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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.

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#### **Front Cover**

Grup Feroviar Român No. 92 53 0 60 1512-2 restarts a forty seven bogie tank wagon load after a signal check through Mircea Voda. *Anton Kendall* 

### **This Page**

Trenitalia's Class E656.039 stands at Siracusa hauling the through sleeper service to Rome. *John Sloane* 

### **Next Page**

OBB DMU Class 5047.046 nears the station at Auersthal. *Thomas Niederl* 







# Welcome

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

Another bumper month for news and photos right around the world, as always we are grateful to each and everyone who contributes.

We start this month with the news that in Czech, national operator CD has awarded the first contract for the installation of ETCS on its fleet, but has halted the tendering process for other contracts. AŽD Praha and ČD-Telematika are to equip 102 Class 162 and 362 electric locomotives by 2022 at a cost of KC1·4bn, with 39% of the cost to be covered by the EU's Connecting Europe Facility. As part of the project, ČD will convert the last 17 Class 163/363 120 km/h locomotives into the 140 km/h Class 162/362. However, ČD has cancelled four of the six planned contracts for fitting ETCS to a total of 453 vehicles. These cover seven Alstom Pendolinos, six Railjet sets and 20 Škoda Class 380 multi-system locomotives, plus up to 134 Škoda Transportation CityElefant, RegioPanter and InterPanter EMUs.

News this month of some more Powerhaul locos into traffic, not in the UK, but in Turkey where Wabtec and Tülomsaş have delivered five PowerHaul diesel-electric locomotives to Körfez Ulaştırma, the rail transport subsidiary of oil refining company Tüpraş which was the first operator to order new locos after the



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# Railtalk Magazine Xtra

government began issuing operating licenses to private companies in 2017. The deliveries double the size of the operator's fleet; it currently has five PowerHaul locos leased from state operator TCDD. It also owns 439 wagons and leases others.

More yellow in Slovakia as RegioJet has acquired 10 second-hand double-deck coaches from DB Regio, which it plans to use to provide a rapid increase in capacity on Bratislava – Dunajská Streda – Komárno services operated under contract to the Ministry of Transport. The Dbz750 coaches were built at the Bautzen plant in the early 1990s and RegioJet will operate them in two five-car rakes, hauled by Siemens ER20 diesel locomotives to be leased from Beacon Rail.

And in a surprise move, Deutsche Bahn has signed an agreement to acquire Austrian open access operator Westbahn's fleet of 17 Stadler Kiss double-deck electric multiple-units. The Westbahn Kiss EMUs will receive DB's inter-city livery before being deployed on a new Dresden – Berlin – Oranienburg – Rostock Intercity 2 service. Westbahn is now to award Stadler a contract to supply 15 six-car Kiss 3 double-deck EMUs.

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

























On June 30th, a group of German rail enthusiasts chartered a train from the Österreichische Gesellschaft für Eisenbahngeschichte (Austrian Society of Railway History) for a round trip from Gmunden via the famous Salzkammergut to Admont. This continued after a lunch break with their journey to Steyr via the Enns Valley. The special train hauled by No. 1245.518 is seen here near its final destination at Trattenbach. *Thomas Niederl* 







Near the Austrian capital city of Vienna, is the last part in operation of a former branchline - network through the northeastern part of Lower Austria. The line starts at Gänserndorf on the Vienna - Breclav (Nordbahn) line via Groß Schweinbarth to Obersdorf. At Obersdorf the single track line ends. There is no switch or anything there which in Austria is very rare, However you can change there to the Vienna S-Bahn Line S2 to Vienna or Mistelbach, but there is no track connection between the two lines. Sadly, this branchline will be closed by the timetable change on December 14th this year. *Thomas Niederl* 







There is no place that shows better the end of this branch line than this scene. OBB Class 5047.035 has just arrived at the final destination of Obersdorf. The photo was taken from the S2 Line platform during a wait for the connection to Wien. The semaphore signal is present as a memorial. *Thomas Niederl* 

























- On June 28th, SNCB Siemens Desiro DMU No. 4161 stands at Gent St. Pieters. Mark Armstrong
- SNCB Class 77 No. 7743 hauls NS Class 186.003 and its stock out of Bruxelles Midi on June 28th. Mark Armstrong
- SNCB Class 19 No. 1920 stands at Gent on June 28th working a Bruxelles service.

  Mark Armstrong



































## ČD Cargo Class 363.506 with an advertising livery to attract new employees

On Thursday 18 July 2019, Class 363.506 locomotive with a new advertising livery was ceremonially launched at Praha-Liben station. The livery is designed to attract new employees of the professions that ČD Cargo misses the most - engine drivers and shunters.

The launch was carried out by Chairman of the Board of Directors of ČD Cargo Ivan Bednárik, MBA and Director of Human Resources Department Ing. Mojmír Bakalář.

Photo: ©CD Cargo





CD Class 362.110 stands at Cheb on June 28th working a service to Praha via Usti nad Labem. Brian Battersby







## A million tons of cargo taken off Czech roads

In May of this year, one million tonnes of goods transported by rail between Vamberk, specifically the ESAB production plant, and the logistics center of DB Schenker in Pardubice was reached. DB Schenker transports regular trains that carry 8 to 10 wagons loaded with welding material every day, which is about 2,300 tons of material per week.

Thanks to 9 years of cooperation, the East Bohemian roads were spared of 44,500 trucks, which would be a way of illustration, an 800 km long line of cars with CO2 emissions estimated at 1,650 tonnes. On the occasion of the millionth tonne, a ceremonial event took place in Pardubice, attended by the Chairman of the Board of Directors at ČD Cargo Ivan Bednárik.

Photo: ©CD Cargo



CER Class 365.002 (a former SNCB Class 12) heads through Breclav on June 29th with a glass train. *Brian Battersby* 







CD Pendolino Class 682.005 gets its windows cleaned at Praha hl.n. on June 28th.

Brian Battersby

## Oceanogate Italia buys Class 741/7 locomotive

Oceanogate Italia will be the fifth operator of the 741.7 class locomotive in Italy to provide rail transport to the parent company Contship Italia Group. Oceanogate Italia currently operates twelve locomotives - nine in en route service and three in shunting. The order of the fourth shunting locomotive is related to the gradual modernization of the container terminal Melzo RHM. With over 30 hectares, this terminal has a capacity of 300,000 TEU per year. It also includes seven handling tracks for shunting and assembling trains up to 750 meters in length. At the same time, it is a key component of the so-called "South Gate", which serves to supply ground terminals in Italy, but also in southern and central Europe.

In the long run, Italy remains a strategic market for CZ LOKO. In addition to the quality / price ratio in this region, the path to success is primarily represented by its own subsidiary CZ LOKO ITALIA, which provides customers with a full full service in the field of maintenance, and also participates in the approval of new vehicles.

Thanks to this, CZ LOKO succeeded not only with the 741.7 series, created by modernization of older locomotives, but also with the groundbreaking new building of the EffiShunter 1000 type.

The modernized 741.7 locomotive is designed primarily for shunting, which corresponds to the bonnet arrangement with the driver's cab, ensuring perfect visibility for the operator. The drive is provided by the Caterpillar 3508 internal combustion engine with an output of 1000 kW. So far, twelve of these locomotives have been delivered to four carriers in Italy. With the number of twenty pieces, the largest operator is the domestic Liberty Ostrava (formerly ArcellorMittal Ostrava). Two locomotives also serve in Turkey.







- CD Class 460.008 stands at Prerov on June 29th working a service to Vsetin. *Brian Battersby*
- CD Class 754.051 waits departure time at Praha hl.n. working a service to Cercany.

  Brian Battersby
  - Polish registered Class 181.106 stands outside the workshops at Prerov on June 29th. *Brian Battersby*









On July 30th, CZ LOKO handed over prototype of modernized locomotive class 742.71x to ČD Cargo. It is the first of a series of fifty machines ordered. In addition to the purchase of locomotives, the modernization of older vehicles is another way to the gradual replacement of the ČD Cargo locomotive fleet.

"The EffiShunter 1000-M (742.71x series) is technically based on the EffiShunter 600 series, but there are so many changes that it is a brand new product. To put it simply, we have built our EffiShunter 1000 on the platform of the original 742 locomotives," says Jan Kutálek, Sales Director of CZ LOKO. In addition to the shift, the locomotive is designed for mediumduty en-route service and is equipped with all the modern features that CZ LOKO offers to its locomotives to its customers. These include, for example, on-line monitoring and diagnostics, multi-member control, a sophisticated camera system, security features or security devices. "Although we strive for the highest possible degree of unification and standardization of the technical solution within our portfolio, in this case it is such a large and significant order that we have worked closely with many ČD Cargo experts since the beginning of the project. The resulting vehicle then reflects their technical and operational requirements," added Jan Kutálek.

The first 742.711 locomotive underwent a series of key tests on the Velim test circuit. Now the on-site verification operation continues. Upon its completion in January of next year, it is expected that the series will be definitively approved, culminating in the issuance of a Type Certificate and a Rail Vehicle Certificate. At the same time, the variant without the unified European ETCS circuit breaker, whose installation will take place as part of series locomotives, will be approved. The reason is mainly to shorten the period for evaluation of trial operation and minimize the number of tests to meet the demanding time schedule. It assumes the modernization of one or two locomotives per month up to fifty units. Serial upgrades are expected to start early next year. Other locomotives will also take into account the factual comments of the operating personnel, which will arise from experience in the operation of the prototype.

'In accordance with the timetable, the verification will take the next five months. The locomotive depot became the SOKV České Budějovice and will be deployed primarily under the baton of PJ Prague. I expect it to appear in other corners of the Republic to test it thoroughly. The tuned prototype locomotive will become the basis of the process of renewal and sustainability of 742 locomotives, which we deploy more than 150 depending on daily performance, "said Tomáš Tóth, Executive Director of ČD Cargo.

ČD Cargo currently has about 200 locomotives of the original 742 series, which the former locomotive ČKD produced between 1977 and 1986. Increasing age, lack of quality spare parts, high consumption of diesel and oil, as well as unsatisfactory working conditions for operators led the company to announcement of tender for complete modernization of fifty pieces of these locomotives. Their purchase will make the operation and subsequent maintenance more efficient.

While the spare parts inventory of the original ČKD engines is declining irreversibly, CZ LOKO guarantees the delivery of any common part for CAT engines within 24 hours. A major improvement will be brought by the modernization especially in the line service, which is

due to the new layout of the bonnets with a raised driver's cab, the increase of the power from the original 883 to 1000 kW and also the installation of a single European train protection system ETCS.

Photo: ©CZ Loko







'Cyclops' Class T499.0002 stands at Stochov on June 30th whilst working a special from Praha hl.n. to Lužná u Rakovníka. *Brian Battersby* 







- CD Cargo's Class 230.058 runs light engine through Breclav on June 29th. *Brian Battersby*
- Having just arrived with a service from Brno, CD Class 263.002 runs round its train before working a service back to Brno. *Brian Battersby*
- PKP Cargo Vectron Class 193.504 and Captrain's 193.786 are seen stabled at Breclav on June 29th. *Brian Battersby*









## Czechia

KZC Class 749.259 calls at Praha Smichov with the 09:19 to Rakovnik service on July 6th. Kevin McCormick

## ŠKODA VAGONKA WINS CONTRACT FOR THE SUPPLY OF TRAINS FOR LATVIA

On July 30th, Škoda Vagonka, a member of the Škoda Transportation group, was confirmed as the winner of the contract for the supply of electric trains for the Latvian state railways (Pasažieru Vilciens). The order is for thirty-two modern, single-deck trains for suburban transport, their maintenance, spare parts supply and training. The value of this contract is around 240 million EUR.

"We are very pleased that Škoda Vagonka was announced the winner of this important contract that it signed with Pasažieru Vilciens. It was demostrated once more that our company has offered the economically and technically best solution for new modern trains. Our units are already operating in Czech Republic, Lithuania, Ukraine and Slovakia, and now passengers in Latvia can also look forward to them, "says Martin Bednarz, Chairman of Škoda Vagonka. Škoda Vagonka best fulfilled the terms of the tender and offered the best price for the operation of the new modern trains for 35 years. This included the price of the electric trains themselves, as well as the cost of maintenance, energy consumption, etc. for their entire period of operation. Škoda was also the only company to offer dual system trains, which is a significant advantage due to the ongoing electrification of tracks in Latvia. The new trains will therefore be able to operate along the entire track, especially on tracks from Riga to Aizkraukle, Tukums, Skulte and Jelgava.

In addition to supplying the trains, Škoda Vagonka also wants to work with local companies to commission the trains and provide subsequent service and maintenance throughout the vehicle's life cycle, which is at least 35 to 40 years. The trains should be supplied gradually in the years 2022-2023.

New electric trains from Škoda Vagonka will be designed for suburban transport for operation on lines with a 1520 mm gauge and supply voltage of 3 kV, with the possibility of future conversion to 25 kV. Vehicles must withstand climatic conditions ranging from -40 ° C to + 40 ° C. Passenger capacity will be at least 400 seated passengers and up to 450 standing passengers. The maximum speed will be 160 km/h.

Škoda Vagonka has many years of experience in manufacturing passenger transport trains. Its trains operate every day in many European countries. Over the past 15 years, the Škoda Transportation group has supplied around 150 electric trains for suburban, regional and interregional transport for its customers. The Škoda Transportation group develops and

manufactures all key train components, including electric traction equipment, chassis and vehicle control systems. The Škoda Transportation group uses state-of-the-art technology to reduce electricity consumption and save costs in production.









- KZC Class 749.253 stands at the head of the 08:19 service from Praha hl.n. to Jicin on July 6th. *Kevin McCormick*
- CD Class 749.121 waits departure time at Praha hl.n. on July 6th working the weekend service to Breznice. *Kevin McCormick*
- On July 6th, due to engineering work, Class 749 006 working a service to Msno was tagged onto the end of the 08:19 from Praha to Jicin. The train would then split enroute.

Kevin McCormick











# Czechia

## Prototype day at Luzna u Rakovnika

- Class 141 No. E499.101, constructed and built by Škoda Works in Plzeň for use in Czech, Poland as EP05 and in the Soviet Union. The pioneer looks immaculate at Luzna. *Brian Battersby*
- M286.0001 heads out of Lužná u Rakovníka with a railtour. *Brian Battersby*
- 'Sergei' Class 781.592 awaits restoration in the sidings. *Brian Battersby*





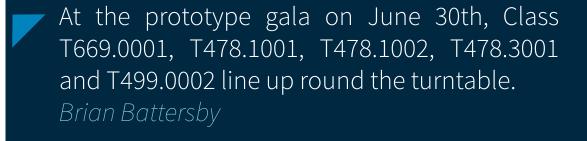






# Czechia

## Prototype day at Luzna u Rakovnika



- Pioneer of the popular Skoda built centre cab design, Class 111.001 is seen at a sunny Luzna during the Prototype gala on June 30th.

  Brian Battersby
- CD Cargo's Class 742.701, 731.001 and 743.001 are also seen on display round the turntable at the museum. *Brian Battersby*









Alstom will supply 12 Avelia Euroduplex trains to SNCF Mobilités for the sum of €335 million. This order is in addition to the one for 55 trains currently being delivered. The 12 trains will enter service in 2021 and 2022. They will replace older trains, some of which are over 30 years old. A first order for 40 trains had been signed with SNCF in September 2013[1], and 15 additional options were exercised in 2017. To date, 41 trains have been delivered, with the first ones entering commercial service on 11 December 2016 between Paris and Bordeaux. "I am very happy that SNCF has renewed its trust in us. The feedback from passengers who travel regularly on these very high speed trains is very positive. This order is excellent news for the sites that produce these trains and will, in particular, ensure the workload of La Rochelle and Belfort in 2020 and 2021, before the delivery of the new generation trains ordered in 2018. The production of these Avelia Euroduplex trains will represent employment for 400 people in La Rochelle and 120 people in Belfort," said Jean-Baptiste Eyméoud, Senior Vice President France at Alstom.

The Avelia Euroduplex trains have higher capacity, with 556 seats compared to 509 for previous generations. Alstom has placed the passenger at the heart of the development of this material by proposing a new concept for more comfortable, more ergonomic seats with a high level of equipment (electrical sockets, USB sockets, reading lamp, etc.). Alstom has also developed an innovative system allowing first-class seats to rotate 180° so that passengers always face the direction of travel. The particularity of the trains for this additional order is that they have been preconfigured to receive a new-generation automatic speed control system meeting the very <u>latest E</u>uropean standards (ERTMS). This train offers greater accessibility for PRM[2] passengers thanks to its increased reception capacity and the incorporation of a door location

aid, as well as the evolution of the toilet handles and indicators (tactile). The train has also been preconfigured as necessary to allow operators to offer Wi-Fi on board.

Euroduplex belongs to Alstom's Avelia range of high-speed trains. Eight of Alstom's 13 sites in France are involved in its design and manufacture: La Rochelle for the design and assembly, Belfort for the power cars, Ornans for the engines, Le Creusot for the bogies, Tarbes for the

traction chains, Villeurbanne for the on-board computerised systems, Petit-Quevilly for the traction transformers and Saint-Ouen for the design.

[1] This was part of a contract concluded between Alstom and SNCF on 27 June 2007

[2] Passengers with Reduced Mobility







SNCF BB No. 27342 arrives at Paris St. Lazare with a service from Mantes la Jolie. John Sloane

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Alstom will supply 10 additional Coradia Polyvalent Léman Express trains to the French region of Auvergne-Rhône-Alpes for a sum of approximately 70 million euros. They will operate mainly in the north-east of the region, notably the department of Haute-Savoie, to create a modern, homogeneous fleet in this developing sector. Deliveries will take place from December 2020 to May 2021. The region had already ordered 17 Coradia Polyvalent, due to enter service on the Franco-Swiss cross-border Léman Express line in mid-December 2019.

Made up of four cars, the Coradia Polyvalent Léman Express trains provide a total capacity of 204 seats with a 'suburban'-style interior layout and a high level of comfort: seats equipped with individual reading lights and electric sockets, mild air conditioning adjusted to the occupancy rate (CO2 measurement) for better climatic comfort, dedicated bicycle areas, large windows, a full low floor for ease of access, and reduced noise and vibration levels. At the region's request, the 10 Coradia Polyvalent trains will be equipped with security cameras. The region also asked for their Wi-Fi equipment to be carefully designed to offer a high-quality service, very much in demand among the passengers.

These new Coradia Polyvalent trains will benefit from the same characteristics as those due to enter operation on the Léman Express network: seven doors on each side, all equipped with bridge plates, a large reception area on the platforms and a first-class area. Designed to ensure cross-border connections with ERTMS technology, Coradia Polyvalent Léman Express trains can run on several types of network voltages.

"Alstom is honoured by this renewed sign of confidence from the Auvergne-Rhône-Alpes region. The expertise and innovation capacities of our French teams are mobilised to support the region's modernisation plan for the regional TER rail lines, for the passengers' benefit. These new trains with high comfort levels, in compliance with the latest standards and accessibility requirements for people with reduced mobility, will incorporate the 29 latest technology in terms of information and connectivity. This order also

contributes to the activity of the Alstom site located in Auvergne-Rhône-Alpes, in Villeurbanne," says Jean-Baptiste Eyméoud, President of Alstom in France. Coradia Polyvalent for Régiolis 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 to 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 reduced maintenance costs. Coradia Polyvalent is the first French regional train to comply with all European standards, in particular with regard to access for people with reduced mobility.

To date, 348 Coradia Polyvalent trains have been ordered as part of the contract awarded to Alstom by SNCF in October 2009, including 287 Coradia Polyvalent for Régiolis by 9 French regions and 61 Coradia Liner by the French state, the authority responsible for the country's TET (intercity) 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 manufacture of Coradia Polyvalent involves more than 4,000 jobs in France at Alstom and its suppliers.







A pair of SNCF Bombardier built EMUs Nos. 27506 and 27569 stand at Dijon Ville, having arrived with local terminating services. Class47





Alstom will supply 5 additional Coradia Polyvalent trains to the French region of Occitanie / Pyrénées-Méditerranée for a sum of approximately 30 million euros. The region has already ordered 46 Coradia Polyvalent for Régiolis, with the most recent order for 13 trains placed in March 2019. It thus brings its order up to 51 trains. Deliveries will take place between October and December 2020. This new order comprises 2 dual-mode and 3 electric Régiolis, in their comfortable suburban version, to reinforce the region's entire regional fleet. These new Coradia Polyvalent trains will benefit from the same characteristics as those already in circulation in the region. Consisting of four cars each, the trains have 50% more access doors than the regional and intercity versions, facilitating passenger flows. At the region's request, the trains benefit from specific equipment such as automatic passenger counting, spaces for bicycles and frontal display of destinations. The first Coradia Polyvalent trains for Occitanie entered commercial service in May 2014 on the lines linking Toulouse to Latour-de-Carol and Mazamet.

"Alstom is proud of this new mark of confidence from the region of Occitanie. The expertise and innovation capacities of our French teams are poised to support the region's modernisation plan for the regional TER rail lines, for the benefit of the passengers. This order also contributes to the activity of Alstom's sites located in this region, particularly in Tarbes and Toulouse," says Jean-Baptiste Eyméoud, Senior Vice President France at Alstom.

"My commitment to rail requires a proactive investment in the renewal of rolling stock. With our regional public transport service liO, we are proving that rail is a mode of transport of the future. In addition to our efforts to ensure the sustainability of smaller lines, we are investing heavily to improve users' travel conditions. And the result is there: the number of passengers is increasing in Occitania. Since 2016, the Region has mobilised nearly €130 million to acquire 18 Régiolis trains. This order is also a strong signal to our regional industry, and in particular to Alstom's sites in Toulouse and Tarbes, which fully contribute to the economic

dynamics of Occitania," said Carole Delga, President of Occitania region. 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 to 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 reduced maintenance costs. Coradia



Polyvalent is the first French regional train to comply with all European standards, in particular with regard to access for people with reduced mobility.

To date, 338 Coradia Polyvalent trains have been ordered as part of the contract awarded to Alstom by SNCF in October 2009, including 277 Coradia Polyvalent for Régiolis by 9 French regions and 61 Coradia Liner by the French state, the authority responsible for the country's TET (intercity) 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).





En Voyage liveried No. 15034 approaches Paris St. Lazare with a double deck outer suburban train. John Sloane











Alstom has commissioned its new-generation Citadis X05 tram on the three new lines of Caen la Mer. Presided over by Joël Bruneau, President of the Urban Community of Caen la Mer, and Rodolphe Thomas, First Vice-President of Caen la Mer, in charge of transport, travel and infrastructure, the inauguration took place in the presence of Jean-Léonce Dupont, President of Calvados region, Hervé Morin, President of Normandy region, Agnès Monfret, EU delegate, Stéphane Guyon, general Secretary of Calvados Prefecture and Emmanuel Bois, Sales Director for Alstom in France.

"Just one year after the first tram was presented at the La Rochelle site, it is with great pride that Alstom and its teams take part in this inauguration. Thanks to their reliability, availability and ease of maintenance, we have total confidence in the ability of the 26 Citadis trams to meet the growing mobility requirements of the inhabitants of the Urban Community of Caen la Mer," says Jean-Baptiste Eyméoud, Senior Vice President France at Alstom.

33 metres long and featuring 6 double doors on each side, the Citadis X05 for Caen la Mer

can carry more than 210 passengers. It has 6 extra-wide passenger information screens, large windows covering 45% of the vehicle and will offer USB charging sockets, a first in France. In addition, the Citadis X05 for the Urban Community of Caen la Mer can climb slopes with gradients of up to 8% and has standardised, proven and more accessible components. Last but not least, the tram demonstrates a particularly high level of performance in terms of

environmental sustainability, thanks in particular to its 100% LED lighting and optimised air conditioning. It is particularly energy efficient and 95% recyclable.
Eight of Alstom's 13 sites in France designed and manufactured the Citadis trams for the Urban Community of Caen la Mer: La Rochelle (design, assembly, validation, commercial entry



into service and warranty), Ornans (engines), Le Creusot (bogies), Tarbes (traction modules), Valenciennes (interior layout), Villeurbanne (on-board computerised systems), Aix en Provence (tachymetry, for measuring travel speed) and Saint-Ouen (design). In total, more than 2,600 Citadis trams have been sold to more than 50 cities in 20 countries.





En Voyage liveried SNCF BB No. 22312 waits time at Miramas with an evening service to Marseille. *Anton Kendall* 







- ECR's Vossloh G2000 92 87 000 2003-7 hauls a waste train through Miramas as a steel train from Italy crawls alongside. *Anton Kendall*
- VFLI's Class 37013 hauls a container train for Marseille through Miramas. *Anton Kendall*
- Concrete grey liveried BB No. 22242 hauls a train towards Toulouse through Miramas.

  Anton Kendall









Alexander Doll, DB Bord Member for Finance, Freight Transport and Logistics and SNCF Logistics CEO Alain Picard are calling for a mobility revolution in favour of rail freight transport.

"In the 19th century, the railway was the symbol of the industrial revolution in Europe. Today, it is up to us to make it the symbol of the mobility and logistics revolution in the 21st century," write Doll and Picard in a joint editorial for the Deutsche Verkehrszeitung. Freight transport remains underutilized today, they argue, despite its clear advantages: environmental friendliness, energy efficiency, safety and cost-effectiveness when externalities are considered.

According to both managers, "trains are the solution for sustainable growth in Europe. They must be placed at the core of future freight transport and must form the backbone of European logistics chains to become a sustainable basis for goods flows within Europe." This is the only way for the European economy to achieve lasting strong growth while meeting its environmental targets, say Doll and Picard. The OECD has estimated that imports and exports within Europe will climb 30% from their current levels by the year 2030.



In this context, Dole and Picard point to the joint "Rail Freight Forward" initiative of the European rail companies and to the "Noah's Train" campaign as examples of international cooperation aimed at increasing the share of rail in overall freight transport in Europe.

"Without the railway, Europe would probably not be what it is today. And the more emphatically it promotes rail transport, the more successfully it will be able to navigate the upcoming transition to sustainable energy. Rail has the advantages needed to thrive in future," say Doll and Picard.





SNCF Sybic No. 26188 hauls a tank train through Miramas. *Anton Kendall* 





SWM and MVG order additional Avenio trams Order volume more than €200 million Deliveries to begin in 2021

Stadtwerke München (SWM) have ordered 73 additional Avenio trams worth more than €200 million from Siemens Mobility. The municipally owned company is thus drawing existing options. The trams will supplement those of the same type already in service in the city.

"In 2012, Munich was the first customer to order the new Avenio. In the meantime, SWM has continually expanded its Avenio fleet. The long-standing trust of our Munich customer rests on the special passenger comfort and the high reliability and availability of the trams already in service," said Sabrina Soussan, CEO of Siemens Mobility.

"The order of 73 new trams marks a major investment in the further expansion of Munich's tram system. The Avenio has shown such a good track record, we are continuing to rely on this vehicle type. The new trams will enable us to make further improvements in the existing network and operate new routes like the planned tram tangents and a tram line in the northern part of the city. Trams offer the ideal capacity between buses and subways. Moreover, as a pioneer in electric mobility, they have been operating purely electrically for over 120 years, effectively contributing to air pollution control in Munich," said Ingo Wortmann, Chairman of the Management Board of MVG and Managing Director, Mobility, at SWM.

The four-module trams will operate throughout the Munich tram network. They provide space for around 218 passengers. The car body is based on a welded steel

frame. The entire body shell is also given a cathodic dip painting to provide optimal protection against corrosion. The spacious and bright interior has two large multi-functional areas for parking strollers and wheelchairs. Ergonomic seats and grab handles and infotainment monitors enhance passenger comfort and convenience. The eight double doors along the entrance side enable smooth and quick entries and exits.





Germany

PKPNo.EU44-001arrivesatBerlinHauptbahnhof with the 07:01 Gdynia Glowna (Poland) to Berlin daily service on July 2nd. *Kevin McCormick* 







Stadler has emerged as the winner from the call for tenders issued by Schleswig-Holstein's local transport association (Nahverkehrsverbund Schleswig-Holstein GmbH - NAH. SH) for the supply of 55 battery-operated FLIRT Akku trains with an option for 50 additional vehicles.

Following expiry of the objection period, the contract award is now legally binding. With it, Stadler has successfully asserted itself against

other concepts in the first call for green technology tenders (not diesel) for vehicles with alternative drives in Germany. In addition to supplying the trains, the contract also includes the vehicle maintenance for a period of 30 years. The order volume is approximately 600 million euros. Schleswig-Holstein's local transport association, NAH.SH, has awarded Stadler a contract for the supply of 55 battery-operated FLIRT trains. After presenting the battery-operated drive technology to the public for the first time at the InnoTrans 2018, Stadler has managed to place it in a very large transport contract within a very short time. The vehicles are due to begin operation on the north and east networks, until now operated with diesel vehicles, starting at the end of 2022. Unlike diesel trains, the new battery-operated FLIRT is significantly quieter, more energy efficient and accelerates better. Under optimal conditions, a range of 150 kilometres was calculated, while the longest route without overhead catenary in the Eastern and Western networks is approximately 80 kilometres. They are charged

via the existing overhead catenary, especially in Kiel, Neumünster, Flensburg, Lübeck and Lüneburg railway stations and on the Osterrönfeld–Jübek line. In addition, additional charging equipment is to be created in selected places and existing overhead contact lines extended, to enable ideal charging of the vehicle's batteries during operation. Workshops for the vehicle maintenance are planned in the Rendsburg and Neumünster locations.

The two-carriage vehicles of the battery-operated FLIRT Akku type provide space for 198 passengers, of which 124 are seated. Two spacious and accessible multi-purpose areas are provided for wheelchairs, pushchairs and bicycles. The air-conditioning vehicles also have a wheelchair-accessible toilet. All trains are equipped with Wi-Fi, power sockets as well as video surveillance of the passenger areas and a modern passenger information system and ensure contemporary ride comfort.

«We are pleased that the first call for tenders for vehicles with alternative drives has been decided in our favour in an innovation partnership with NAH.SH. Since 2016, we have been in close and constructive exchange with the operator and with Land Schleswig-Holstein, to find the best possible solution for CO2 emission-free operation of the routes. It makes us very proud that with the battery-operated FLIRT we have not only managed to find an ecological and innovative solution, but have also enabled a clear economic improvement. If we consider the average life of a rail vehicle of around 30 years, battery-operated vehicles are more cost-effective than diesel-operated trains», said Jure Mikolčić, CEO of Stadler in Germany. «We look forward to the new trains. Together with Stadler, we are breaking new ground in Schleswig-Holstein. Electrification without overhead contact line is an exciting project, which will also be noted with interest in other regions. The timetable is ambitious, but I am sure that Stadler will deliver the new battery-operated vehicles on track», said NAH.SH Managing Director Bernhard Wewers.



Germany

LEG Group's Class 232.673 and 232.701 are seen at Marktredwitz on June 28th. *Brian Battersby* 





## Germany

## Press operated Class 155.026 is seen stabled at Dresden on July 1st. Brian Battersby

## VW to continue using DB Cargo services in Russia



DB Cargo Logistics GmbH has once again won the Europe-wide tender for handling Volkswagen AG's materials transports to Russia.

The contract is due to run until April 2021. In 2007, the rail freight operator started transporting car parts from Wolfsburg in Germany and Škoda's Mladá Boleslav plant in the Czech Republic to the Russian factories at Nizhny Novgorod and Kaluga, where they are assembled to produce finished vehicles. Final assembly in Russia does away with the need to pay high import duties and luxury taxes that would substantially increase vehicle prices.

The popularity of these Russian-made Volkswagens means that the carmaker expects sales figures to increase in the years ahead. Key account manager Michael Gaschütz has managed the relationship with Volkswagen from the very start, and he describes the new challenges facing DB Cargo Logistics as car sales grow: "Our trains use the Belarusian border station at Brest, where the containers are transferred to broad gauge wagons. This border crossing is now a transport hub on the New Silk Road. We have stable processes at Brest, and have secured sufficient capacity so that we can continue to offer Volkswagen fast and frictionless connections."





Manufacturers, operator and Federal Railway Authority agree on reworking concept

Deutsche Bahn to begin immediately with acceptance and placing in service Reworking will be carried out during ongoing operation as part of the warranty of Bombardier Transportation

Deutsche Bahn will resume acceptance of further ICE 4 trains with immediate effect. Siemens Mobility and Bombardier Transportation have reached an agreement with Deutsche Bahn (DB) and the Federal Railway Authority (EBA) on a reworking and testing concept for welds that were occasionally not executed in the specified quality on ICE 4 body shells. Since these deviations do not preclude safe operation, the affected cars can be used in passenger service. As a result of this agreement, five ICE 4 trains will be accepted by DB in late July and enter service. At that point, the customer will have 30 ICE 4 trains available. Subsequently, DB will continue receiving ICE 4 trains as planned and immediately place them in service.

The reworking will be carried out during ongoing operation as part of the warranty of Bombardier Transportation and should not have any effects on passenger service. A detailed timetable for the reworking is currently being worked out between the manufacturers and DB. According to current plans, the reworking should begin early in 2020 and be completed by mid of 2023.

Siemens Mobility is the general contractor for the ICE 4 trains. Bombardier Transportation's scope of supply is approximately one-third of the total and includes the delivery of all painted body shells, all inboard bearing bogies and the complete assembly of three types of cars, including end cars.





DBClass 294.687 is seen stabled at Marktredwitz on June 28th. *Brian Battersby* 





## Germany

## DB IC2 Class 146.577 stands at Dresden Hbf on July 1st working train No. IC2048 to Koln Hbf. Brian Battersby

#### East Asian success story

DB Cargo has been operating on the New Silk Road for eleven years running now, with steady gains in cargo volumes. The boom shows no sign of ending.

The trans-Eurasian corridor is one of the world's most interesting globalisation projects, and it has a lot to offer the rail sector. Dr Carsten Hinne is the senior vice-president of Chinese corridor development at DB Cargo AG, and he says, "China is expanding rail services on a massive scale in order to mitigate against the climate impact of road traffic." The rail freight operator wants to be part of this growth and step up its transport capacity still further. What was one single freight train in 2008 has since grown into several connections weekly between various industrial centres in China and Europe. "DB Cargo has recently increased the transport volume to around 85,000 general purpose containers a year (TEUs), and we want to break the 100,000 TEU barrier in 2020," Hinne says.

As part of its efforts to expand its economic and political influence, China is also investing billions in the countries where the destination points of the Belt and Road Initiative are located. For example, Piraeus, Greece's largest port, has already been in Chinese hands since 2008. Sri Lanka has also signed the port of Colombo over to China in exchange for debt forgiveness.

In light of these developments, the German government takes a positive yet sceptical view of the initiative. Speaking at last month's transport logistic trade fair in Munich, transport minister Andreas Scheuer said, "Very powerful national interests are what are at stake for



China. However, we welcome every route that offers more opportunities than restrictions." A current World Bank study is also considering the benefits and risks for poorer countries that want to take part in the New Silk Road: the transport projects could spur trade and cut poverty, but infrastructure costs could lead countries to rack up public debt, which for some could exceed the benefits. In addition, the World Bank is calling for greater transparency when public contracts in connection with the New Silk Road are bid out and awarded.

From the customer point of view, the rail freight connection to and from China has significant advantages: with average journey times of 14-16 days, trains are faster than ships, cheaper than planes, and climate friendly to boot. More and more companies appreciate these qualities.



#### Railtalk Magazine Xtra

## Germany

Gold liveried DB Class 101.071 is seen at Frankfurt Hbf on July 1st. *Brian Battersby* 

#### Tying the knot in the kings' waiting room

Starting in February 2020, couples in Nuremberg can get married in a very special place: The DB museum is turning its historic waiting room into a part-time registry office.

In the second half of the 19th century, Nuremberg's central station featured a "waiting area fit for the highest lords of the land". In 1860, King Maximilian II of Bavaria had ordered that a special waiting room be installed for emperors, kings and nobles. It remained in service until 1906. At that point, the remodelled station was opened, and the waiting room, also known as the king's room, was moved to its new home at the Nuremberg Transport

Nuremberg Town Hall.

Museum in 1925.Now, for the first time, this historic hall will be made available for weddings on five Saturdays next year. There will be 8 appointments per day, each accommodating up to 35 guests and lasting for 30 minutes. Reservations can be made at the cash desk in

For more information and the exact dates for marriage ceremonies amid this neo-Gothic splendour, see www.dbmuseum.de/heiraten. For those not ready to tie the knot just yet, appointments in the historic waiting room are also planned for 2021.

































# Railtalk Magazine Xtra

## Hungary

### First KISS for Hungarian Railways rolled out in Dunakeszi

First KISS produced by Stadler for Hungarian State Railway Company MÁV has ceremonially rolled out in Dunakeszi, Hungary, after which it will start the necessary type tests required for commercial operation. According to the agreement between MÁV-START and Stadler, the presented vehicle, together with 10 additional units, can start the commercial service from February 2020 on the suburban railway lines of the capital Budapest to Vác and Cegléd. In the beginning of 2021 following 8 double-decker trains are expected to arrive, by which these suburban lines will be served completely by modern electric trains.

The presented EMU together with its counterpart will start the official type tests in Germany and the Czech Republic. The arrival of new trains will open a new chapter in the passenger transport service of Hungarian Railways, because due to the double-decker units the length of journey will shorten, and the timetable will also be stabilized. MÁV-START and Stadler signed a frame agreement in 2017 about the delivery of up to 40 units, which can be exercised in the form of different delivery contracts in the following 8 years. Up till now MÁV has ordered altogether 19 units from the available 40 trains.

The 155.88 meter long, 2.8 meter wide and 4.6 meter high multiple units will consist of six coaches. 600 passengers find comfortable seats, that is 50% more passengers compared to a single-decker unit with the same length. The trains will be equipped with four toilets, one of them accessible for persons with reduced mobility, while in the multifunctional areas there will be plenty of space for four wheelchairs, as well as twelve bicycles or five strollers. The new vehicles, which have been designed according to the latest safety standards, will be equipped with EVM and ETCS Level2 train control systems, making them able to run at a top speed of 160 km/h on the modernized railway lines of Hungary. Passenger comfort will be enhanced by the exceptionally smooth running, a state-of-the-art passenger information system, a spacious and bright interior, cutting edge air conditioning, and free WIFI.



H-Start TRAXX No. 91 55 0 480 012-8 is seen hauling a driving trailer vehicle through Budapest Ferihegy. *Anton Kendall* 







#### Alstom delivers the last Jazz train of the Trenitalia contract

On July 5th, out of Alstom's factory of in Savigliano (CN) perfectly on time, the last "Jazz" train, the 136th for the Campania Region, will soon be in passenger service. To celebrate the end of the deliveries, Marco della Monica, Director of the Regional Passenger Division of Trenitalia Piemonte, Michele Viale, General Director of Alstom in Italy, Davide Viale, Site Managing Director of Alstom of Savigliano, who were joined by Jazz and Pop teams both of Alstom and Trenitalia.

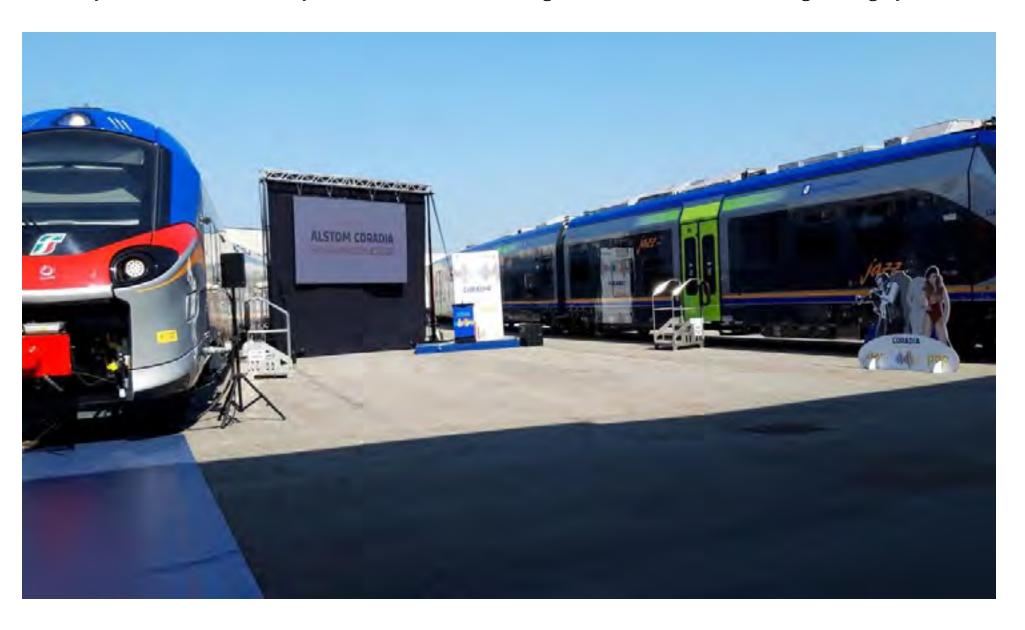
"Jazz" is a successful project the one of with trains circulating in 11 Italian regions, from Trentino to Sicily, a fleet of 136 Alstom trains of the Coradia family, which will soon be joined by over 150 Coradia Stream "Pop". They are the new single deck regional trains in Alstom's Coradia family, part of the framework agreement signed in August 2016 with the Italian railway operator. The first three Pop, out of a total of 47 trains destined for Emilia Romagna, have already been in passenger service since 14 June. Deliveries of Pop will continue at a fast pace till 2020.

The "Jazz" and "Pop" trains are part of a plan to renew regional transport and are already revolutionizing commuter travel. The trains, are multiple electric units (EMU), can travel at a maximum speed of 160 km per hour and have an entrance to the carriages "flush" with the platform, which facilitates the passenger climb. They meet environmental sustainability criteria and 95% Jazz and 97% POP are recyclable, which also guarantees 30% more energy savings than the previous generation. Many services on board: video surveillance system, internal screens visible from every point of the train for passenger's information, sound system, braille messages, 220 V power sockets for mobile phones and laptops.

"Over the past 15 years, more than 400 regional trains have been designed, produced and put into commercial service by Alstom in Italy, including the 136 Jazz of which today we have completed the production. To these figures we will gradually add the 150 Pop:

the first vehicles already in passenger service in the Emilia Romagna region last June. We are proud to support Trenitalia in the public transport rail revolution and to work for the Italian regions, for passengers, for citizens", Michele Viale, General Manager of Alstom in Italy declared.

The "Jazz" and the "Pop" trains are designed and manufactured by Alstom in Italy. Project development, production and certification are managed by the Alstom site in Savigliano (CN), a center of excellence for regional trains, with the support of Sesto San Giovanni (MI) for traction systems and auxiliary converters, and Bologna for on-board train signaling systems.



Trenitalia DMU No. ATR125.103 runs empty stock through Rovato. *Class47* 

























- NS Class 186.118 stands at Rotterdam Centraal on June 24th working a service to Amsterdam.

  Mark Armstrong
- NS VIRM No. 8742 calls at Hoorn on June 25th.

  Mark Armstrong
- Arriva/GTW DMU No. 347 is seen stabled at Gronningen on June 24th. *Mark Armstrong*

















- Arriva Spurt DMU No. 301 and NS ICM3 No. 4218 are seen stabled at Gronnigenort on June 25th.

  Mark Armstrong
- NS NID No. 7506 calls at Rotterdam on June 25th. *Mark Armstrong*
- On June 24th, Arriva DMU No. 237 stands at Roodeschool with a terminating service.

  Mark Armstrong











- SNCB AM66 EMU No. 624 waits departure time at Maastricht on June 26th. *Mark Armstrong*
- Arriva EMU's Nos. 464 and 463 are seen stabled at Maastricht on June 26th. *Mark Armstrong*
- NS Y2 EMU No. 2137 calls at Utrecht on June 26th. *Mark Armstrong*





































DB Schenker Romania No. 91 53 0 480 005-4 (with PSŽ stickers) leads an eastbound container train through Mircea Voda on May 30th.

Anton Kendall

On May 29th, CFR MARFA No. 91 53 0 40 0439-2 approaches Mircea Voda heading towards Constanta with an empty rake of coal wagons. *Anton Kendall* 

















- CFR MARFA No. 91 53 0 40 0479-8 approaches Mircea Voda on May 30th heading towards Constanta with a container train. *Anton Kendall*
- DB Schenker Romania No. 91 53 0 480 009-4 leads an eastbound container train through Mircea Voda on May 31st. *Anton Kendall*
- CFR MARFA No. 91 53 0 474 012-8 hauls a grain train through Mircea Voda on May 29th, heading for the port of Constanta. *Anton Kendall*

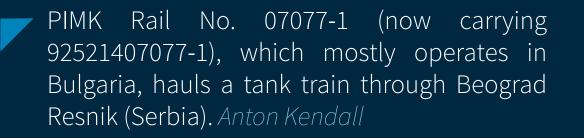












Serbia Cargo No. 441.031 passes through Beograd Resnik with a mixed freight.

Anton Kendall

No. 463 002 (carrying the UIC number 91 72 1 463 002-7) heads north past Veliko Polje on the Termoelektrana Nikola Tesla private network.

Anton Kendall







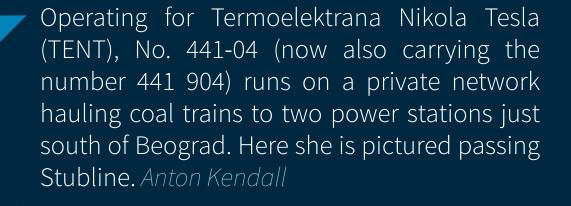












Serbia Cargo's 'Kennedy' No. 661.224 brings a tank train through Pančevo Varos.

Anton Kendall

No. 441.513 operating for Kombinovani Prevoz sits in the station at Ovca (Serbia). *Anton Kendall* 



64









- An ALn 501 DMU heads through the countryside near Ragusa Ibla. *John Sloane*
- ALe No. 501.006 stands at Catania station, working a service to Palermo. *John Sloane*
- Shunter No. 254.0045 slumbers outside Siracusa old depot. *John Sloane*

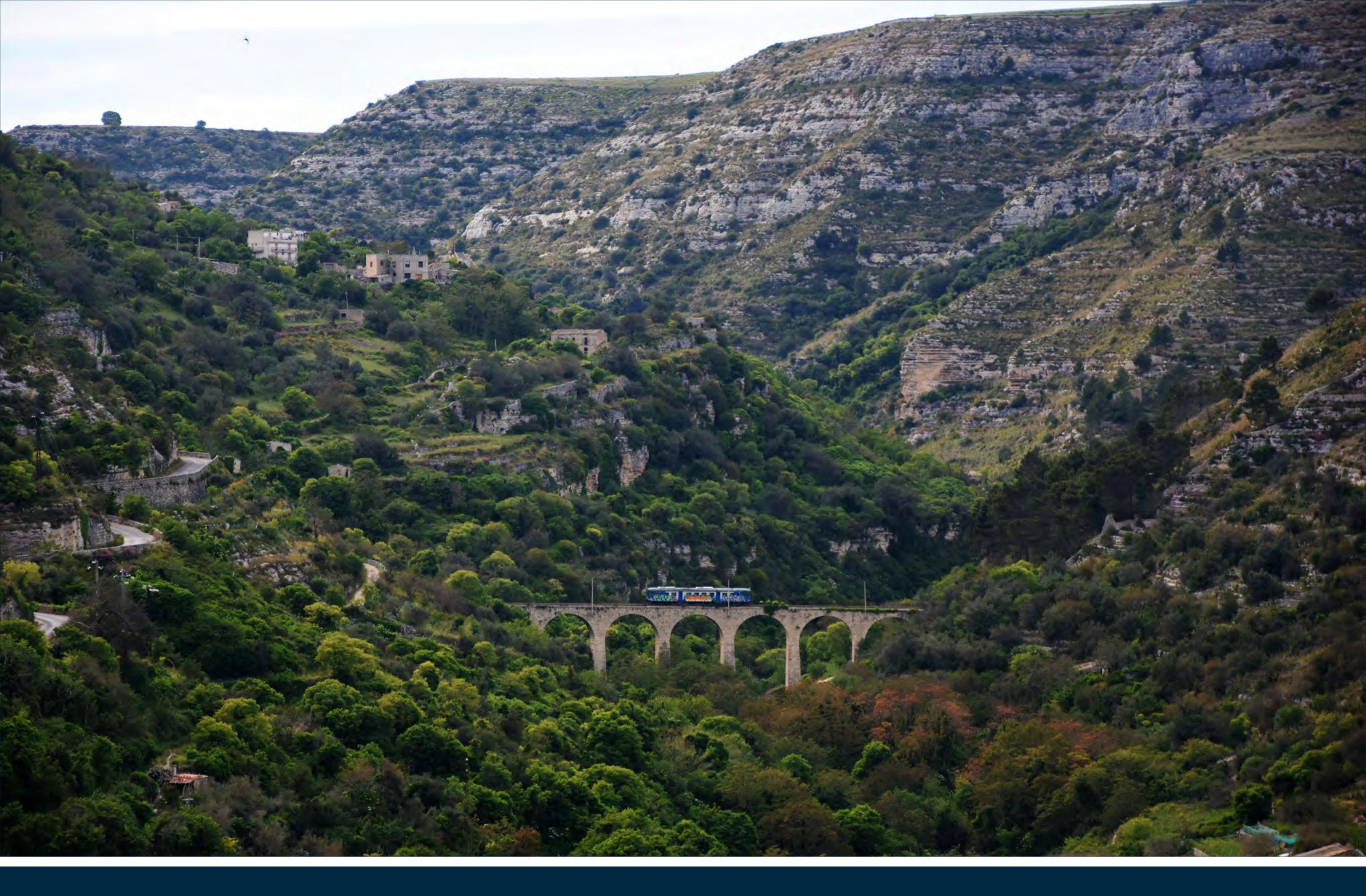






















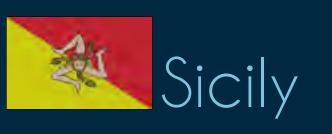
- 'Preserved' steam loco No. 740.452 stands in the sunshine at Siracusa. *John Sloane*
- Fs ALe No. 501.006 heads out of Catania with a service to Palermo. *John Sloane*
- Trenitalia's Class 464.150 is seen awaiting departure time at Siracusa with a service to Messina. *John Sloane*









































#### SüdLeasing orders 20 locomotives on behalf of SBB Cargo International

Order for 20 Vectron MS locomotives including full service Deployment by SBB Cargo International on the Rhine-Alpine Corridor Option for 20 additional locomotives

Switzerland's SBB Cargo International AG has ordered 20 Vectron MS locomotives from Siemens Mobility in cooperation with SüdLeasing GmbH. The locomotives will be leased by SBB Cargo International to SüdLeasing through a long-term leasing plan with a flexible term. In addition, SBB Cargo International has acquired an option for 20 additional locomotives from Siemens Mobility.

These multisystem locomotives are intended for service on the Rhine-Alpine Corridor and are designed to operate in Germany, Austria, Switzerland, Italy and the Netherlands (DACHINL). They have a maximum output of 6.4 MW and are equipped with the European Train Control System (ETCS) in addition to national train control systems. The locomotives will be built at the Siemens Mobility factory in Munich-Allach. Their delivery is planned between the end of 2019 and mid-2020, ensuring that SBB Cargo International will have the locomotives available in time for the opening of the Ceneri Base Tunnel (CBT) in December 2020.

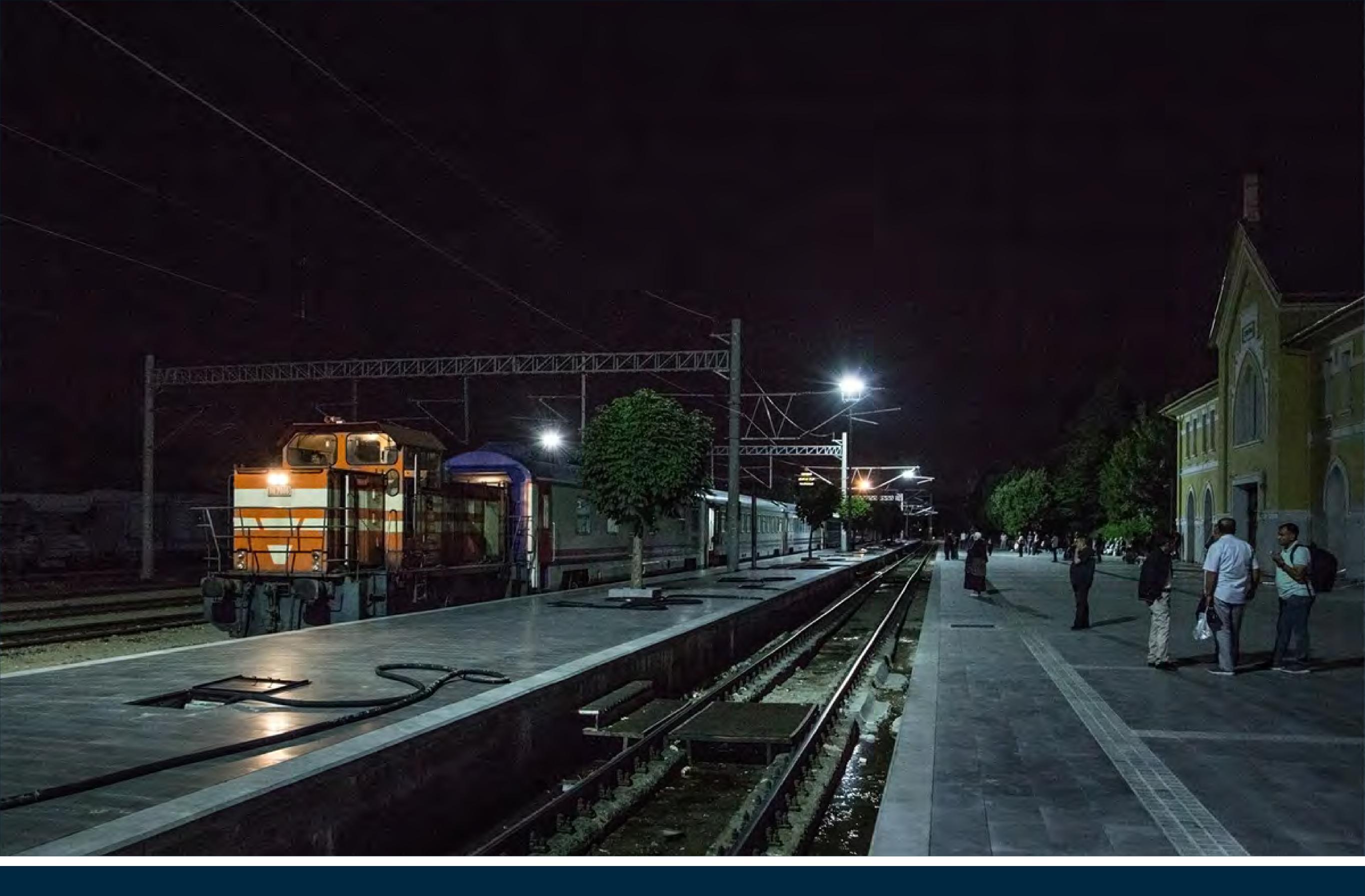
SBB Cargo International has also signed a long-term full-service agreement with Siemens Mobility, and the maintenance services are being planned along the Rhine-Alpine Corridor. "With the expansion of our Vectron fleet, we are almost completely replacing our old Re 620 and Re 420 fleet, which was designed exclusively for service in Switzerland, and are focusing on an efficient, state-of-the-art multisystem locomotive fleet that will be an important building block for us in view of the opening of the Ceneri Base Tunnel in late 2020," said Sven

Flore, CEO of SBB Cargo International.

"With our multisystem locomotives, SBB Cargo International can operate on the Rhine-Alpine Corridor from the Netherlands to Italy without changing locomotives, ensuring that freight transport in Europe is quick, efficient and environmentally friendly. The full service contract guarantees our customer optimal availability," said Sabrina Soussan, CEO of Siemens Mobility.



SBB Class 523.062 stands at Arth-Goldau waiting its next duty. *Class47* 



























# Alstom to supply core train systems for first driverless metro line in Nanjing, China

Alstom has signed a contract with Nanjing Metro to provide traction systems and the train control and monitoring system (TCMS) for 318 metro cars that will run on Nanjing Line 7, the first driverless metro line in the Chinese city. Alstom, with its global experience in unattended train operation (UTO), will also provide technical review for the system. The value of the contract is nearly €50 million.

Alstom will provide the OptONIX traction system, which was developed specifically for the Chinese market. Alstom's joint venture, Shanghai Alstom Transport Electrical Equipment Co. Ltd. (SATEE), will manufacture the traction systems with support from Alstom sites in Belgium, France and India. Alstom's joint venture in Xi'an, Xi'an Alstom Yongji Electric Equipment Co., Ltd will supply the traction motors.

Nanjing Line 7 is a key metro line in Nanjing's metro network. 35 kilometres long with 27 stations, it connects the southwest to the northeast of the city. According to the long-term metro network development plan of Nanjing, Line 7 will have interchange stations with 11 metro lines in the future. "This contract confirms Alstom's leading role in driverless metros in China. This role stems from the performance of 28 driverless metro projects around the world, including seven in China. Compared to

other metro lines, metro lines with unattended train operations can reduce required manpower by 30-70%, achieve higher frequency, increase space for passengers, and improve reliability by over 50%," said Olivier Loison, Managing Director of Alstom in China & East Asia.

Nanjing Line 7 is the eighth driverless metro line in China including Alstom solutions. Other references include the Beijing Airport Link, Shanghai Metro Line 10, Hong Kong South Island Line (East), as well as four newly awarded lines, Shanghai metro lines 15 and 18, Chengdu Line 9 and Wuhan Line 21.

Alstom has been present in Nanjing for 20 years as a major supplier of metros, traction systems, signalling systems and services. It has supplied 456 metro cars for Nanjing Line 1, Line 2 and their respective extensions, traction systems for the 534 metro cars of Nanjing Line 4, 10, S1 and S3, signalling systems for Ningtian Intercity Line, and traction overhaul services for Nanjing Lines 1 and 2.





## Enjoy a memorable journey for less

Eurostar, the high-speed passenger rail service linking the UK with mainland Europe, is offering savings of up to £80 on a return journey in its high-end Business Premier class of service to Paris, Brussels, Lille and Calais. Available to book from 25th July to 25th August, the savings are valid for travel between 1st and 31st August 2019.

Business Premier provides the highest standard in short-haul European travel. Stations feature a dedicated check-in and security lane, as well as exclusive Business Premier lounges with complimentary snacks, refreshments and a wide range of magazines and newspapers. Cocktail bars in London and Paris make the ultimate destination for travellers looking to relax at the end of the day with drinks created by London Cocktail Club specially for Eurostar.

Once on board, dedicated Business Premier coaches provide space to unwind, and travellers are served the finest on-board dining with a 3-course meal developed by Michelin-starred chef Raymond Blanc, OBE. The seasonal menus combine the best cuisine from Eurostar destinations, and feature sustainable ingredients sourced locally. Eurostar is the first transport provider to receive two-star accreditation from the Sustainable Restaurant Association (SRA).

#### Business Premier features:

- Check-in up to 10 minutes before departure with a dedicated check-in lane
- Generous baggage allowance of two cases plus hand luggage
- Fully flexible tickets up to and after departure
- Exclusive lounges offering refreshments, snacks, newspapers and magazines
- Dedicated coaches on board with more space and complimentary magazines and newspapers
- Menu developed with Michelin-starred chef Raymond Blanc, OBE
- Taxi booking service before arrival

With quick and convenient check-in, a seamless city-centre to city-centre journey and a generous baggage allowance, Eurostar is the ideal way to travel to mainland Europe. Travellers can sit back and enjoy free wi-fi and over 300 hours of on board entertainment, all streamed straight to their phone, tablet or laptop.



#### World News



# Alstom signed a Memorandum of Understanding with Kazakhstan Railways for the development of digital technologies

Alstom and Kazakhstan Railways (KTZ) have signed a Memorandum of Understanding for the development of digital technologies for the railway signalling in the Republic of Kazakhstan. The MoU was signed on July 30th by Kanat Almagambetov, First Deputy Chairman of the Board in KTZ and Didier Pfleger, Senior Vice-President in Alstom for Middle East and Africa and Central Asia during the official visit of Bruno Le Maire, Minister of Economy and Finance of France to the electric locomotives plant EKZ, in Nur-Sultan, Kazakhstan.

The MoU covers the development of digital technologies for railway signalling and interlocking for the implementation of the adapted technical solutions during the modernization of the interlocking system of the largest railway stations in Kazakhstan.

"KTZ is actively implementing digital programs. Modernisation of railways infrastructure is one of the priorities for the development of the country's transport industry. We are confident that in partnership with Alstom, a world leader, we will launch new technologies, particularly deployment of modern signalling systems in shorter terms and at a qualitatively high level", said Sauat Mynbayev, CEO of KTZ.

"I am very pleased to launch our cooperation in the field of digital development of railways with Kazakhstan Railways. Alstom has an expertise of more than 30 years and installed 1,500 interlocking systems in over 25 countries and we will be happy to bring state-of-the-art solutions to Kazakhstan to develop further our long-term exemplar partnership", said Didier Pfleger, Senior Vice-President in Alstom for Middle East and Africa and Central Asia.

Alstom is present in Kazakhstan with around 730 people, depot, repair center and two facilities, EKZ in Nur-Sultan for locomotives manufacturing and maintenance and production of on-board transformers, and KEP in Almaty for the production of point machines. Alstom is a major contributor to the revitalization of country's mobility industry and the development of its economy.



World News



#### San Diego's Metropolitan Transit System Orders 25 Light Rail Vehicles

# New LRV's will operate on Mid-Coast Trolley Extension Completes the system's transition to a fully lowfloor fleet

San Diego's Metropolitan Transit System (MTS) has awarded Siemens Mobility a contract for 25 S700 Low-floor Light Rail Vehicles. These cars will operate the entire 53-mile double-tracked MTS light rail network, including on the 11-mile Mid-Coast Trolley extension, which is scheduled to open in 2021. It will extend San Diego's current Blue Line from the heart of downtown north to University of California San Diego and University Town Center. They will replace Siemens Mobility's high-floor SD100 LRVs which were manufactured in the 1990s. This purchase and subsequent purchases will make San Diego's fleet fully low-floor and accessible. Delivery of the new LRVs is expected in 2021.

"The standards and expectations for public transit continue to change and we are committed to meeting the needs of our current and future riders," said Paul Jablonski, Chief Executive Officer of the Metropolitan Transit System. "MTS operates one of the most efficient and reliable light rail systems in the US and a large part of our success is due to our long-standing working relationship with Siemens to provide best-of-class vehicles. The evolution of its light rail vehicles has been exceptional."

"Siemens Mobility's relationship with San Diego began nearly 40 years ago in 1980. The Trolley, as it is affectionately known in the city, transports more than 40 million riders per year and these new vehicles will improve passenger experience by making them more accessible to all passengers and

providing service on new stops along the expansion route for students, residents and tourists," said Sabrina Soussan, CEO of Siemens Mobility.

The S700 cars are the latest advancement of the fully-electric S70 low-floor vehicle platform designed and manufactured by Siemens Mobility at its solar-powered facility in Sacramento, California. They are characterized by an open and spacious low-floor interior. The wide aisleway makes the vehicle much easier to traverse into and around for passengers, bicycles and wheelchairs. There are also energy efficiency features like LED lighting, which not only utilize less energy, but also last longer. Siemens Mobility's relationship with MTS began in 1980, with an order for 71 cars of their original high-floor U2 model. This was followed by an order in 1993 for 52 - SD100 cars. In 2004, with the passengers in mind, the leadership at MTS started transitioning to a low-floor car system with an order for 11 -S70 vehicles. The transition was continued 5 years later with a larger order for 65 - S70 cars, followed by another order for 45 - S70 vehicles, which are currently being delivered.

Siemens Mobility is the market leader for Light Rail Vehicles in North America with more than 1800 LRVs ordered. Siemens Mobility designs and manufactures across the entire spectrum of rolling stock including commuter and regional passenger trains, light rail and streetcars, metros, locomotives, passenger coaches and high-speed trainsets. In the U.S., Siemens Mobility is providing rail vehicles, locomotives, components and systems to more than 25 agencies in cities such as Washington D.C., New York, Boston, Chicago, Phoenix, Seattle, Miami, Orlando, Philadelphia, Denver, Baltimore, Salt Lake City, Minneapolis, Houston, Portland, Sacramento, San Diego, St. Louis, Atlanta and Charlotte.



#### Stress-free travel from city to the slopes

#### Eurostar winter services to the French Alps on sale from 17th July

Eurostar, the high-speed passenger rail service linking the UK with mainland Europe, has opened sales for travel to the French Alps next ski season. From 17th July 2019, tickets were available for travel throughout the winter between 20th December 2019 and 11th April 2020.

The direct journey effortlessly takes travellers from the centre of London to Alpine slopes, escaping airport stress and bypassing slow coach transfers on their way to mountain resorts.

From London St Pancras and Ashford International stations, passengers benefit from a stress-free journey, comfortable and spacious surroundings, as well as a generous baggage allowance of two suitcases plus hand luggage, and skis or snowboards at no extra cost.

Eurostar services direct to the French Alps stop at Moûtiers, Aime-la-Plagne and Bourg-St-Maurice, making it easy to access many of Europe's top resorts including Courchevel, La Plagne, Tignes, Meribel, and Les Arcs. A variety of services allow passengers to pick the one which suits them best:

- Friday overnight: Make the most of every minute on the slopes by arriving on a Saturday morning while other holidaymakers are only just beginning their trip.
- Saturday daytime: Sit back and enjoy the journey, with a relaxing start to a holiday as the countryside passes by at high-speed.
- Saturday overnight: We're running an extra night-time service to the Alps on Saturday 16th February, with a Sunday daytime return to the UK on 23rd February.

The 2019/20 seasonal ski services will run weekly from 20 December 2019 until 11 April 2020, with fares from £80 each way.



#### World News



#### Siemens Mobility awarded order for 26 Light Rail Vehicles by Portland's TriMet

Oregon's largest regional transit provider
S700 light rail vehicle will replace city's Type 1 fleet
Digitalization increases vehicles' value sustainably over their lifecycle
Contract includes options for up to 60 additional vehicles

Siemens Mobility won the latest Light Rail Vehicle (LRV) contract from Portland's TriMet, Oregon's largest regional transit provider. This order will replace TriMet's original 26 Type-1 vehicles, from another manufacturer, with Siemens Mobility's new S700, a low-floor state-of-the-art vehicle jointly developed by TriMet and Siemens Mobility. The contract includes options for up to 60 additional LRVs, which would accommodate additional vehicles needed for further service expansions such as the MAX Red Line Extension to Fair Complex, and the Southwest Corridor. With the completion of this new purchase, TriMet's LRV fleet will be a fully Siemens Mobility fleet - with the first delivery expected in 2021.

Importantly, TriMet has opted to install the latest Internet-of-Things (IoT) framework to what will now be their Type 6 vehicle, ensuring that the latest rail digitalization capabilities are applied for increasing efficiencies in operations and maintenance, increasing value sustainably over their lifecycle, and ultimately resulting in peak economic and passenger experience. "Retiring our older rail vehicles with stairs and replacing them with these new vehicles will mean the entire MAX Light Rail fleet will be all low-floor, better meeting ADA standards and creating a better experience for all riders, no matter their physical abilities," said TriMet General Manager Doug Kelsey. "These new vehicles also are a critical part of our making transit better efforts and will make the light rail system more efficient and more reliable for our customers."

"For more than 20 years, our relationship with TriMet has continued to grow as we have cocreated their fleets. From first developing their Type 2 fleet - North America's first low-floor light rail vehicles – to today's S700 low-floor vehicles, we are working together to ensure that Portland's passengers have sustainable, efficient and enjoyable commutes," said Sabrina Soussan, CEO of Siemens Mobility.

The S700 cars are the latest advancement of the S70 low-floor vehicle platform designed and manufactured by Siemens Mobility at its solar-powered North in Sacramento, California. They are characterized by an open and spacious low-floor interior. The wide aisleway will make the vehicle much easier to traverse into and around for passengers, bicycles and wheelchairs, improving passenger experience. There are also energy efficiency features like LED lighting, which not only utilize less energy, but also last longer.

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#### Alstom's Atlas ERTMS Level 2 technology begins commercial service on Spanish high-speed line

Following extensive reliability proving tests by ADIF and approval by the Spanish Railway Safety Agency (AESF), Alstom's Atlas ERTMS[1] Level 2 train control system has entered commercial service on the Valladolid-León high-speed line in the north of Spain. This entry into service follows the 2014 contract from Adif, awarded to an Alstom-led consortium[2], to upgrade the Valladolid-León section with ERTMS Level 2 technology, including maintenance for a period of 20 years.

Protection systems, the centralised traffic control (CTC), security equipment, the mobile GSM-R communications equipment and infrastructure for trains and mobile phone operators.

With 15 years of experience putting into service ERTMS Level 2 digital signalling solutions, Alstom is a global pioneer in its development and implementation and a worldwide leader in on-board equipment. With projects in 30 countries, Alstom has installed nearly 40% of the trackside ERTMS Level 2 equipment in



Alstom's Atlas ERTMS Level 2 is a digital signalling solution that allows trains to run at higher speeds without physical lineside signals. With Atlas, the Valladolid-León line will see an increase in safety and availability, as well as in train speed, with maximum speeds increasing from 200 km/h to 300 km/h. The resulting updated timetable will allow passengers to benefit from shorter journey times.

"We are immensely proud of this entry into service. This is the second ERTMS Level 2 signalling system commissioned in Spain, after the one also installed by Alstom on the new Albacete-Alicante high-speed line, where Alstom was also the consortium leader. This demonstrates Alstom's technical expertise and leadership in the field," said Antonio Moreno, Managing Director of Alstom in Spain.

The contract includes the design, procurement, installation, commissioning and twenty years of maintenance of the signalling, fixed telecommunication and Automatic Train service in Europe and equipped over 8,000 trains of 200 different types with its Atlas ERTMS solution. Atlas is a scalable solution that can be adapted to all types of traffic and operational needs: passengers and freight, high-speed or suburban.

- [1] ERTMS: European Railways Traffic Management System
- [2] The consortium is composed of Alstom, Bombardier and Indra



#### Stadler wins tender for 22 locomotives for the Spanish Administration of Railway Infrastructure

Stadler, in consortium with Erion, has emerged as the winner of the tender issued by the Spanish Administration of Railway Infrastructure (ADIF) for the supply of 22 rescue locomotives. An objection period has now started following notification to the losing bidders that the Stadler-led consortium is to be awarded the contract. This objection period must expire before the award procedure can go ahead and a legally binding contract can be signed.

The state-owned Spanish Administration of Railway Infrastructure (ADIF) intends to sign a contract with Stadler to supply 22 rescue locomotives in a consortium with Erion. Furthermore, the consortium is to be commissioned with the maintenance of the vehicles over a period of eight years. The locomotives are intended to carry-out high-speed railway lines inspection, rescue operations of stranded trains, snow clearance and hauling of maintenance trains. Stadler is the consortium leader with an 80 percent share. Consortium partner Erion is a joint venture between Stadler and Spanish rail operator RENFE.

The objection period began following the award of the contract. Unsuccessful bidders can eventually decide whether to initiate a verification procedure against the decision. The contract cannot be legally signed until after this deadline, at which point Stadler will provide further information about the contract.



#### World News







#### From the UK

#### Foxfield Steam Gala

The line was built in 1893 to serve the colliery at Dilhorne on the Cheadle Coalfield and much of it still exists as it did in during its working life. The highlight of the line is seeing the locos worked hard up the bank from the colliery and in July the line held its annual steam gala.

- Andrew Barclay 0-6-0T works No. 1245 'Carron' climbs Foxfield Bank assisted by Hunslet Engine Company Austerity 0-6-0ST No. 3839 'Wimblebury' on the rear. *Richard Hargreaves*
- Dübs and Company 0-4-0CT Crane Tank No. 4101 'Dubs' heads out of the colliery, heading to Dilhorne Park. *Richard Hargreaves*
- Hunslet Engine Company Austerity 0-6-0ST No. 3694 'Whiston' and Hunslet Engine Company Austerity 0-6-0ST No. 3839 'Wimblebury' are seen descending Foxfield Bank with a rake of wagons heading to Foxfield Colliery. *Richard Hargreaves*











### From the UK

## Foxfield Steam Gala

- Hunslet Engine Company Austerity 0-6-0ST No. 3839 'Wimblebury' climbs Foxfield Bank with a rake of mineral wagons. *Richard Hargreaves*
- Andrew Barclay 0-6-0T works No. 1245 'Carron' and Hunslet Engine Company Austerity 0-6-0ST No. 3694 'Whiston' head down to the colliery with a rake of mineral wagons.

Richard Hargreaves













