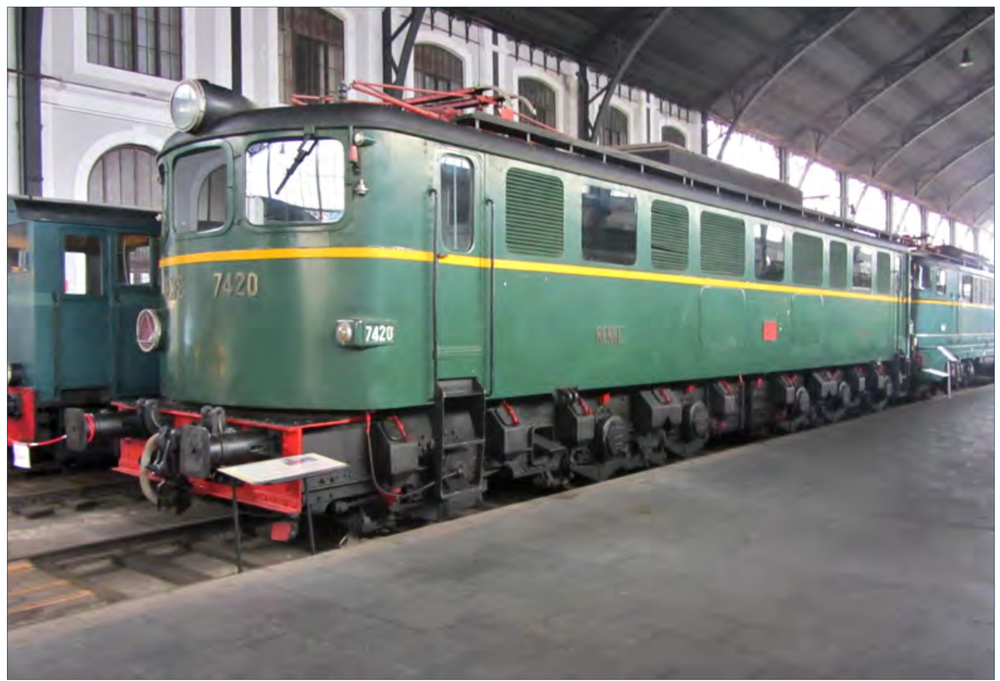
Spain



Locomotora de vapor No. 130-0201 ‘Pucheta’ (built by Sharp & Stewart in the UK in 1887) is seen at Madrid’s Delicias museum. *John Sloane*



RENFE electric locomotive No. 274, previously numbered 7420, built in 1949 and preserved at Madrid Delicias. The huge lamps and smooth lines make it similar looking to several historic Austrian locomotives. *John Sloane*



Electric locomotive No. 261-001 (former Norte No.6101) seen on display in the National Railway Museum at Madrid Delicias. *John Sloane*

Matterhorn Gotthard Bahn Deh 4/4 No. 24 is seen departing Brig on April 26th. *Class47*

Switzerland

SBB Re 4/4 II Nos. 11290 and 11357 haul a mixed freight working through Visp on April 26th, heading for Brig. *Class47*

Hupac orders eight multisystem locomotives from Siemens

The Swiss intermodal transport company Hupac has ordered eight Vectron MS locomotives from Siemens. The multisystem locomotives will serve on the Rhine-Alpine Corridor (DACHINL). Deliveries will begin in the early summer of 2018. The locomotives have a maximum output of 6.4 MW and a top speed of 160 km/h. In addition to having national train control systems, the locomotives will also be equipped with the European Train Control System (ETCS). They will be built in the Siemens plant in Munich-Allach, Germany.

With the new locomotives, Hupac and its partners will be expanding their offering for rail transport service from central European hubs, such as the logistics center Rotterdam, via the main rail corridors between the Netherlands, Germany, Austria and Switzerland and into the Mediterranean region. The new Vectrons will enable transport operators partnering with Hupac to connect the European economic regions north and south of the Alps with service through the new Gotthard Base Tunnel.

“With this investment in Vectron locomotives, we can more efficiently serve the Rhine-Alpine Corridor through the internationally integrated traction,” said Bernard Kunz, Managing Director of Hupac AG.

Switzerland

SBB Re 4/4 II No. 11143 stands at Chur after arriving with an Ersatszug, replacing a heavily delayed ICE 75 service. *Steamsounds*

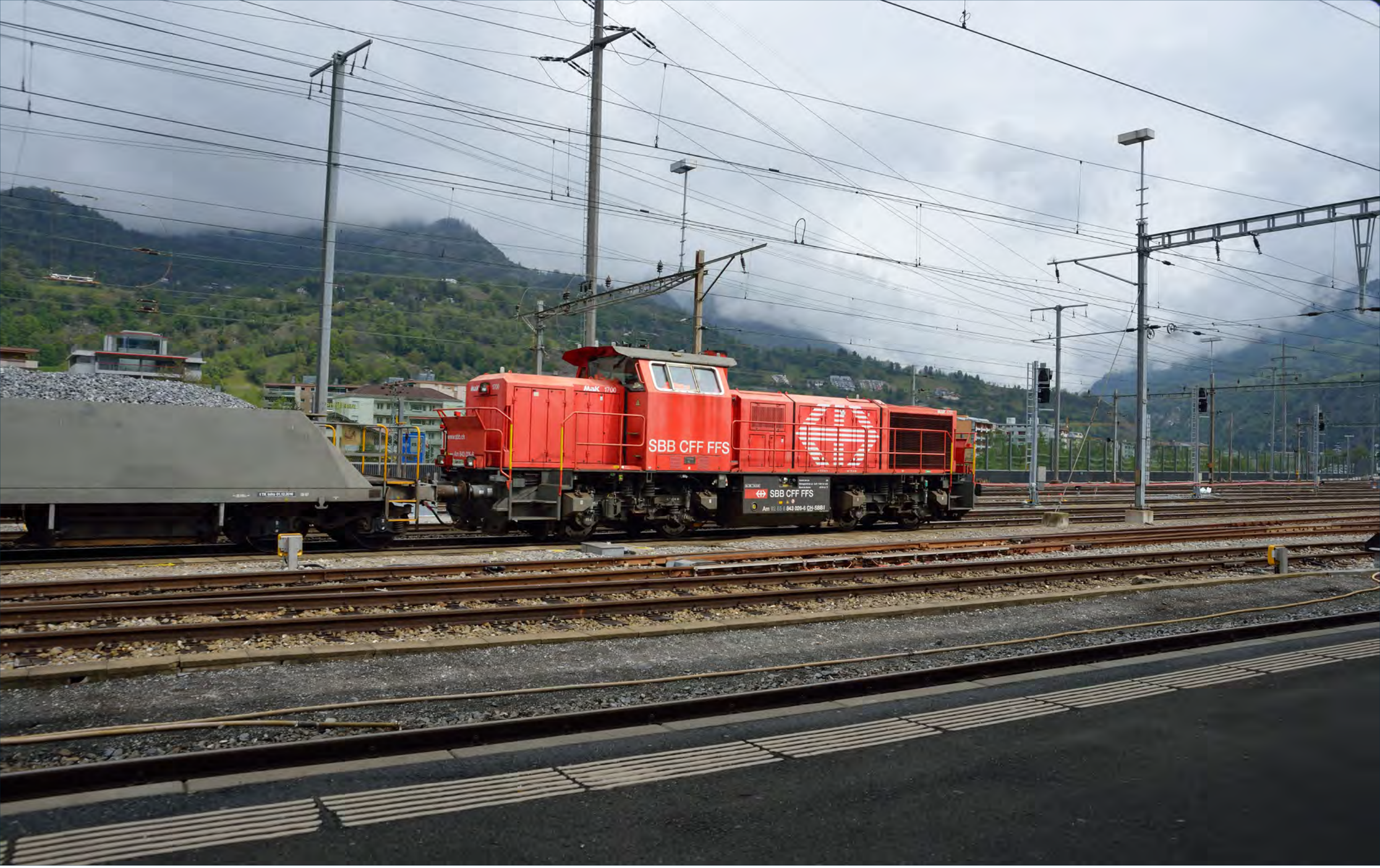
Golden Pass Line Be 2/6 No. 7001 stands at the Montreux terminus on April 26th. *Class47*

RhB Ge 6/6 II No. 702 crosses the Landwasser Viaduct with train No. RE1148 from St. Moritz to Chur. *Steamsounds*

Switzerland

A BLS operated S44 service to Thun is captured departing Bern on April 26th, with BLS RABe 525 'NINA' EMU No. 25 on the rear.
Class47

RhB driving trailer Bdt No. 1755 leads train No. R1844 from Filisur to Davos Platz, calling here at Davos-Wiesen and propelled by Ge 4/4 III No. 648. *Steamsounds*



Railtalk Magazine Xtra

Switzerland

On April 26th, and with the mountains shrouded in very low cloud, SBB Mak 1700 No. 843.026 arrives into Brig with a ballast train.
Class47

Bombardier's Chinese Joint Venture Wins Two Overhaul Contracts from Shanghai Metro

Bombardier's joint venture to perform 10-year overhaul work for 498 metro cars operating on the world's longest metro network

BOMBARDIER ORBITA and Maximo systems to reduce maintenance time and improve fleet reliability and safety

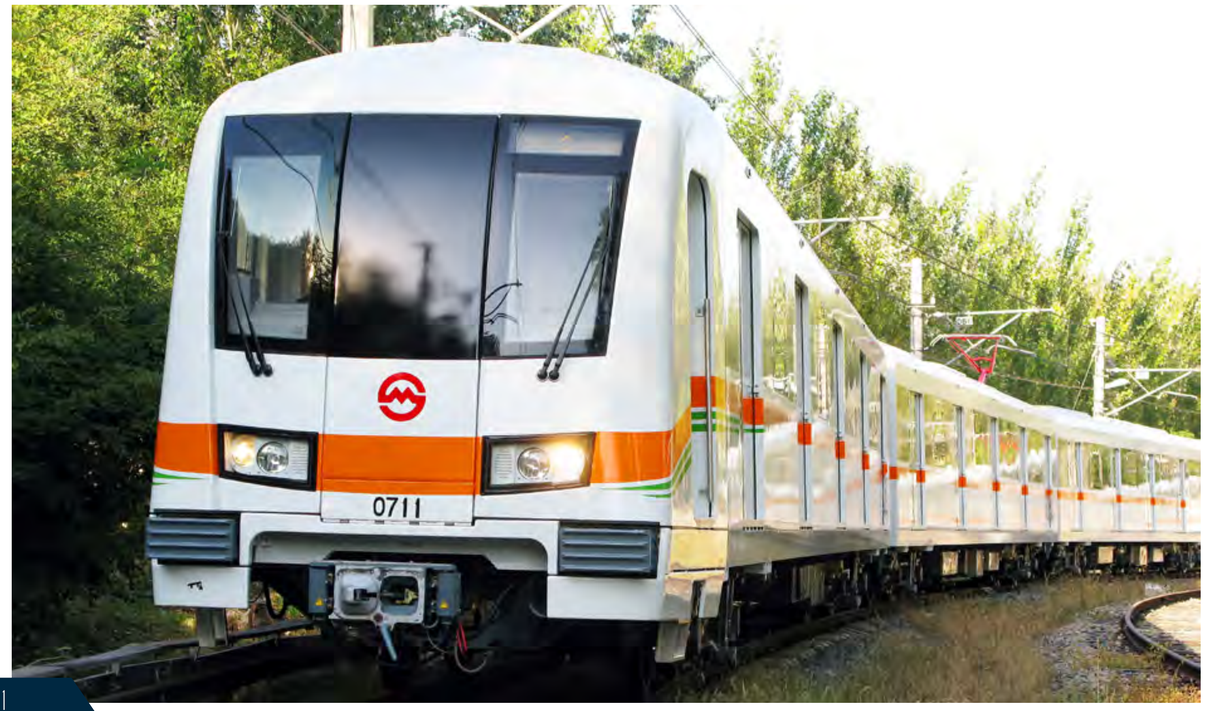
Bombardier Transportation announced recently that its Chinese joint venture, Shentong Bombardier (Shanghai) Rail Transit Vehicle Maintenance Co., Ltd. (SHBRT), has been awarded two contracts with Shanghai Shentong Metro Group Co., Ltd. to provide 10-year overhaul service for 498 metro cars operating on Shanghai Metro's lines 7 and 9.

Together, the two contracts are valued at approximately 1.1 billion Chinese RMBs (158 million US, 145 million euro). Bombardier owns 50% of the shares in SHBRT which was established in December 2012 and is jointly controlled by Bombardier and Shanghai Shentong Metro Group Co., Ltd.

Jianwei Zhang, President of Bombardier China said, "Shanghai operates the longest metro network in the world and we are very proud to be chosen to support this megacity's expanding mobility by providing our broadest portfolio and top quality products, services and solutions. The customer's choice is a strong testament of Bombardier's position as a full solution provider across the entire value chain in China".

Under the contracts, Bombardier's joint venture will overhaul Shanghai Metro's fleet of 498 metro cars, which were built by another Bombardier Chinese Joint Venture Changchun Bombardier Railway Vehicles Company Ltd. (CBRC). To perform the overhauls, SHBRT will adopt advanced methods and tools, including the BOMBARDIER ORBITA advanced train monitoring system and the Maximo Asset Configuration Manager application. Each is a highly innovative and powerful predictive asset management and vehicle maintenance tool that will improve the reliability and availability of the metro cars on Shanghai Metro's lines 7 and 9. Bombardier has been Shanghai's strategic mobility partner since 1999. Since then, Bombardier's joint ventures (CBRC, BCP, PBTS and SHBRT) have won orders to provide Shanghai a total of more than 1,600 metro cars, together with the propulsion systems and the maintenance. The SHBRT joint venture has also provided extensive maintenance services to Shanghai Metro with two fleet overhaul contracts as well as a ten-year services agreement. In 2015, Bombardier's PBTS joint venture also won a contract to provide the megacity's first automated people mover system.

Bombardier Transportation in China is the full solution provider across the entire value chain. From vehicles and propulsion to services and design, Bombardier Transportation in China has six joint ventures, seven wholly foreign-owned enterprises, and more than 6,000 employees. Together, the joint ventures have delivered more than 3,500 high speed railway passenger cars, 580 electric locomotives and over 2,000 metro cars to China's growing urban mass transit markets.



Chinese expansion of PKP CARGO

On Tuesday, April 10th, 2017 in Shanghai, the President of PKP CARGO Maciej Libiszewski and the President of Worldwide Logistics Group Jacky Lim signed the agreement to tighten cooperation which would enable PKP CARGO to be established in China. The agreement is a implementation of the company's development strategy focused on building a strong position of the Polish transport trademark on the international market.

"To be valued on the international logistics market, we should take part in creation and development of global multimodal door-to-door supply chains from China to Europe, not only through our Central Europe logistics but also through active engagement in Chinese market, which is one of the world's largest global trade exchange. In this context, the presence of PKP CARGO in China strengthens the company's position on the Eurasian railway transport market " stresses President Maciej Libiszewski.

According to the company's strategy, the Company has a chance to become a global logistics operator by 2020. The agreement signed in Shanghai is another step, which gets Polish Carrier closer to achieve this goal. It is the result of business talks, meetings and analysis conducted with the PKP CARGO Management Board and Chinese partners for many months.

"For years we have been paying close attention to the Chinese market, and we came to the conclusion that only through presence in this market can we gain competitive advantage that will allow PKP CARGO to become a global operator. Nonetheless, it was important, that PKP CARGO's expansion in such a large logistic market was thoroughly considered and economically justified. Hence the decision to cooperate with a recognized Company WWL, through which PKP CARGO will soon be able to present our business offer in more than 30 major logistics areas in China – adds CEO Mr. Libiszewski.

It would not be possible to sign the agreement without the active support and involvement of representatives of the Embassy of the Republic of Poland in Beijing and the Consulate General of the Republic of Poland in Shanghai, as well as representatives of the Ministry of Infrastructure and Construction.

Signing the agreement fits the schedule for activities of Polish and Chinese companies the strategic partnership inaugurated under the brand "China Europe Railway Express" launched in June 2016 at the PKP CARGO container terminal in Warsaw by the President of the Republic of Poland Mr. Andrzej Duda and the President of China Mr. Xi Jinping.

Alstom receives order for 61 Citadis Spirit light rail vehicles for Greater Toronto and Hamilton area

Alstom has been awarded a firm order for the supply of 61 Citadis Spirit light rail vehicles for the Greater Toronto and Hamilton area (GTHA) by Metrolinx, an agency of the Government of Ontario. The value of the contract is over €355 million (CA$529 million). The vehicle supply contract includes an option for additional vehicles. Alstom will supply Metrolinx a 48-metre Citadis Spirit, which has a passenger capacity of 321. The Citadis Spirit is a 100% low-floor vehicle that offers easy accessibility from the street or the curb, and an interior layout featuring a wide central aisle and interior circulation that provide a safer and more enjoyable experience.

"We are proud to continue our collaboration with Metrolinx as it seeks to link communities and deliver advanced public transit solutions to the greater Toronto area, and we are honoured by their renewed confidence in our products, solutions and teams," said Angelo Guercioni, Managing Director of Alstom Canada.
The Citadis Spirit has been designed for the Canadian market, capable of operating in winter conditions up to -38°C. The vehicle is fitted with winterized solutions to ensure vehicle operational performance, as well as preserve passenger comfort and experience, such as reinforced insulation, powerful HVAC, and snow and ice management solutions. All materials used on the vehicles are selected and tested in order to ensure performances in extreme cold conditions.

Alstom is currently supplying 34 Citadis Spirit vehicles as per a 2013 contract for the City of Ottawa's O-Train Confederation Line. Alstom has already assembled one third of the fleet, which are in various stages of dynamic and static testing, from the Belfast Yard Maintenance and Storage facility in Ottawa, Ontario. In March 2017, the Citadis Spirit vehicle achieved and surpassed commercial speed during dynamic tests along the Confederation Line alignment. This latest contract with Metrolinx illustrates the success of Alstom's strategy of customer proximity. Alstom is also supplying Metrolinx with a new Iconis control centre to integrate the GO Transit network into a single, centralized facility, and a new signalling system for the Union Station Rail corridor.

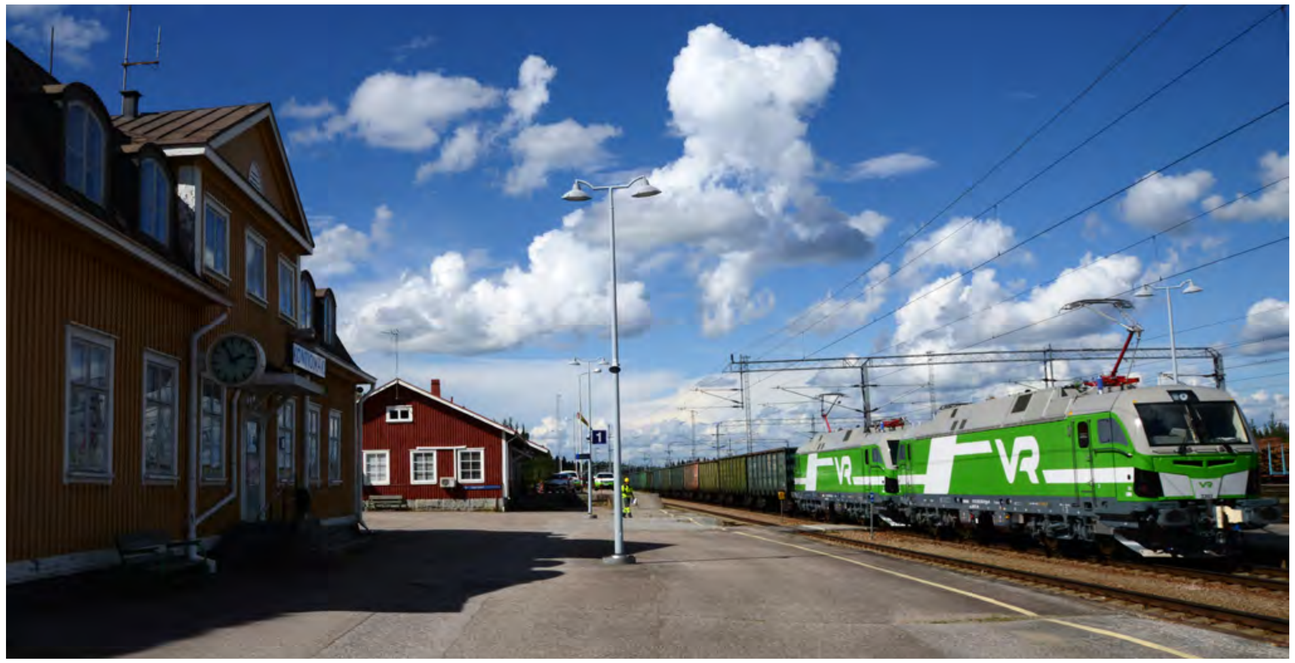
Furthermore, Alstom is providing a complete Communication-Based Train Control system for Toronto Transit Commission's Line 1 subway line, including the Toronto-York Spadina Subway Extension (TYSSE).

First Vectron broad-gauge locomotives received authorization in Finland

Eight of total 80 locomotives immediately enter service
All locomotives to be delivered by 2026
Contract includes option for further 97 locomotives

The Vectron alternating-current (AC) locomotive for the Finnish railway company VR Group has been authorized for operation in Finland by Trafi, the Finnish Transport Safety Agency. The first eight Vectrons will immediately enter commercial service. The first commercial operation will start from the City of Tampere and end at the Vuosaari harbor in Helsinki. Siemens will be delivering a total of 80 locomotives to the VR Group. This is the first order for a broad-gauge configuration and at the same time the biggest single order for the Vectron to date. All locomotives are to be delivered by the end of 2026.

For testing and certification of the extensive new equipment package for Finland, up to five locomotives have been undergoing type tests according to the Technical Specifications for Interoperability (TSI) since early 2016. Various additional functionalities and equipment packages were certified, such as the broad-gauge bogies, the special winter package and the two diesel power modules for bridging short stretches without an overhead power line.
The VR Group ordered the Nordic version of the Vectron in February 2014. The locomotives have a maximum output of 6.4 MW and a top speed of 200 km/h. The bogies are designed for operating on 1.524 mm broad-gauge lines. The locomotives will be used in Finland and are equipped with the European Train Control System (ETCS) as well as the Finnish JKV-STM train control system. The locomotives will have the series designation Sr3. The Vectrons are specially equipped to operate under harsh Nordic winter conditions in Finland, such as frequent collisions with larger animals, temperatures as low as 40°C below zero and powder snow. To handle these conditions, the locomotives are built with cavity roofs and a reinforced front hatch. Other special features include side buffers and automatic couplers.
Timber is frequently transported by rail in Finland and trains are moved in and out of forests on non-electrified rail lines. The Vectron accomplishes this with two diesel power modules and on-board radio remote shunting controls. With this system, there is no need for separate diesel shunting locomotives.



Alstom's JV Gibela's first trains for PRASA begin commercial service in the presence of President Zuma

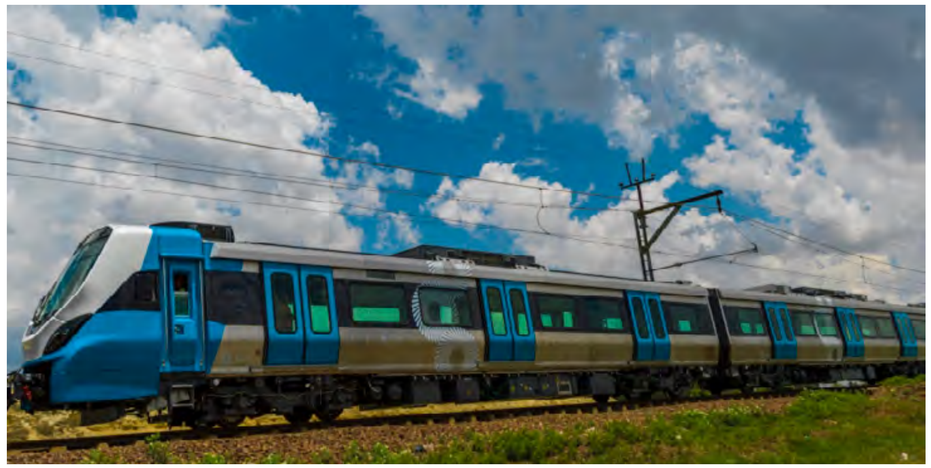
Alstom has announced that its South African joint venture (JV) partner Gibela has seen its first 13 X'Trapolis Mega trains successfully enter commercial service on South Africa's commuter rail tracks, cementing Alstom's status as South Africa's preferred partner to revitalise its rail industry. The State President of the Republic of South Africa, Mr Jacob Zuma, unveiled the first new trains at Pretoria station in front of more than 2000 guests. The event started with a ribbon-cutting at the Rissik Street station prior to a short train ride to Pretoria station with Mr Zuma on board.

These trains are part of the 600 new, state-of-the-art fleet being built by Gibela for the Passenger Rail Agency of South Africa (PRASA). The first 20 trains have been manufactured at Alstom's Lapa factory in Brazil. They will bring modern, reliable and efficient suburban railway transport to the country's population. The X'Trapolis Mega is a brand new train in Alstom's X'Trapolis suburban range. The trains will initially run in the Koedoespoort – Rissik Corridor in Pretoria during peak and off-peak hours – a total of 146 trips a day.

"This is a historic moment for Gibela, its shareholders and the country at large as South African commuters finally have access to a service that marks entry into a new age of rail" says Gibela CEO, Marc Granger.

"By bringing Alstom's skills and infrastructure to South Africa, we are helping to upgrade the country's railway transport. The success of this project with Gibela positions us as a long-term rail partner in South Africa," commented Yvan Eriau, Managing Director for Alstom Southern Africa and CEO of Alstom Ubunye.

The construction of Gibela's manufacturing facility in Dunnottar is well underway and due to be completed by the end of 2017. The on-site Training Centre has already been completed



and admitted its first intake of students in April 2017. At peak production, Gibela will produce 62 trains a year (each trainset comprises six cars). A panel of 200 local suppliers will be manufacturing equipment and components to the 580 locally-produced trains from 2018 onwards. Local suppliers will be able to compete in global markets, opening up real potential for significant exports and foreign exchange earnings for South Africa.

As a whole, the project will boost the country's economy as it creates jobs, develops new skills, prioritises local economic development and local content and promotes black economic empowerment.

Alstom to celebrate 175 years of Manchester Longsight depot

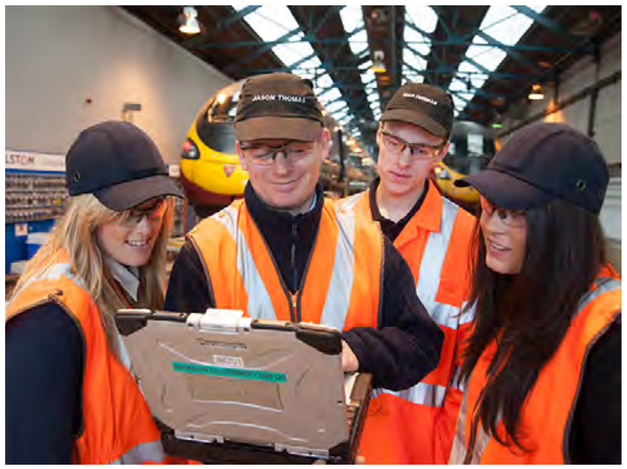
Alstom has announced a series of activities to celebrate 175 years of railway history in Manchester Longsight depot. The main anniversary event will be a special reception at the Museum of Science and Industry in Manchester, which will take place in June.

Other activities include supporting the publication of a book charting the history of Longsight, an educational outreach programme with local schools and the launch of a digital archive. Over the last 175 years, Longsight has been a vital part of the local community, and generations of engineers have been trained and employed there. It is still a fully working depot and has always been at the forefront of UK rail engineering.

On site Victorian railway sheds sit side by side with the latest technology, including TrainScanner, Alstom's predictive maintenance solution, which was developed here. The depot employs over 200 and is primarily used to maintain the Alstom built Pendolino fleet of 56 Class 390 'tilting' trains used by Virgin on the West Coast Main Line. The Longsight team help keep 50 trains a day in service along Britain's busiest intercity route.

"At Alstom we are proud of our rich heritage in Manchester. So much has been achieved in the past 175 years at Longsight and we are proud to be the guardians today of that heritage. I believe that our Manchester engineers here today are among the best in the world and as we develop and deploy new technologies here today like TrainScanner it is a fitting tribute to our Victorian ancestors who built this great depot." Said Piers Wood, Managing Director, Regional & Intercity, Alstom UK & Ireland

"Although there will be no public event at Longsight depot itself the East Lancs Railway is delighted to be participating in marking this landmark occasion of 175 years of continuous railway servicing of the railways in Manchester from the early days of steam to the modern striking Virgin Train rolling stock today. It is remarkable that some of the original steam sheds are still clearly visible on site and recognisable as will be seen in Eddie Johnson's new book on the Longsight Railway sheds which was launched at the ELR as part of the celebrations.



Longsight has served the railways well over the years and is still going strong when so many famous shed names have disappeared. As Vice President of the ELR we are proud to work with Alstom to mark the occasion'." Said Keith Whitmore, vice president of the ELR and Chairman of Greater Manchester Transport Heritage

In the future, Alstom has plans to expand its presence in the North West. Construction of a £21 million technology centre and training academy in Widnes is underway and the new facility will open in Summer this year.

Eurostar launches its new state-of-the-art e320 trains on the London-Brussels route

The arrival of the new trains on the Brussels service is part of a £1 billion programme of investment in Eurostar's fleet, stations and service which included the purchase of 17 new e320 trains and the refurbishment of its original trains.

Significant investment in the London-Brussels route

The e320, which has been operating successfully on the London-Paris route since November 2015, is proving very popular with customers who appreciate the enhanced features and technology of the new trains. Designed by the world-famous Italian design house, Pininfarina, renowned for its iconic car designs, the e320 boasts 20 per cent more capacity than the original Eurostar trains. With a bold design, chic interiors as well as wifi connectivity and 300 hours of onboard entertainment streamed to customers' personal devices, the new trains provide an unprecedented level of style and comfort. The introduction of the e320 on the London-Brussels service also follows an extensive renovation of the Eurostar terminal in Brussels Midi. This has created an expanded departure area and a more efficient check-in space which will be further enhanced by the introduction of facial recognition e-passport gate technology for the peak summer holiday period.

Final stages of planning for new direct Netherlands service

Eurostar is at an exciting stage in its development as it expands its reach further into Europe. With its new e320 trains, which are interoperable and can operate on the European high-speed network beyond the UK, France and Belgium, the company is in the final stages of preparation for the launch of its new direct service to Amsterdam and Rotterdam. With over three million leisure and business passengers travelling by air between London and Amsterdam, this is one of Europe's most important routes. The introduction of a fast, comfortable point-to-point Eurostar service will greatly enhance the links between the UK and the Netherlands, revolutionising travel between these key financial and tourist hubs.

Nicolas Petrovic, Chief Executive of Eurostar, said: "The introduction of the e320 on the Brussels route marks an important milestone and step change in the travel experience for our customers. With demand for high-speed rail over plane on the increase, we are now gearing up to expand our reach to the Amsterdam and Rotterdam. The launch of our new direct service on this high volume route represents a major growth opportunity for our business".

Michel Jadot, Director Marketing and Sales SNCB, said: "The result of our efforts to revamp the Channel Terminal into a bigger and brighter check-in area can be witnessed today. The capacity has increased, matching the new trains on the Brussels-London route, which are able to transport more passengers. Special attention was dedicated to improving the customer flow with the new, larger check-in structure of the terminal offering far more easy access. These efforts will also help to reinforce the role Brussels enjoys as a major European railway hub."

Marjon Kaper, Managing Director NS International, said: "The preparations for the direct connection between Amsterdam and London with Eurostar and NS are progressing well. All partners are working hard on this. Today is a very special day for NS and all the partners, because the start of services with the new train to Brussels literally brings the "Amsterdam Route" closer. We see a lot of interest and potential for the high-speed connection between these top destinations – London for visitors from the Netherlands and Amsterdam and Rotterdam as the new hotspots for the British traveller."

Alstom celebrates 20 years of presence in Poland

Alstom celebrates 20 years of its presence in Poland since the acquisition in 1997 of Konstal Chor-zów located near Katowice. During the first years following the acquisition, Alstom Konstal focused mainly on the manufacturing of trams. The first metro train was produced in Katowice site for Warsaw and put into commercial operation in 2000. It was the very first aluminium metro train produced in Poland with local content requirement. It led to the installation of Western companies in Poland with technical transfer and knowhow. The project was completed successfully on time despite a very challenging schedule. Among other significant Alstom's successfully completed projects are: trams for Warsaw, trams for Istanbul, metro for Budapest or metro for Amsterdam.

Alstom Konstal has recently transformed from a sub-components supplier to Alstom's full leading unit. In 2016, Alstom Konstal achieved the status of leading unit for projects related to the new generation of Coradia regional trains and for aluminium metros. The first projects implemented by Alstom Konstal as leading unit are InterCity New Generation regional trains for the Netherlands and Riyadh Metro. Today, Alstom Konstal has the appropriate competencies and experience to comprehensively manage projects from the beginning to the end. It is the outcome of several years of an intensive development of the site.

Lesław Kuzaj, Country President Alstom Poland said: "Alstom Konstal has achieved this unique position of a global competence centre thanks to its employees who have shown high qualifications and care for quali-ty. The twentieth anniversary of Alstom in Poland is a celebration day for the people who demonstrated how through their work the world's top can be reached and how to become one of the major sites of the global Alstom organization." Radosław Banach, CEO Alstom Konstal, added: "We are very proud of our heritage here in our manufacturing site in Chorzów. We have a strong legacy of technical excellence and haven proven our ability to answer customers' needs. We are confident Alstom Konstal will have an even greater contribution to mobility in the future as well".

Alstom's ambition is to contribute to the development of Poland's railway system with its technology and expertise. Alstom has been pioneer in introducing high-speed trains in the country with its Pendolino flagship for PKP InterCity.

Over the years, Alstom Konstal has developed a strong relation with the local community and institutions. With over 1,200 employees, Alstom is a local employer continuously investing in technology and skills. The company sources over 40% of components from subcontractors in Poland not only for its Polish factory, but for Alstom sites worldwide as well. The site has established strong relationships with technical universities in Poland to contribute to the development of local engineering skills in the railway industry and support its recruitment activities, focusing on engineers with experience in the railway industry as well as on talented graduates. The co-operation with Silesian University of Technology in Gliwice is unique in Poland. It's specifically aimed at the growing railway transport market

Bombardier to Provide 33 Additional TWINDEXX Vario Double-Deck Coaches to Israel Railways

Fifth order will increase Israel Railways' fleet of Bombardier-built double-deck coaches to 462

Greater comfort, increased capacity and more frequent service for Israel's public rail transport

Bombardier Transportation has announced that it has signed a contract to provide 33 additional BOMBARDIER TWINDEXX Vario double-deck coaches to Israel Railways (ISR). This call-off is part of a framework agreement signed in October 2010 and is valued at approximately 56 million euro ($61 million US). Delivery of the new coaches is scheduled to be completed by February 2019.

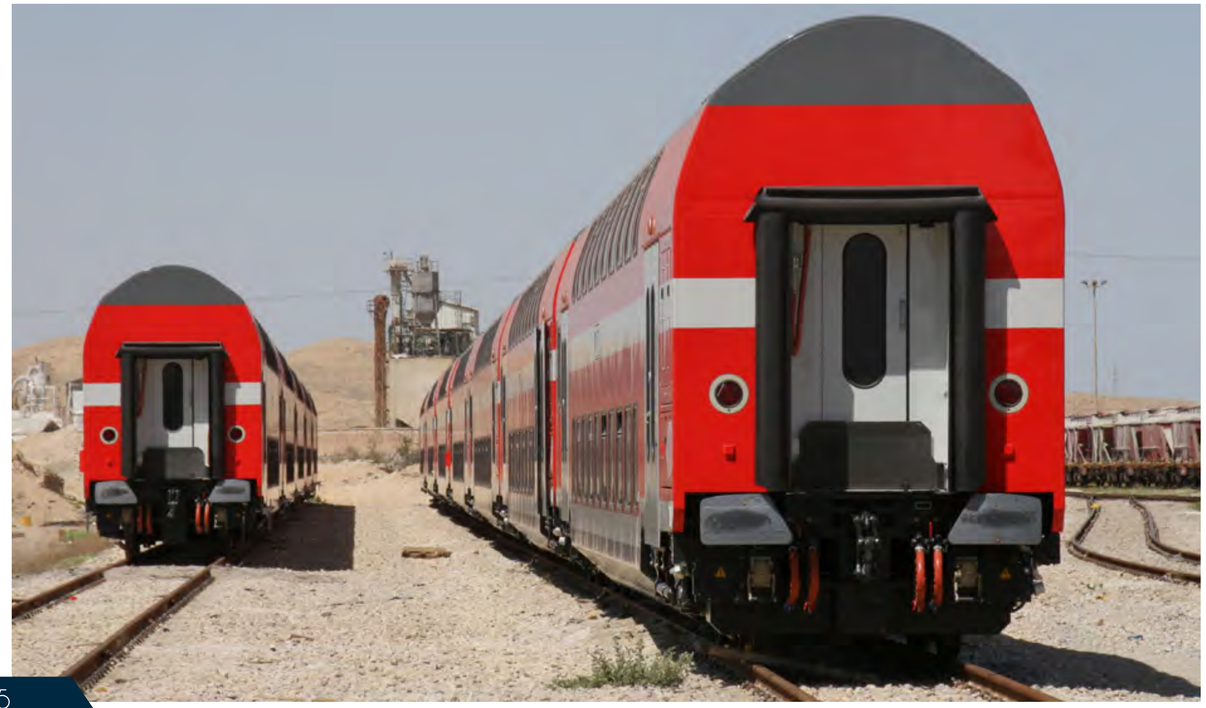
Dr. Amir Itskovich, Head of Project Portfolio & Deputy RoS Engineering and Development, Israel Railways, said, "Israel Railways is coping with a sustainable increase in ridership and capacity demand. We are pleased to have the opportunity to receive additional proven and reliable rolling stock from Bombardier in order to further increase the capacity offering to our passengers. We are looking forward to benefitting from Bombardier's tradition of on-time and on-quality delivery."

Yossi Daskal, Chief Country Representative Israel, Bombardier Transportation, said, "We are delighted to have received yet another strong vote of confidence from our partners at ISR and are proud to be playing such a major role in the ongoing modernization and electrification of Israel's rail network. Together with ISR we are driven by an equally powerful vision of transforming this ecosystem's surroundings and meeting the needs of its continuously growing public transport market."

The new coaches are an improved version of those currently in operation with ISR and will provide an enhanced travel experience. They will be equipped with carpeting on both levels, a state-of-the-art passenger information system, powerful air-conditioning, bogies with secondary air-suspension, and a safety system that allows departure only after passenger doors have fully closed. Hauled by the new BOMBARDIER TRAXX AC electric locomotives ordered in 2015, each eight-car train features seating capacity for 1,000 passengers.

The popular trainsets, based on a proven platform concept, are in operation across Europe and are compliant with all current safety, comfort and efficiency standards. They will represent great strides in helping alleviate congestion in Israel.

As a full solution provider, Bombardier Transportation operates a service depot in Haifa where existing 293 double-deck coaches are being upgraded for a speed of 160 km/h and for electric traction. This month, a Bombardier team began qualifying local staff to carry out the final assembly of the eight, recently-delivered coaches at an ISR shop floor in Be'er Sheva, part of a call-off from March 2016.



30 additional vehicles for Seattle Area

Sound Transit is exercising an option of a contract signed in 2016

In total, 152 LRVs from Siemens for Seattle and Central Puget Sound area

Delivery starts early 2019

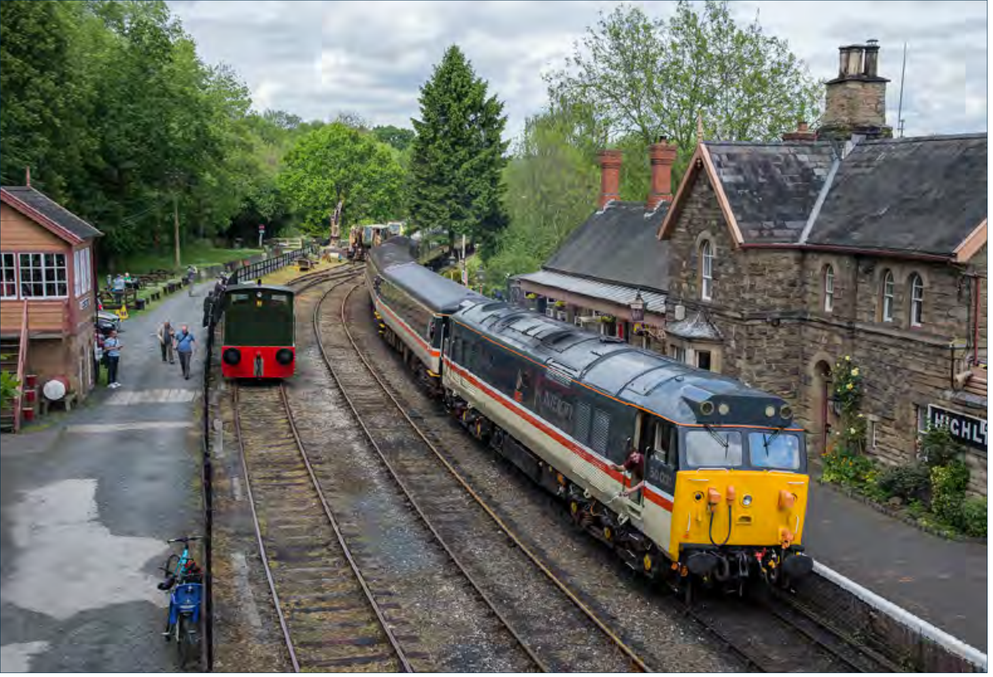
Sound Transit, the regional transit system serving the Seattle and Central Puget Sound area in the US state of Washington, has placed an order with Siemens for 30 additional S70 type light rail vehicles (LRVs). The trains will be operated on the regional transit system serving Seattle and the central Puget Sound area. With this order, Sound Transit is exercising an option of a contract that was signed in 2016. The original contract was for a total of 122 LRVs. This new order will bring the total number of Siemens light rail vehicles for the region to 152. The trains will be built at the Siemens plant in Sacramento, California, where the first batch is now in production. The first LRV is expected to arrive in early 2019.

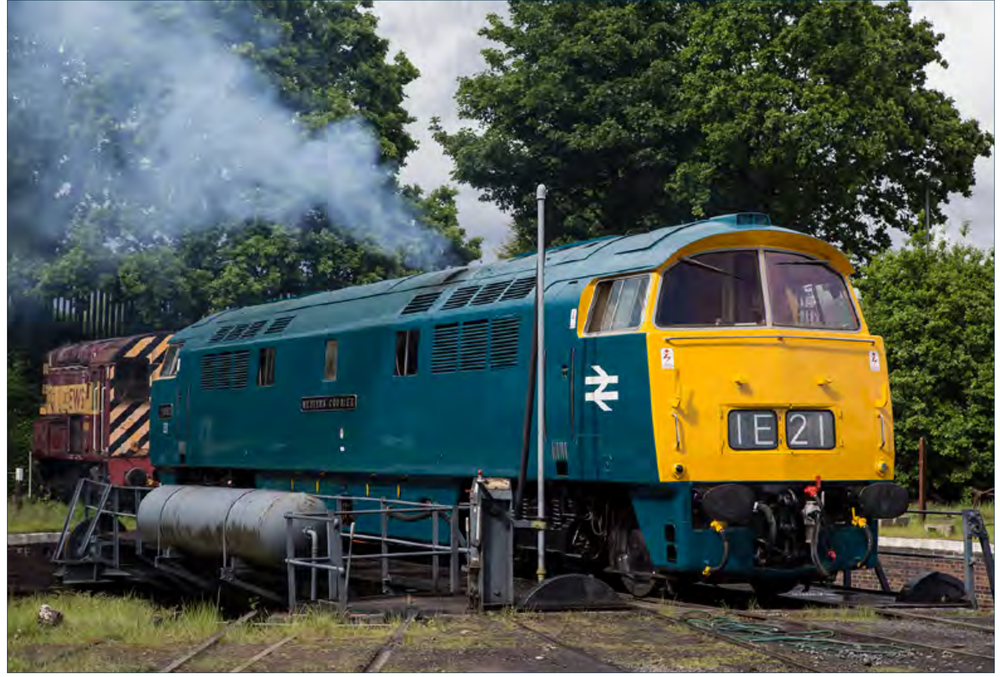
"Ordering more Link cars earlier than planned is just one example of how we're moving forward aggressively to build a light rail network that will serve up to 188 million riders a year by 2040," said Sound Transit CEO Peter Rogoff. "These additional vehicles will ensure that we will be ready in 2024 to launch service on the first two light rail extensions just adopted by Puget Sound voters in November."

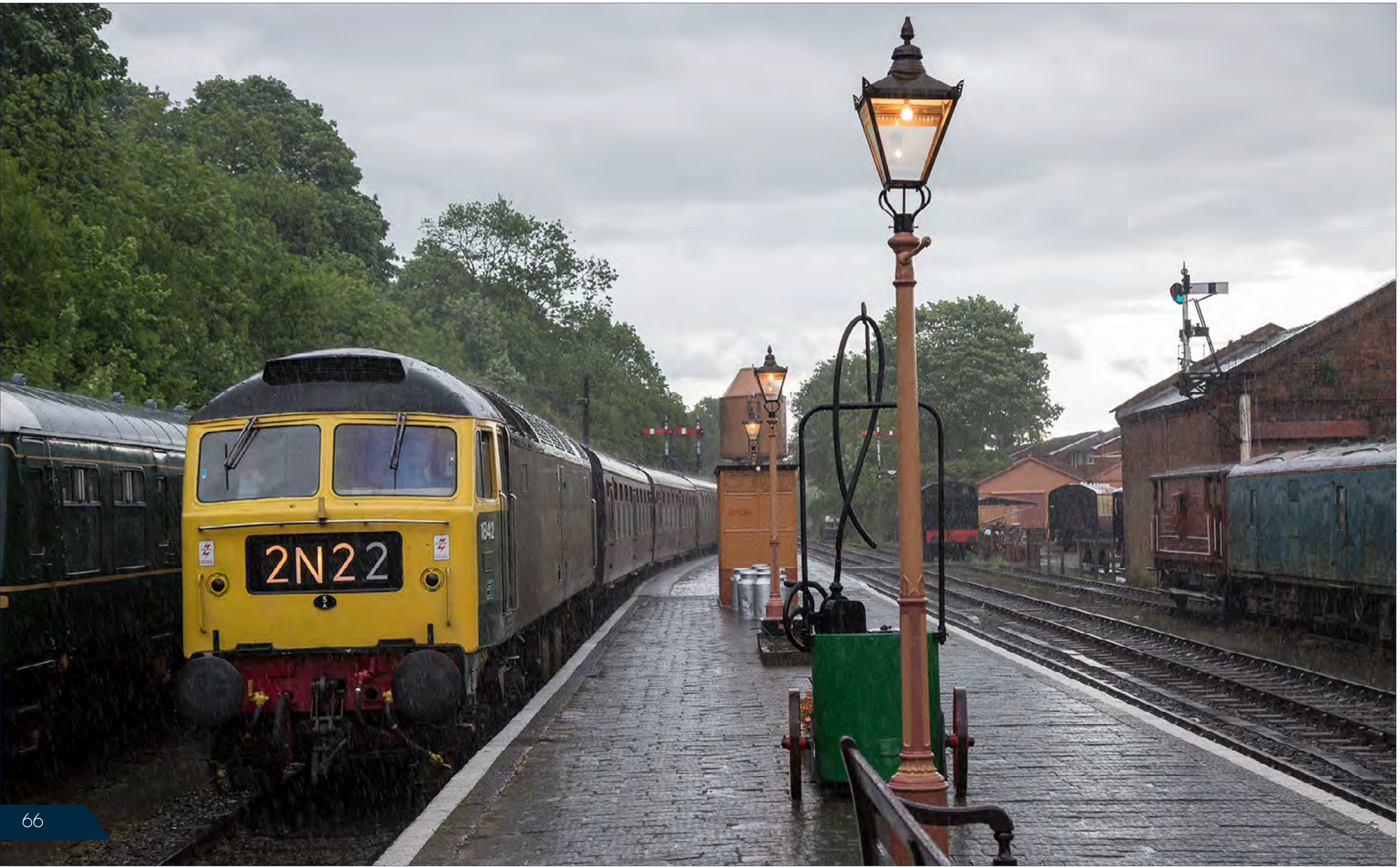
"Light rail systems play an essential role in helping cities to reduce congestion, spur economic development and manage population growth. We provide tailor-made transportation solutions for cities around the world which meet their needs," said Sandra Gott-Karlbauer, CEO of the Siemens Business Unit Urban Transport. With these new trains Sound Transit is to continue to expand their fleet, accommodate its growing ridership and specifically serve the extension projects to Federal Way and downtown Redmond.

The new vehicles will feature a sleek appearance with a more spacious interior with additional room for passengers and will further enhance the rider's experience through advance passenger information systems. Additionally, the vehicles will include extra space for luggage, hooks to store up to four bicycles per vehicle, and an energy efficient LED lighting system.

Siemens has an extensive transportation portfolio footprint in Seattle and the Washington State region including the light rail vehicles for Sound Transit, new California-built clean diesel-electric Charger locomotives that will soon be running on the Amtrak Cascades service, and traffic management software that intelligently syncs and manages Seattle's traffic systems to reduce congestion.







From the UK

Severn Valley Railway

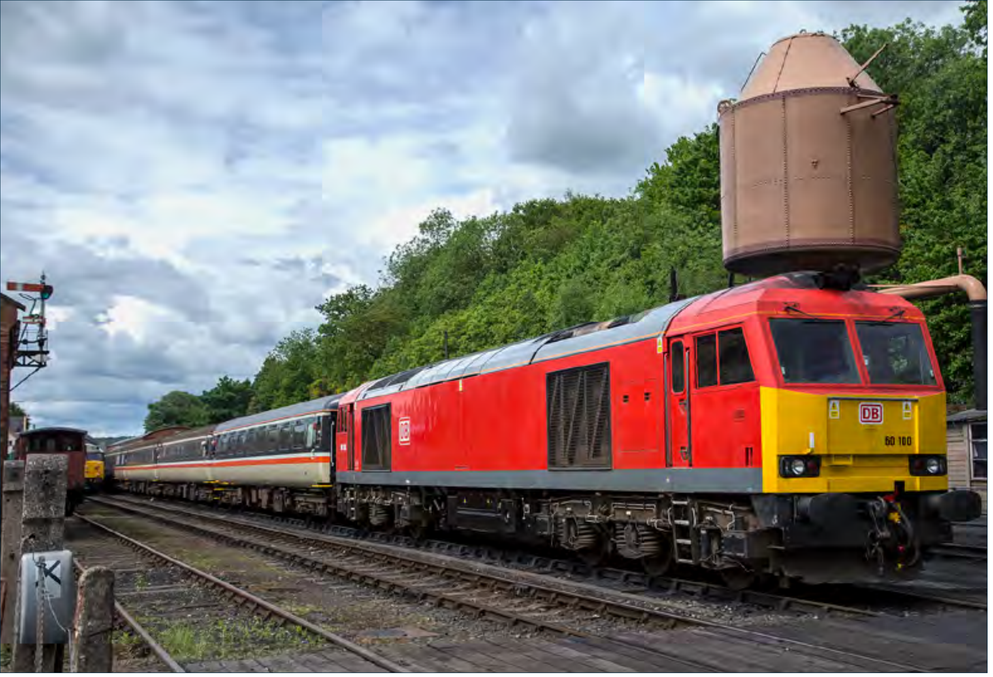
The Severn Valley Railway's Diesel Gala treated rail fans to three days of modern locomotive action. The event and theme marked the 30th anniversary of the first Severn Valley Railway Diesel Gala in May 1987. Since then the line has staged many events attracting a number of visiting locomotives, but was 2017 the biggest and best?.

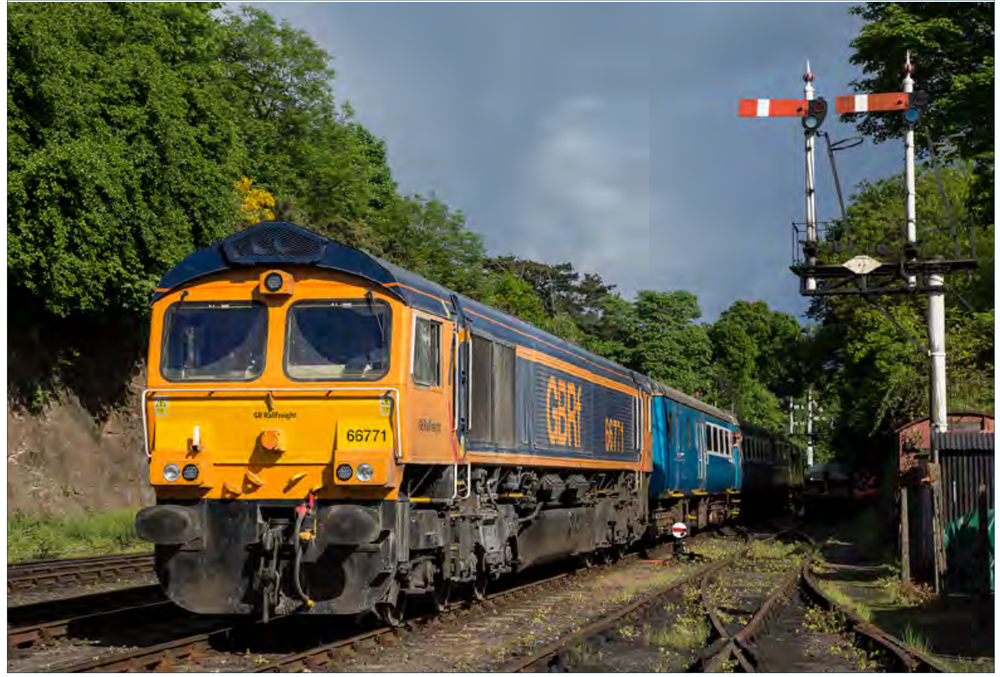
One of several Class 50s based at the line, Class 50 031 arrives into Highley on May 21st heading towards Kidderminster. *Richard Hargreaves*

On May 20th, Class 52 No. D1062 'Western Courier' stands on the turntable at Kidderminster. *Richard Hargreaves*

On May 19th, Class 47 No. 1842, visiting the line, arrives into a very soggy Bewdley with a service from Kidderminster. *Richard Hargreaves*

From the UK





Visiting from DB, Class 60 100 hauls a service out of Bewdley on May 19th. *Richard Hargreaves*

GBRf sent Class 66 771 and a couple of Class 73s to the event. Here the Class 66 enjoys a brief moment in the sunshine as it arrives into Bewdley on May 19th. *Richard Hargreaves*

Another loco visiting for the gala was Class 47 828, seen here resplendent in recently applied 'Intercity' livery, hauling a matching rake of Mk2 air-con coaches that had been hired in for the event. *Richard Hargreaves*

From the UK

On May 19th, ‘Peak’ Class 45 060 ‘Sherwood Forester’ arrives into Bewdley with a Kidderminster to Bridgnorth service.
Richard Hargreaves

CP Alco diesel No. 1502 is seen approaching Faro on a train from Villa Real de Santo Antonio, August 10th 1974. *John Sloane*

On August 12th 1968, RENFE No. 8608 stands at Cordoba Cercadillia
John Sloane