



Railtalk Magazine *Xtra*

Issue 157x | October 2019 | ISSN 1756 - 5030



Welcome

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

Another month gone and thoughts turn to those short winter days and those long dark nights. I say this having just returned from Europe where I failed to realise with the clocks an hour forward of GB just how dark it gets so early in the day, and how impossible it is to get photos of moving freight trains!

One of the big stories this month has been that Hector Rail is selling its GB Railfreight division to Infracapital. Infracapital are the unlisted infrastructure equity arm of M G Prudential which is due to demerge from Prudential plc in the fourth quarter of this year.

Other major news is from Germany where rail spending is to be increased significantly as part of a €54bn package of measures to mitigate the effects of climate change, which was announced by Chancellor Angela Merkel on September 20th. The German government has decided to reduce the rate of Value Added Tax on rail travel from 19% to 7% for all journeys of more than 50 km. The tax cut will be funded by a matching increase in VAT on air travel. DB immediately promised to pass on the whole of the reduction to its passengers, which CEO Richard Lutz said would equate to a 10% cut in fares, and also forego a planned increase. This would see the cheapest ICE journeys cut from €19.90 to

Content

- Pg 2 - Welcome
- Pg 4 - Pictures
- Pg 56 - World News
- Pg 62 - From the UK
- Pg 65 - From the Archives

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.

Contact Us

Editor: David
david@railtalkmagazine.co.uk

Co Editor: Andy
editor@railtalkmagazine.co.uk

Content Submissions
entries@railtalk.net

Technical & Subscription Support
admin@railtalk.net

Front Cover

SBB Class 460 021 arrives at Speiz with an Interlaken to Basel service.
John Sloane

This Page

Aurizon's narrow gauge No. S3302 is seen passing through Keysbrook with empty hoppers from Kwinana to one of the Alcoa mines in the south of Western Australia.
Colin Gildersleve

Next Page

SZ Class 541.009 approaches Hrastovlje with a container train to Koper on August 24th.
Laurence Sly





€17.90, or €13.40 with a Bahncard discount. The railway expects the lower fares to increase ridership by around 5 million passengers/year, contributing towards its objective of doubling its annual long-distance ridership to 260 million. To handle the extra traffic, DB has announced that it would order a further 30 high speed trainsets suitable for 'at least' 300 km/h. In addition to the 74 ICE4 sets due to be delivered over the next three years, these would increase the ICE fleet from 282 trainsets to 386 by the end of 2022 and allow the operator to provide more than 13,000 additional seats per day.

And again in Germany, Rhein-Ruhr transport VRR has decided to terminate a contract for Keolis to operate two S-Bahn services from December, and will instead directly award incumbent DB Regio. Discussions had revealed that Keolis currently had only around half the number of drivers needed to provide a reliable service.

Finally in Poland, Newag had signed what it said was its largest-ever contract on September 17th, covering the supply of 31 Dragon 2 electric locomotives to PKP Cargo for 518.9m zloty. The TSI-compliant locomotives will be equipped with ETCS Level 2 and certified for operation in Poland, Czech Republic and Slovakia.

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**

Terms & Conditions

Railtalk Magazine Xtra is a free monthly online digital magazine (e-mag), provided in PDF and SWF (Flash) interactive format.

Railtalk Magazine Xtra takes no responsibility for any information provided or printed in this magazine. Best efforts are made at the point of going to publish, to effect all information is correct, however no guarantees are given or implied.

All content is © copyright either Railtalk Magazine Xtra or it's respective owners. All items are credited to their respective owners and no parts of the magazine should be reproduced without first obtaining permission. In cases where ownership is unclear, please contact the editorial team and we will be happy to provide details of respective owners once permission has been granted to pass on such

information. Advertising space is limited to a first come first serve basis. Should you wish to place adverts in the magazine please make contact with the editorial team before the 3rd Friday of each month. Railtalk are not responsible for adverts and no guarantees are given to the bona fides of any advertisers.

Railtalk Magazine Xtra is published by HAD-PRINT a trading name of HAD-IT LIMITED.

HAD-PRINT
Unit 6, France Ind. Complex
Vivars Way, Canal Road
Selby, North Yorkshire
YO8 8BE
info@had-print.co.uk | 01757 600211



With Thanks

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos.

These issues wouldn't be possible without: Ray Anslow, Brian Battersby, Mark Bearton, Mark Bennett, Tim Blazey, Rob Boyce, Keith Chapman, Julian Churchill, Nick Clemson, Derek Elston, Mark Enderby, Tim Farmer, Dave Felton, FrontCompVids, Paul Godding, Richard Hargreaves, Keith Hookham, Colin Irwin, John Johnson, Anton Kendall, Jyrki Lastunen, Ken Livermore, Michael Lynam, Peter Marsden, Phil Martin, Denzil Morgan, Thomas Niederl,

Peter Norrell, Chris Perkins, Mark Pichowicz, David Pollock, Andy Pratt, Paul Quinlan, Railwaymedia, Alan Rigby, Bryan Roberts, Neil Scarlett, John Sloane, Stephen Simpson, Laurence Sly, Stewart Smith, Steamsounds, Steve Stepney, Mark Torkington, Gerard van Vliet and Erik de Zeeuw.









 Austria

These three photos show the famous 'Reblaus Express' train. This is a tourist train operating on weekends and public holidays from May until the end of October. The starting point is Retz, a nice little town in the north of Lower Austria which is famous for the historical town centre and vineyards. (Deutsch Weinberge). The train takes an about an hour long journey as it heads to Drosendorf, which is about 40km west. This is also a great place to visit as the little town has the last completely preserved city wall.

▶ Class 2143.56, owned by the society 'Verein Neue Landesbahn' returns from the morning service to Drosendorf and is seen here near to the station at Retz on August 31st.

Thomas Niederl

▶ The same train is seen near to the halt at Hessendorf. *Thomas Niederl*

▶ Calling at intermediate stations, the train is seen at Niederfladnitz with the afternoon service on August 31st. *Thomas Niederl*







Green Train Skoda Auto

On September 26th, ČD Cargo Vectron Class 383,009 was dispatched from Prague to Nymburk. On the way to Nymburk and back to Prague, a conference aimed at promoting rail transport and green logistics in the general took place on the train which consisted of ČD Cargo, ČD and SŽDC wagons.

The event was organized by Škoda Auto and headed by the logistics chief of this company, Ing. Cee and was attended by a number of experts and managers of logistics companies. ČD Cargo was represented by Ivan Bednárik, Chairman of the Board of Directors.

Among other things, projects with the impact on car transport logistics were discussed, the preparation of which faces a number of problems. Also discussed was the capacity increase of the Týniště nad Orlicí - Solnice line or the so-called Bezděčinská spojka project together with the construction of the Mladá Boleslav-east marshalling yard.

Photo: © CD Cargo



On July 4th, Class 754.024 pauses at Majdalena with train No. Os8707 09:38 Veselí n.Lužnicí – České Velenice. This service is mostly operated by 2 car units but the area is very popular with cyclists so is strengthened to loco hauled trains with luggage/bike vans in the Summer.

Mark Pichowicz



Exercise in Cervený Potok

On September 18th, a cooperative exercise of fire and rescue corps was held at Cervený Potok station on the line between Dolní Lipka and Hanusovice. During the exercise, the consequences of a traffic accident at the level crossing was simulated. A collision between a bus and a freight train occurred in an accident; Eight people were injured in the bus and a dangerous substance leaked from the tank wagon.

Nine fire protection units were involved in the exercise, one of them from Poland.

The exercise was also attended by the Police of the Czech Republic, the fire brigade of the Railway Infrastructure Administration and the Emergency Medical Service of the Pardubice Region. The exercise took place within the "Safe Border" program.

ČD Cargo also took part in the event, which lent and transported a tank wagon to the place of exercise. The tank wagon was used to train the disposal of dangerous substances leakage and also to train re-railing operations.

Photo: © CD Cargo



Class 705.918 stands in the sun at Jindřichův Hradec after arriving with train No. 21255 13:04 from Nová Bystřice. *Mark Pichowicz*





On July 6th, No. T334.0866 pauses at Malá Skála with a tourist train from Turnov to Semily.
Mark Pichowicz

The last EffiLiner 1600 locomotives will be owned by ČD Cargo

By the end of the year, ČD Cargo will be able to take over one EffiLiner 1600 diesel locomotive produced by CZ LOKO. By the end of February next year it will receive three more. This deadline has to be met due to the expiry of the exemption from the Rail Authority allowing these upgrades to be carried out. Thanks to this, ČD Cargo will become the last operator of this type.

ČD Cargo is currently one of the most important customers of CZ LOKO. In parallel to this contract, the fifty older shunting locomotives of the 742 series are being upgraded. The first of five brand-new EffiShunter 1000 locomotives has also been put into operation. Four EffiLiner 1600s will complement the thirty-part series of previously upgraded 753.7 series.

“We highly value ČD Cargo as a customer. At the same time, we are delighted to make a significant contribution to the rejuvenation of this carrier’s fleet, not only in the 742.71 shunting locomotives, the Universal EffiShunters 1000, but now also through the purely EffiLiner 1600 line locomotives,” says Roman Hauerland, CZ LOKO Sales Manager.

The modernization of the original “Brejlovec” was started by CZ LOKO in 2001. Since then it has undergone various types of modernization to 130 locomotives of 750/753 series. They gained popularity not only in our country and Hungary, but especially in Italy. The modernized locomotives are similar in their parameters to the newly produced locomotives. Their advantage, however, is significantly lower price.

The EffiLiner 1600 is easily distinguishable from its predecessors thanks to the new Nouvell design. The advantage of this design is a substantial increase in safety in the event of a collision with an obstacle, less noise and a clearer driver’s position. The electrical transmission of AC / DC power is maintained. The CAT 3512 engine offers 1550 kW. They are currently operated by SD - Rail Transport, Unipetrol Transport, CER Cargo Holding, Rail Cargo Carrier or First Slovak Railway.



CD Cargo receives locomotive 744.110

On Monday, September 30th, new locomotive No. 744.110 was delivered to the Rolling Stock Repair Center in Břeclav.

The event was attended by a member of the Board of Directors of CD Cargo responsible for the operations section, Mr. Zdeněk Škvařil, who took over the symbolic key of the new engine from the Chairman of the Board of Directors of CZ Loko, Mr. Josef Bárta.

“I am glad that we will test the new locomotive here in the Brno region and I believe that the new engines, like other locomotives from CZ Loko, will reliably serve and transport the goods of our customers,” said Zdeněk Škvařil at the ceremony.

Let’s add that in the framework of the test operation, the new locomotive should be used for the “first and last-mile trains” in the vicinity of Břeclav. The remaining four engines should be delivered by the end of the year.

Photo: ©CD Cargo



On July 6th, No. T478.1215 (749.253) waits to depart Mšeno with train No. R1573 17:18 to Praha. *Mark Pichowicz*



▶ KDS Class 749.162 stands at Mořina quarry after traversing the 12km freight branch with a trip organised by Grumpy Railtours on July 7th.
Mark Pichowicz

Model loading wood

ČD Cargo together with Innofreight and Wood & Paper have organized the loading of wood into new wagons and onto wagons using Smart GigaWood superstructures for customers who dispatch wood to its destination at the paper mill in Hněvice.

This loading method was first used in Sweden and later adapted to the Central European profile. There are pairs of stanchions on each article of the wagon, which allow loading of pulpwood with a length of 2.4 - 2.8m. The design of the stanchion superstructure with its largest width of 3.14 m and the same height allows loading of 116 - 129 m3 solid meters of wood mass.

Photo: ©CD Cargo





 Denmark



▶ Built by the German Company Henschel, DSB ME Class No. ME1537 stands at Copenhagen Central on September 2nd, carrying the DSB red livery. *Brian Battersby*

▶ DSB ME Class diesel-electric loco No. 1523 stands at Copenhagen Central on September 2nd. *Brian Battersby*

▶ Built by ABB Scania, DSB diesel unit No. 5238 stands at Copenhagen Central on September 2nd working a service to the airport. *Brian Battersby*





A new step forward for the Paris-Lyon high speed line: Alstom's digital signalling technology chosen by SNCF Réseau

Alstom, in a consortium with Setec Ferroviaire, has been awarded a contract worth approximately 50 million euros by SNCF Réseau to supply its Atlas ERTMS Level 2 system, configurable to the hybrid Level 3, on over 500 kilometres of the Paris-Lyon high speed line. The project, called "LGV+ Paris-Lyon", is one of the first major realisations of the high-performance rail network. Alstom will carry out the design, equipment supply, installation work, tests and maintenance of its Atlas solution. Setec Ferroviaire will be in charge of verifying the design, integrated project management and testing.

The Paris-Lyon high speed line is the busiest route in Europe with 240 trains per day on the main section. It is likely to become even busier in the years to come, particularly in the context of the opening up of the rail passenger transport market. In its current configuration, it is at maximum capacity. Modernising the line is a priority project for SNCF Réseau as well as for Europe, which is devoting 125 million euros to the project. Technological innovation will be used to optimise the existing infrastructure. From 2025, 14 trains will be able to operate in each direction during peak hours, then, following additional infrastructure work, 16 trains by 2030 compared with 13 at present. In parallel, the project will improve the regularity of traffic and adapt the line to European interoperability standards between countries. To increase the line's performance, SNCF Réseau plans to carry out a technological breakthrough by regenerating the interlocking centres using computer-based interlocking, as well as by reinforcing the train power supply system and finally by equipping its infrastructure with several technological innovations: ERTMS 2 (signalling system), Centralised Network Control (railway "control tower") and Operational Traffic Management 2.0.

"The LGV+ Paris-Lyon project is one of the cornerstones of the high-performance rail network. We're going to switch to high throughput on this key European transport link. Increasing the capacity of the existing network and the quality of service of traffic is a priority for SNCF Réseau to promote rail use. This collaboration with Alstom is a major step forward for the project," says Patrick Jeantet, Chairman and CEO of SNCF Réseau.

The ERTMS 2 system, using digital to serve railway signalling ERTMS makes it possible to manage the distance between two trains in real time, thus improving the line's capacity and regularity while meeting the objective of interoperability between the various European networks. ERTMS Level 2 is the most advanced, reliable and robust signalling system in existence. It is intended to replace, in the coming years, the 27 systems currently in service in Europe. Alstom's Atlas ERTMS Level 2 system is a digital signalling solution that allows trains to run without lineside signalling. In France, following the deployment of the ERTMS Level 1 Atlas solution on Rail Freight Corridor 2 (Rotterdam/Antwerp - Luxembourg - Basel/Lyon), ERTMS Level 2 Atlas will, for the first time, be implemented on a high speed line without interrupting traffic.

"We are very proud to win this contract and to support SNCF Réseau in its ambitions. This project is a key step in the development of the future high-performance rail network in France. After the commissioning of Atlas ERTMS Level 2 technology in Spain on the Valladolid-Léon very high speed line, this contract is further proof of Alstom's expertise and its status as a leader in this field," says Jean-Baptiste Eyméoud, Senior Vice President France at Alstom. On a global level, and with 15 years of experience in the implementation of ERTMS digital signalling solutions, Alstom is a pioneer in the development and implementation of these solutions and a leader in the domain of on-board equipment. With projects in 30 countries, Alstom has installed nearly 40% of the ERTMS Level 2 trackside equipment in service in Europe, and equipped more than 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: passenger and freight, high speed or suburban. The Atlas ERTMS Level 2 system for the Paris-Lyon line will be developed at Alstom's centre of excellence for rail signalling systems in Charleroi, Belgium. The project management will be carried out by a dedicated team at Alstom's headquarters in Saint-Ouen in France which, with over 2,800 employees, is the largest railway engineering centre in Europe. In the long term, about 60 people at Alstom and Setec Ferroviaire will work on this project. At SNCF Réseau, more than 50 people will work on monitoring the development of ERTMS.

▶ SNCF DMU No. B81523 departs the station at Capenac with a service to Toulouse Matabiau. On weekdays, just 18 trains depart from this station. *Thomas Niederl*











 Germany

▶ DB Class 111.141 is seen stabled at Koln depot on August 30th. *Brian Battersby*

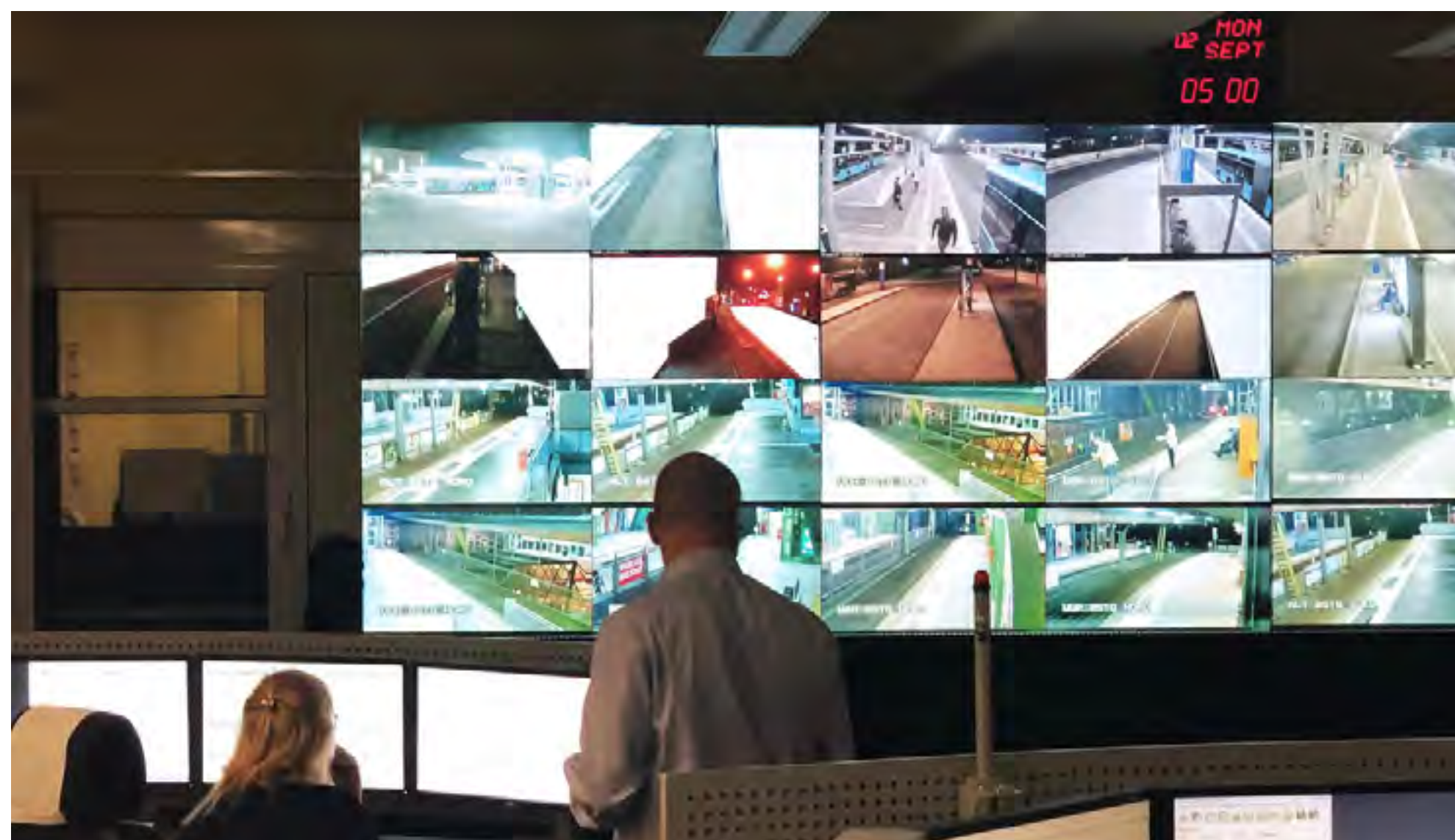
▶ On September 4th, DB Class 146.127 arrives into Bremen Hbf with a service to Bremerhaven - Lehe. *Brian Battersby*

▶ DB Class 112.143 stands at Lubeck on August 30th working a RE8 service to Lübeck-Travemünde. *Brian Battersby*





Alstom digital train control system enters service on Wuppertal Suspension Railway



A new version of Alstom's Atlas ETCS train control system has entered service on the Wuppertal Suspension Railway (Wuppertaler Schwebebahn), located in western Germany. Following a contract signed with WSW mobil GmbH, Alstom equipped the entire suspended route, including 31 new vehicles and the century-old imperial wagon (Kaiserwagen), with ETCS, the European standard for train control systems.

The entry into service marks the completion of Alstom's first full train control and signalling contract in Germany. It comprises line-side equipment, such as interlocking, radio block centre (RBC) and necessary line elements via train control systems, as well as an interface to the computer-aided operation control system.

The Wuppertal project represents the very first application of ERTMS Level 3 in which track occupancy is solely realised using train localisation performed by the ETCS equipment onboard the train. Alstom replaced the traditional trackside train detection systems such as axle counters with a digital signalling system whereby the ETCS-equipped vehicles communicate their positions directly to the central computer (or RBC) via radio.

"With the successful implementation of this project, Wuppertal is the first city in Germany to use the European train control system in urban transport. ETCS does not only provide for safer and more efficient train operation, but also serves as a basis for many future technologies," says Jörg Nikutta, Managing Director of Alstom in Germany and Austria.

Alstom's ETCS system Atlas was developed in Charleroi (Belgium), while the system components were produced at Alstom's sites in Villeurbanne (France) and Bologna (Italy). The systems are installed and commissioned in Wuppertal by Alstom staff from Charleroi, Salzgitter and Berlin.

Alstom is market leader for ETCS on-board equipment. Since 2006, Alstom has equipped 8,200 vehicles (3,200 of which are already in operation) and for 18,000 kilometres of line (7,000 in operation) with ETCS equipment. A large part of DB's ICE fleet has also been running with Alstom's ETCS technologies on the high-speed line between Berlin and Munich since 2017.

Class 101.009 and 146.130 stand at Bremen on September 4th. The Class 146 working a RE6 service to Bermerhaven Lehe. *Brian Battersby*



▶ National Express 'Ersatzzug' Class 110.469 stands at Köln Hbf on August 30th working a RB48 service to Wuppertal. *Brian Battersby*

Alstom to equip 17 ICE3 high speed trains with ETCS

Alstom has been commissioned by Deutsche Bahn AG to retrofit 17 internationally operating ICE3 high-speed trains[1] with its Atlas ETCS on-board system[2]. The contract is worth more than €30 million. The new technology will allow the medium term operational start of the trains to be equipped for the new German ETCS Level 2 high-speed line between Stuttgart and Ulm. Moreover, the vehicles will gain access on the Belgium network and for the first time using ETCS on the French high-speed line between Paris and Strasbourg completely. "Together with Deutsche Bahn, we are setting another important milestone for interoperability in the European rail network. We are glad to decisively shape the digitalization of the European rail industry", says Dr. Jörg Nikutta, Managing Director for Alstom in Germany and Austria.

This order includes the ETCS development, design, manufacturing and integration of the existing national protection systems. The new train control system will be integrated into the vehicles' control technology in cooperation with the train manufacturer. The homologation will be obtained step by step in Germany, on the border routes to Switzerland, in Belgium and in France.

The ETCS installation, including the dismantling of today's system, and the commissioning will take place at Alstom's sites in Salzgitter and Braunschweig. Alstom will be responsible for the service of the control and signalling technologies for six years.

This order will be executed in cooperation with various Alstom sites: Berlin (project management), Salzgitter and Braunschweig (installation design and rebuilding), Charleroi, Belgium (design and engineering), Paris and Villeurbanne, France (product development and manufacturing).

[1] Series type 407

[2] European Train Control System according to the TSI version of Baseline 3 Release 2



ŠKODA TRAMS CARRIED THE FIRST PASSENGERS IN CHEMNITZ, GERMANY

The operation of ForCity Trams from Škoda Transportation was inaugurated on September 25th with passengers in Chemnitz, Germany. These are bidirectional, 100% low-floor vehicles with a stainless steel body. The Plzeň-based company is supplying a total of fourteen of these modern vehicles with a completely new design for the German city.

“Today, the first two trams from the Škoda factory went into operation in Chemnitz. Passengers can use the new trams with state-of-the-art technology made of stainless steel with air suspension, a gearless drive and permanent magnet motors. The vehicles offer fully barrier-free movement,” says Zdeněk Majer, Member of the Board of Directors and Senior Vice President Sales of the Škoda Transportation group, adding: “This is the first city in Germany to use trams made in the Plzeň-based Škoda Transportation plant. This contract proves that our ForCity trams can succeed in public transport in Western European cities and competing against the world’s largest companies. We’ve been successful in the German market in recent years. A total of eighty new modern trams will be heading to Mannheim, Ludwigshafen and Heidelberg in the coming years.”

Škoda Transportation won a contract for the supply of trams for the Chemnitz public transport company in June 2016. The total price of the contract is about 950 million crowns. The Chemnitz transport company (CVAG) will receive modern low-floor vehicles that meet the latest German barrier-free requirements. Škoda Transportation has delivered new concepts with axle bogies to Chemnitz. The body of the vehicle is made of stainless steel, and is designed with the strength of an LRV (suburban vehicles 400 kN/80km/h).

The modern interior of the vehicle, using the latest knowledge of composite development, contains a completely flat floor in the longitudinal aisle (no longitudinal ramps). The wide aisle with no longitudinal slopes allows users of conventional wheelchairs to move along the entire vehicle in the event of an emergency. In combination with air suspension, keeping the boarding edge at the same height regardless of vehicle load and in accordance with new VDV standards, it is possible to board with wheelchairs or prams without the use of additional ramps at the new platform (comparable to comfortable boarding of the metro). “The vehicles have a new generation of proven electric propulsion and SW. A completely new tram was developed, for which we would like to thank the design engineers from the Škoda Transportation group. We are also honored to be able to work with top CVAG

experts,” adds Jaroslav Kulhánek, Chief Engineer of the project.

The tram is naturally equipped with air conditioning in both the driver and passenger compartments. It also has a clear information system and a new sophisticated audio system for the visually impaired. There are two large multifunctional spaces for up to 4 wheelchairs or prams, or for 4-6 bicycles, in the passenger compartment. The tram is 31.4 m long and 2.65 m wide. The total passenger capacity is up to 281 people, with 64 seats.

Back in 2012, the Prague tram ForCity Alfa carried passengers in trial operation. The operation at the time was deemed very successfully, and it became the basis for the later successful offer. Two more ForCity Smart Artic trams made in Škoda Transtech, Finland, are in operation in Schöneiche near Berlin. Škoda Transportation also won a contract for the supply of modern trams for the Rhein-Neckar-Verkehr (rnv) transport company last June. A total of eighty trams in the basic delivery will be operated on lines between Mannheim, Ludwigshafen and Heidelberg. The contract also includes an option for another 34 vehicles. The total value of the contract is several billion crowns.



▶ Bahn Service Class 155.007 is seen stabled at Bremen Hbf on September 4th. *Brian Battersby*

30 years of success at BTT



DB Cargo BTT was founded in 1989 as Bahn Tank Transport GmbH. Since 1994, it has been a wholly owned DB subsidiary. Managing directors: Jens Nöldner (CEO) and Berthold Jesse (CFO). The company now has 150 employees at four locations. It arranges 13,000 block train transports and over 260,000 single-wagon shipments per year.

DB Cargo BTT is a success story spanning the past 30 years. The company's founding was inspired by a tragic occurrence, namely a tanker accident in the German town of Herborn. In 1987, the brakes failed on a tanker carrying petrol and diesel as it sped into a town in the German state of Hesse and overturned. A total of 34,000 litres of fuel ran into the streets and sewers. In the resulting explosion, six people died and 38 were injured. Twelve houses were destroyed by fire. Two years later, Bahn Tank Transport GmbH (BTT) was founded with a mission to use combined transport solutions to shift the transport of dangerous goods from the road to the rails. Karl-Heinz Rossmann was one of the company's founders.

Now 71, Mr Rossmann agreed to an interview with railways to commemorate the founding of the company.

Mr Rossmann, what do you remember about the accident? And how did BTT come to be founded?

The accident was, of course, a huge shock, and it led to a discussion about how to prevent something like that from ever happening again. At the time, Deutsche Bundesbahn had large-scale operations transporting dangerous goods by tank car. However, the Management Board wanted us to look into whether there was a feasible business model for combined transport and what conditions would need to be in place for it to work. I joined the four-person project team because my job in corporate sales management related to chemicals and I also had experience partnering with a chemicals company. We came up with a model which the Management Board approved. I felt it was important to implement the theoretical model we had developed. I was passionate about my work in this area and that's why I transferred to BTT in 1989.

Did you develop new safety policies or was the existing policy enough?

At first, the policy we had in place was enough. Of course, new laws were always being passed which we then had to comply with, as did all market participants, and we immediately integrated changes as they were made.

Five different companies came together to found BTT: four private freight forwarders and TFG Transfracht, a DB subsidiary.

How did these companies decide to work together?

We provided the impetus for founding the new company. We knew we could provide the rail side of things, but we also needed partners who had expertise on the road. Lorries would handle pre-carriage and onward carriage in combined transport. TFG Transfracht, the DB subsidiary, had a 50% share of the new company and the other partners held 12.5% each. The process of founding the company wasn't easy and there was a lot of negotiating.

When the company started operations, two years had passed since the accident. How did the business get off the ground?

We got off to a slow start. Manufacturers of dangerous goods aren't quick to contract with a newcomer. They want to be sure processes and interfaces are working smoothly in the combined transport chain. This meant we had to do a lot of PR work beforehand. At the outset, customers gave us small contracts to see how well we performed. We were practically able to stand there and watch as each shipment came in. After the test phase, we contracted with our first major customer in Frankfurt, which was a big turning point for us. Eventually, we added customers in the chemicals industry. Business grew steadily and it wasn't long before we invested in our own tank container equipment. When BTT entered the market, it acted as a catalyst for other tank freight forwarders, who then converted more road transports to combined transports. On the occasion of our 30th anniversary, I'm particularly pleased that our little company has grown to become such a strong market leader. I congratulate the managers and employees who work at BTT today.

The company's first financial year was 1990, and in 1994, just four years later, DB acquired full ownership of BTT. What led up to this?

In addition to the DB subsidiary TFG Transfracht, there were four privately owned partners on board, each of which had different interests. Of course, we had anticipated that our partners would bring in transports and shift road transports to the rails. For various reasons, this was hardly ever the case, so Deutsche Bahn bought out the other partners' shares in BTT. We then had more leeway and were able to contract with high-performing small and medium-sized service providers and partners to provide pre-carriage and onward carriage services. What good times do you remember at BTT? Founding a company is always a difficult process, and a lot of blood, sweat and tears go into it. When you have the opportunity to help build a company, to be there as it continues to grow and especially if it expands to operate internationally, you come away with some good memories. I was with the company for almost 20 years. There were a lot of highlights over the years, including implementing major projects with special tank containers developed by BTT and organising inter-plant transports between different locations. It's always in teams that we find success. I have fond memories of the many excellent, engaged employees who contributed to BTT's success.



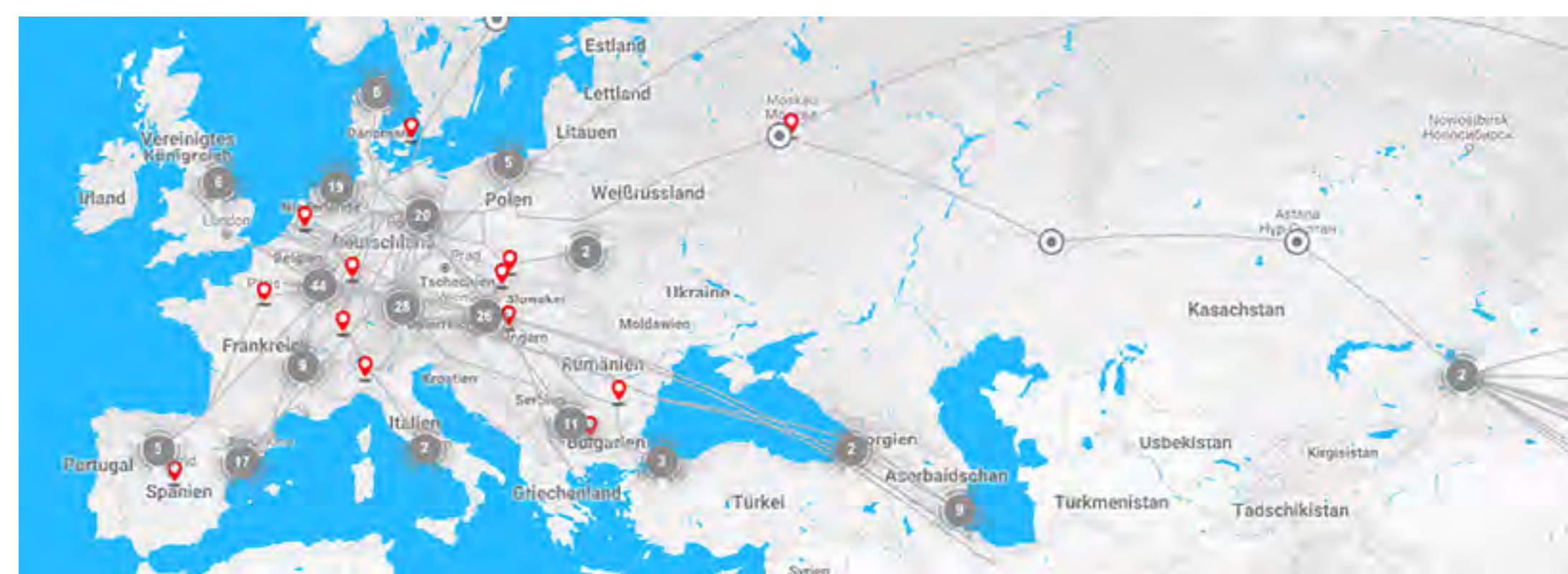
Get active –interactive, that is!

Now, DB Cargo's customers can get an even speedier overview of our European network, rail links and services. They can also send transport requests directly. DB Cargo launched its interactive network map two years ago and has now revamped it from head to toe, adding multiple improvements. Thanks to an intuitive, app-like menu system, users get direct feedback in response to their input and the map immediately adapts to the information they want.

Four categories visually summarise the most important products:

- Networks: rail links in Europe and all the way to Asia
- Shuttles: direct links with regular schedules and industry optimisation
- Corridors: particularly rapid, high-frequency connections between European industrial centres
- Industry solutions: customised products, such as for the automotive, chemical, steel and timber industries

The map directly displays the locations of freight stations, multimodal terminals, railports, hubs and seaports. Pressing the “search for rail link” button gives users a proposed transport link that is tailor made. Simply select the point of departure and the destination, then send the enquiry directly to our customer service department.



The system also clearly lists the locations of national DB Cargo companies, along with contact information, product details, departure frequencies and runtimes. Our customers tell brief stories explaining which of our products they use, why they use them and how they have benefited from them. Being a DB Cargo customer has never been easier.

‘Ludmilla’ Class 232.587, still carrying Railion branding, is seen at Bremen Hbf on September 4th. *Brian Battersby*



“Günni goes for the goods!”

Right on time for Universal Children’s Day in Germany on September 20th, the DB Museum presented a real-life Günni freight train, a decal-festooned model Class 185 locomotive.

Günni is one of the little ICE’s best friends, and now he’s life-sized and tagging along behind the real little ICE, who has been travelling through Germany since the middle of the year. Being a train driver and getting to know the inner life of a locomotive — a train driver was standing by at the DB Museum on this day to take questions and show children what rail technology is all about. During this time, children and those accompanying them entered the museum free of charge. Every child was given a Günni toy as a souvenir.



Günni the freight train is part of Deutsche Bahn’s “little ICE family” and represents DB Cargo, DB’s rail freight subsidiary. The little ICE family has been growing since 2012. The first member of the family was the “little ICE”, and seven other characters have been added since then, each of whom personifies a certain type of train. The “real” little ICE has been travelling through Germany since the middle of this year, and now he will have Günni the freight train to keep him company.

In real life, Günni is a Bombardier Traxx2, a 5,600 kW electric locomotive for medium-weight freight and passenger transport that tips the scales at 85 tonnes.

▶ Hector Rail’s Class 182.504 ‘Mr Potato Head’ runs light engine through Bremen on September 4th. *Brian Battersby*





 Indonesia

General Electric No. CC206.151-1 heads out of Yogyakarta with a westbound passenger train. *Mark Enderby*



Rebuilt from a BB203 by Lahat Workshop, No. CC201.830-5 departs Solo with a passenger service to Surabaya. *Mark Enderby*

Another rebuilt BB203, this is CC201.835-3 departing Solo with a westbound passenger service. *Mark Enderby*





 Indonesia

▶ KRDE Prameks DMU No. K321225 departs Yogyakarta with a local service. (Rebuilt from a BN/HOLEC Electric Multiple Unit) *Mark Enderby*

▶ With a GE 7FDL-8 engine, this GE No. CC206.150-2 leads an eastbound freight through Yogyakarta. *Mark Enderby*

▶ Rebuilt from a BB203 by Lahat Workshop and fitted with a GE 7FDL-8 engine, No. C201.890-7 departs Yogyakarta heading west. *Mark Enderby*





DMU No. K121805 departs Yogyakarta with a westbound service. *Mark Enderby*

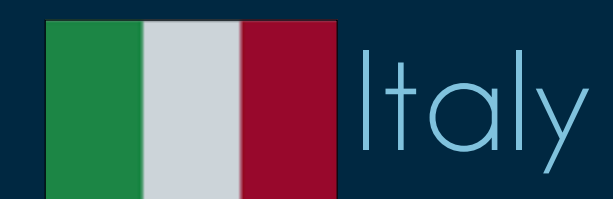


DMU No. K320710 departs Yogyakarta heading east. *Mark Enderby*









▶ Trenitalia Class 464 412 departs Stresa on August 21st with a Milano Centrale to Domodossola service. *John Sloane*

◀ FS ETR Class 610 108 stands at Stresa on August 24th working a Basel - Milano service. *John Sloane*



 Netherlands



▶ On September 6th, the 'Rzepin Shuttle' from Poland runs through Apeldoorn, pulled by LTE Vectron Class 193.621 heading to its final destination of Tilburg Industry. *Erik de Zeeuw*

▶ Lineas No. 2831 (Traxx Class 186.223) with the 'Sweden-Express' has just departed the loop in Stroe with a service from Antwerp (Belgium) to Malmö (Sweden) on September 17th. *Erik de Zeeuw*

▶ Early in the morning of September 7th, in Lieren, VSM No. 52.3879 makes speed with 'The Long Freight Train' heading towards Apeldoorn during the event 'Back To The Past 2019'. *Erik de Zeeuw*









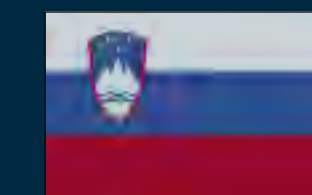
 Netherlands

▶ On September 17th, NS Class 1700 No. 1744 leads train No. IC143 (Amsterdam - Berlin) past Hareslaar which it will work as far as Bad Bentheim. *Erik de Zeeuw*

▶ In The Hague, HTM GTL No. 3144 departs the Central station stop and continues its service to Statenkwartier. *Erik De Zeeuw*

▶ On August 19th, former NS sik347 is seen giving cab rides on a short demonstration track at Rotterdam Maritime Museum. *Mark Pichowicz*





Slovenia



Scotch tape liveried Class 541.001 passes Presnica with a train of tanks heading for Koper, August 23rd. *Laurence Sly*



On August 23rd, Class 541.010 passes Presnica Jct. with a container train heading to Koper. *Laurence Sly*



SZ Class 541.101 passes Kranj on August 20th with a freight train from Villach. *Laurence Sly*

















▶ Lotscheberg rescue loco No. Am 843.503 is seen at Spiez on August 26th. *John Sloane*



▶ BLS Vectron Class 475.412 is seen stabled at Spiez awaiting its next duty. *John Sloane*

▶ BLS No. 195 'Unterseen' runs light engine through Speiz on August 26th. *John Sloane*



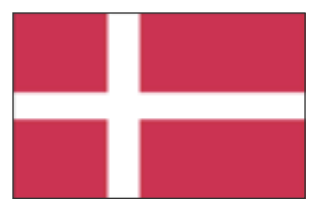
SBB Class 460.098 stands at Speiz on the rear of a service to Interlaken on August 26th.
John Sloane



SBB Class 460.082 approaches Speiz with a service from Berne on August 26th.
John Sloane

BLS Re 420.501 (bought from SBB) stands outside Speiz on a service from Zweisimmen to Interlaken.
John Sloane





Alstom to deliver four additional Coradia Lint regional trains to Nordjyske Jernbaner in Denmark



Alstom has received an order from Nordjyske Jernbaner for 4 additional Coradia Lint to add to their current fleet of 13. The trains will be built at Alstom's site in Salzgitter, with delivery planned by mid-2021.

"We are very happy that Nordjyske Jernbaner now chooses to expand their Coradia Lint fleet. It is comfortable and reliable, and as such a popular train among passengers. Alstom has sold 1,000 Coradia Lint regional trains; it is unquestionably the most successful diesel multiple unit (DMU) in Europe", says Emmanuel Henry, Managing Director of Alstom in Denmark.

Coradia Lint has already shown great reliability and an overall high standard. Thanks to its lightweight, it boasts reduced fuel consumption. Its maximum operating speed is 140 km/h. The 2-unit trains ordered by Nordjyske Jernbaner have a total of 120 seats and up to 135 places when including standing passengers. The trains are also equipped with Wi-Fi, air conditioning, information systems and video surveillance for the full comfort and security of the passengers.

Alstom's Coradia Lint trains have been operating in more than 30 networks in Germany, Europe and Canada since the year 2000. Thanks to continuous improvements, they offer the highest standard of safety, noise reduction and low emissions and have a very high availability rate.

The trains belong to Alstom's Coradia range of modular trains, which benefits from over 30 years of expertise and proven technical solutions and includes the world's first hydrogen train, the Coradia iLint. More than 2,800 Coradia trains have been sold so far and around 2,300 are currently in service.



Vossloh awarded ProRail rail maintenance contract in the Netherlands

ProRail has awarded Vossloh its corrective rail maintenance tender in the Netherlands, and it's the first time that it has preferred milling over conventional grinding for the corrective removal of rail defects. The frame contract is valid for four years.

As the Netherlands' largest rail infrastructure company, ProRail B.V. looks after approximately 7,000 km of railway lines. All its orders for corrective rail maintenance over the next four years are being given to Alpha Rail Team & Co. KG, a 100% subsidiary of Vossloh Rail Services. Reprofiling or removal of rolling contact defects are fundamental tasks for rail maintenance, and this will be the first time that ProRail is using Vossloh milling machines to perform it.

"We've been following the latest developments in rail maintenance for a long time now," stresses Wouter van Dijk, Director Asset Management at ProRail. "The various milling techniques employed by the different maintenance firms we've seen have given us a comprehensive picture of the results that can be achieved when rails are properly maintained."

Based on the local requirements, Vossloh will select from its entire fleet of milling machines in order to ensure efficient implementation of the different maintenance measures.

"We're very pleased to have been awarded this tender," adds Marcel Taubert, Managing Director of Vossloh Rail Services. "It's a confirmation of our increased activity in the Netherlands, and together with our partner we'll be striving not just to deliver a convincing performance but also to provide sustainable documentation of the full range of advantages that milling offers."

Over the last few years, Vossloh has repositioned itself in the corrective rail maintenance market. Besides taking over the milling division of STRABAG Rail and its fleet of vehicles in late 2018, Vossloh has also invested in developing its own milling machines. With its High Performance Milling (HPM) train and the compact Multi Purpose Milling Machine (MPM), Vossloh is looking to set new standards in this rapidly growing market.





GREEN SPEED: A PROJECT TO COMBINE EUROSTAR AND THALYS HAS BEEN PRESENTED TO THE BOARDS OF THEIR SHAREHOLDERS TO MEET THE DEMAND FOR SUSTAINABLE TRAVEL IN EUROPE

From their earliest days, Eurostar and Thalys have shared the same purpose and vision - to directly connect European cities across borders whilst respecting the environment. Over the last twenty-five years, this has been achieved by revolutionising high-speed rail travel and giving rise to a new generation of environmentally responsible travellers by providing fast and easy direct links between city centres across destinations in Europe.

Thalys and Eurostar operate already across five countries - France, United Kingdom, Belgium, the Netherlands and Germany - with an approximate population of nearly 245 million. Together, they run 112 trains every day serving together more than 18.5 million passengers annually.

The challenge of climate change and Europe's growing demand for eco-responsible and sustainable travel presents a great opportunity for both companies in terms of development.

The combined excellence and unique expertise of Eurostar's and Thalys' colleagues would provide a powerful platform for the future growth of European high-speed rail and a solution to this growing demand.

Going forward, passengers would experience a comfortable, sustainable and European high speed travel experience. By combining Thalys and Eurostar, the Green Speed project would link the UK with the Mediterranean, the North Sea with the Atlantic and the Benelux countries with the peaks of the Alps.

This new service would be an additional reason to choose the train over road or air travel in Europe.

Combining resources - in particular fleets as well as information and distribution systems - would increase economic efficiency and provide the customer with an enhanced, sustainable commercial service, delivering on the ambition to increase the number of direct links between European cities in the future.

All of the colleagues who have made Thalys and Eurostar the success they are today have unique experience of European travellers and their diversity. Tomorrow they would build the Green Speed Project drawing on their collective high speed rail skills.

The vision for the Green Speed Project is underpinned by five key objectives:

1. An attractive alternative to air and road travel for nearly 30 million passengers per year by 2030
The combined entity would aim to accelerate the switch from air and road travel to high speed rail travel by increasing the capacity of passengers per year on the combined Eurostar and Thalys networks, both current and future, from 18.5 million passengers today to nearly 30 million by 2030, providing a response to the growing demand for environmentally-responsible travel.

2. A high-speed train service relying on renewable energy and an ambitious sustainability policy
The Green Speed Project would aim to create a combined entity which would maximise the use of renewable energy for its fleet between now and 2030 further reducing its CO2 emissions in support of the EU's commitment to reducing carbon emissions. By accelerating the initiatives already in place, the combined entity would also aim to introduce an ambitious environmental policy in terms of waste management, removal of plastics, eco-driving of trains and sustainable purchasing.

3. Simpler international travel for every customer
As a result of combining the two companies, the new entity would provide each customer with seamless and efficient services with one single ticket between the countries and cities on the Thalys and Eurostar networks, improved schedules for quick connections, supported by innovative digital tools at every stage of the journey for customers.

4. Attractive offers and a single passenger loyalty programme
A joint loyalty programme would be introduced across the unified network giving passengers access to attractive travel and partner offers with other multimodal, sustainable companies. The members of this unified loyalty programme would benefit from more upgrades, discounts and complimentary journeys with early access to partner offers as well as lounges and other personalised benefits.

5. A multicultural, warm and friendly service
Drawing on both companies' culture of quality and hospitality, the proposed combination would aim for excellence in terms of service quality for its customers.

Guillaume Pepy, Chairman of SNCF, said: The challenge of climate change and the demand for eco-responsible travel calls for an ambitious response. Bringing together the strengths of Eurostar and Thalys would be a powerful response to this challenge. The creation of a combined European high speed rail company would deliver a compelling alternative to road and air travel for our 18.5 million passengers and would herald a new era in the development of European high speed rail services. High speed is an opportunity for Europe, Europe an opportunity for high speed!

Sophie Dutordoir, CEO of SNCB and Chairman of Thalys said: "Thalys and Eurostar joining forces would come at the right time and could only be beneficial to all travellers. It would combine railway expertise with stable shareholders. The combination would be based on the strong conviction that, now more than ever, the train is the safest, most sustainable, fastest and most efficient solution for travelling inside Europe. Brussels would play a central role in this project as the hub for the various routes, linking all the cities that are served".

Emmanuel Jaclot, CDPQ's Executive Vice-President and Head of Infrastructure, on behalf of Patina Rail LLP*, said: "The creation of this major public transport platform would mark a milestone in European sustainable mobility. As part of our global infrastructure portfolio, we are very proud to continue our longstanding partnership with SNCF, to support the development of our portfolio company Eurostar, and to participate in shaping the growth of environmentally responsible modes of transport across Europe."

*Patina Rail LLP, shareholder of Eurostar alongside SNCF and SNCB, is owned by a consortium of the Caisse de dépôt et placement du Québec ('CDPQ') and funds managed or advised by Hermes GPE LLP ('Hermes Infrastructure'). Hermes GPE LLP is a joint venture between Hermes Fund Managers Limited, GPE Partner Limited and HGPE Capital Limited.



Vossloh signs contract on the divestiture of its Locomotives business

On August 26th, Vossloh AG signed a contract for the sale of its Locomotives business unit, currently reported as discontinued operations, to CRRC Zhuzhou Locomotive Co., Ltd., Zhuzhou, China (CRRC ZELC), a subsidiary of the China Railway Rolling Stock Corporation Ltd. (CRRC). CRRC is the largest rolling stock manufacturer in the world.

The agreed purchase price is still subject to adjustment at the closing date, depending on the development of various balance sheet positions, and is projected to amount to a low single-digit million figure. Vossloh is under this agreement due to receive proceeds from the future sale of certain assets, resulting in expected cash inflows of approx. €10 million in the next few years. On this basis, Vossloh expects an additional negative impact on the result from discontinued operations in the amount of approx. €30 to 35 million. CRRC ZELC has also contractually agreed to take over all guarantees and sureties that Vossloh AG had taken on for the Locomotives business unit. The economic transfer to the buyer will take place once the transaction is completed.

The Supervisory Board of Vossloh AG has already approved the divestiture. Until the transaction is completed, various conditions must still be fulfilled. The transaction is still subject to authorization by the respective authorities in Europe and China, specifically merger control and foreign trade law clearances as well as standard approvals required from the Chinese authorities. Completion is expected in the next few months.

The Locomotives business unit is the last one remaining from the original three business units of the Transportation division that Vossloh has been selling off since the decision was made to strategically focus on rail infrastructure. The former business units Rail Vehicles and Electrical Systems were sold in 2015 and 2017 respectively. With the completion of the current transaction, the related restructuring of the Group will have been successfully concluded.

Andreas Busemann, CEO of Vossloh AG: “We are excited to announce the sale of the business unit after a long and challenging sales process. We have found the optimal strategic partner for Vossloh Locomotives in CRRC ZELC, which has the necessary resources to successfully further develop the Locomotives business in the long term.”

The Locomotives business unit, headquartered in Kiel, develops and produces state-of-the-art locomotives and offers all the maintenance and repair services that they require. CRRC ZELC was founded in 1936 and is a subsidiary of the largest manufacturer of rolling stock in the world, CRRC.



World News



RAILWAY BUILDER CAF NAMED PREFERRED BIDDER FOR NEW INTERCITÉS TRAINS ORDER

The State commissioned SNCF eighteen months ago to conduct a call for bids for a fixed order of Intercités rolling stock, namely, 28 Medium and long distance Multiple Units for lines Paris <-> Clermont-Ferrand and Paris <-> Limoges <-> Toulouse, and a maximum of 75 trains in optional tranches, 15 of which could provide service on the Bordeaux <-> Marseille railway axis.

On 17 September, the Steering Committee comprised of SNCF and the State (Directorate General of Infrastructures, Transport and the Sea) reviewed the results of the call for bids and declared CAF's bid as the one with the highest score and their support for it.

SNCF Mobilités' Committee for Engagements issued its decision on 18 September and considered that, in the light of the results of the call for bids, the railway builder CAF was to be the preferred bidder submitted to the decision of SNCF Mobilités' Board of Directors on the 24 October, 2019. This order amounts to an estimated cost of around €700 million for the fixed tranche of 28 trains. CAF's offer proved to be the best on the grounds of technical performance, innovation, and cost.

NEW INTERCITY TRAINS WITH THE HIGHEST QUALITY STANDARDS

These electric multiple units are specifically designed for medium and long distance routes on the “classic” lines of the French railway network. The units will be able to run at a maximum speed of 200 km/h and will offer high standards of comfort and equipment, such as: ergonomic seats, autonomous access for PRM passengers both from platforms and inside the train, Wi Fi, power outlets and USB ports, stowage for ten bicycles, and galleys for high quality cart catering.

These new trains will be commissioned for revenue service starting in 2023. They will gradually replace Corail trains and their locomotives, some of which are over 40 years old. This will be a decisive leap in quality standards for the millions of passengers who use these lines every year.

250 JOBS CREATED AT THE BAGNÈRES DE BIGORRE PLANT

Should the Board of Directors validate the selection of CAF as preferred bidder, these Intercity trains would be built on two industrial sites: Bagnères de Bigorre in the Hautes Pyrenees, and Beasain, in the Basque Country in Spain. The Bagnères de Bigorre plant belonged formerly to Soulé, a railway company founded in 1862 that was taken over by CAF in 2008.

The site would become a real “industrial campus” consisting of a modern factory and a training centre. The number of direct jobs could more than triple and rapidly increase from 100 to 350 employees. New workshops covering 11,000 m2 would be built as part of a renovation project total of 20,000 m2.

This would result in new investments in excess of €30 million being made by CAF at Bagnères. In total, the project would create several hundred indirect jobs both at CAF and at its French suppliers.

Agnès Ogier, spokesperson for the SNCF Group stated: “This is great news for all passengers on these medium and long distance routes that provide equilibrium to the territory. Passengers were impatiently looking forward to the replacement of the trains, and will now be able to benefit from rolling stock with very high quality standards, new, reliable and comfortable “.



Strategic milestone: Stadler enters the Asian market

Stadler and the Indonesian rail vehicle manufacturer PT INKA have signed a joint venture contract. The joint venture will develop and manufacture rail vehicles using modern aluminium technology at the production site in Banyuwangi. Stadler has thereby succeeded in completing the strategically important leap to the South East Asian region. One of the contractual conditions to be met before being able to implement the technology transfer and start training the Indonesian employees is that an order has to be received for 500 suburban rail carriages with an option for a further 500 carriages.

Back in the spring, Stadler and PT INKA had already signed

One of the conditions for the implementation of the joint venture is that an order has to be received for 500 suburban rail carriages with an option for a further 500 carriages. PT INKA started building the necessary production facility in Banyuwangi, Indonesia, in January 2019. According to the contract, production is scheduled to start in 2021. As well as manufacturing car bodies, the new plant will also carry out pre-assembly, final assembly and commissioning of rail vehicles.

The new location should also represent the long-sought-after base from which to gain access to South East Asian countries. For Stadler, the establishment of a production site is therefore

a strategically important step which will contribute to the success of the entire group.

«Stadler is proud to have signed the joint venture contract with PT INKA. Following several failed attempts to successfully enter the Asian market from Europe, we realized that this was not possible without a production site on the

spot. We therefore decided to look for a suitable local partner, and have finally managed to find one after more than ten years of searching. This has enabled us to make the leap to Asia,» says Peter Spuhler, Chairman of Stadler's Board of Directors. «We are convinced that in PT INKA, we have found a professional partner for this joint venture. The new production site in Indonesia consolidates Stadler's market entry in Asia and creates the best possible conditions for achieving growth in the region.»



a declaration of intent in Banyuwangi to establish a joint plant in Indonesia. After intensive negotiations, Peter Spuhler, Chairman of the Stadler's Board of Directors, Ansgar Brockmeyer, Sales Director at Stadler, and Budi Noviantoro, President Director of PT INKA, signed the joint venture contract. The contract was signed in Bussnang in the presence of the Indonesian Minister of State Owned Enterprises, Ms. Rini M. Soemarno, who had travelled from Indonesia especially for the event. This marks a historic milestone for Stadler: The train manufacturer from Eastern Switzerland has now arrived on the Asian continent.

The signature of the contract sets up the joint venture between Stadler and PT INKA that intends to develop and produce modern rail vehicles in Indonesia.



LIRR's New Rail Cars Enter Service



S

The LIRR's next fleet of rail cars, known as the "M9" cars, entered into passenger service on Wednesday, September 11th. The new cars incorporate and improve upon the most successful and popular features of the MTA's two recent electric car fleets, the LIRR's familiar M7s electric cars, and the M8 cars serving Metro-North's New Haven Line, and will enhance safety.

«These new cars will offer new amenities and a better environment for our customers,» Eng said. «Even if your train isn't composed of these cars, there's a good chance they will benefit you because as we receive more of them, we will lengthen many of our busiest trains, providing more seats for more customers.»

The fleet will consist of 202 cars, the last of which are expected to begin passenger service in March 2021. The cars will have exterior destination signs on the front of cars that are visible to passengers as the train approaches the station, similar to the new cars on Metro-North's New Haven Line. They will have electrical outlets on both sides of the car in each row of seats, and closed loop armrests that won't tear garments or catch bag straps.

The cars will feature an innovation that is new for the first time in the region: an electronic display that will let passengers know what car within the train they are seated (for example, "Car 3 of 10") which will be of help to customers exiting at stations where not every car will meet the platform.

Walking from car to car will become easier because between every other car there will be a door that operates at the push of a button. The seats in the cars will be slightly wider than the seats on the M7 cars, and the cars will seat more people than the M7 cars, with up to 6 additional seats in each pair of cars.

The cars are fully equipped for Positive Train Control, a major safety enhancement that will reduce the potential for human error to contribute to train-to-train collisions or derailments. They have cameras in the train engineer's cab, facing into the cab to monitor the engineer's alertness and facing forward to show the tracks ahead, and cameras in passenger area of the cars to serve as a deterrent to criminal activity.



The new Leo Express train 'Sirius' arrives in Europe

The new Leo Express train Sirius, whose name came up from the suggestions of passengers themselves, arrived in Europe on September 11th. It has travelled over 20,000 kilometres on the sea on a cargo ship and now it heads to Velim for certification. The carrier expects a quick certification process and plans to use the new units during the next year. Leo Express, which has developed the train in collaboration with their manufacturer, is the author and the owner of both concept and design of the Sirius units.

“Together with our manufacturer we have developed a new Leo Express train Sirius, which is custom-made for our customers. We have based the design, which is owned by Leo Express, on the experience gained from a billion of travelled passengerkilometres. Tomorrow it will arrive in Europe and we believe that it will strengthen our operation after a swift process in Velim,” said CEO Leo Express Peter Köhler.

The name Sirius was chosen from over 4,000 suggestions which were submitted by passengers themselves. “We appreciate the interest of our passengers in the new train. Sirius is the

brightest star of our night sky and it seemed suitable to use the name of such a bright star for our new train,” said Peter Köhler and adds: “During the next year, Sirius will shine on promo rides around the whole country.” The winning suggestion was rewarded with 10,000 leo crowns. Due to the high number of suggestions, Leo Express has decided to award 20 other suggestions, whose authors have received 2,500 leo crowns.

A number of Czech design studios and other domestic suppliers were involved in the project of the new train. Every fifth part used on the train comes from Czechia, as well as the whole safety system. Besides the fact that the rail transport is the most ecological mode of transport, Sirius can boast a high rate of energy recuperation and lower consumption thanks to light aluminium construction.

Leo Express has so far purchased three units from the world’s largest manufacturer, and it is the author and owner of their concept and design. Leo Express has the option for the purchase of 30 more units. The total value of the deal is 5 billion CZK.



Stadler is to supply additional trams for Bybanen Bergen

Bybanen Bergen is ordering an additional six VARIOBAHN trams from Stadler for the expansion of its fleet. The transport company is thus increasing its Stadler-fleet to 34 vehicles. The order volume is approximately 27 million Euros.

Bybanen Bergen commissions Stadler to build six additional light rail vehicles. The new trams are intended for use in the city’s light rail network and are due to be delivered from the end of 2021 onwards according to contract. The seven-part bidirectional vehicles offer space for more than 280 people on a length of around 42 meters. They are fully step-free and have a constant low-floor floor level. The comfortable cars have a bright, friendly passenger area and are fully air conditioned in the passenger and driver compartments.

An optimum passenger flow is achieved thanks to five external swinging-sliding doors on each side of the vehicle. The light rail Bergen started operations on 22 June 2010 on a 9.8 km long first leg from the city center to Nesttun in Fana. By April 2017, two more sections were opened to Rådalen as well as to Bergen Airport. The entire city rail network is operated with VARIOBAHN vehicles. With the decision for the third phase of the network, the first option for a further eight vehicles was exercised together with the order of an extension of all existing 20 VARIOBAHN trains from five to seven-part vehicles.

«Hordaland County Council is very pleased with making another contract with Stadler for six additional light rail vehicles. They will be set in use in 2022 when we are extending the Bybanen to another suburb, Fyllingsdalen. We are looking forward to offer our commuters and travellers even more of the comfortable and good vehicles from Stadler», says Ingrid Holm Svendsen, CEO of Hordaland County Council.

«We are very pleased to continue our successful and cooperative partnership with Bybanen in Bergen with the order for six VARIOBAHN optional trams.

It makes us proud to have a share in a piece of successful urban development by the means of public transport with the provision of the vehicle fleet in operation», says Jure Mikolčić, CEO of Stadler Pankow GmbH.





Stadler wins tender from Bernmobil for up to 50 trams for the Swiss capital

Bernmobil has awarded Stadler the contract to supply up to 50 TRAMLINK trams. The first procurement batch comprises 27 vehicles. The order volume for the first procurement batch amounts to around 125 million francs.

As part of an initial batch, Bernmobil will order 20 bidirectional and 7 unidirectional TRAMLINK vehicles from Stadler. Between 2023 and 2025, these vehicles will replace the twelve Vevey and nine RBS trams which will have reached the end of their service life.

The trams for the extension of line 9 to Kleinwabern and more frequent services on line 9 will also form part of this delivery. Bernmobil can subsequently place a call-off order for additional vehicles from the tender option for the expansion of the tram fleet for Tram Bern

TRAMLINK for Bern

After Ferrovie Luganesi SA, Aargau Verkehr AG and Baselland Transport AG, Bernmobil is Stadler's fourth customer in Switzerland to procure the TRAMLINK vehicle model within a short time. All the new trams for Bern are 42.5 metres long and have 52 seats in the bidirectional vehicles and 68 seats in the unidirectional vehicles. The entire interior has a low floor throughout for optimised passenger flow and standing space, and is equipped with spacious multifunctional zones for wheelchairs, prams and luggage.

Each door, of which there are seven on the unidirectional trams and six on each side on the bidirectional trams, has a sliding step to bridge the gap at the stops to ensure accessible boarding and alighting. The passenger compartment is fully air-conditioned for a pleasant inside temperature.

The trams will be given their own special design to match the city of Bern and Bernmobil, and will offer a high level of travelling comfort thanks to their modern wooden seats and bright interior. In order to further improve driving safety, the new vehicles will feature a brake assist system to avoid collisions.

According to the contract, the first new tram is expected to be put into operation at the beginning of 2023, while the last of the 27 trams from the first tranche is scheduled to arrive in the summer of 2025.



Ostermundigen as well as any further expansion of services from 2027 onwards.

Three offers

On 31 October 2018, Bernmobil put 20 low-floor trams out to tender as bidirectional vehicles together with 30 callable options for further vehicles. By the deadline of 18 March 2019, offers had been submitted by Stadler, Construcciones y Auxiliar de Ferrocarriles S.A. (CAF) and Siemens. Stadler's offer proved to be most economical according to Bernmobil. In particular, it consists of low acquisition and maintenance costs, low energy consumption, high passenger capacity and a successful interior design.

The order volume for the first procurement batch of 27 vehicles, including a spare parts package and special tools, amounts to around 125 million francs.

From the UK

Heritage Shunters Trust

HST is a railway preservation society and is the only preservation society that specialises in the preservation of ex-British Railway diesel shunters in the UK although they do also have a few engines not classed as shunters. Most of the locomotives are kept at Rowsley, Derbyshire on the site of preserved railway Peak Rail, but the company is a separate outfit.

▶ Class 04 No. D2289 formerly worked at Acciaierie di Lonato SpA, Lonato steelworks, Lonato, Brescia, Italy, before returning to the UK recently. Seen here awaiting restoration.

Richard Hargreaves

▶ The pioneer Ruston and Hornsby built Class 07, No. 07 001 one of fourteen built and primarily used at Southampton Docks.

Richard Hargreaves

▶ Class 08016 is seen inside the main running shed at Rowsley on September 7th. This loco was the pioneer Class 08 to be built, and originally numbered D3000. *Richard Hargreaves*







From the UK

Heritage Shunters Trust

Andrew Barclay built Class 01 short wheelbase 0-4-0 shunter No. D2953 was the pioneer of the class and the first BR loco to sold into private industry. *Richard Hargreaves*

Yorkshire Engine Company built Class 02 No. D2854 and Class 04 No. D2205 inside the stock shed at Rowsley. *Richard Hargreaves*

Possibly British Rail's most successful 0-6-0 diesel-mechanical shunter, the Class 03 numbered 230 examples built. Awaiting restoration on site amongst others are Class 03s Nos. 03 180, D2272 and 03 027. *Richard Hargreaves*





