

Railtalk

Issue 52x
January 2011

ISSN 1756 - 5030

Magazine

Xtra



šťastný nový rok / glückliches neues Jahr

Welcome

Welcome to the Railtalk Magazine Xtra, which compliments the main Railtalk Magazine and means that we can put even more pages together every month. As always in Xtra, we focus on life outside the UK, and once again we have some excellent shots from some of Europe's finest photographers. Our "From the UK" section has a look back at 2010 in the UK.

Even more snow in Europe and the UK has caused all sorts of chaos on the rails, but as the year ended things seemed to have settled down and milder weather was forecast. Last month I mentioned that thieves had stolen loco number plates from the site of the railway museum in Lužná Rakovníka, Czech Republic, and I was saddened again this month to hear that thieves got into several preserved locos at Kirby Stephen in England and stripped copper and other metals including cabling causing thousands of pounds worth of damage. Once again this action is deplorable and must be stopped, those responsible for all such crimes must be given tough sentences. On a lighter note I hope that you all have had an excellent New Year, and are looking forward to an action packed 2011.

David

Once again many thanks to the many people who have contributed this month, it really makes our task of putting this magazine together a joy when we see so many great photos. This issue wouldn't be possible without: Colin Gildersleve, Steve Madden, Brian Battersby, Paul Godding, Phil Martin, Pavel Kopec, Tomáš Kubovec, Richard Hargreaves, Martin Grill, Martin Válek, Mark Pichowicz, Richard Weber Filip Štajner, Pavel Šturm, Bea Želtvayová, Petr Holub, Pavel Martoch, Dennis Hübsch, Colin Irwin, Honza Štofaňak, BVT, and Libor Hyžák

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Submissions

Pictures, articles and news can be entered through the forum, or by email to us at:

entries@railtalk.net

Please include a detailed description and credits.



Cover: Czech Class 754.086 is seen working between Vratimov and Paskov on December 16th with a passenger service. [Pavel Kopec](#)

This Page: Queensland Rail Nationals 6003 and CLF1 take the eastbound 6PM1 intermodal freight from Perth to Melbourne through Herne Hill, in the eastern suburbs of Perth, on October 8th.

[Colin Gildersleve](#)

A rather faded PKP Class ST43, ST43.257 is seen working an empty coal train from Guben (Germany) to Czerwiensk (Poland) on October 4th, as it passes over the level crossing at Krosno Odrz. [Steve Madden](#)





Belgium Railways NMBS/SNCB 1800 series
No. 1860 pauses at Welkenraedt on
December 9th. [BVT](#)



Bombardier built SNCF X76500 series unit stands at Dol de Bretagne on August 20th with a service for St. Malo. *Brian Battersby*





Lime trains normally run between Jemelle (Belgium) and Beverwijk (Holland), and they pass via the border point at Maastricht, but due to work, they sometime have to make a detour via Leuven and Roosendaal. On a cloud filled October 31st, Nos. 2364 and 2346 take the empty train back to Jemelle and pass Aarschot on the Antwerp – Leuven line. *BVT*





ARG's S3302 in the old Westrail livery heads north near Waroona, in the south west of Western Australia, with loaded coal for the Kwinana power station.

Colin Gildersleve



Private freight operator Trainsport used two locos to transport this freight train from Antwerp to Germany on December 8th. MRCE Class 66 No. 653-05 and Vossloh G2000 pass through Hasselton. [BVT](#)





On October 1st, AWT liveried Class 753.708 speeds through Kralupy with an oil train.
[Class47](#)



Pacific National's NR28 leaves Perth's suburban network at Midland and accelerates east on its 3 day journey to Sydney, on October 27th. [Colin Gildersleve](#)



SNCB's Class 13 is a derivative of SNCF's Class 36000 electric locomotives. This is No. 1352 seen waiting at Verviers Central with an intercity train from Eupen – Oostende. The eastern part of Belgium was hit hard by the snowgods on December 9th. [BVT](#)



A pair of SNCF ter X 73000 series units
Nos. 73574 and 73597 are seen at Dinan on August 19th.



Brian Battersby





On December 4th, BLS owned Class 485.008 heads an Italy bound RoLa service near Burgdorf on the Olten-Bern line. *Mark Pichowicz*



On October 2nd, a variety of DB locos
are seen stabled outside the shed at Seddin Depot.



Steve Madden



On October 6th, brand new EMU 442.302 is seen on a commissioning run around the Berlin ring at Ahrensdorf. [Steve Madden](#)



100

100

Former DB Class 118 (U-Boat), 118.002 passes
Ahrensdorf on October 6th working a tank train.



Steve Madden



9
8

SNCF Y8000 series diesel shunter No. 8107 is
seen at Dol de Bretagne on August 16th.



Brian Battersby



Czech Railways Class 151.006 is seen at Hranice Na Morave with a Praha bound train. Surprisingly these locos date from 1978. [Paul Godding](#)



On October 3rd Class 234.344 heads a row of 11 Class 232s and 234s, looking only fit for the cutters torch outside Cottbus Works, Germany. [Steve Madden](#)



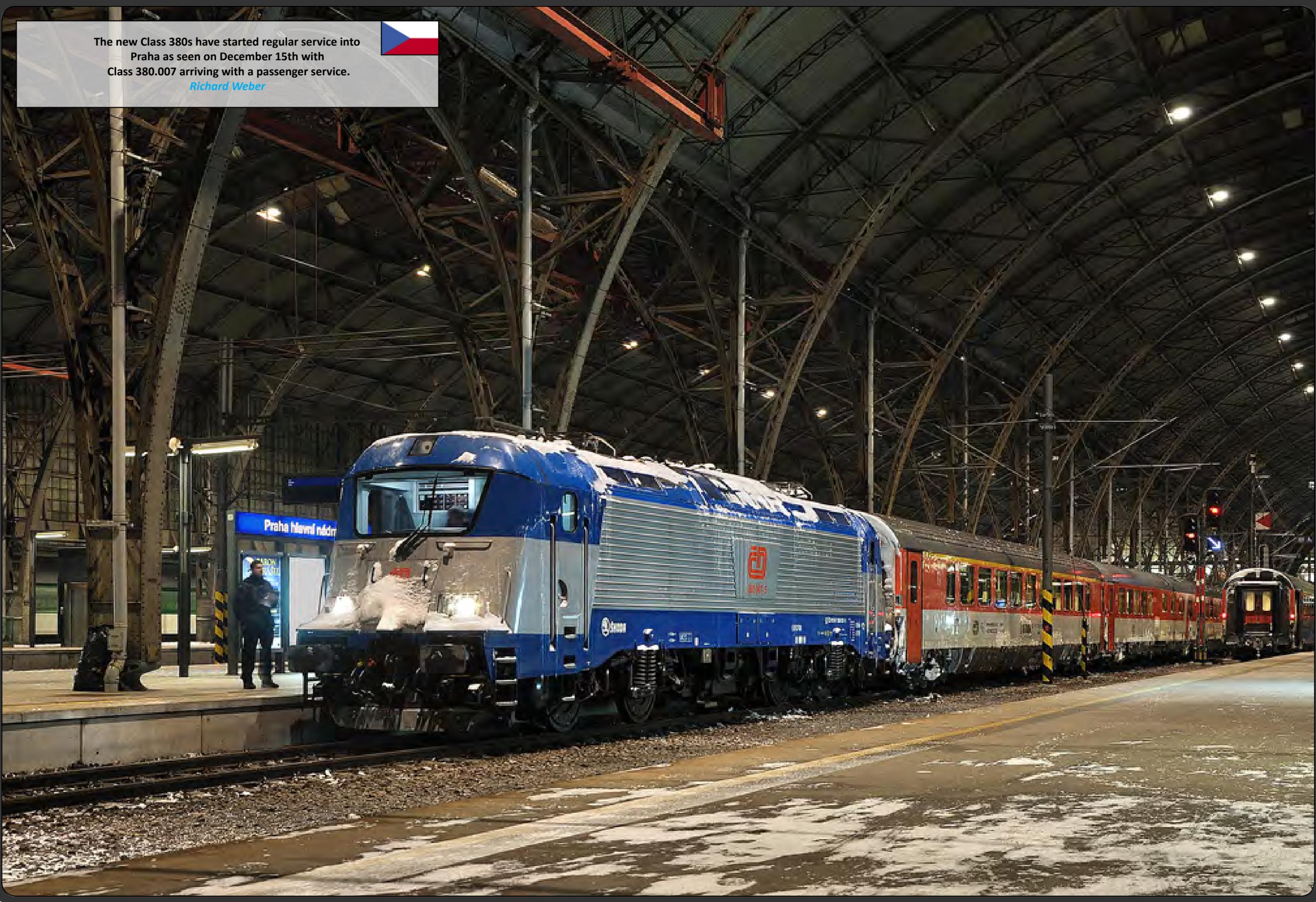
Class 753.713 is seen with other members of the class
at Koksovna Šverma on December 12th. [Pavel Kopec](#)



The new Class 380s have started regular service into Praha as seen on December 15th with Class 380.007 arriving with a passenger service.



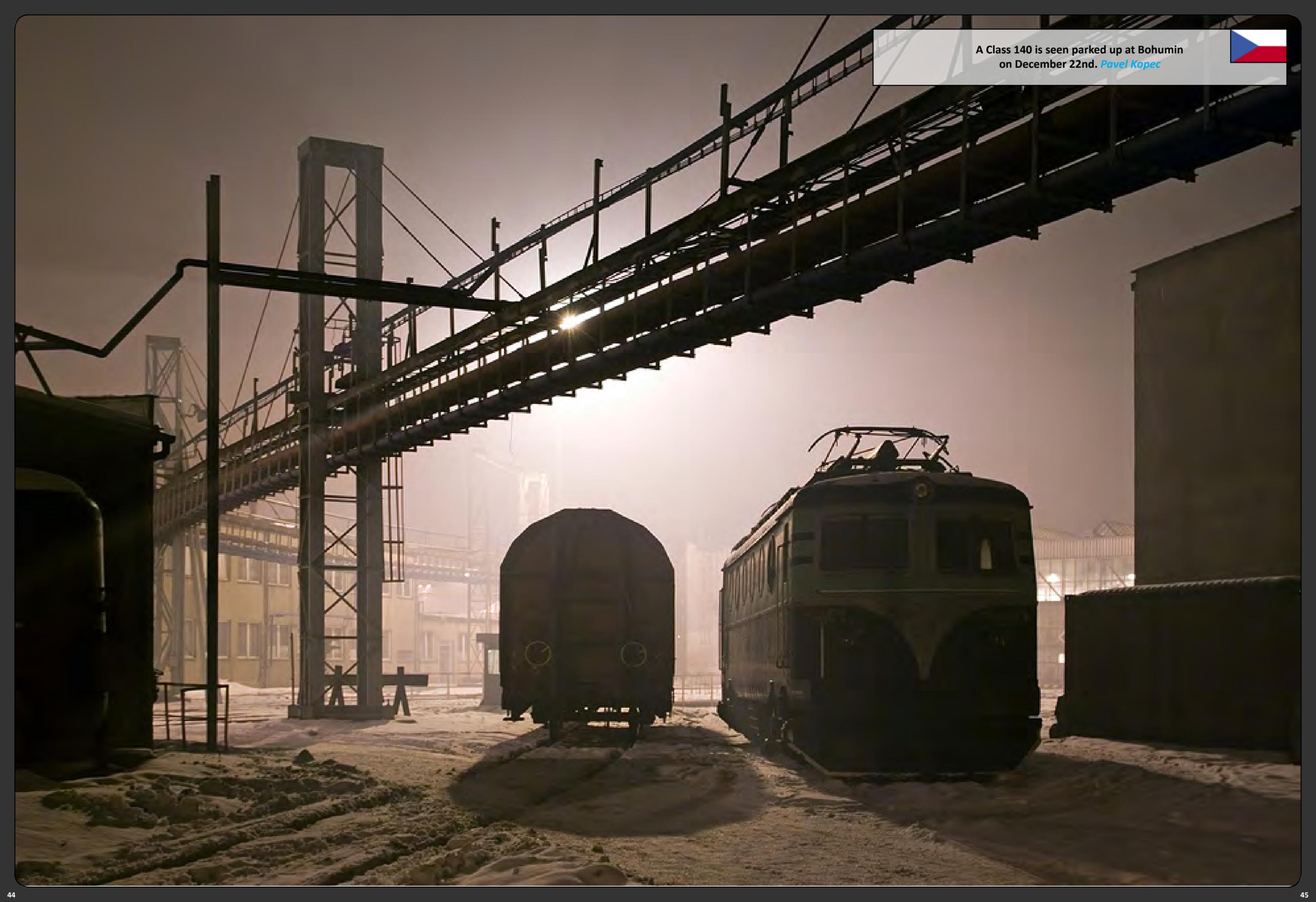
Richard Weber



Australian Railroad Group's narrow gauge No. S3304 approaches Wellard with loaded Bauxite hoppers bound for Kwinana on October 9th. [Colin Gildersleve](#)



A Class 140 is seen parked up at Bohumin
on December 22nd. *Pavel Kopec*



Polish Railways Class 232 No. BR 232.275,
Euro Cargo Class 247.007 and East-West Railways
Class 232.303 are seen stabled around the turntable outside
Cottbus Works, Germany on October 3rd.



Steve Madden





ARG's DBZ2310 accelerates away from a signal check with a southbound empty coal hoppers, bound for Collie, in the South West of Western Australia on October 9th.
Colin Gildersleve



Normally Santa arrives by boat into Aarschot but this year he took ... the train !! The plans to arrive by boat in Aarschot on the River Demer were changed because of the high waterlevel !!! For his arrival at Aarschot he mounted at the small station of Langdorp some 4 km from Aarschot. [BVT](#)



Private operate Crossrail Benelux (former DLC)
has given its Class 66 loco PB03 a vivid brandnew Crossrail
livery. The train is seen here at Langdorp on its way to Antwerp. [BVT](#)





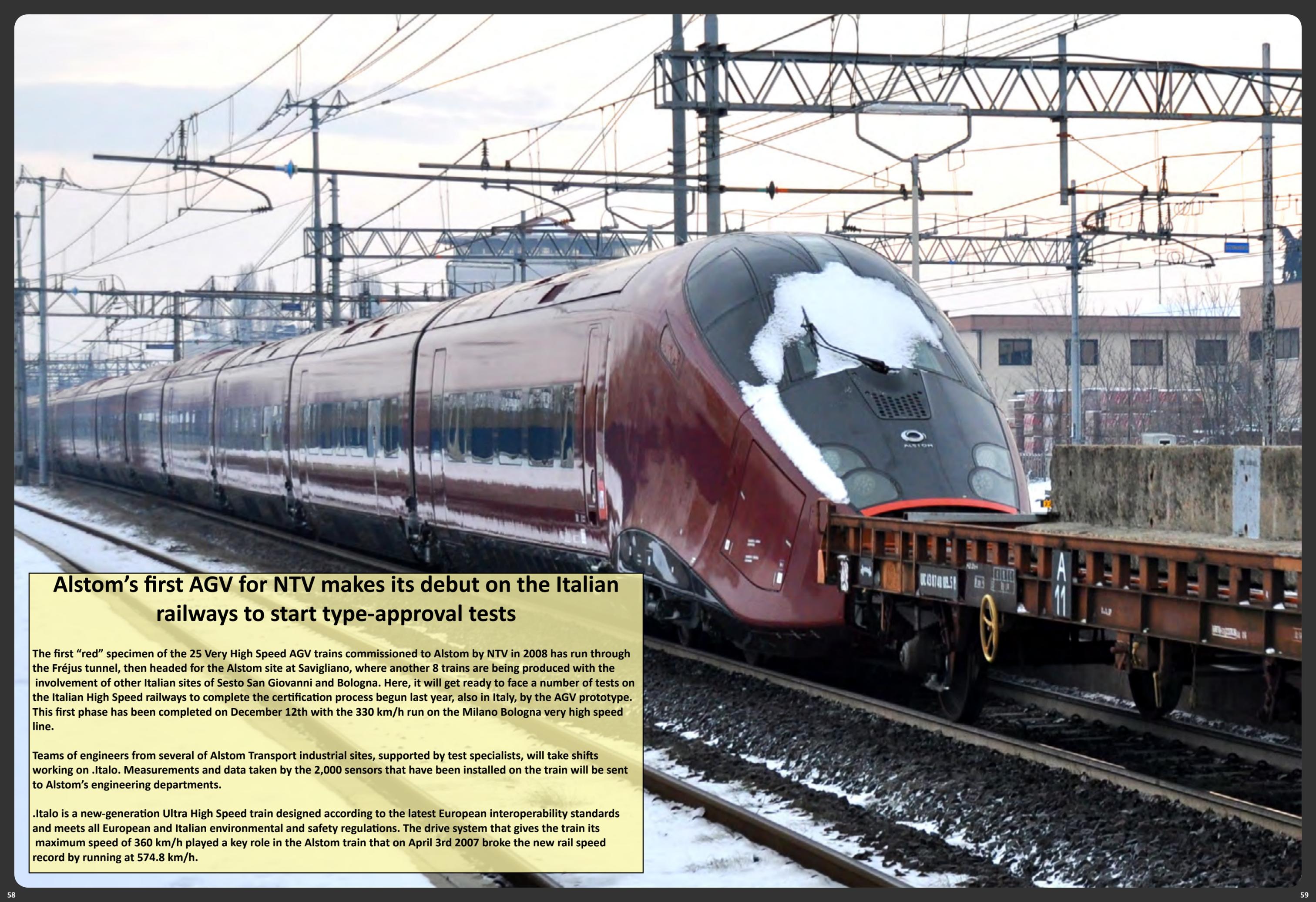
This Locon owned shunting loco. is seen on the turntable during a rail exhibition at Lichtenberg Depot, Germany on October 3rd. [Steve Madden](#)





ICE on tour!

During the ICE Live Tour (November 8th – 26th) a mock-up of an ICE-train was mounted on a truck and this combination made a tour through Europe, starting in London and ending at Prague. The exhibition is seen here at Brussels (Place Jourdan) on the weekend of November 12th - 13th. [BVT](#)

A photograph of a red Alstom AGV train on a railway track. The train is sleek and aerodynamic, with a prominent nose. It is positioned on a track with overhead power lines and a concrete wall in the background. The ground is covered in snow, suggesting a winter setting. The train is moving towards the right of the frame.

Alstom's first AGV for NTV makes its debut on the Italian railways to start type-approval tests

The first "red" specimen of the 25 Very High Speed AGV trains commissioned to Alstom by NTV in 2008 has run through the Fréjus tunnel, then headed for the Alstom site at Savigliano, where another 8 trains are being produced with the involvement of other Italian sites of Sesto San Giovanni and Bologna. Here, it will get ready to face a number of tests on the Italian High Speed railways to complete the certification process begun last year, also in Italy, by the AGV prototype. This first phase has been completed on December 12th with the 330 km/h run on the Milano Bologna very high speed line.

Teams of engineers from several of Alstom Transport industrial sites, supported by test specialists, will take shifts working on .Italo. Measurements and data taken by the 2,000 sensors that have been installed on the train will be sent to Alstom's engineering departments.

.Italo is a new-generation Ultra High Speed train designed according to the latest European interoperability standards and meets all European and Italian environmental and safety regulations. The drive system that gives the train its maximum speed of 360 km/h played a key role in the Alstom train that on April 3rd 2007 broke the new rail speed record by running at 574.8 km/h.

Siemens lands its first order for the Vectron locomotive as Railpool buys new locomotives for use in Germany and Austria

Railpool, the locomotive leasing company based in Munich, Germany, is expanding its locomotive fleet and has chosen forward-looking technology. This is the first order that Siemens has received for its newly developed Vectron generation. The corresponding contracts for 6 locomotives were signed recently by Dr. Walter Breinl, executive director of Railpool GmbH, Jörn F. Sens, Rolling Stock CEO at Siemens Mobility and Jens Chlebowski, head of locomotive sales at Siemens Mobility. Designed for a top speed of 200 km/h, these locomotives are to be used to haul passenger and freight trains in Germany and Austria. Railpool chose the Siemens locomotives because they can be deployed universally and offer many optional possibilities for the future. Delivery will begin in the middle of 2012.

Siemens Mobility has succeeded in entering the market just a few months after the world première of its first Vectron locomotive at the InnoTrans 2010 in Berlin. "We want to set our course into the future locomotive market with the Vectron. The demand for transportation will continue to grow in the medium and long term," said Jörn F. Sens, Rolling Stock CEO at Siemens Mobility, on the occasion of the contract signing in the Siemens plant in Munich-Allach.

The privatization of Europe's rail services and the rising flow of goods over longer distances have, above all, radically changed the international freight traffic market. Cross-border traffic in Central Europe and on the southeast corridor in particular is intensive and will continue to increase.



This places high demands on the technical flexibility and commercial plannability of rail-bound traffic. Alongside the traditional state railway authorities, there are now a large number of private rail transport and leasing companies that are interested in buying small numbers of locomotives at economical prices.

"We are very pleased that a renowned company like Railpool has decided in favor of our Vectron. Railpool is the first customer to choose this modern, high-performance, reliable locomotive with its very wide range of possible applications. What pleases me in particular is that Railpool will enable other customers to be exposed to Vectron and also won over by its convincing qualities," said Jens Chlebowski.

"For us as a leasing company involved in freight and passenger transportation throughout Europe, a high degree of flexibility in the various locomotive types is essential. The Vectron concept satisfies our requirements here", said Dr. Breinl.

Siemens has developed this generation of locomotives to meet the high requirements and transportation tasks in Europe. The various classes and voltage systems, with alternating and direct current (AC and DC), will not only allow Railpool to build up its Vectron fleet in line with its needs, but also maintain its flexibility for the future. Siemens will initially supply 6 AC locomotives with a maximum power rating of 6,400 kW, which will be used on cross-border freight and regional passenger routes in Germany and Austria. The four-axle vehicle weighs 87 metric tons. The locomotives will be built and finish-assembled in Siemens' locomotive plant in Munich-Allach. The bogies will be supplied by the Siemens Mobility plant in Graz, Austria.

Many years of experience with locomotives

The Vectron has a new design tailored to meet current and future market needs. It combines the longstanding solutions from the Siemens Europrinter and Eurorunner locomotive series together with innovations that are systematically oriented toward customer benefit, high flexibility and cost-effectiveness. There are several electric versions of this new locomotive (multi-system, alternating and direct current) and one diesel-electric version. Its development benefited from the experience gained from over 1,600 Europrinters and Eurorunners. Their characteristics – such as tractive effort transmission via the bogie kingpins, a high traction power, and high traction utilization – were all incorporated into the Vectron.

Photo from left: Jens Chlebowski and Jörn F. Sens (Siemens), Dr. Walter Breinl and Thorsten Lehnert (Railpool).

Alstom's high-speed Pendolino trains enters commercial service on the Helsinki - St Petersburg line

Vladimir Yakounine, Chairman of the Russian Railways (RZD), Michael Aro, Chairman of the Finnish Railways (VR) and Patrick Kron, Chairman and CEO of Alstom, have inaugurated the new service on the line linking Helsinki and St Petersburg, in the presence of Vladimir Poutine, President of the government of the Russian Federation and Tarja Halonen, President of the Finnish Republic. Alstom's high speed Pendolino trains will be in operation on this line. With a commercial speed of 220 kph, the four trains ordered by Karelian Trains in 2007 now link Helsinki to St Petersburg in three and a half hours compared to five and a half hours previously. Over 300,000 passengers are expected to use this 450 km line every year.

These trains are based on the Pendolino platform, which has been in service in Finland since 1995. In order to meet the customer's requirements and the extreme winter conditions in both countries (temperatures can drop to as low as -40°), these trains benefit from outstanding safety standards and particular technical solutions. The bogies are equipped with devices designed to reduce the accumulation of snow and ice. Specific heating and air conditioning systems have also been installed. The high level of comfort and sophisticated design are aligned with the customer's brand strategy.

The Helsinki-St Petersburg Pendolino is a high-speed non-articulated multiple unit train with distributed traction. Pendolino trains are equipped with a unique cutting edge technological solution, an active system that tilts the train on bends. The maximum tilt of eight degrees enables speeds on bends of 20 to 30% higher than those of classic trains, whilst providing maximum passenger comfort and safety. They require no modifications to the existing tracks.

These trains are produced at the Alstom's Savigliano site in Italy, their traction systems are manufactured at Sesto San Giovanni, near Milan (Italy) and the bogies are made at Le Creusot (France).

Alstom's Pendolino trains are a great commercial success. There are currently 430 Pendolino train sets running in 11 countries: Germany, China, Spain, Finland, Italy, Portugal, Czech Republic, United Kingdom, Slovenia, Switzerland and now Russia. These trains have covered over 200 million kilometres in commercial operation. Alstom has a 95% market share in the tilting high speed train sector both worldwide and in Europe.

DB Schenker Rail announces first Gravita engines with particulate filters in service

DB Schenker is modernising, the first installment of shunting locos, the series 261, type Gravita 10 BB is in service. Overall, the company will buy in the next few years. 130 locomotives from Voith Turbo GmbH and Co. KG Locomotive Technology, Kiel.

The entire contract includes an investment of more than 240 million €. All vehicles are equipped with additional soot filters that cost a total of about ten million euros.

"Our fleet of rail freight transport will continue to modernize consistently. The acquisition of new diesel locomotives is an important step towards more power at the same time improving environmental protection. We will strengthen the already environmentally friendly rail transport," said Dr. Ruediger Grube, Board Chairman of Deutsche Bahn. The vehicles are equipped with engines that meet the applicable emissions standards - even without a particulate filter. As the first German company, DB Schenker Rail also equipped with a particulate filter as standard locomotives. "We are investing in future business and strengthen the individual car traffic," he added.

The Series 261 is designed to replace at DB Schenker Rail particularly older vehicles, series 291 and 295, which are used in heavy shunting as well as trips to the transfer sidings.

Even without the filter of modern vehicles emit up to 20 percent less soot and 40 percent less nitrogen oxides than comparable engines in operation. Equipped with the filter, further reducing the emissions. According to the manufacturer so that, 97 percent of the soot particles contained in the exhaust stream to be filtered out.

The new locomotives, also corresponds to the latest labour and noise requirements and are also more reliable, less maintenance and therefore more economically.

Another success in Norway

Siemens to supply eco-friendly metro trains to Oslo

Siemens' Mobility Division has received a new order from Oslo Vognselskap AS, a rolling stock leasing company in Norway, to supply 32 three-car metro trains worth a total of about 180 million euros. The contract for the deal was signed in Oslo on December 21, 2010. The trains are to start rolling out of the Siemens plant in Vienna and heading to the Norwegian capital in 2012. With this order, the customer is exercising an option dating back to 2003, when the Oslo rapid transit company ordered its first metro trains from Siemens. To date, Siemens Mobility has delivered a total of 83 three-car metro trainsets for rapid transit service in Oslo.

"This new order is an indication of the customer's trust in Siemens as a supplier of reliable, modern metro trains," said Jörn F. Sens, CEO Rolling Stock at Siemens Mobility. "We're very pleased to receive this confirmation of our good working relationship with Oslo Vognselskap, which has now been going on for ten years."

Not only have its natural surroundings made Oslo more closely attuned to the environment. It is also one of the "eco-friendliest" cities in Europe. Its annual per-capita emission rate of only 2.2 metric tons carbon dioxide (CO₂) lies well below the European average of 8.5 tons. Oslo ranked third in the European Green City Index sustainability study examining 30 metropolitan centers in 30 European countries. The study was published by the Economist Intelligence Unit Research Institute on the occasion of the Climate Conference in Copenhagen in December 2009.

The environmentally compatible trains from Siemens are a perfect fit for the sustainability concept of Oslo's public transportation system thanks to their low energy consumption and recycling rate of almost 95 percent. And the regeneration of braking energy can recover up to 46 percent of the energy consumed. That is an optimal prerequisite for the power mode because the city's public transportation system makes use of alternative and, above all, renewable energies. The Oslo Metro (Oslo T-bane) currently comprises six lines with a total route length of about 85 kilometers.

The vehicles for the new order will be built in the Siemens Vienna plant and include modifications to cope with the severe winter conditions prevailing in the Oslo area, where temperatures fall as low as -25 degrees Celsius. Comfort is another important feature of the new trains. The three-car trains will be 54 meters long with gangway doors between the cars. One train will be able to accommodate around 680 passengers. The car bodies will be made of aluminum and have three doors on each side. Furthermore, the trains are designed for a maximum speed of up to 80 km/h.

These metro trains are part of Siemens' Environmental Portfolio. In fiscal 2010, revenue from the Portfolio totaled about €28 billion, making Siemens the world's largest supplier of ecofriendly technologies. In the same period, our products and solutions enabled customers to reduce their carbon dioxide (CO₂) emissions by 270 million tons, an amount equal to the total annual CO₂ emissions of the megacities Hong Kong, London, New York, Tokyo, Delhi and Singapore.

Photo: Even in winter, Oslo is still one of the greenest cities in Europe. With its numerous energy saving measures and an annual emission rate of only 2.2 metric tons carbon dioxide (CO₂) per person, Oslo lies well below the European average rate of 8.5 tons. The eco-friendly metro train from Siemens is therefore ideally suited to the city's tracks – even at extremely low temperatures down to 25 degrees below zero Celsius. The network currently serves 104 stations on six metro lines covering a total route length of around 84 kilometers, most of which at grade. © Siemens



Bombardier Receives an Additional Order from Israel Railways for the Delivery of 72 Double-deck Coaches

Additional double-deck coaches will further boost public transport offer in Israel

Bombardier Transportation has received an additional order from Israel Railways (ISR) for the delivery of 72 double-deck coaches. This contract is part of a framework agreement concluded last October, which included a firm order for 78 coaches and foresees optional batches. The order value of this additional order amounts to approximately 115 million euro (\$154 million US).

The vehicles will be manufactured at Bombardier Transportation's Görlitz facility in Germany and in Israel.

Jean Bergé, Vice President, Sales of Bombardier Transportation, stated: "We are delighted to have booked this additional order in Israel, which brings to 150 the total number of double-deck coaches ordered so far by ISR within the scope of our framework agreement. After winning two major double-deck contracts in France and Switzerland this year, the double-deck success story continues!"

Yossi Daskal, Chief Country Representative of Bombardier Transportation in Israel, added: "This additional contract once more demonstrates the trust that ISR has in Bombardier and we are proud to continue our successful business relationship with ISR. These extra coaches will extend the existing ISR fleet of Bombardier double-deck coaches and further contribute to reliable public transport offering in Israel."



Bombardier Transportation Signs Agreement With Russian Railways

Bombardier has announced a new partnership in Russia with the purchase of a stake in signalling equipment manufacturer Elteza

BT Signaling B.V. has signed an agreement to purchase a stake in the signalling equipment manufacturer United Electrical Engineering Plants, known as Elteza. Elteza is a subsidiary of Russian Railways (RZD). Initially, BT Signaling B.V. will purchase a 25 per cent stake in Elteza. Following further approval, BT Signaling B.V. will increase its stake to nearly 50 per cent. RZD will remain the majority shareholder. The agreement was signed at a ceremony in Moscow on December 13, attended by Pierre Beaudoin, President and CEO of Bombardier Inc. and Vladimir Yakunin, President of Russian Railways.

Elteza is Russia's largest signalling equipment producer with more than 3,000 employees across seven manufacturing sites. The company focuses on the design, development and production of rail signalling equipment and automatic and remote train control systems which

have been delivered in Russia, the Commonwealth of Independent States (CIS) and the Baltic states. The new partnership will be one of the first successful examples of the privatisation of a Russian Railways' subsidiary and part of the modernization strategy of RZD.

Already strong partners in the signalling sector, Bombardier and RZD have a well established engineering joint venture, Bombardier Transportation (Signal) Ltd., in operation in Moscow since 1996. This partnership has worked in close cooperation with Elteza to equip over 90 Russian stations with BOMBARDIER EBI Lock 950 computer-based interlocking (CBI) technology. This new agreement will lead to the creation of an Elteza department dedicated to new technologies and focusing on the manufacture of products including EBI Lock 950 as well as the latest generation of wayside products.

Commenting on the announcement, André Navarri, President and COO of Bombardier Transportation, said: "This agreement is a landmark for Bombardier Transportation, increasing our already strong presence in the rail control sector in the region and expanding our signalling technology interests." He added: "We value this opportunity to further develop our presence in Russia but also in CIS and Baltic States."

Bombardier and China's Ministry of Railways Sign a Multi-level Strategic Cooperation Agreement

Bombardier and China's Ministry of Railways (MOR) have signed a Memorandum of Understanding (MoU) aimed at strengthening their strategic partnership in the development of various products and systems, including rolling stock and signalling solutions applied in mainline and regional railways for the market in China and internationally. The agreement was signed at the UIC High Speed Congress in Beijing by Mr Liu Zhijun, China's Minister of Railways and André Navarri, President and Chief Operating Officer, Bombardier Transportation.

Both parties agree to further collaborate on the development of the existing high speed and very high speed product platforms and to further extend this cooperation to other platforms if and when needed, such as regional trains. The agreement also establishes China Railway Signal and Communication Corporation as a strategic partner for Bombardier's highly advanced signalling systems, to jointly develop signaling products in order to meet the requirements of China and international markets.

André Navarri commented: "China has a clear vision of the critical role rail must play in sustainable economic development, and is making the strategic investments necessary to ensure that vision is realized. China is selecting state of the art technologies to build the most advanced rail network in the world. We offer one of the broadest product portfolios in the world. We are pleased to have worked closely with the MOR and our local partners in the past and look forward to working together in the development of new, game-changing technologies."

Jianwei Zhang, President and Chief Country Representative, Bombardier China said: "One of the most important considerations in successful business is partnership. Bombardier has been actively participating in the development of China's rail transportation providing a broad range of products, systems and services. This includes more than 4000 rail vehicles for various applications, signalling solutions for both very high speed rail and urban mass transit, locomotives, propulsion equipments and systems. Bombardier is very proud to be a long term strategic partner with the MOR."

Bombardier Transportation Has Been Awarded a Contract from Railpool to Supply 36 TRAXX Locomotives

Leasing company extends its locomotive fleet for cross-border transport in Europe

Bombardier Transportation has received an order for the supply of a total of 36 BOMBARDIER TRAXX locomotives from the German leasing company Railpool GmbH (Railpool). The contract amounts to approximately 120 million euro (\$157 million US). The delivery of the first locomotives is planned for July 2011. All of the vehicles are planned to be in service by November 2013.

With this new order, Bombardier extends its leading position in the electric locomotive market. Through today, more than 1,450 TRAXX locomotives have been sold. With homologations in 18 European countries they enable highly flexible goods traffic and railway passenger transportation.

“This order for an additional 36 locomotives rounds off our current portfolio and carries forward our successful co-operation with Bombardier. Furthermore, it is a clear signal of our confidence in a positive future for the locomotives leasing business, “ said Dr. Walter Breinl, Chairman of Railpool GmbH.

Åke Wennberg, President, Locomotives and Equipment Division, Bombardier Transportation, said: “We are very proud of the new contract, as it once again confirms that our customer is extremely satisfied with both our products and the co-operation between our organisations. With these new vehicles, Railpool’s locomotive fleet will increase to 100 vehicles, all of which can be flexibly put into service on Europe’s rail corridors”.

The final assembly of all the new TRAXX locomotives for Railpool will take place at the Bombardier’s Kassel site. The carriage bodies will be produced at the Bombardier site in Wroclaw, Poland, and the bogies will be produced at the site in Siegen, Germany. The Mannheim and Hennigsdorf sites in Germany, will be responsible for the propulsion and control technology.

The TRAXX product family is designed to transport goods as well as passengers in national and international routes on all networks. It consists of three electric variants (multi-system, alternating and direct current locomotives) and a diesel-electric design. The TRAXX locomotives are characterised by their modular assembly as well as their innovative BOMBARDIER MITRAC propulsion and controls system, already in use in over 3,800 locomotives worldwide.



Alstom confirms its leadership in high-technology signalling in equipping 121 ICE-trains of Deutsche Bahn with its ERTMS-based train control solution Atlas

German operator Deutsche Bahn (DB) has entrusted Alstom to equip 121 trains of its fleet ICE* with its signalling ERTMS (European Rail Traffic Management System) based-train control solution Atlas. The contract is worth around € 60 million. The trains to be equipped are 71 ICE-T tilting trains and further 50 ICE3 trains. The 121 ICE-trains are operated in Germany, Austria and Switzerland.

The first 17 newly equipped trains are to start service in December 2012 in Vienna-St. Pölten and Unterinntal (Austria). From December 2015, they will operate on the German new-built line which will link Halle (Salle)/Leipzig to Erfurt and from December 2016, on the Swiss network.

“ This order strengthens our position on the European market for running safety on rail ”, declared Dr. Martin Lange, Managing Director of Alstom Transport in Germany and Austria. “ This is another proof of our customer’s confidence in our technology and service ”, he added.

Atlas equipment will be manufactured in Alstom site of Charleroi (Belgium) and Villeurbanne (France). It is foreseen that DB and Alstom teams will then install and integrate the systems in the ICE-T trains in DB-sites in Hagen/Krefeld and Nuremberg in Germany.

Atlas solution optimizes traffic flows and intervals between trains, assuring passenger safety. It guarantees perfect interoperability for the entire European network and reinforces network’s profitability.

Alstom has already equipped with its Atlas solution 468 vehicles of SBB (the Swiss federal railways) fleet, which are in commercial operation in Switzerland under ETCS Level 2 since July 2006. In 2008, Deutsche Bahn ordered Atlas equipment for 17 ICE 3 trains, which, in the meantime, used for cross-border traffic between Frankfurt and Brussels, and between Frankfurt, Amsterdam and Paris from 2012. In January 2010, Alstom received an order from Austrian Railways ÖBB (Österreichische Bundesbahnen) to equip 449 vehicles with ATLAS which will enter commercial service in December 2012 on the ETCS Level 2 Austrian new-built lines.

Route between Berlin and Hanover blocked on the night of Christmas Eve for hours / overhead line damage due to freezing rain affected about 725 passengers in five long-distance trains

Around 725 passengers in five DB-distance trains had on the night of 23rd/24th December, several hours waiting for their onward journey. Between Berlin and Hannover onset of freezing rain had led to an overhead line fault, which forced to 00:20 IC train from Stendal to stop. Four other ICE also had to interrupt their journey to or from Berlin. In all terms the supply of electricity and heating was ensured. Also food and drinks were distributed to passengers.

Because of the extreme icing on the streets of Germany, DB Railway decided in consultation with the Agency for Technical Relief (THW), not to open an evacuation of passengers. For further transport was due to dangerous road conditions, no buses or taxis were running. The five trains were standing in the early morning hours on their own or by using Schlepploks initially continue their journey.

Due to further formation of ice and snow drifts in the north and east there were still considerable delays and individual failures.

However, DB have offered to the affected passengers the full travel costs refunded and have also provided an additional goodwill payment of 250 euros.

ONCF and Alstom sign a contract for the supply of 14 very-high speed trains to Morocco

Under the presidency of his Majesty the King of Morocco Mohammed VI, a contract worth nearly €400 million for the supply of 14 double-deck (Duplex) very high-speed trainsets has been signed in Tangiers on Friday, December 10, 2010 – on the Moroccan side by the Messrs. Karim Ghellab, Morocco’s Minister for roads and transport, Mohamed Rabie Khlie, managing director of ONCF, Morocco’s national railway company, and on the French side by the Messrs. Patrick Kron, Chairman & CEO of Alstom and Philippe Mellier, President of Alstom Transport. The Duplex trains are scheduled to enter commercial service in December 2015 and will run on the Tangiers-Casablanca route in the northern part of the country

This agreement is the result of the cooperative relationship that Alstom Transport has established with Morocco’s ONCF for more than 40 years. Alstom is consequently helping the ONCF meet its objectives of providing a solution for the increase in traffic which the opening of the new Tangiers Med port will generate, further developing a high-quality rail network, freeing up capacity on the existing line to facilitate traffic flow and helping to structurally and sustainably develop the regions through which the line passes.

The Morocco Duplex trainsets will be double-deck trains designed for the ONCF and adapted for use in the operating conditions specified by the Moroccan operator along the Tangiers-Casablanca route. The trains will run at 320 km/h and at 25 kV between Tangiers and Kenitra - the first 200 km section of Morocco’s very high-speed network. Between Kenitra and Casablanca, the trainsets will run on the traditional network at speeds of 160 km/h or 220 km/h at 3 kV, depending on the running speeds set by the Moroccan operator in 2015.

The very high-speed connection between Tangiers and Casablanca will reduce journey times from 4:45 hours today to 2:10 hours at the opening of the line and will carry up to 10 million passengers per year (currently 4 million).

With capacity for up to 533 passengers, each trainset will be made up of eight cars - two first-class cars, one buffet car and five second-class cars. The trains’ interior and exterior design will convey the modern, comfortable and high-quality service that the ONCF provides its passengers, together with the peace of mind. Particular attention is given to accessibility and safety, which the operator offers.

The Duplex trainsets that will be used in Morocco result from the new generation of very high-speed double-deck trains which Alstom currently produces for the French operator, SNCF. As such, they integrate all the latest developments in terms of comfort and accessibility. More than 10% of the trains’ overall capacity will be reserved for people with reduced mobility. The cars will be fitted with a bilingual French-Arabic passenger information system, including video screens.

The trainsets, which are being fitted with exhaustively tried and tested standard components, will draw on all the feedback that has been received since the first Duplex came into service in 1996, particularly with regard to their reliability and operational safety, as well as how easily they can be maintained and upgraded.

The 14 trainsets will mainly be developed and built in France at Alstom Transport’s La Rochelle workshops (pilot site) and its sites in Belfort (power cars), Le Creusot (bogies), Ornans (engines) and Tarbes (traction drive), as well as Villeurbanne (electronic control system), Charleroi in Belgium, Sesto in Italy and Montreal in Canada (on-board IT and passenger information). The trainsets’ power cars and passenger cars will be delivered separately to the ONCF’s Moghgha factory just north of Tangiers, where train-set assembly operations will be carried out. Technical tests will be carried out at the Moghgha site as well as on the ONCF network before the trains come into service.

Morocco is the first country in the African continent to acquire this type of highly sophisticated railway transport infrastructure, in compliance with international standards for very high-speed rail travel. The ONCF will thus be joining the list of operators throughout the world which offer very high-speed rail services on a daily basis.

Rapid transit in the Caribbean – Siemens to equip new metro line in Santo Domingo

Siemens is to supply the entire electrification and rail automation equipment for the new metro line in Santo Domingo, the capital of the Dominican Republic. Siemens received a corresponding order as member of a consortium including the French company, Thales, from the government transport authority Oficina para la Reorganización del Transporte (OPRET). Siemens' share of the order is worth approximately EUR72 million. The order also includes a maintenance contract for the period of three years.

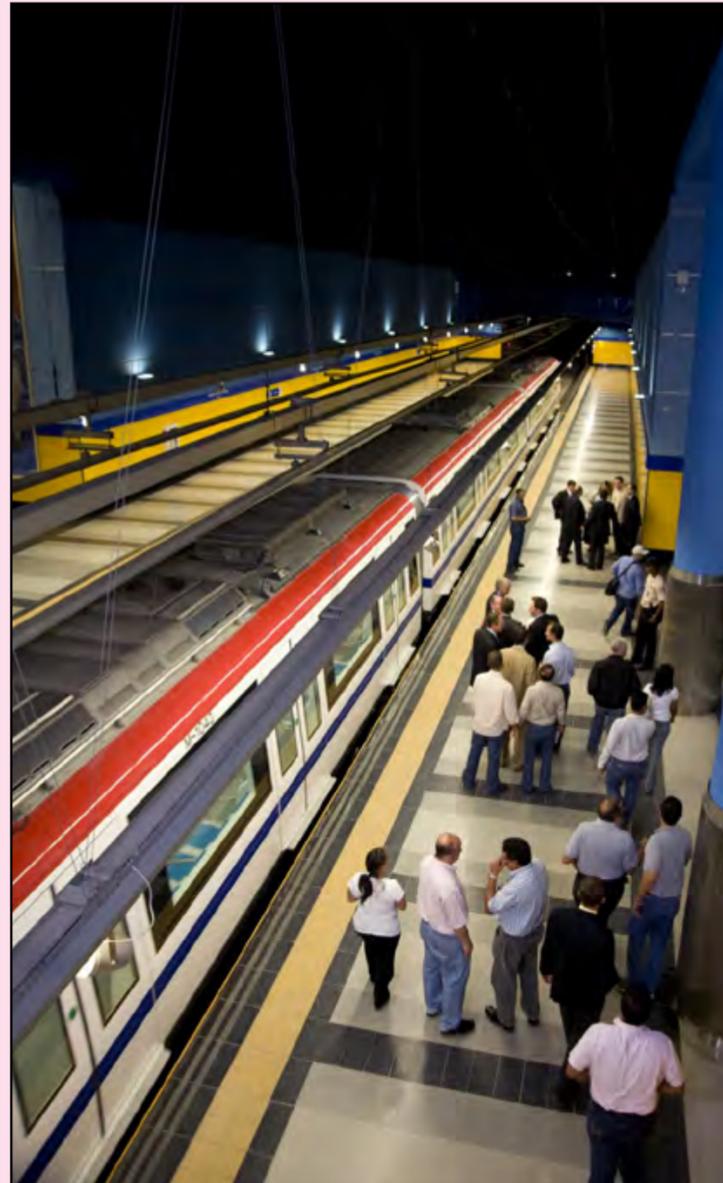
The first metro line in Santo Domingo opened end of January 2009. This new Metro line 2 will serve 20 metro stations along its 17.5 kilometer length. It will run through the municipal area of Santo Domingo, linking east and west.

The new Line 2 will be 17.5 kilometers long and serve 20 metro stations. It will be built in two phases, with the first 12-kilometer stage of construction due for completion by the end of 2012. The plans for the second phase of this metro line project will be finalized by the operator OPRET in the course of next year.

Siemens is one of the leading suppliers of turnkey railway systems. Santo Domingo's first metro line opened as recently as the end of January 2009. In that case, Siemens Mobility was in charge of the system integration and project management and also responsible for supplying the traction power supply system along with the signaling and control equipment. Line 2 is now another step toward comprehensive modernization of the island's transportation systems and reducing the increasing number of privately operated motor vehicles. Running underground over its entire length, it will link the city center with municipal districts in the east and west.

As leader of the consortium, for the first stage of construction Siemens Mobility will be responsible for the project management, signaling and control technology, consisting of the automatic train control system ZUB222c, SICAS ECC interlockings, track vacancy detection system with axle counter AzS 350 U, the Vicos OC100 operations control system, and the electrification.

The latter includes the traction current substations and the 1500 V DC roof conductor rail. A 3-year maintenance contract is likewise part of the Siemens scope of supply and services.



RhB announces Stage III of fleet concept

The acquisition of seven compositions for the Rhaetian Railways (RhB) Albula Line was signed and sealed on 20 December 2010. The chairman of RhB's management board, Erwin Rutishauser, and the CEO of Stadler Rail AG, Peter Spuhler, signed the CHF 110 million contract in Samedan on the occasion of Rutishauser's farewell tour, during which the ALLEGRA special train set a new speed record for metre-gauge railways with 145 km/h. The acquisition of the new articulated train combinations for the Albula Line initiates the important third stage of RhB's fleet policy.

Thanks to the 1,350 employees

On 20 December 2010, the management team at RhB organised a farewell tour for the chairman of their management board, Erwin Rutishauser. Rutishauser also used the stops at various stations to say goodbye to his team. "1,350 highly motivated employees make sure that this unique railway delights countless passengers and customers, in all weathers and 365 days a year," the outgoing chairman praised and thanked his team. During this company-internal farewell tour, the management team, many employees and guests amazed Erwin Rutishauser with planned and spontaneous performances and reminiscences about his six years in office.

Record-breaking trip

In this vein, the management team, RhB technicians and Stadler Rail with CEO Peter Spuhler surprised Erwin Rutishauser with a new speed record for metre-gauge railways. The ALLEGRA special train reached 145 km/h on the south side of the Vereina tunnel, exceeding the previous record of 139 km/h, set on 5 December 2009.

Rutishauser's last signature

The management team had another surprise up their sleeve in Samedan: in the presence of Stadler Rail CEO Peter Spuhler and representatives from the federal government and the canton, the contracts for the acquisition of seven combinations for the Albula Line – recently approved by the supervisory board – were signed. This was a special moment and of great satisfaction to Erwin Rutishauser, as the first two stages of the fleet acquisition were brought on-line and implemented under his direction as part of the "Offensive 2012" company strategy. Rutishauser was delighted: "With the acquisition of the third stage, RhB has achieved another milestone on the way to a modern, high-performance railway." For him, the signature was his last act as the Head of the RhB. Peter Spuhler thanked Erwin Rutishauser for the good working relationship: "We have successfully carried out several projects together in the last few years, such as the panorama carriages for the Bernina and Glacier Express trains or the dual voltage multiple-unit trains. With today's order, this successful chapter will be continued."

Modern rolling stock for the modern passenger

The agreed acquisition of seven six-section articulated train combinations, as part of Stage III for the Albula Line, really does mean a further step into a modern future for RhB. From as early as 2013, passengers will be able to enjoy journeys in the first deliveries of the comfortable and air-conditioned first- and second-class carriages. The low floor area is equipped with a wheelchair access WC and spaces for wheelchairs. The modern articulated train is complemented by a family compartment with children's play corner and even a panoramic photo compartment. The project costs are around CHF 110 million.

Stages I and II according to plan

The 15 three-section dual voltage multiple-unit ALLEGRA trains for Stage I – with a value of around CHF 150 million – are currently being delivered continuously and are, for the most part, already in service. All these multiple-unit trains will be in service on the Bernina, Arosa and Davos lines in 2011. Stage II involves five four-section single voltage multiple-unit trains for local transport between Schiers and Rhäzüns and between Chur and Thusis. These trains cost around CHF 50 million and have already been ordered. They will be delivered subsequently to the dual voltage multiple-unit trains and will come into service by mid-2012.

RhB invests CHF 310 million in new rolling stock

This means, from Stages I to III, RhB will be investing more than CHF 310 million in new rolling stock. In addition, in the last few years RhB has completely renewed the entire Bernina Express fleet and the Glacier Express too – along with its partner train, the Matterhorn Gotthard Bahn (MGBahn) – equipping them with comfortable, modern panorama and service carriages.

A look back at 2010

Yes it's that time again when we look back at some of the best and worst things to happen on the UK's rail network in the last 12 months.

Starting with January and snow causing havoc north of the border.

On January 4th, Class 66 048 & 2 wagons rolled down an embankment near Carrbridge (between Aviemore & Inverness) whilst working 4N47 Mossend to Inverness, which was to have been the first DB Schenker Stobart Intermodal. Fortunately there were no serious injuries but the loco took some digging out of this difficult location. [Richard Jones](#)



In February when Manchester Metrolink wanted to do some track repairs on their system near Bury, they hired in the ELR's fleet of Class 37's to assist. A rare return to main line operations for several of the Class. This is Class 37 109 out on to the Manchester Metrolink in February. [Pete Cheshire](#)



In March a rare sight as Class 57 301 "Scott Tracy" ventured onto the Midland Mainline. Seen here outside Cricklewood Depot, the loco was summoned to work Translator vehicles from Polmadie because there was a problem with the Class 66 compatible vehicles. [Steve Madden](#)



Was this the rescue of the year?

On April 4th when Class 47 760 failed at Scarborough with the return working of the 1Z44 Scarborough - Bedford charter, Stobart liveried Class 66 412 came to the rescue and ran light engine from York to head up the train.

Seen here passing Colton Jct. [Andy](#)





In May, London Kings Cross station played host to two unusual visitors, and both on the same day. The first was Great Western Hall Class No. 5972, which was once again posing as “Hogwarts Castle” during filming of the latest in the Harry Potter saga, and the second visitor was the Virgin Trains “Pretendalino” stock. this can just be seen through the arch at the side of the loco. [Steve Madden](#)



One of the most popular galas from the summer was in June when the Keighley and Worth Valley Railway held their diesel event. Plenty of locos and lots of thrash as seen in this shot of Class 37 194 climbing out of Mytholmes Tunnel with 50 015 "Valiant" behind her on a Keighley - Oxenhope service. [CJ Sutcliffe](#)



Disaster in July for the Mid Hants Railway, as a major fire destroyed the carpentry shop. Inside at the time were a TSO in for a repaint, a LSWR dining car under renovation, Class 11 diesel shunter No. 12049 in for a repaint and the newly painted tender for U-Class No. 31806. [Andy](#)

Brand new Scotrail Class 380s commenced delivery in August.
This is Class 380 105 heading north seen here passing South Kenton.

David Hollowood



In September Class 60 099 was unveiled in a new livery for one of DB Schenkers biggest customers - Tata Steel. At the launch it didn't actually work, but just a few weeks later the silver beast is seen here working 6E54 Kingsbury - Humber through Barrow upon Trent. [Steve Thompson](#)



In October - the loco might not be rare, but the working certainly was.
DRS worked its first ever engineering trains for Network Rail.
This is Class 66 413 heading through York for the worksite at Strensall.

Robert Barton



Another bizarre working was in November when Network Rail had a requirement for some AC locos to work several test trains in the Anglia region. AC loco group Class 86 101 and 87 002 were the first to feature, but later in the week 86 701 and 86 702 also appeared. [Wayne Radford](#)



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And so in December we come full circle.
In the UK we just cannot cope with the weather sometimes.
Certainly December 2010 will have to be one of the coldest in memory and the
snow just kept coming, several DRS Class 37s were constantly on snowplough
duties, like 37 409 seen at York. [Class47](#)





An early 1960s vintage CFL 1800 series loco is seen at Liege. Built in Belgium, these locos were based of the American type G16 of General Motors, of which many were built in the USA. [Brian Battersby](#)





Above: The VIRM (Verlengd Interregiomaterieel), also called Regiorunner was partially rebuilt from trainsets DD-IRM (Dubbeldeks Interregiomaterieel), seen here at Amsterdam Central on September 2nd 2002. [Brian Battersby](#)

Below: A Netherlands Railways Sprinter (SGM, Stads Gewestelijk Materieel) is seen at Amsterdam Central on September 2nd 2002. [Brian Battersby](#)



The Irish Railway scene has changed dramatically over the last two years, with the withdrawal of the General Motors 141 class from passenger trains, having been taken over by replaced diesel multiple units on most of its routes. The Córas Iompair Éireann 141 class locomotives were delivered in November and December 1962 from General Motors Electro Motive Division (EMD), the first consignment being unloaded at the North Wall, Dublin on 22 November. They were numbered B141 to B177 and were an updated version of the earlier 121 Class locomotives, mechanically very similar but with cabs at each end.

Continuing the Irish theme from last month, it is sad that Irish Railways have withdrawn their rural cross-country service between Limerick Junction and Rosslare Harbour via Waterford. One of the stations which has closed on the line is "Tipperary" so it is now definitely a long way to Tipperary! Here is Class 141, No. 168 is seen at Waterford whilst working the 15.55 Limerick City – Rosslare service. The road lobby seem to have had the upper hand in Ireland, and this delightful scenic service is now history. [David Mead](#)





Above: Czech Class 122.018 heads through Vsteaty on June 28th 2006 with a freight train heading in the direction of Nymburk.



Below: Czech Class 123.021 heads through Vsetaty on June 28th 2006 with a coal train heading for Usti nad Labem. *Both: Paul Godding*

