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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.

Front Cover

OBB Class 4024.016 working train No. R3603 from Linz Hbf to Weißenbach St. Gallen passes the 'Reichraminggraben-Brücke'. Just a few hundred meters ahead, the train will call at Reichraming. **Thomas Niederl**

This Page

In India, WDM3A No. 16046 hauls a train past the women of Sujapur doing their morning laundry.... Mark Enderby

LTE's Class 186 298 approaches Bratislava whilst hauling a freight train from Sturovo to Kuty. Laurence Sly

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Welcome

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

Well as most of Europe changes to summer timetables we have seen an increase in the amount of trains running on many networks. Together with that of course is the fact that many more passengers travel in the summer months and some trains are getting full to bursting. Of note from my own experiences are those from Bratislava to Kosice and several DB ICE services. Here in the UK, we address the situation by taking older longer trains out of service and replace them with more modern shorter trains. Yes bizarre as it seems, there are many cases where services that were once loco hauled with 6 coaches are now a four coach unit. I'm not saying that this is unique to the UK, but why when roads are already full to bursting, do encourage train use by saying 'hey, leave the car at home and come and stand on an overcrowded train with no chance of a seat and pay way over the odds for a ticket'.

Anyway, on with the latest happenings and we start with the news that could First Group be looking at not bidding for any more rail franchises. 'We have concerns with the current balance of risk and reward being offered' by UK passenger rail franchises, warned FirstGroup Chief Executive Matthew Gregory when presenting the train and bus operator's annual results on May 30. Gregory said FirstGroup

Railtalk Magazine



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Jith 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.

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would await the government's Williams review of the structure of the rail market, but 'any future commitments to UK rail will need to have an appropriate balance of potential risks and rewards for our shareholders'.

Also this month we have seen further resurgence in the move away from traditional diesel or electric trains with the news that in Germany, following a European tender, the Fahma rolling stock subsidiary of Rhein-Main transport authority RMV has awarded Alstom a contract to supply and support a fleet of 27 fuel cell multiple-units. 'RMV will have the world's largest fleet of fuel cell trains in passenger service', said RMV Managing Director Prof Knut Ringat when the order was announced on May 21, adding that it was the largest order that Fahma had placed. 'After electrically powered trains, electric buses and hydrogen buses, we are now offering our passengers a further opportunity to travel without emissions. This milestone makes me proud and is a giant step towards mobility without pollutants.'

Whilst in the UK, An Alstom Class 180 Adelante diesel-hydraulic multiple-unit is to be converted to run on a combination of diesel and liquefied natural gas in a dual-fuel technology demonstration project.

As always a massive 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**

Private operator Cargoserv's No. ES 64 U2.082 passes Lahrndorf with empty ore train No. 61005 to Eisenerz. *Thomas Niederl*

Cargoserv's Vectron Class 193.267 leads empty ore train No. 61007 heading to Eisenerz, seen here between Lahrndorf and Dürnbach. Thomas Niederl

OBB Class 4024.053 follows the River Enns on its way to Weißenbach-St. Gallen as regional express train No. Rex3625, passing here near to Lahrndorf. *Thomas Niederl*

Hungarian H-Start Class 470.001 arrives at Wien Hbf on May 5th with a service from Zahony. *Class47*

Achensee Bahn unit No. 15 is seen at the Jenbach terminus on a chilly May 5th. Class47

Zillertalbahn's Orenstein & Koppel 0-4-0 shunter No. D12 is seen outside the works at Jenbach on May 5th. *Class47*

TRAXX loco on test runs in Austria

CD Cargo has had on test TRAXX loco No. 188.006 operating ČD Cargo services between Niederlassung and Wien in Austria. The locomotive was borrowed from Bombardier, the manufacturer, for test runs before heading onwards to Switzerland.

The TRAXX locomotive has also been tested in a pair with CD Cargo Vectron No.383.009.

Photo: ©CD Cargo/Lukas Kriwetz

Plenty of snow about at Brenner on May 5th as OBB Class 1116.199 and 1116.009 await their next working south. *Class47*

Austria

'Cyklohracek' out of Praha hl.n. on May 4th. Class47

AZD operated Class 810.141 stands at Lovosice on May 4th working a service to Most. *Class47*

Heritage unit No. M262.1168 stands at Praha hl.n. working a service to Praha-Zlicin. *Class47*

Czechia

Class 714.011 hauls the weekends only

Modernization of ČD Cargo locomotives continues

CD Cargo continues its extensive modernization of its locomotive fleet. "The fleet of electric Vectrons is already complete and we are now focusing on diesel locomotives," says Ivan Bednárik, Chairman of the Board of Directors of ČD Cargo. "The production of the first 744 series from the total of five ordered machines is finished in CZ Loko. A series of approval tests will follow the completion of the locomotive, and we will have all locomotive available 📂 at the turn of 2019/2020. "

Working on the first 742 class locomotives is continuing in Loko CZ. Class 742.711 will be presented at the Ostrava Raildays Fair in Ostrava, but will not be put into trial until the end of July. For now it is not fitted with the ETCS system.

On 26 March, the contract was concluded with ŽOS Zvolen for the periodic repairs of Class 750 locomotives. Currently, the first two locomotives were delivered to Zvolen. These repairs represent one of the ways of solving the substitution and sustainability of the 750 series locomotives and are the largest joint project of ČD Cargo and ŽOS Zvolen. "As traditional contractors do not show such intense interest in the periodic repairs of the 750 series locomotives (mainly due to missing spare parts for these locomotives), the conclusion of the contract is a success. We believe that the first repairs will be carried out in Zvolen

in the highest possible quality, that we can continue to cooperate and order another currently non-guaranteed performance, " says Ivan Bednárik.

ČD Cargo is also currently negotiating with a potential supplier on the possibility of upgrading the existing 750 series locomotives and is planning to check the Photo: ©CD Cargo

availability of new locomotives for medium-heavy track service on a regular basis.

2-10-0 Parní lokomotiva 'Štokr' 1956 built No. 556.0506 arrives at Praha hl.n. with a special working to Brandýs nad Labem. *Class47*

Czechia

Class 750.719 departs Luhacovice whilst working train No. R886 12:31 to Praha Smichov. *Laurence Sly*

Cz

Class 754.062 passes Hradcovice whilst working train No. R884 14:31 Luhacovice - Praha hl.n. *Laurence Sly*

Class 750.719 passes Hradcovice whilst working the 05:45 Hradec Kralove - Luhacovice. *Laurence Sly*

Class754.062passesHavricewhilstworkingtrain No. R883 05:45 Hradec Kralove - Luhacovice. *Laurence Sly*

Czechia

On May 4th, Class 749.121 runs round its ECS at Praha Liben. *Class47*

Class 742.030 passes Hradcovice whilst working a local freight on April 1st. *Laurence Sly*

Alstom delivers the first next-generation train for line B of the Lyon metro

Alstom has delivered the first next-generation train destined for automatic circulation on line B of the Lyon metro network. It arrived at the La Poudrette depot on 25 April, 30 months after the project was launched, as planned. Having undergone more than five months of tests at Valenciennes where it covered 5,000 km, this first train will start dynamic night-time tests on the Lyon network at the end of May.

In total, Alstom will supply 30 trains and the system of automatic train operation, designed to increase the transport capacity of line B of the Lyon metro.

"Alstom is proud to present this first next-generation metro train, which addresses the pressing mobility issues faced by SYTRAL, our customer and long-standing partner. This project will be a showcase for French railway industry expertise," said Jean-Baptiste Eyméoud, President of Alstom France.

Each train is 36 metres long and can carry more than 300 passengers, offering a renewed travelling experience: large bay windows, LED lighting, comfortable velvet seats, passenger information screens, air conditioning. The accessibility and fluidity of the trains have been reinforced: wide aisles and doors, a fully low floor, and open interior circulation allowing passengers to pass from one carriage to another during the journey.

Based on Alstom's rubber-tyred metro solutions and constantly improved by feedback from its customers, the new trains benefit from the latest technological advances to increase availability, operational flexibility and ease of maintenance. They are equipped with Alstom's Urbalis 400 solution, already deployed on more than 1,000 kilometres of metro lines worldwide to enable automatic operation, without drivers.

Respectful of the environment, the new trains of the Lyon metro are eco-designed and 96% recyclable. They are equipped with a fully electric braking system, LED lighting and other innovations to reduce energy consumption by 25% compared to the trains currently in service. implementation of the Avenir Métro (Future Metro) programme: Valenciennes for the design, interior layout, assembly, testing and certification of the trains, Ornans for the motors, Le Creusot for the bogies, Tarbes for the traction chain, Villeurbanne for the on-board electronics, passenger information systems, signalling equipment and operational maintenance of the automation equipment, as well as Saint-Ouen, the largest engineering centre in Europe, for the coordination of the design and development of the Urbalis signalling system. With more than 1,600 experts, Alstom is the largest employer in France for signalling.

Six of Alstom's 13 sites in France are involved in the development and

SNCF GrandEst BB No. 26148 stands at Basel working a service to Strasbourg. Class47

Alstom to supply 5 additional Coradia Polyvalent to Région Sud in France

Alstom will supply five additional Coradia Polyvalent regional trains to Région Sud in France for approximately 32 million euros. Deliveries will take place in stages between the end of 2020 and early 2021. The region had already ordered ten Coradia Polyvalent for Régiolis, which entered service in 2015.

as well as to different types of use: suburban, regional and intercity. It comes in three lengths (56, 72 or 110 metres) and offers optimum comfort for passengers, whatever the length of the journey. The train is both economical and environmentally friendly thanks to its low energy

Région Sud and SNCF Mobilités are thus renewing their confidence in Alstom by ordering five dual-mode (electric and thermal) Coradia Polyvalent trains in their regional version, reinforcing the fleet of regional trains. Consisting of four cars each, the trains have a total capacity of 214 seats, with unprecedented levels of comfort for a regional line: seats equipped with individual reading lights and electrical sockets, spaces for bicycles and luggage, large bay windows, and reduced noise and vibration levels.

"This additional order highlights the renewal of Région Sud's confidence in Alstom and its solutions. Coradia Polyvalent for Régiolis has been a great success with passengers since it began commercial service in France. With more than 50 million kilometres covered by the 250 trains in circulation since 2014, we offer a reliable, tried-and-tested solution," said Jean-Baptiste Eymeoud, President of Alstom France.

Renaud Muselier, President of the Provence-Alpes-Côte d'Azur region, declared: "Alstom is a real example of know-how in matters of innovation and it is without hesitation that we renew our confidence in them. We have always been committed to improving the transport conditions of our passengers. The acquisition of this new material will enable us to offer modernity and more comfortable regional trips to the thousands of users in Région Sud who, every day, take the train to work."

(Senegal). The development and manufacture of Coradia Polyvalent mobilises more than 4,000 jobs in France with Alstom and its suppliers. Six of Alstom's 12 sites in France are involved in the project: Reichshoffen for the design and assembly, Ornans for the motors, Le Creusot for the bogies, Tarbes for the traction, Villeurbanne for the on-board electronics and Saint-Ouen for the design.

Coradia Polyvalent belongs to Alstom's Coradia range of trains. Thanks to its modular design, it can be adapted to the requirements of each transport authority

consumption, its compliance with the latest emissions standards in thermal mode and its reduced maintenance costs. Pre-equipped to receive ERTMS[1] technology, Régiolis is the first French regional train to comply with all European standards, in particular in terms of access for passengers with reduced mobility.

To date, 333 Coradia trains have been ordered as part of the contract awarded to Alstom by SNCF Mobilités in October 2009, including 272 Coradia Polyvalent and 61 Coradia Liner trains. This train also meets the needs of the export market: 17 were ordered by SNTF (Algeria) and 15 by APIX

Class47

On May 7th, a trio of Akiem Sybic BB Nos. 36014, 36002 and 36008 are seen stored at Belfort Ville.

Alstom to supply 16 additional Coradia Polyvalent trains to the Bourgogne-Franche-Comté region

A contract worth approximately 170 million euros in France

Alstom will supply 16 additional Coradia Polyvalent trains to the Bourgogne-Franche-Comté region for a sum of approximately 170 million euros. The region has already ordered 24 trains. The Bourgogne-Franche-Comté region has ordered 16 six-car electric Coradia Polyvalent trains. It is the first order of this combination of the Coradia Polyvalent modular platform. These trains have a total capacity of 355 seats and offer passengers an "Intercité" style interior design with an excellent level of comfort thanks to large windows, indirect interior lighting, reclining seats with arm rests, an electric socket and a coat hook. The new Coradia Polyvalent trains for the Bourgogne-Franche-Comté region will also be the first to comply with the new 2014 PRM TSI[1] standard providing, for example, a more spacious toilet area with access for persons with reduced mobility.

These 16 trains can be added to the 24 four-car electric trains already ordered by the region, 18 of which have already been delivered.

"Alstom is proud to support the Bourgogne-Franche-Comté region which has been a key partner since the beginning of the Régiolis contract. This latest order expands our range of Coradia Polyvalent regional and Intercité trains. The new high-capacity trains provide excellent comfort, comply with the latest required standards and specifications for persons with reduced mobility, and will use all the latest information and connectivity technology. The new order will also boost activity at Alstom plants in Bourgogne-Franche-Comté," said Jean-Baptiste Eyméoud, President of Alstom in France.

Coradia Polyvalent belongs to Alstom's Coradia range of trains. With its modular architecture, it can be adapted to the requirements of each public transport authority as well as to different types of use: suburban, regional and intercity. It comes in three lengths (56, 72 or

110 metres) and offers optimal comfort for passengers, whatever the length of the journey. The train is both ecological and economical due to its low energy consumption, its compliance with the latest emissions standards in thermal mode and its low maintenance costs. Pre-equipped to receive ERTMS[2] technology, Coradia Polyvalent is the first French regional train to comply with all European standards.

To date, 328 Coradia Polyvalent trains have been ordered as part of the contract awarded to Alstom by SNCF in October 2009, including 267 Coradia Polyvalent for Régiolis by 9 French regions and 61 Coradia Liner by the French state, transport authority for the country's Intercité trains. Régiolis has already covered more than 50 million kilometres in commercial service. The Coradia Polyvalent train also meets the needs of the export market: 17 trains have been ordered by SNTF (Algeria) and 15 trains by APIX (Senegal).

The development and manufacture of Coradia Polyvalent trains secures more than 4,000 jobs in France for Alstom and its suppliers. Six out of the 12 Alstom plants in France are involved in the project: Reichshoffen for the design and assembly, Ornans for the motors, Le Creusot for the bogies, Tarbes for the traction chains, Villeurbanne for the onboard IT systems and Saint-Ouen for the design.

[1] Technical Specifications for Interoperability for Persons with Reduced Mobility [2] European rail interoperability standard

ALineasshunterisseenatworkattheStrasbourg Port-du-Rhine sidings seen from the bank of the Rhine in Kehl on April 13th. *Michael Lynam*

France

Tram No. 3016 departs Kehl railway station on route D. *Michael Lynam*

Tram No. 3002 approaches Kehl railway station on route D to Kehi-Rathaus. *Michael Lynam*

Germany

An SBB Vectron hauls an intermodal train northbound on the west bank of the Rhine near

Reliability and transparency with Xrail

DB Cargo now linked to Xrail. Step-by-step rollout of live system by the end of 2020

Seven European rail freight companies, including DB Cargo, have joined the Xrail alliance to set a European standard for competitive and sustainable single wagonload transport. At its core is a bid to integrate rail companies' capacity management systems. A central platform, XCB Broker, has been created, to which DB Cargo is now linked up.

Going forward, DB Cargo's customers will reap the following benefits:

- End-to-end international, capacity-checked transport schedules •
- More stability and punctuality through optimized production logic
- Transparency on current status through real-time transport information

Cargo volumes will be ramped up during the rollout phase. This year, DB Cargo is set to book approximately 200,000 wagons with the participating rail companies via Xrail.

partners.

The seven freight operating companies – Lineas, CFL Cargo, Fret SNCF, SBB Cargo, Rail Cargo Group, Green Cargo and DB Cargo – constitute roughly two-thirds of European single wagonload transport.

By the end of 2020, the system will be used for all single wagonload transport with the Xrail

HGK liveried Class 66 No. DE672 creeps through Koln Sud on May 2nd. Class47

Germany

RMV's subsidiary fahma orders the world's largest fleet of fuel cell trains from Alstom

RMV's subsidiary fahma issued a tender for 27 fuel cell trains throughout Europe. Now the winner has been determined: The French manufacturer Alstom will deliver the vehicles of type Coradia iLint by the timetable change in 2022. In addition to the trains, the order also includes the supply of hydrogen, maintenance and the provision of reserve capacities for the next 25 years. Alstom offers the supply of hydrogen in cooperation with Infraserv GmbH & Co. Höchst KG, with the filling station being located on the premises of the Höchst industrial park.

"The purchase of 27 vehicles is a lighthouse project for fuel cell mobility, about which I'm very pleased," says Enak Ferlemann, Parliamentary State Secretary of the German Ministry of Transport and Infrastructure. "The federal government supports this investment in climatefriendly mobility by assuming 40 percent of the additional vehicle costs incurred in comparisor to diesel vehicles, as well as by providing proportional support for the hydrogen filling station. The project can serve as a model for the German transport ministry. We hope that many other projects in Germany will follow this example."

World's largest fleet of fuel cell trains

"On Hesse's tracks you can still find many diesel vehicles today as overhead lines are missing. Fuel cell traction is therefore a quickly feasible alternative to expensive electrification," says Tarek Al-Wazir, Hesse's Minister of Transport. "In Hessen, transport is responsible for one third of greenhouse gas emissions. Steam instead of diesel soot is therefore an exciting approach. We will continue to actively support the project and make every effort to ensure that the necessary adaptations to the rail infrastructure around the hydrogen filling station in Höchst make rapid progress." "This award sets two records: With the commissioning of the new vehicles in 2022, RMV will have the world's largest fleet of fuel cell trains in passenger transport and it is the largest order in the history of our subsidiary fahma," says RMV Managing Director Prof. Knut Ringat. "After electrically powered trains, electric buses and hydrogen buses, we are now offering our passengers a further opportunity to travel without emissions. This milestone makes me proud and is a giant step towards a mobility without pollutants".

This order is also of great importance to Dr. Jörg Nikutta, Managing Director of Alstom in Germany and Austria: "We are very pleased that Alstom's zero-emission Coradia iLint regional trains will be operated in Hesse in the near future, allowing climate friendly transportation of passengers in the Taunus region. This new success, coupled with Coradia iLint's

previous success, demonstrates how trendsetting and sustainable transportation is already a reality."

The new fuel cell trains will replace the existing diesel-powered trains on the following lines: RB11 (Frankfurt-Höchst – Bad Soden), RB12 (Frankfurt – Königstein), RB15 (Frankfurt – Bad Homburg – Brandoberndorf) and RB16 (Friedrichsdorf – Friedberg). The total order value amounts to around 500 million euros.

Refueling in the Höchst industrial park

The new trains will be refuelled at Industriepark Höchst. Dr. Joachim Kreysing, Managing Director of Infraserv Höchst, the operator of Industriepark Höchst, is delighted that the site will play an important role in the further development of this forward-looking technology: "With its existing hydrogen infrastructure, Industriepark Höchst is an ideal filling station location for fuel-cell vehicles. The operation of the hydrogen filling station for trains as a supplement to the tanking facilities for buses and trucks fits in perfectly with our concept, with which we as an innovative company are further developing our energy supply concepts and are

developed for the use on non-electrified lines, the Coradia iLint allows clean, sustainable train operation while maintaining high performance and economic use for its customers.

160 seats per vehicle

The world's first two hydrogen trains have already been in regular passenger service in the Elbe-Weser network in Lower Saxony since September 2018. The Local Transport Authority of Lower Saxony (Landesnahverkehrsgesellschaft Niedersachsen, LNVG) will operate 14 Coradia iLint trains on that line from 2021. RMV is therefore the second operator to embrace environmentally-friendly hydrogen technology without exhaust gases, using the vehicles provided by fahma. All 27 new fuel cell trains will be equipped with comprehensive passenger information systems, such as monitors with real-time information. Moreover, they will be provided with space for bicycles, wheelchairs and prams and will offer complimentary WiFi access to passengers during their journey. The new trains will provide 160 seats so that the capacity of the lines in the Taunus subnetwork will be increased by up to 40 percent, especially for commuter trains in rush-hour traffic.

relying on environmentally friendly energy carriers"

For Hochtaunuskreis District Administrator Ulrich Krebs, the fuel cell trains in the Taunus network are a reasonable alternative. "In addition to electrifying the S5 to Usingen, the fuel cell trains offer various advantages for routes that have not yet been electrified," says Krebs, who is also deputy chairman of the RMV supervisory board. "Commuters benefit from more space in the trains and a significantly quieter journey because the engine noise of the vehicles is quieter due to the electric drive. This is also an advantage for the people living near the lines." World's first passenger train powered by hydrogen

Coradia iLint is the world's first passenger train powered by a hydrogen fuel cell, which produces electrical power for traction. The trains are as silent as a suburban train and are locally emission-free as they only emit steam and liquid water into the environment.

In addition, this type of vehicle is characterized by several innovations: clean energy conversion, flexible energy storage in batteries as well as intelligent management of traction power and available energy, combined with appropriate driver assistance systems. Specially

Germany

50 years of ocean freight for landlubbers

TFG Transfracht has been delivering containers from German seaports to the hinterland and vice versa since 1969. The company is seizing the 50th anniversary as an opportunity to showcase the innovation and top performance customers have come to expect. The history of TFG Transfracht began with the introduction of combined transport at the Port of Hamburg in 1969. Since then, this wholly owned subsidiary of DB Cargo has been a reliable partner and specialist in container transport and aims to surpass the one million TEU mark (twenty-foot equivalent units) in 2019. In its most recent year, the market leader in containerized seaport hinterland services for German seaports transported roughly 950,000 TEUs. This compared to just 6,000 TEUs in 1970, its first full

Dr Bernd Pahnke, spokesman of TFG Transfracht's Board of Managing Directors, said: "Very special thanks for our 50 years of history go to our loyal customers, partners and, not least, all our employees for the daily work they put in and their commitment to the company."

TFG owes its 50 years of success to its ability to constantly adapt. For

platform to order transport volumes starting from a single container. Full cost transparency and other key information on the capacity of the whole transport chain is available. With its extensive AlbatrosExpress Network, TFG Transfracht offers daily services connecting the seaports of Hamburg, Bremerhaven, Wilhelmshaven and Koper (Slovenia) to over 15,000 locations in Germany, Austria, Switzerland and the Czech Republic. At 55%, rail takes a strong share of German seaports' modal split in container transport (compared to 42.8% for trucks). This helps to thin road traffic and reduce CO2 emissions.

instance, TFG was a trailblazer of e-commerce. Today, with just a few clicks, customers can use the digital Box2Rail booking

year in business.

A pair of DB Class 429 EMUs head along the side of the river Rhine with a service to Koblenz on May 3rd. *Class47*

Germany

A pair of DB Class 429 EMUs head along the side

Going with the grain

Wood is one of the most sustainable raw materials available, so it makes sense to use the most environmentally friendly form of transport to move it. The timber ports created by DB Cargo Logistics are just one of the ways the company makes this possible. The latest such facility recently entered service.

At the river port of Trier-Ehrang on the Moselle, tree trunks can now be stored and loaded onto freight wagons for delivery to wood processing companies. The objective is to keep road-based first-mile transport activities to an absolute minimum. The large port facilities allow the wood to be separated by category and customer, and then dispatched when orders come in. By keeping stocks separate like this, the timber port "disentangles" logistics processes for the first-mile transport by lorry and the rail-based main leg. Trucks can bring deliveries at any time and then head back to the forests for a new load after just a short stopover – this contrasts with transshipment at a conventional lumber loading yard, where vehicle-to-vehicle loading can add to waiting times. The system used at Trier enhances flexibility and increases the size of the suppliers' catchment area. 25

pulp. The timber is also used to produce other important items such as ice-cream sticks and chip forks, reducing the level of waste from single-use plastics.

An average of 270 tonnes is handled every week, but this figure is set to rise in the near future. "We will soon be welcoming two new customers to Trier-Ehrang, thereby expanding our timber port activities still further," says Martin Fiebig, key account manager at DB Cargo Logistics and the person responsible for the river port at Ehrang.

At present, four timber ports offer their services to customers in Germany: Trier-Ehrang in Rhineland-Palatinate, and three locations in Bavaria: Parkstein-Hütten in the northeast, Eichstätt in the centre of the state, and Aschaffenburg in the northwest. Plans are already in motion for a fifth timber port in Lower Saxony. "In the next stage, we want to route other wood products – such as square-sawn timber and building components – via the timber port so that these items can also be moved onto the railways," Fiebig says.

DB Cargo Logistics' partner for storage and loading is logistics company Am Zehnhoff-Söns (AZS), a multimodal specialist with over 100 years of experience. "We make sure that the cargo is loaded and secured correctly and that nothing overhangs the vehicles. Where necessary, we saw off awkward branches if they jut into the clearance profile," says Alexander Am Zehnhoff-Söns, who is general manager of the Trier terminal and also in charge of documentation and delivery processing.

Beech and pine account for the bulk of the logs. Once loaded onto trains, they set off on their environmentally friendly journeys to major customers in several countries – Germany, Italy, the Czech Republic, Switzerland, etc. – where the wood is used to produce high-quality furniture, flooring, paper and light engine through Coswig on May 3rd. Class47

Germany

HectorRail MaK Class 861.003 'Popeye' runs

"Innovative freight wagons" go into production

Originally a research project, innovative freight wagons are set to enter scheduled operations. DB Cargo has already ordered 300 of them. Two results of the successful research project will be displayed on outdoor exhibition space at the transport logistic trade fair in Munich in early June: the automobile transport wagon Laaeffrs 561 and the BraCoil transporter for steel traffic. "We are continuing to invest in our fleet and are leaning on freight wagons that can be used in a flexible manner," says DB Cargo's CEO, Dr Roland Bosch.

DB Cargo began researching possible improvements to freight wagons in autumn 2016 together with logistics provider and wagon leasing company VTG. Since then, test runs have covered 150,000 kilometres. The Federal Ministry of Transport and Digital Infrastructure provided around EUR 18 million of financing for the project. However, the company is covering all procurement costs itself. VTG is also integrating these newly developed wagon types into its regular leasing portfolio, says VTG's CEO Dr Heiko Fischer. At the conclusion of the research phase in spring 2019, the working group comprised of staff from both companies was honoured by Privatbahn magazine with the special innovation prize for outstanding achievement in the rail industry.

transported show that these innovative freight wagons have increased energy efficiency by roughly 3%. In addition, the wagons are up to 7 dBA below the applicable noise thresholds and improve cost-effectiveness: handling and operation are optimized thanks to customer-focused adjustments and new digital modules.

The new BraCoil wagons are particularly flexible as they can transport both steel slabs (blocks) and coils (rolls) as well as containers without being specially converted. The innovative Laaeffrs 561 car carrier wagon is highly efficient to load and specially designed for larger vehicles up to 1.99 m in height, such as minibuses, SUVs or pickups.

Ost on May 3rd. Class47

Germany

Dampflok No. 99.1761 arrives into Radebeul

Germany

BLC operated Class 1221.235 is seen stabled at Riesa on May 2nd. *Class47*

DB Regio Class 146.066 runs light engine into Aachen Hbf. *Class47*

DB Class 146.005 stands at Duren on May 2nd working a RE9 service to Aachen Hbf. *Class47*

Ge

DB Class 294.663-6 heads southbound on the west bank of the Rhine with a short engineers train near Boppard. *Michael Lynam*

DB Class 151-149-2 and 185-172-4 are both stabled at Kehl station on April 13th. *Michael Lynam*

SWEG DMUs Nos. 513 and 511 are seen arriving at Kehl with a Strasbourg - Offenbourg service. *Michael Lynam*

Germany

heads southbound on the

the comments

ANAL TANK I MAL

A pair of southbound EMUs on the east bank of the river Rhine are seen arriving at Koblenz - Ehren Breltstein, seen from the cable car travelling up to the Roman Fort. *Michael Lynam*

DB Regio Class 425.049 is seen stabled at Mainz. Michael Lynam

A pair of locos, Nos. 212.052 and 212.047 head southbound on the west bank of the Rhine near Maus Castle. *Michael Lynam*

Germany

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Germany

HLBahn Alstom units Nos. ET349 and ET162 arrive at Mainz with a service to Frankfurt. Michael Lynam

A Transregio operated Siemens Desiro Class 460.507 is seen between duties at Mainz. Michael Lynam

HGB Vossloh G1206 in Frakenbach livery, No. V150.02 stands between duties at Mainz. Michael Lynam

H-Start Class 630-156 hauls a rake of wagons through Gyor heading to Komárom. *Class47*

WDM3D No. 11204 arrives into Khalagaon with the Jaynagar to Howrah 'local' train - a journey of just 720km that takes a mere 27.5 hours! Mark Torkington






 An unidentified WDM3A blasts through Muzzampur Narain station with an express passengertrainjustaftersunset. *MarkTorkington*

One of India's new GE built WDG4G freight locos passes through Gajrula Jct. *Mark Torkington*

Early morning at the busy Kanpur Central sees WAP7 No. 30224 lined up with an unidentified WAP4. *Mark Torkington*







WDM3A No. 14011 waits time at Barhawa Jct. on the evening of March 18th. *Mark Torkington*







Trenitalia Class E402.028 and another classmate are seen in blizzard conditions just outside Brennero on May 5th. Class47







Trenitalia Class E652.055 speeds through Rovato on May 6th with a rake of tanks. *Class47*







An immaculate E632.030, in a heritage livery, is seen at Milano Centrale on May 6th. Class47





Italy

Trenord EB711.087 EMU is seen departing Varese on May 6th. *Class47*

A Frecciabianca ETR470 is seen passing through Santa Margherita with a service to Rome. *John Sloane*

Trenitalia's Class E402.135 passes Camogli with an IC service from Milan. *John Sloane*







Trenord EMU No. Le562.056 is seen arriving at Rovato on May 6th. *Class47*







GCF shunter No. 270.253 is seen with a rake of ballast wagons at Rovato on May 6th. Class47







RFI's Class 2145.216 is seen at a snow laiden Brennero on May 5th. *Class47*







Soviet built VL8-608 is seen at the immaculate and huge station on April 11th. The Nakhchivan Autonomous Republic is a landlocked exclave of the Republic of Azerbaijan. Rob Boyce



Nakhchivan Autonomous Republic





Ne

NS Class 17 No. 1741 is seen departing from Amserfoort with a service to Utrecht Centraal. *Steamsounds*

NS Class 17 No. 1756 is at the rear of a DD-AR set at Almelo ready to depart for Apeldoorn whilst a Sprinter waits to leave for Enschede. *Steamsounds*

Netherlands





On May 5th, motor post car No. mP 3031 from the Dutch Railway Museum makes a trip from Amersfoort to the museum in Utrecht. Erik de Zeeuw

DB No. 6440 'Jaap' takes the left track to enter the Waalhaven Yard with a rake of tank wagons on May 16th. Erik de Zeeuw

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Netherlands







On May 5th, Lineas Nos. 7775 and 7780 starts moving after a short break in Amersfoort with an empty 'Dolime Train' to Hermalle-sous-Huy, Belgium. Dolime is used for fabrication of Dead Burned Magnesium in the Nedmag factory in Veendam. Erik de Zeeuw

On May 16th, LTE Class 189.213 runs light engine on the Rotterdam port railway line heading to to Europoort.*Erik de Zeeuw*

the port of Rotterdam on May 16th. Erik De Zeeuw

Captrain V100 No. CT-102 has coupled a rake of tank wagons at the Waalhaven Yard for a trip to

Netherlands

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EMU No. 766 from 'Foundation Mat '54' departs Haarlem on May 11th making a special journey from Utrecht to Roosendaal where a book presentation (Amsterdam-Brussels) took place. Erik de Zeeuw





Ne

Captrain V100 No. CT-102 carries out shunt duties at the Waalhaven Yard in Rotterdam on May 16th. *Erik de Zeeuw*

RTB Cargo Class 186.423-3 is seen on the port railway line in Rotterdam with a container shuttle to Weil am Rhein (Germany) on May 16th. *Erik de Zeeuw*

DB Class 6400 No. 6416 has just taken over a train loaded with VW cars, heading to importer Pon in Amersfoort on May 5th. *Erik De Zeeuw*

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Netherlands







In The Hague, HTM tramline No.16 turns left from the Lange Vijverberg into the Buitenhof with a service from Statenkwartier to Wateringen on May 16th. Erik de Zeeuw







departure time at Amsterdam Centraal. Steamsounds

An NS ICM 'Koploper' unit arrivesat Utrecht Centraal. *Steamsounds*

NS Class 17 No. 1755 stands at Amsterdam Centraal having arrived with a peak hour train from Enkuizen. *Steamsounds*

Railtalk Magazine

Netherlands

Thalys No. 9328 working a service to Paris, waits









 On May 11th, NS VIRM EMU No. 8608 passes
Loenersloot with a service from Enkhuizen to Nijmegen. Erik de Zeeuw

StruktonNo.303.007"Demi'isseeninAmersfoort on May 5th with an inspection vehicle. Erik de Zeeuw

Class 17 No. 1760 stands at Alkmaar getting ready to return an ECS to Haarlem. *Steamsounds*

Netherlands







On May 18th, NS No. 1750 is seen approaching Amersfoort with train No. IC240 from Berlin to Amsterdam. *Erik de Zeeuw*







A Class 668 diesel railcar for Siracusa stands at Ragusa Ibla awaiting to cross with a westbound service on May 11th. The unit is so heavily graffitied that it was unidentifiable. *John Sloane*





Sicily - Al

Class 464.008 stands at the rear of a top and tailed train to Messina at Catania on May 13th. John Sloane

Rack fitted narrow gauge No. R370.012 has been plinthed on Catania station for over 25 years and is seen there on May 13th. John Sloane

Electric Minuetto unit No. ME006 arrives at Catania with a Siracusa to Palermo service on May 13th. John Sloane









Class 656.039 departs from Siracusa on May 6th with the 19:10 sleeper service to Rome via the train ferry to mainland Italy. John Sloane

On May 6th, Class 668.3029 has just arrived at Siracusa on a working from Rosolini. John Sloane

John Sloane

Class 656.052 arrives at Siracusa past the former depot with an IC train from Messina on May 6th.









Minuetto diesel unit No. MD009 stands at Modica on May 9th. John Sloane







A Minuetto three car DMU crosses the Torrente San Leonardo bridge on the steep and spectacular climb between Ragusa Ibla and Ragusa station with a train from Siracusa on May 11th. *John Sloane*







Vectron Class 193.272 hauls a rake of loaded coal wagons through Bratislava hl.st. *Class47*







CD Cargo Class 230.047 approaches Bratislava Lamec. *Laurence Sly*

CD Class 380 003 approaches Bratislava Lamec whilst working train No. EC276 11:40 Budapest Nyugati - Praha hl.n. Laurence Sly

ZSSK Class 362.006 approaches Bratislava whilst working train No. R812 from Banska Bystrica. *Michael Lynam*

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Cesky Drahy Class 380.012 approaches Bratislava whilst working Eurocity train No. EC274 13:40 Budapest Nuyugati - Praha hl.n. Laurence Sly







ZSSK Class 361.120 passes Krpelany whilst working train No. 442 09:36 Kralovany - Zilina on April 3rd. *Laurence Sly*

A Regiojet train passes Krpelany hauled by Class 162.113 on April 3rd. *Laurence Sly*

ZSSK Class 754.005 passes Turcaianski Teplice whilst hauling train No. 7521 14:19 Vrutky -Horna Stubna on April 5th. *Laurence Sly*

Slovakia





Slovakia Ħ

ZSSK Class 751.192, 751.118 and 751.046 pass Skelene whilst hauling a freight train to Prievidza on April 4th. Laurence Sly

On April 2nd, Class 757.019 passes Risnovce whilst working train No. 1723 10:36 Bratislava hl.st. - Prievdza. *Laurence Sly*

CD Cargo Class 363.011 passes Strelenka whilst hauling a Czech Republic bound steel train on April 1st. *Laurence Sly*







ZSSK Cargo Class 131.003 and 131.004 pass Krpelany whilst hauling a westbound freight train on April 3rd. *Laurence Sly*

Class 361.127 approaches Lusa pod Makytou whilst working train No. WXP123 07:24 Praha Hln - Zilina. *Laurence Sly*

Class 350.005 approaches Strelenka on April 1st whilst working train No. EXP126 11:28 Zilina - Praha Hln on April 1st. *Laurence Sly*

Slovakia







ZSSK Cargo Class 756.008 and 756.003 wait to depart Horna Stubna on April 4th with a freight train to Zvolen. *Laurence Sly*







ZSSK Class 361.127 passes Lysa pod Makytou whilst working train No. EXP122 15:11 Zilina - Praha hl.n. on April 1st. *Laurence Sly*







MLW M4 No. 744 powers along the coast at Bambalapitiya on the edge of Colombo. Mark Torkington







Sri Lankan Railways M6 786 (a Henschel built version of the GM G22 model) departs Colombo Fort during the evening rush hour. Mark Torkington







Indian built ALCO M10 No. 916 departs Polgahawela Jct. in early morning sun. *Mark Torkington*







evening departure on May 6th. Class47

SBB Class 460.008 stands at Olten with an






An SBB Class 923 shunter waits for the clear signal at Olten on the evening of May 6th. Class47







A Volalpen-Express working, with SOB Class 456.096 leading arrives at Arth-Goldau on May 6th. *Class47*







Brand new Sudostbahn Stadler built EMUs, with No. 526-103 leading, are seen at Arth-Goldau on May 6th. *Class47*







USSC GP38-2 No. 501 departs Bryant with a train of empty sugarcane cars for loading. Two locomotives are outbased at Bryant bringing loaded cars from the fields which then go as one train to Clewiston. *Laurence Sly*

USSC GP38-2 No. 501 departs Bryant with a rake of empty sugarcane cars. *Laurence Sly*

Laurence Sly

USSC GP38-2 No. 503 passes South Bay with a rake of empties from Clewiston to Bryant.











USSC GP38-2 No. 506 passes Pahokee whilst working train No. BT4, loaded sugarcane for the mill at Clewiston. *Laurence Sly*







USSC GP38-2 No. 506 sets back out of the sidings at Bryant as it makes its way to Clewiston. Laurence Sly







USSC GP38-2 No. 404 returns to Bryant yard with a rake of loaded sugarcane. Laurence Sly







Tri-Rail BL36PH No. 825 departs West Palm Beach whilst working train No. P635 16:00 Mangonia Park - Miami Airport. Laurence Sly







Florida East Coast's GP40-2 No. 434 crosses the St. Lucie River in Stuart whilst working the local freight from Fort Pierce. *Laurence Sly*









Florida East Coast GE ES44AC Nos. 820 and 823 cross the St. Lucie River in Stuart whilst working train No. FEC202-20 from Hialeah to Bowden. The EMD GP40-2 No. 432 is being hauled dead in the consist, and would be dropped off at New Smyrna Beach. Laurence Sly

Tri-Rail EMD GP49-H3 No. 816 approaches West Palm Beach whilst working train No. P628 14:20 Miami Airport - Mangonia Park. Laurence Sly

USSC GP38-2 No. 404 departs Bryant with empty sugarcane cars for loading in the fields. Laurence Sly



Railtalk Magazine



Alstom has started the production of passenger locomotives in Kazakhstan

Alstom has started the production of passenger electric locomotives Prima M4 "KZ4AT" in the EKZ joint venture in Nur-Sultan (Astana), Kazakhstan. These locomotives are part of the contract signed with KTZ (Kazakhstan Railways) for delivery and maintenance of 302 Prima T8 "KZ8A" and 119 Prima M4 "KZ4AT" electric locomotives. Alstom plans to hire additional 35 people for the new production line.

Alstom is expanding manufacturing lines at EKZ including construction of Prima T8 freight locomotives "KZ8A" for Kazakhstan and "AZ8A" for export to Azerbaijan, production of on-board transformers and now starting the assembly of Prima M4 passenger locomotives.

"We are proud to widen our activities by launching the new production line for passenger locomotives in Kazakhstan, which diversifies country's industrialisation program. The first passenger locomotive should be ready by the end of 2019 and then certified as new and premiere product "Made in Kazakhstan", and we have a strong will to become an export platform in Central Asia. Same 20 Prima M4 passenger locomotives are already in commercial operation on Kazakh railways and have ran more than 15 million kilometres which demonstrates their outstanding rail system availability and reliability", said Guillaume Tritter, Alstom Managing Director for Kazakhstan.

This multi-purpose locomotive is based on the Alstom Prima modular platform designed to provide operators with the most suitable solutions for passenger services. It is one of the most versatile, in terms of applications, electric locomotive in the world. This locomotive is

able to run at 200km/h in passenger services and has been designed to successfully operate in extreme weather conditions from -50C to +50C. Developed on the basis of KTZ (Kazakhstan Railways) technical requirements and in compliance with GOST[1] standards and specifications, the locomotive has a cutting-edge traction system based on Alstom's technology and components produced by Alstom and Transmashholding.

EKZ, a joint venture between Alstom and Transmashholding (TMH)[2], employs more than 550 people and is working on supplying and maintaining the Prima electric locomotives ordered by KTZ. Today, 50 freight locomotives and 20 passenger locomotives are already in commercial operation on Kazakhstan's rail lines.

Alstom is present in Kazakhstan with more than 650 people, two joint ventures and two facilities, EKZ in Nur-Sultan for locomotives manufacturing and maintenance and on-board transformers, and KEP in Almaty for the production of point machines. Alstom is the only manufacturer of electric locomotives and point machines in the Central Asian and Caucasian region and a major contributor to the revitalisation of its rail industry and the development of its economy.

[1] Gost : CIS standards

[2] EKZ: Alstom 75%, TMH 25%





CAF ACQUIRES THE SWEDISH COMPANY EUROMAINT, STRENGTHENING ITS POSITION ON ROLLING STOCK MAINTENANCE

CAF Group has taken a new step in its growth and diversification strategy, following the agreement reached for the acquisition of 100% of the shares of EuroMaint Group, the Swedish market leader in the segment of rolling stock maintenance. With the incorporation of this new company to the Group, CAF reinforces its growing activity in the rail services area and also strengthens its solid presence in the Nordic markets, where the Company has developed a significant number of projects.

EuroMaint is currently one of the top maintenance companies in the Swedish railway sector, with a significant share of the Swedish market in the fleet maintenance business of passenger trains, locomotives and yellow machines. Its main activity comprises maintenance of large fleets as well as the supply of a wide range of railway components to the main Swedish operators. EuroMaint carries out its operations in 18 workshops and facilities spread throughout the country, which provides a clear leadership position and a clear opportunity to grow in the market.

As of today, the Swedish company employs around 1,000 people and generated revenues of approximately 150 million euros in the past year. Additionally, it will contribute to CAF Group with an important order book, which might be increased thanks to its strong positioning in the area. This transaction will strengthen CAF Group's positioning at a European level in the maintenance and supply of components, which is an activity with longer average execution times that provides greater sales stability in the medium and long term. Likewise, EuroMaint's strong client portfolio will contribute to generate new opportunities for the development of other types of projects in the Nordic region. Moreover, the incorporation ofEuroMaint will enhance the possibility of obtaining synergies both in the area of purchases and in the manufacture and supply of railway equipment and components of the Group.

This is a new step for CAF Group, following the acquisition of Solaris in 2018, aligned with the development of the Company's Strategic Plan for 2020. Among other objectives, this plan is committed to continue growing in the rolling stock and services business and the diversification of its activity, strengthening accordingly its position as one of the reference providers of transportation and mobility solutions and services.

The agreement with funds advised by private equity firm Orlando Nordics AB has been signed at around 80 million euros, with a final price that will be specified, after the relevant adjustments, at the closing of the transaction expected by July 19.





RCG opens up the Scandinavian region

With our new TransFER Vienna-Scandinavia, we are not only creating a direct connection to the Scandinavian region, but are also expanding our network in the direction of Northern Europe.

Trelleborg is the southernmost city in Sweden and therefore also the southernmost port. It is a central transhipment point between ship and rail. Especially since the port of Trelleborg is called the gateway between Scandinavia and Central Europe. After all, it forms the decisive gateway for freight traffic flows towards Scandinavia. With TransFER Vienna-Scandinavia, the Rail Cargo Group is now putting a connection running up to four times a week on rail between the central transfer station in Vienna and the northern European metropolises. Non-stop rail services from Vienna to Rostock and the Baltic Sea.

Thanks to the in-house production capacity of the main run, we not only ensure our customers a continuous and highquality international production chain, but also enable a transfer time of only 25 hours between Vienna and Rostock. This gives our customers a decisive competitive advantage in the market. After the goods have been transferred to the ferry, we take the ferry twice a day to Trelleborg. From here, the goods are distributed in single wagonload traffic for the entire Scandinavian region.

The ferry connection and the redistribution are handled by our partner Green Cargo.

With this TransFER we are not only expanding our range of services, but also offering the full spectrum of safe, reliable and environmentally friendly transport services for conventional rail freight traffic between Austria and Scandinavia. But that's not all. Because through the central transfer station in Vienna, as the central hub for volume flows from and to South and Southeastern Europe, we provide a seamless connection to our high-frequency national and

DB Cargo Polska as a leader of intermodal freight transport

The company was awarded during FRACHT Congress 2019 for achieved results, for effective and innovative technologies and for sustainable development connected to intermodal freight transport.

A strong emphasis on development and continuous improvement of services led DB Cargo Polska to be one of the top national railway undertakings within the intermodal market. The company, as one of the first players on the market, gave an opportunity to benefit from high quality solutions in this area. In the last three years, in this area, the company recorded a 23% growth dynamics, performed 2.650.000 trainkilometres, carried 700.000 TEU units and 460.000 containers.

"Today, being a rail freight undertaking, DB Cargo Polska bets most of all on a quality delivered in the form of reliability of services. We give our clients a feeling of comfort and certainty, that the transport service will be performed according to their expectations. To achieve that, we established customer service points nearby Szczecin, Gdańsk and Braniewo to execute a complete transport service on an adequately high level. We actively participate in our clients' development plans. By adapting our resources we help build optimal logistics chains. - An example would be launching an intermodal connection from Tricity to distribution centers nearby Poznań and Wrocław, says Paweł Pucek, Board Member of Sales in DB Cargo Polska."

By using a convenient geographical location and affiliation to the European rail network of DB Cargo, the company successfully performs intermodal transports in transit on China – Western Europe axes and to Poland.



Simultaneously, in cooperation with DB Cargo Logistics the with a capacity up to 5000 TEU is an important part of the company operates regular transports of car parts in containers biggest transshipment terminal in the western region of the from factories in Germany and Czech Republic to assembly Baltic Sea. plants in Russian cities Kaługa and Nizny Novogrod. These flows are connected at a transshipment terminal in Brześć, Currently the company implements a project co-funded by where after the handling to a wide track they are transported the EU with an objective to improve intermodal transport of further to their final destination in Russia. Transport to Kaługa goods by connecting container terminals on a Baltic coast and is one of the biggest of this type of homogenous flows in distribution terminals in Southern Poland with a transport axes connecting Western Europe with CIS countries and China. Europe. One of the goals is to create arrangements for implementing regular intermodal rail connections. On a national market, DB Cargo Polska provides their clients

with intermodal connections on route Gdańsk/Gdynia harbours – distribution centres near Poznań. Since April this year, international connections and those from Tricity and near Poznań are operated to terminals located near Wrocław. Affiliation of DB Port Szczecin with DB Cargo Polska broadens the scope of services offered by harbour offer and marine route. DB Port Szczecin with processing capacity of 150 000 TEU annually, 3 waterfronts of joined length 1000 m, 157 connections to refrigerated containers and a stacking yard

international network. This enables us to develop markets throughout northern, central, southern and southeastern Europe - in an environmentally friendly manner - for all industrial goods and hazardous goods.







Voith to present digitally enhanced CargoFlex automatic coupler for rail freight services at transport logistic 2019

Quick, easy and safe automatic coupling of freight cars Newly developed digital automation concept with electric head

With its CargoFlex range of automatic freight couplers, Voith has risen to the challenge of bringing an end to 150 years of laborious manual coupling and uncoupling of freight cars. The coupler accommodates the high loads present in rail freight services and increases efficiency by significantly reducing the time otherwise spent on manual coupling. Visitors to this year's transport logistic (Munich, June 4-7) will be able to see the new coupler on display at the SwissMovers stand (FGL.804/1).

The latest iteration of CargoFlex features a newly developed, digitally enhanced automation concept including power transmission through electric heads. This is the next step towards further automation functionalities such as electro-pneumatic braking and telematics applications based on data transmission. All functions are being developed in close cooperation with the customer to fully grasp market requirements and current conditions. Automatic coupling for maximized efficiency

To meet the challenge of rising transport volumes, Voith has developed the CargoFlex coupler for increased safety, efficiency and transport performance in freight service operation. Since 2017, the Voith CargoFlex Type Scharfenberg has successfully been used in an ongoing trial operation at SBB Cargo, the freight subsidiary of the Swiss Federal Railroad (SBB).

The CargoFlex comes equipped with a UIC vehicle interface. Adapted to the high loads present in rail freight service operations, it features a very light and robust design for extraordinary reliability and a long service life. This is complemented by a modular concept for need-based upgrading with existing and future modules like automatic uncoupling and data transmission. At this year's transport logistic trade fair, Voith will present two new concepts for digitally enhanced automatic coupling in freight services – both combining its proven Type 10 CargoFlex coupler with an electric head for power transmission. Visitors to the trade show will be able to get a full overview of these and many additional features at the SwissMovers stand at SBB Cargo's 5L next demonstrator wagon as well as at the SwissMovers pavillon. Yet another CargoFlex model will be shown at the stand of Technische Universität Berlin (Hall B4.420A).



Bombardier named preferred bidder for €3 billion Cairo monorail project

Bombardier Transportation has been named preferred bidder to build and supply a new monorail system in Cairo, Egypt.

The potential value of the bid for Bombardier Transportation is €1.2 billion (\$1.3 billion US) for the Design & Build Contract. In addition, there is a 15+15 years Operations and Maintenance deal with a potential value of about €1.1 billion (\$1.2 billion US). The rolling stock part of the order will be developed and built in Derby, UK.

The project is for the delivery of a 54km monorail system connecting the New Administrative City with East Cairo as well as a second 42km line connecting 6th October City with Giza. Bombardier Transportation will deliver the project in partnership with two Egyptian companies Orascom Construction and the Arab Contractors.

The order award is subject to contract and final confirmation.









Alstom congratulates Sydney Metro, Australia's biggest public transport project, on opening the North West Metro and the start of revenue service, delivering Australia's first fully automated, turn-up and go rail service.

The Metro North West Line is Stage 1 of Sydney Metro and includes 36km of track, 13 stations and a depot. The new network will provide a level of service never before seen in Australia with a train every four minutes in the peak in each direction. The project has been completed on time.

Under the contract awarded by Northwest Rapid Transit (NRT) in September 2014, Alstom has been and will provide a step-change for the commuters of Sydney" said Ling Fang, Senior Vice-President for Alstom in Asia-Pacific.

Designed uniquely for Sydney by Alstom in France and assembled at its centre of excellence in Sri City India, with contributions from Alstom's operations in Australia,

Brazil, China and Belgium, the Metropolis trains demonstrate Alstom's leadership in urban mobility. Passengers have been placed at the heart of the development of this new train with the emphasis on on-board mobility and comfort.



responsible for the project management, design, supply, manufacturing, testing and commissioning of 22 x 6 car Metropolis trains and Urbalis 400 CBTC signalling systems. Alstom has also been awarded a 15 year maintenance contract for the trains, signalling, depot operations and equipment.

The maintenance contract also includes the application of Alstom's HealthHub state-of-the-art predictive maintenance tools. The HealthHub tools for the Northwest Metro include Catenary Tracer, Track Tracer, Train Tracer, broken rail detection and point machine detection.

"Alstom is very proud to have partnered with the NRT consortium and Transport for New South Wales (TfNSW) to deliver our world leading metro solutions for Sydney's North West Metro. Sydney has now joined other great cities of the world (incl. Paris, Amsterdam, Barcelona and Singapore) that benefit every day from Alstom's metro solutions. The fully automated driverless metro is a first for Australia

The trains include 3 double-doors per car for improved access and passenger flows, large windows and ambient LED lighting. They will also have the highest levels of customer safety including constant CCTV monitoring, emergency intercoms and the latest way-finding aids for customer information and real time travel information. The system, equipped with Alstom's world leading computer based train control system, Urbalis 400, minimises the time stopping at stations and the times between each service – ensuring a comfortable and reliable journey for all passengers.

The Metro line is currently being extended from Chatswood to Bankstown via the City and by 2024 Sydney will have 31 metro stations and a 66 kilometre standalone metro railway in addition to its extensive suburban rail network.

Stadler supplies further locomotives to European Loc Pool – for the first time in multi-system configuration

Stadler has signed a contract with the European Loc Pool (ELP) for ten more six-axle locomotives. It is the second order that ELP has received, following the announcement on 20 May 2019 about the frame contract. The electric locomotives will be in multi-system configuration and have a power of 9 MW. The order of a TSI-compliant 9 MW power locomotive is a landmark event in the European market – ELP is Stadler's first customer for this type of locomotive.

European Loc Pool and Stadler have signed a contract for the construction and delivery of ten electrical Co'Co' locomotives. This purchase is part of the framework agreement for a total of 100 locomotives, announced on 20 May 2019.



More about the locomotives

The six-axle locomotives has been ordered in multi-system configuration for Germany, Austria, Switzerland and Italy (15 kV + 25 kV AC and 1.5 kV + 3 kV DC). If required, they can be equipped with one or two additional 900 kW diesel engines, and all of them have ETCS and radio remote control as standard features. Thanks to a Co'Co' axle configuration and output range of 9 MW, ELP locomotives are characterised by outstanding tractive effort. On many EU freight corridors, a single Co'Co'-hybrid locomotive can replace two Bo'Bo' locomotives for the same train weight. This will substantially reduce the cost base for freight rail operators and minimise wear and tear to the track infrastructure. Sophisticated bogie technology will cut track access costs.

Together with the hybrid locomotives on order, the ELP fleet now comprises 30 locomotives, all of which meet the latest technological requirements and can be used on both electrified and non-electrified tracks. When they are moving, they are able to switch from the electric traction to diesel traction, in hybrid configuration. ELP is the first Stadler customer ordering this type of locomotive and it is also the first time in Europe that a TSI-compliant 9 MW power locomotive has ever been purchased.



Alstom increases capacity in the FENOCO network thanks to a second phase of implementation of the ITCS System

Alstom has successfully completed the setup of a new phase of the ITCS system in the new network sectors of Ferrocarriles del Norte de Colombia (FENOCO), which will maximize the performance of its freight trains, improving the control mechanisms in complete security in the operation. With two months in advance, the delivery of this signalling solution will expand the transport capacity of the concession that operates the roads to transport coal from the mines in the north of the country.

The incremental train control system (ITCS) installed in 246 km of the FENOCO network, was adjusted and improved by Alstom, in addition to being successfully implemented in the new sectors that add an estimated 18 kilometres of new double tracks in this route. This block-based virtual signalling system uses a GPS receiver, which determines the location in real time and which, therefore, allows increasing traffic. In addition, it eliminates the need to install detection mechanisms and can control the maximum speed with which the train circulates, ensuring the safety of the means of transport.

"With the start-up of the ITCS system, we reaffirm our commitment to provide signalling solutions that improve the transport and productivity conditions of our customers. The delivery before the deadline is a demonstration of Alstom's commitment to its customers' objectives; this also supports the development of infrastructure in the northern part of the country, offering a safe and reliable system", said Edouard Vagogne, Project Office Managing Director for North LAM at Alstom.

ITCS by Alstom meets the need to operate rail networks in places with conditions that make it difficult to control freight trains. Since 2001, this system has accumulated 1.7 million accidentfree service hours in places such as the Tibetan Plateau, the desert area of Australia and north part of Colombia.

Alstom has been present in Colombia since 1952, actively participating in the development of the country's national infrastructure, providing solutions that improve the management of operators in the passenger and cargo transport sector.



26 more FLIRT to strengthen the Slovenian train fleet

Stadler has won the contract to supply 26 further FLIRT multiple units to the Slovenian state rail operator Slovenske Železnice. The rail operator is exercising an option under the contract announced in April 2018 for the delivery of a mixed fleet of single and double-deck trains. The order value is in excess of 150 million euros.

Slovenske Železnice is exercising an option under the contract announced on 18 April 2018 for the delivery of a mixed fleet of FLIRT and KISS trains. Dusan Mes, General Director of Slovenske Železnice, and Zeljko Davidovic, Sales Manager Central and Eastern Europe at Stadler, signed a contract for the development, construction and delivery of 26 additional FLIRT multiple units: 16 three-car diesel-electric trains (DMU) and 10 four-car electric trains (EMU). Both configurations are to be approved in Slovenia, Croatia and Austria. They are intended for crossborder passenger transport services. The contract value, including warranty services, exceeds 150 million euros.

Zeljko Davidovic commented on the fleet expansion for Slovenske Železnice: «We are very pleased that the Slovenian state rail operator is expanding its fleet to a total of 52 trains. The procurement of a coordinated range of different vehicles is exemplary and will make rail travel in Slovenia and neighbouring countries safer, more comfortable and more environmentally friendly.»

A uniform fleet

Just like the vehicles from the initial order, the three-car diesel-electric FLIRT DMU trains will be designed as regional vehicles to travel at a maximum speed of 140 kilometres per hour. The trains have an additional car module, the power pack, which houses the diesel engines as well as part of the drive equipment.

they will current, 1 Once the national FLIRT and will be at deck train Slovensk from Octo





To a large extent, the configuration of the eleven four-car electric FLIRT trains will also be identical to that of the vehicles from the original order: As regional vehicles intended to travel at a maximum speed of 160 kilometres per hour. For operation in Slovenia, Croatia and Austria, they will be equipped as three-system trains for three different power systems: 3 kV direct current, 15 kV and 25 kV alternating current.

Once the vehicles have been commissioned, the operator, Slovenske Železnice, will have a national fleet comprising 21 four-car electric three-system FLIRT, 21 three-car diesel-electric FLIRT and 10 double-deck KISS trains. What is unusual is that the Slovenian state rail operator will be able to operate routes in Sloveniawith mixed compositions of single-deck and double-deck trains, or choose to use the single-deck vehicles in double traction.

Slovenske Železnice plans to gradually put the multiple units from the option into operation from October 2021.







Stadler continues to grow in the far north: service contract for over 100 trains in Norway

Stadler has won the contract to maintain more than 100 FLIRT trains in Norway from the railway operator Vy, formerly NSB – this is the largest single fleet Stadler has ever contracted. The contract covers FLIRT trains ordered by NSB from Stadler in 2008 and delivered continuously in subsequent years. Stadler will begin maintenance of the trains in the 1st quarter of 2020.

Vy and Stadler have signed the contract for the maintenance of more than 100 trains. These are FLIRT units built by Stadler. The five-car electric multiple units mainly operate in the greater Oslo area. The scope of work includes full service – preventive and corrective maintenance – excluding bogie overhauls. The contract will run until the end of 2024, including options, and represents an order value of nearly 100 million francs.

In Sweden, Stadler acquired Swedtrac, a company specialising in modernisation, from Knorr-Bremse at the beginning of 2018. Also in Sweden, 33 four-car double-decker trains are under construction for Transitio. In Norway, as well as the Vy trains, VARIOBAHN trams are in service in Bergen. In Denmark, every day passengers in Aarhus travel on VARIOBAHN and TANGO trams built and maintained by Stadler. In addition, Stadler is to deliver 16 trams to Odense.

Tormod Gjermundsen, Vice president from Vy tog commented on the contract awarded to Stadler: «Our experiences and cooperation with Stadler as a manufacturer of trains is very good. All trains have been delivered on time, with a high quality and with Stadler being responsive to our needs. Our expectations are therefore high and we are looking forward to continuing this good cooperation also when it comes to train maintenance.»



In terms of fleet size, the order from the Norwegian train operator Vy is the largest service order ever received in the growing service and components reporting segment. This success in Norway increases the number of FLIRT trains under maintenance to 620 units – that is 40 percent of all the FLIRT units sold. With Stadler's full service, not only do availability, reliability and fail-safe operation increase, but fewer reserve units are required by fleet operators.

Jürg Gygax, head of Stadler's service division, in turn reacted to today's success: «We are very pleased about this order and the expansion of our presence in Scandinavia. We will do everything we can to further increase the availability of the Vy fleet, which is already at a high level, thereby improving punctuality and customer satisfaction for Vy passengers.»

Stadler will carry out the maintenance work in rented depots.

Vy's order is the latest in the series of recent Stadler successes in the Nordic countries.







From the UK

Severn Valley Railway

If there was an award for the biggest diesel gala of the year then I'm sure that this multi day event would win it hands down. Full credit to the organizing team at the SVR for making 2019 another great year with so much to do and see, it was just about impossible to ride behind everything in just one day..... here are some highlights.

On May 17th, GBRf Class 47 749 departs Bewdley on the rear of a service to Bridgnorth hauled by Class 60 095. Richard Hargreaves

'Warship' No. D821 'Greyhound' arrives at Highley with a service to Kidderminster. Richard Hargreaves

On May 18th, visiting the line, GBRf Class from Kidderminster. Richard Hargreaves

66 789 arrives into Bridgnorth with a service

Railtalk Magazine







From the UK

On May 16th, Class 46 010, Class 25 No. D7535, Class 33 108, Class 60 095 and Class 50 035 line up at Kidderminster. Richard Hargreaves







Class 31 163, running as 97 205 is seen in the yard at Bridgnorth. *Richard Hargreaves*







An East German 1960s built Bo-Bo-Bo electric loco arrives at Anshan Steelworks on March 25th 1987 John Sloane