

Railtalk — — Magazine *xtra*

Issue 101x | February 2015 | ISSN 1756 - 5030



Contact Us

Editor: David
david@railtalkmagazine.co.uk

Co Editor: Andy
editor@railtalkmagazine.co.uk

Contents

- Pg 2 - Welcome
- Pg 3 - Pictures
- Pg 60 - News and Features
- Pg 68 - From the UK
- Pg 78 - From the Archives

Submissions

Should you fancy getting involved with the magazine, then please send any photographs, videos or articles, to us at the below email address:

entries@railtalk.net

Please include a detailed description and credits of the author.

Railtalk Magazine is published monthly by Railtalk Group. © Railtalk 2015.

From the Editor...

Well what a start to the year. I have just returned from my first visit of the year to several European countries and the major news is that change is certainly taking place. In Strasbourg there are those new units that I mentioned last month, displacing several, but not all, of the Class 67000s and in Munich there certainly was a lack of Class 218s, with the new Class 246s having taken over some workings. Whilst all this is certainly good from a point of the local traveller, for the enthusiast it just means that we are going to have to look elsewhere for entertainment.

One area that still impressed me was Paris with plenty of diesels in and out of Paris Est on local services, but another area for concern is the modernization going on in Austria with many stations having lost there individuality and now being very bland and modern. No need to look any further than the new Wien Hbf or Graz Hbf for examples of this. However once again this is just my opinion and I'm sure that for the locals it really is a huge improvement.

Moving on and our 'From the UK' this month we feature the excellent Great Central's Winter

Steam Gala, well attended and plenty of action to keep everyone entertained.

Anyway 'till next month and as always keep sending in the photos. If you are going on holiday please don't forget to take the camera.

David

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: John Aldborough, Robert Bates, Brian Battersby, BVT, Mark Bearton, Mark Bennett, FrontCompVids, Paul Godding, Richard Hargreaves, Dave Harris, Brian Hewertson, Keith Hookham, Colin Irwin, Anton Kendall, Michael Lynam, Steve Madden, David Mead, Ken Mumford, Chris Perkins, Mark Pichowicz, Railwaymedia, Laurence Sly, Gary Smith, Steamsounds, Alex Thorkildsen, Mark Torkington and Tim Ward.

Front Cover: Rhb No. 646 is seen climbing towards Filisur with the 11:58 service from Chur to St. Moritz. [Steamsounds](#)

This Page: DB Class 185.344 waits at Selzthal with a rake of empty car transporters. [Steamsounds](#)



Pictures



After their introduction in 1981, the NSW version of the HST, the XPT, is still providing country rail services in NSW. The North Coast line sees 3 services a day to Grafton, Casino and Brisbane. Here is train No. NT36, the Up Grafton service, approaching Pembroke with power cars Nos. XP2015 and XP2007. The power cars are lower geared for NSW gradients and have a top speed of 160km/h. [Mark Bennett](#)



ODEG's Class 650.739 plies its usual run between Fürstenwalde and Bad Saarow just south of the Berlin-Frankfurt/Oder motorway. Anton Kendall



OBBs Class 4023.010-4 arrives into Bischofshofen with a Salzburg Hbf to Schwarzach St. Veit working. [Class47](#)





Newly built (2013) ALCO M10A No. 944 arrives at Anuradhapura with the Yal Devi Express from Jaffna on January 6th. Jaffna is the main city for the formerly LTTE (Liberation Tigers of Tamil Eelan aka the Tamil Tigers) controlled Northern Provinces and the line from Colombo has only just been re-opened after being damaged by extensive fighting in the mid 1980s. Even today in these so called peaceful times, you need government clearance as a foreigner to travel north of Vavuniya which you can obtain by emailing their Ministry of Defence.. [Mark Torkington](#)





92 53 0 651008 0

At Belavar, ex-East German Class 232, No. 651.008 heads north towards Szombathely. Gary Smith



GYSEV Class 470.502 stands at Budapest Keleti with train No. IC922 to Sopron and Szombathely. Steamsounds





On December 31st, ZSSK Class 754.082 stands in the yard at Vrútky between duties on the Vrútky - Horná Štubňa line.
Mark Pichowicz



ZSSK 'Goggles' Class 757.001-3 heads east out of Zilina in dull misty conditions. Anton Kendall



On January 15th, SBB Re4/4 ii No. 11128 waits to depart Luzern with train No. IR2315 08:04 Basel - Locarno. Mark Pichowicz





Floyd owned Class 600.936 is seen stabled at Kelenford station. This was a Romanian loco and is fitted with a Sulzer engine similar to the UK Class 47s. Gary Smith



Crossrail's Class 66 No. DE6314 hauls a rake of tanks through Antwerp Berchem on January 12th. [Brian Battersby](#)





On January 2nd, Class 240.022 stands in the sun at Surany with train No. Os5002 10:50 Topoľčany - Nové Zámky. Mark Pichowicz



ALEX Class 183.005 stands at München Hbf.
Steamsounds





Under an impressive signal gantry that would be the envy of many UK preserved railways, M6 No. 792 departs Kandy with an 'Inter City Express' to Colombo on January 11th. These locomotives were built by Thyssen-Henschel in Germany but are powered by a 12 cylinder EMD 645 engine and handle many services on the Hill Country lines due to their flexicoil bogies and dynamic braking. [Mark Torkington](#)



ZillertalBahn No. D14 is pictured at Jenbach with a train from Mayrhofen. [Steamsounds](#)





Rhb No. 650 is pictured crossing the Landwasser Viaduct with the 13:58 Chur to St. Moritz service. [Steamsounds](#)





Floyd's Class 450.007 passes through Budapest Kelenfold between freight duties. This loco used to be Class 86 228 in the UK. Gary Smith





At Chur, Rhb No. 611 stands ready to work the 17:56 to Disentis alongside No. 644 which is working the 17:58 to St. Moritz.
Steamsounds

RE RegioExpress Reichenau-T
Tavanasa - Breil/B Disentis / Mustér

11



Rebuilt PKP SM42-1202 pulls into Radzionkow with a loaded sand train. The large wheels on the wagons are used to lift the wagon body up, allowing the sand to simply drop when unloading. [Anton Kendall](#)



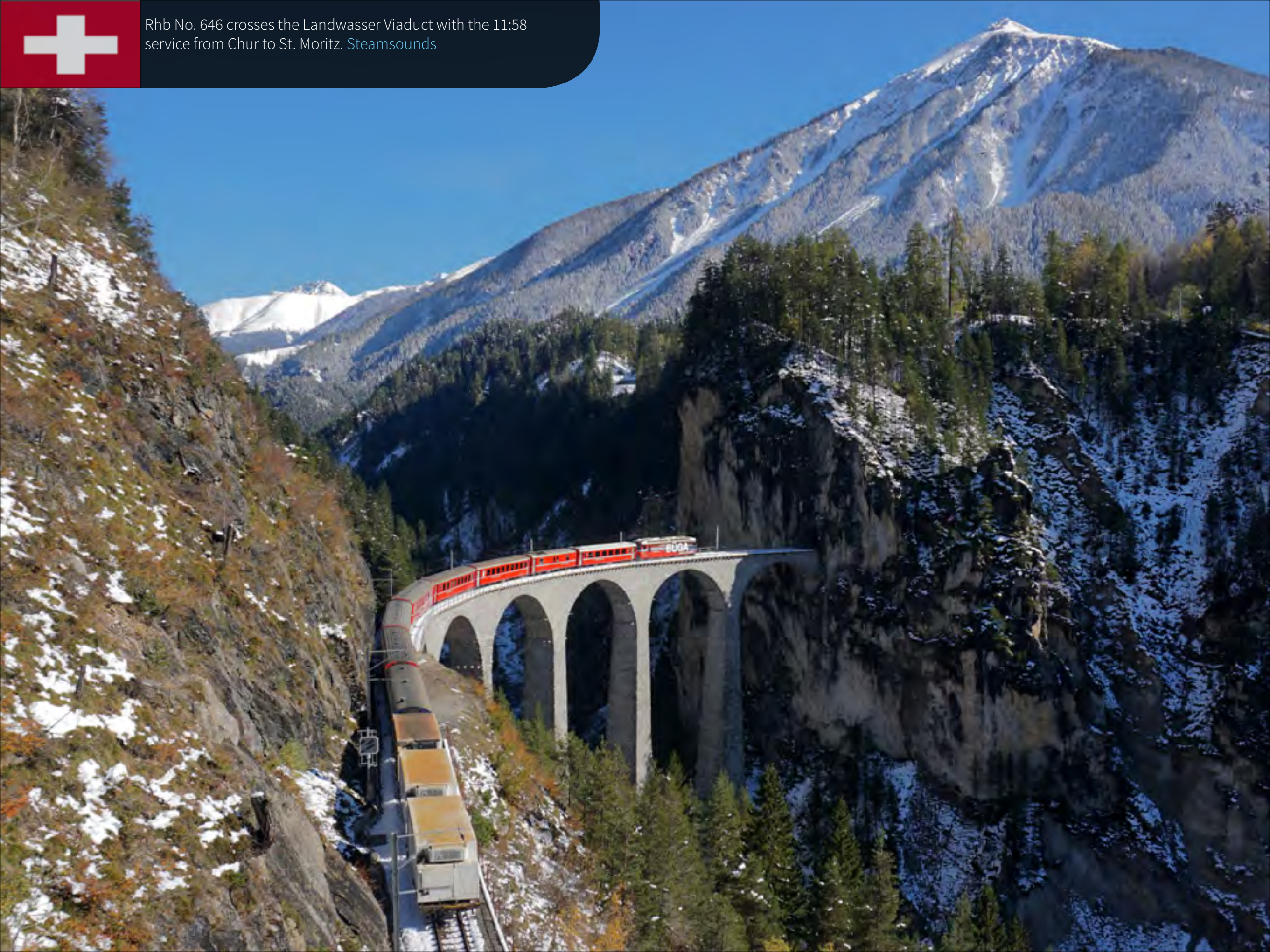


H-MAV Class 433.161 arrives into Budapest Kelenföld with an intercity train.
Gary Smith





Rhb No. 646 crosses the Landwasser Viaduct with the 11:58 service from Chur to St. Moritz. Steamsounds



Schwebebahn No 13 stands at Wuppertal Oberbarmen.
Steamsounds





Croatian Class 1141.010 is seen with a huge wagon at Gyekenyes, along with stabled Hungarian Class 433.210. Gary Smith



SNCF BB No. 26142 stands at Strasbourg on January 23rd having arrived with a service from Metz. Class47



Alstom built CFL No. 3017 hauls SNCB Nos. 1344, 1338 and 1359 through Antwerp Berchem on January 12th.
Brian Battersby



MEG 112, the former DB 298.052-2, drops down the grade into the cement works complex with a rake of empty wagons at Rüdersdorf bei Berlin. Anton Kendall



NBE Rail's Class 212.063 and 212.369 top'n'tail a short rake of wagons through Fulda. [Paul Godding](#)





CD's Class 162.038-4 stands at Decin hl.n.
with a regional train to Praha hl.n. Class47



DB Class 245.012 stands at Munich Hbf on January 23rd. These new locos are starting to take over from Class 218s in the area. [Class47](#)



Voith G2000 BB No. 2272.001 hauls a freight
through Antwerp Berchem on January
12th. [Brian Battersby](#)



Energo shunter Class 700.777 is seen stabled at Praha Smichov sandwiched between two maintenance vehicles. Class47





Right: TX Logistik's TRAXX Class 185.513 runs light engine through Lehrte. [Paul Godding](#)

Main: DB Class 101.127-0 leads a steel train working through Bremen Hbf. [Paul Godding](#)





NOHAB No. 276.1017 (M61 017) is pictured at Tapolca, shortly before returning to Budapest. Gary Smith





The new Belgian rail transport plan that started on December 14th saw the end of the Benelux trains between Brussels South and Den Haag but the start of the new service between Brussels South and Amsterdam-Central station. Due to the failure of the Fyra connection this old destination was reinstated. On December 13th, Traxx loco No. 2803 arrives at Brussels South with a train from Den Haag, using a complete set of yellow and blue Dutch coaches. [BVT](#)



SNCB Class 62s Nos. 6207 and 6330 run light engine through Antwerp Berchem on January 12th. [Brian Battersby](#)





Nederlandse Spoorwegen Class 17 No. 1734 is seen stabled at Roosendaal. [Class47](#)



Dispolok's Class 189-989NC passes through Rosenheim on January 23rd with a rake of empty wagons, heading for Kufstein and the Italian border, with FS Class E412.005 (pictured right) attached to the rear. [Class47](#)



Meridian units, Nos. ET 302, ET 314 and ET 315 are seen at Rosenheim on January 23rd. [Class47](#)

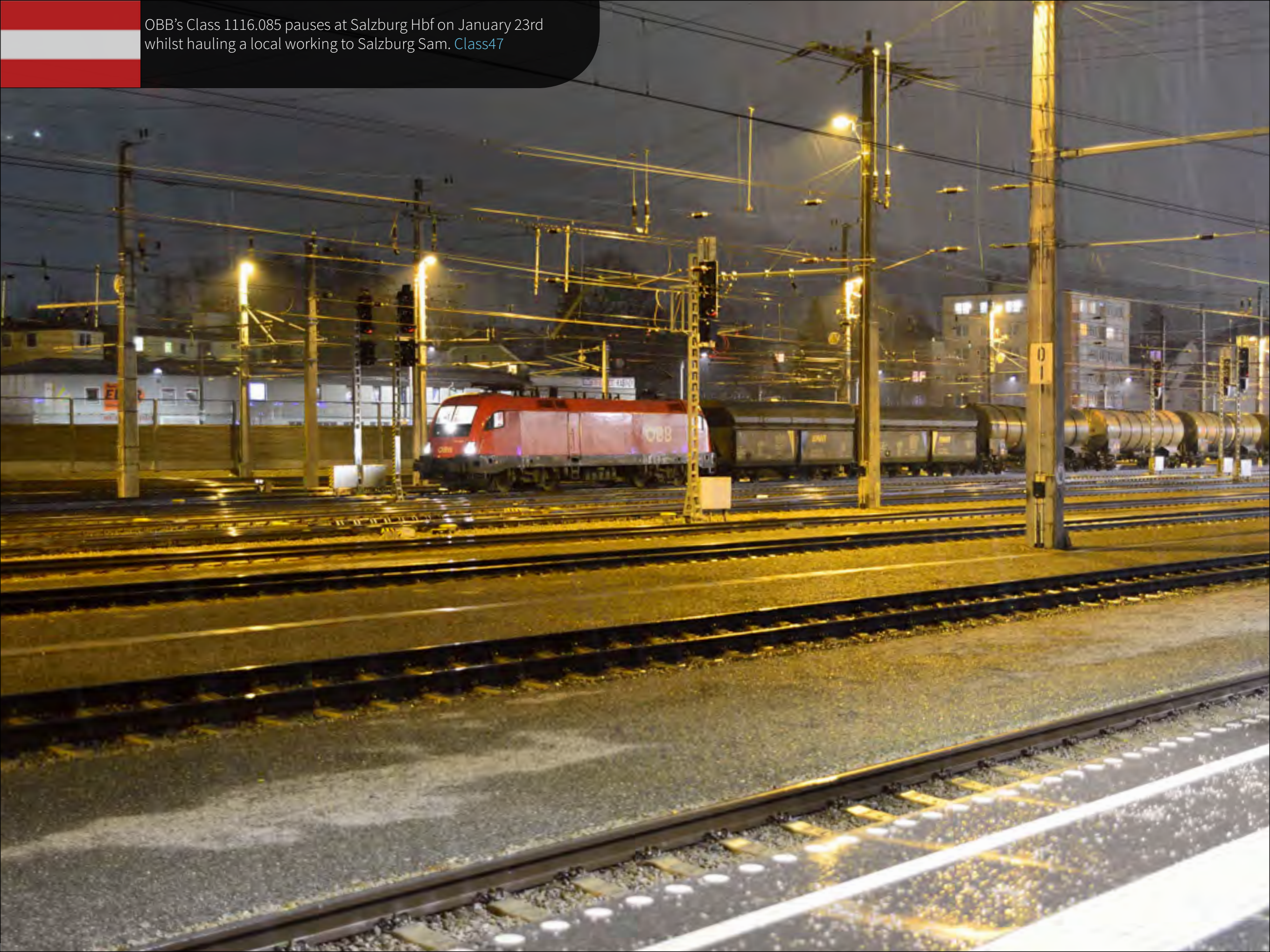


Infrabel uses a new livery for its renovated locos. One of them, loco No. 6256 is seen at Aarschot working an engineers train from Hasselt to Ronet. The wagon directly behind the loco is a Plasser & Theurer WM26, a switch relaying machine. BVT





OBB's Class 1116.085 pauses at Salzburg Hbf on January 23rd whilst hauling a local working to Salzburg Sam. [Class47](#)



OBB's Class 4024.088-9 in all over Tiroler livery, stands at Kufstein on January 23rd. Class47



Rail Traction Company's Class 189.931, 189.903, 186.286 and 139.177 are seen stabled at Kufstein on January 23rd. [Class47](#)





OBB's Class 2070.027 is pictured stabled at Worgl Hbf on January 23rd. [Class47](#)



BBL Logistics Class 1203 locos Nos. 11 and 12 are seen stabled at a misty Osnabrück Hbf. Class47



Bombardier built TER Alsace DMU No. 76559 stands awaiting servicing at Strasbourg on January 22nd. [Class47](#)



On January 12th, Europorte's Vossloch Euro 4000 No. 4012 hauls a rake of grain tanks through Antwerp Berchem. Brian Battersby



A couple of Hamburg Hochbahn battery
locos, Nos. 010 and 015 are seen at Barmbek.
Class47





Right: A busy moment in the Alfama district as Carris trams Nos. 555 and 574 pass. [Michael Lynam](#)

Main: Siemens 'Articulados' tram No. 509 stands at Praça da Comercio on route No. 15 to Alges. [Michael Lynam](#)

Below: Carris tram No. 566 is pictured on route No. 28 to Martim Moniz. [Michael Lynam](#)





Rhb Allegras Nos. 3504 and 3507 stand at Tirano. Steamsounds





The new Velaro D Eurostar has been running several tests on highspeed - and ordinary lines. At the beginning of November 2014 it was running between Brussels and St. Ghislain using the normal railway line. Eurostar has ordered 17 new trains from Siemens to replace the current 20 year old fleet. [BVT](#)



CD Cargo's Class 742.139-9 stands at Hranice na Morave with a mixed consist, including a couple of CD Cargo coaches. Class47



At Hagenau, SNCF BB No. 67513 is seen arriving with the 14:38 service from Strasbourg. [Front Comp Vids](#)



With the opening of the Liefkenshoekrail link most of the freight traffic between the port of Zeebrugge and the marshalling yard at Antwerp-Noord goes via that new piece of railway. Previously trains took the old Kennedy tunnel beneath the River Schelde. Here we see a freight train coming from Gent using the old Kennedy tunnel, heading to Antwerp-North. This old route takes about 45 minutes more. [BVT](#)



Cesky Drahy's Class 362.019-2, in a livery seemingly advertising the electricity company CEZ, heads out of Ostrava through Marianske Hory. Anton Kendall





Rhb Allegra No. 3514 arrives at Alp Grüm with a train for St. Moritz. Steamsounds



PKP Cargo's Class EU07-171 runs a mixed freight through Radzionkow, heading for the yard at Tarnowskie Gory.
Anton Kendall





Barcelona's FGC tram No. 13 arrives into the city centre on route T3 from St Feliu/Consell Comarcal. Michael Lynam



News and Features

A DB Class 101 departs Koln Hbf and heads over the river . [Steamsounds](#)



Vossloh España sells twelve EURO 4000 locomotives to operate in France

Several railway operators have ordered twelve units of the EURO 4000 locomotives from Vossloh España to cover new freight services in Europe. These new contracts have a value of more than forty million Euros. In particular, the French freight rail company VFLI, a subsidiary of SNCF Group in the SNCF Logistics branch, will operate eight new units. Two of them will be ordered directly at Vossloh España and six locomotives will be provided by Beacon Rail Leasing, the pan-European leasing company. Also the French operator Europorte will put four more locomotives into operation. “The total fleet in France will rise to 40 locomotives and underlines our long-lasting partnership with our customers,” says Inigo Parra, CEO Vossloh España.

The EURO 4000, entirely designed and manufactured by Vossloh España in Albuixech (Valencia), has been favoured again since its power and versatility. At the same time, the innovative solution also stands out due to its performance, technology features, energy efficiency and environmental compliance. Equipped with an EMD (Electro-Motive Diesel) engine, the locomotive can handle longer and heavier freight and passenger trains at a faster speed than its competitors. These characteristics substantially increase rail operator’s efficiency and allow clients of Vossloh to be more competitive in their operation.

As the French market is a core market for Vossloh, this recent order reflects the strong confidence rail operators have in the high-performance locomotives and in the facilities of Vossloh España in Albuixech. To date about 130 units have been sold of this model and they are operating in European countries as well as in Israel and South Africa.



Finland’s first private carrier signed a contract to supply locomotives from CZ LOKO

Three Czech diesel-electric locomotive of Class 774.7 manufactured by CZ LOKO will be delivered this year to travel on Finnish lines in the colours of the private carrier Fennie Rail Oy.

“A long search of a railway vehicle for Finnish conditions is at an end. Our Czech partner has experience with their production for different climatic conditions and broad gauge. In 2015, we can start with our freight rail network,” says Kimmo Rahkamo, CEO Fennie Rail, which is the first private railway operator in the country.

The first locomotives will be delivered in September this year, others will follow after a month, including the approval of this type in Finland. Class 774.7 locomotives are designed and built for track gauge 1524 mm and operation down to -40 ° C.

“We evaluate our rich experience in the development and production of locomotives for similar climatic conditions in the Baltic States and the Russian Federation. The project is based on the technical modernization of locomotives CME 3 for Latvia. In Finland, the locomotive will be approved in accordance with the standards TSI. For the prototype it is a bit borderline term, but deal with it,” said Joseph Barta, Chairman and CEO of CZ LOKO.

It is scheduled for delivery in deciding played an important role Fennie Rail and thanks to the flexibility of the company CZ LOKO beat competing offers.



The locomotives will be fitted with an ingested combustion engine of type CAT C HD 3512 with an output of 1550 kW filling European emission standards Stage IIIA.

Now environmental friendliness, safety and economic efficiency wants Fennie Rail Oy persuade Finnish companies to give priority to this method competitive freight.

“The Finnish railway market is starting to liberalize and I believe that this is not the last contract we have negotiated here,” says Jan Kutálek, business manager CZ LOKO.

Final assembly will be done in Finland.



A view of the newly opened Szent Gellert Ter station on Metro Line 4 in Budapest.
Gary Smith





Alstom Citadis Spirit life-sized mock-up unveiled in Ottawa

Alstom's Citadis Spirit life-sized mock-up has been unveiled by the City of Ottawa and OC Transpo, in the presence of Mayor Jim Watson, Ontario Transportation Minister, Stephen Del Duca, Federal Member of Parliament, Royal Galipeau, and Jérôme Wallut, Senior Vice-President of Alstom Transport North America, as well as other dignitaries. The City of Ottawa will display the full-sized mock-up of the future light rail train for the O-Train Confederation Line at Aberdeen Pavilion in Lansdowne Park during February and March.

Alstom is supplying 34 Citadis Spirit vehicles and 30 years of maintenance services to the Rideau Transit Group that was selected to design, build, finance, and maintain phase 1 of the O-Train Confederation Line. This first phase comprises thirteen stations along a 12.5-kilometre route, with 10 kilometres running at ground level and 2.5 kilometres underground. The O-Train Confederation Line is expected to begin full revenue service in spring 2018.

The City of Ottawa is the first city in North America to choose Alstom's Citadis Spirit as its light rail vehicle. The Citadis Spirit is based on Alstom's Citadis range of tramways and builds on the experience of more than 1,900 Citadis in service around the world in 49 cities. Customised for the needs of the North American market, the Citadis Spirit is designed to maximise availability and to operate in severe climatic conditions, offers superior accessibility and passenger flow thanks to full low floor architecture, and can operate on either a 750 V or 1,500 V power supply.

Designed to run up to 100 km/h, the vehicles for Ottawa are fitted with panoramic windows and winterized air conditioning systems, to ensure passenger comfort on every journey.

"This important transportation infrastructure project will help guarantee a quality public transit system required to serve the city's future transit needs," said Jérôme Wallut. "As the light rail market is booming in North America, the Citadis Spirit has been especially built for the region and is specific to each city and community it will serve. Alstom hopes this is the first of many more projects to come".

The Citadis Spirit will be assembled in Ottawa at OC Transpo's new state-of-the-art maintenance and storage facility, Belfast Yard. Components of the vehicle have been designed and produced in several Alstom sites in the United States (Hornell), France (Saint-Ouen, Valenciennes, Ornans, Le Creusot, Tarbes, Villeurbanne), Italy (Sesto), and Poland (Katowice).



A new Alstom metro for the Paris network

Alstom has been designated by RATP, mandated by STIF and SGP, as the contractor to supply metros trains for lines 1, 4, 6, 11 and 14 of the Paris metro and the Grand Paris. The contract is for a maximum of 217 MP14 trains over a period of 15 years and is worth a total amount of more than €2 billion. A first firm order, for an amount of around €500 million, concerns 35 eight-car metros for line 14. This should be followed by a second order for up to 37 trains for extensions to this line and then conditional options.

MP14, the latest-generation rubber-tyred metro designed to improve passenger experience, combines performance, low energy consumption and ease of maintenance to optimise the costs throughout its lifecycle. It offers an unprecedented level of comfort and security thanks to new ergonomic seating, LED lighting, fluid exchanges, on-board information, video-protection, and specific facilities such as inductive loops for the hard of hearing.

Its 100% electric braking system recovers energy and reinjects it into the network in the form of electricity, thus avoiding the emission of fine particles from brake pads. This system reduces air pollution as well as the metro's energy consumption by up to 20%. MP14 will thus become the new reference for sustainable mobility.

« This contract award is fresh proof of the confidence placed in Alstom. It has mobilised the entire French rail industry around a product that is innovative, efficient and competitive. Passengers will appreciate its comfort and reliability », says Henri Poupart-Lafarge, Alstom Transport President.

The majority of Alstom Transport's 12 sites in France will contribute to this project: Valenciennes for the research and integration, le Creusot for the bogies, Ornans for the motors, Villeurbanne for the onboard electronics, Aix-en-Provence for the security system, Tarbes for the traction, Reichshoffen for collision avoidance research and Saint-Ouen for the design. Thanks to this project, more than 2,000 jobs will be sustained for Alstom and its suppliers in France.



Alstom and Thales to supply advanced CBTC signalling system to Hong Kong's seven metro lines

Alstom and Thales have been awarded a contract worth €330 million by MTR Corporation, the operator of Hong Kong's metro network, to resignal and upgrade the signalling systems of seven metro lines. A maintenance option is also included in the contract. This extensive project will equip seven MTR lines with the latest Communications Based Train Control (CBTC) technology, safely adding capacity, reliability and maintainability on the existing infrastructure system.

CBTC is the latest generation of technology for metro and suburban rail networks. It gives operators precise control in the movement of their trains, allowing them to run on the line at higher frequencies and speeds in total safety - with or without drivers. CBTC can largely improve capacity, efficiency, reliability, safety of metro lines and reduce operating costs for operators.

“Being awarded with a project of such magnitude showcases our customers’ trust in Alstom advanced technologies and solutions.



Alstom and Thales will be responsible for the replacement of the existing signalling system including Automatic Train Supervision (ATS), interlocking, and Automatic Train Control (ATC) in the control centre, trains and stations. Thales will provide the advanced SelTrac® CBTC system. The project implementation will be carried out by a dedicated Alstom Thales joint project team. Thales, the consortium leader, has the technical leadership and Alstom will ensure the overall project management, as well as the supply of the remote trackside equipment controllers to deliver seamless interface with the existing field elements.

With their combined technical strengths, rich experiences and dedicated commitments, Thales and Alstom are fully confident to provide MTR with the most secure, efficient and reliable signalling and infrastructure systems”, said Pascal Cléré, Senior Vice President, Transport Information Solutions, Alstom Transport.

“Hong Kong metro is one of the major reference worldwide and a long term customer for Thales. We are very proud with winning with Alstom the largest resignalling contract ever awarded.”



Alstom delivers the last metro train to Trensurb, in Porto Alegre

Alstom has delivered the last of the 15 Metropolis trains to Empresa de Trens Urbanos de Porto Alegre (Trensurb),

car and wide corridors that ensure greater fluidity and accessibility for passengers, especially those with reduced mobility.



following a contract signed in 2012. After it enters into commercial operation, the train will contribute to urban mobility improvements in the city of Porto Alegre, in the south of Brazil.

“It is gratifying to conclude one more project on time and to be part of the mobility changes of the cities in Brazil”, says Michel Boccaccio, Senior Vice President for Alstom Transport in Latin America.

Manufactured at Alstom Transport plant in Lapa, São Paulo, this new train will be able to carry around a thousand passengers. It has a modern design, high performance air-conditioning with automatic temperature control and a system of alternating current traction that allows recovering energy while braking. The train will also be equipped with information and communication systems that include CCTV with data recorder, offering greater security to the passengers.

Alstom’s Metropolis is a world leading, proven, safe and reliable train that serves many of the great global cities including Panama, Singapore, Sao Paulo, Shanghai and Amsterdam with more than 10 years of operational experience. About 4500 Metropolis cars have been sold worldwide since 1998.

The trains are part of Alstom Metropolis range. They are made in stainless steel and feature four large automatic doors per

Alstom Transport Germany sets several records in 2014



With a record number of deliveries and 5 operational start-ups Alstom Transport Germany is looking back on a good year of 2014: the company has delivered a total of 201 newly produced rail vehicles from its Salzgitter plant in 2014. In addition, Alstom for the first time ever has performed five successful operational start-ups in parallel and also obtained the necessary homologations from the German Federal Railway Authority on time in 2014.

“The year 2014 is representative of Alstom Transport’s expertise in many fields such as the development, manufacturing, homologation and handover of rail vehicles. The delivery of more than 200 regional trains as well as the operational start-up of new networks constitute a milestone that makes this a record year for the company in this regard,” says Didier Pflieger, Vice President of Alstom Transport for Germany and Austria and spokesperson for the management board of Alstom Transport Deutschland GmbH.

“Our focus for the year to come is to continue working on further improving the company’s competitiveness and profitability”, says Dr. Martin Lange, as member of the board of Alstom Deutschland AG responsible for Transport and member of the management board of Alstom Transport Deutschland GmbH.



The Coradia Lint diesel multiple unit was the most frequently delivered train in 2014, with Alstom handing over a total of 141 trains for Netinera, Deutsche Bahn and Landesnahverkehrsgesellschaft Niedersachsen (LNVG). These include the regional trains operated by vlexx GmbH on behalf of NETINERA Deutschland GmbH, which are being used in Rhineland-Palatinate, Hesse and Saarland and connect cities such as Mainz and Rüsselsheim with Frankfurt Airport via their routes between Frankfurt and Saarbrücken as well as Koblenz and Kaiserslautern.

The trains for the Cologne Diesel Network were also put into operation. This fleet of vehicles is being used by DB Regio on lines in the south of North Rhine-Westphalia as well as in the bordering state of Rhineland-Palatinate in the Cologne and Eifel regions.

The new Lints for LNVG are being used in the Southeast Lower Saxony Diesel Network on the Hannover; Hildesheim; Bad Harzburg; Uelzen; Braunschweig; Wolfenbüttel; Vienenburg;

Bad Harzburg/Goslar and Lüneburg; Dannenberg lines and are operated by erixx GmbH.

In addition, Coradia Continental electric multiple units were delivered to Deutsche Bahn. DB Regio NRW GmbH has been using new regional trains for the city train line S5 from Dortmund to Hagen and S8 from Hagen via Wuppertal and Düsseldorf to Mönchengladbach within the Verkehrsverbund Rhein-Ruhr (VRR).

ET430 trains have been homologated and delivered by Alstom in Salzgitter for regional transport in the Frankfurt and Stuttgart metropolitan regions. Furthermore, Coradia Nordic trains have been handed over to the operators Skanetrafiken and Östgötatrafiken in Scandinavia and DT5 underground trains to Hamburger Hochbahn.

Alstom has also received the series homologations and operating licences for 91 new Coradia Lint regional trains from the German Federal Railway Authority as early as half a year prior to the scheduled start of operation. These include the 63 regional trains for vlexx GmbH and 28 Coradia Lint trains for LNVG. Homologation was obtained for the trains for the Cologne Diesel Network back at the end of 2013.



CAF TO SUPPLY NEW

TRAMS TO THE CITY OF UTRECHT (HOLLAND)

The Dutch city has commissioned CAF to supply new trams for the new Uithof Line which links the Central Station with the Utrecht University Campus. This project is also inclusive of the infrastructure works of the 8 km light-rail line and 9 stops, in addition to the delivery by CAF of 27 trams. The estimated project cost is €440m.

The vehicles proposed for Utrecht belong to the Urbos platform, consisting of five 100% low floor modules. This is a bidirectional vehicle with 4 double doors per sidewall designed to run at a service speed of 70 km/h.

These vehicles can accommodate up to 216 passengers who will benefit from state-of-the-art video entertainment and passenger information systems (interior and exterior passenger information screens, emergency intercoms, etc.) for perfect passenger information.

Utrecht is located in the centre of the Netherlands, and with a population in excess of 330,000, is one of the main financial poles of the country. The first trams are scheduled for delivery to the Nieuwegein depot of the Dutch city in 2017, and passenger service is due to start mid-2018.

This project adds to the latest projects secured by CAF in the last quarter of 2014, namely, 118 Civity trains for NS in the Netherlands, the Mexico-Toluca interurban train, the Bucharest Metro extension, and the supply of trams for Saint Etienne, which have totalled contracts worth circa €1bn for the Company.



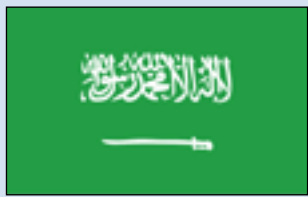
CAF SIGNALLING awarded signalling system contract for the Monforte del Cid-Murcia Spanish

High Speed (AVE) Line

CAF SIGNALLING – FCC - REVENGA have been awarded by ADIF a €155 million (VAT included) Signalling and Telecommunication Contract for the Monforte del Cid-Murcia High Speed Line. This Contract includes 20 year maintenance operations in addition to project execution.

CAF’s affiliate, CAF SIGNALLING, leads the consortium to deliver the ERTMS Level 2 System, Electronic Interlocking, and the Traffic Control Centre (CTC). This is the second High Speed Signalling project featuring ERTMS Level 2 awarded to CAF SIGNALLING by ADIF in the same financial year. In June last year, CAF SIGNALLING led the same consortium to sign a contract with ADIF in excess of €98 million for the supply of the Vandellós-Tarragona Line signalling and telecommunications project.

CAF SIGNALLING’s new Contract underpins the wayside and onboard signalling systems Company as a supplier of High Speed ERTMS and Signalling Systems. CAF SIGNALLING’s project showcase extends over more than 10 countries, including Turkey, Bulgaria, Saudi Arabia, Morocco, Taiwan and Brazil. Significantly, the Company has recently taken part in the Mexico City-Toluca Line project awarded to the CAF Group. CAF SIGNALLING is to deliver the Control Centre, the ATO Automatic Operation System and onboard systems.



BOMBARDIER INNOVIA Monorail 300 System Wins GOOD DESIGN Award

Rail technology leader Bombardier Transportation has won a GOOD DESIGN Award for its BOMBARDIER INNOVIA Monorail 300 system. This driverless transit system is designed on the principles of iconic aesthetics, mass transit capacity and fast-to-build infrastructure.

The INNOVIA Monorail 300 vehicle’s sleek, aerodynamically styled exterior design has attracted the attention of developers, politicians and the public like no other. The focus on design continues inside; spacious interiors with flexible seating arrangements provide high capacity mass transit capability and open gangways allow passengers to walk through the cars to enhance passenger flow, comfort and safety. System infrastructure is architecturally designed to integrate seamlessly into urban environments with slender, contemporary guidebeams that direct the vehicles and



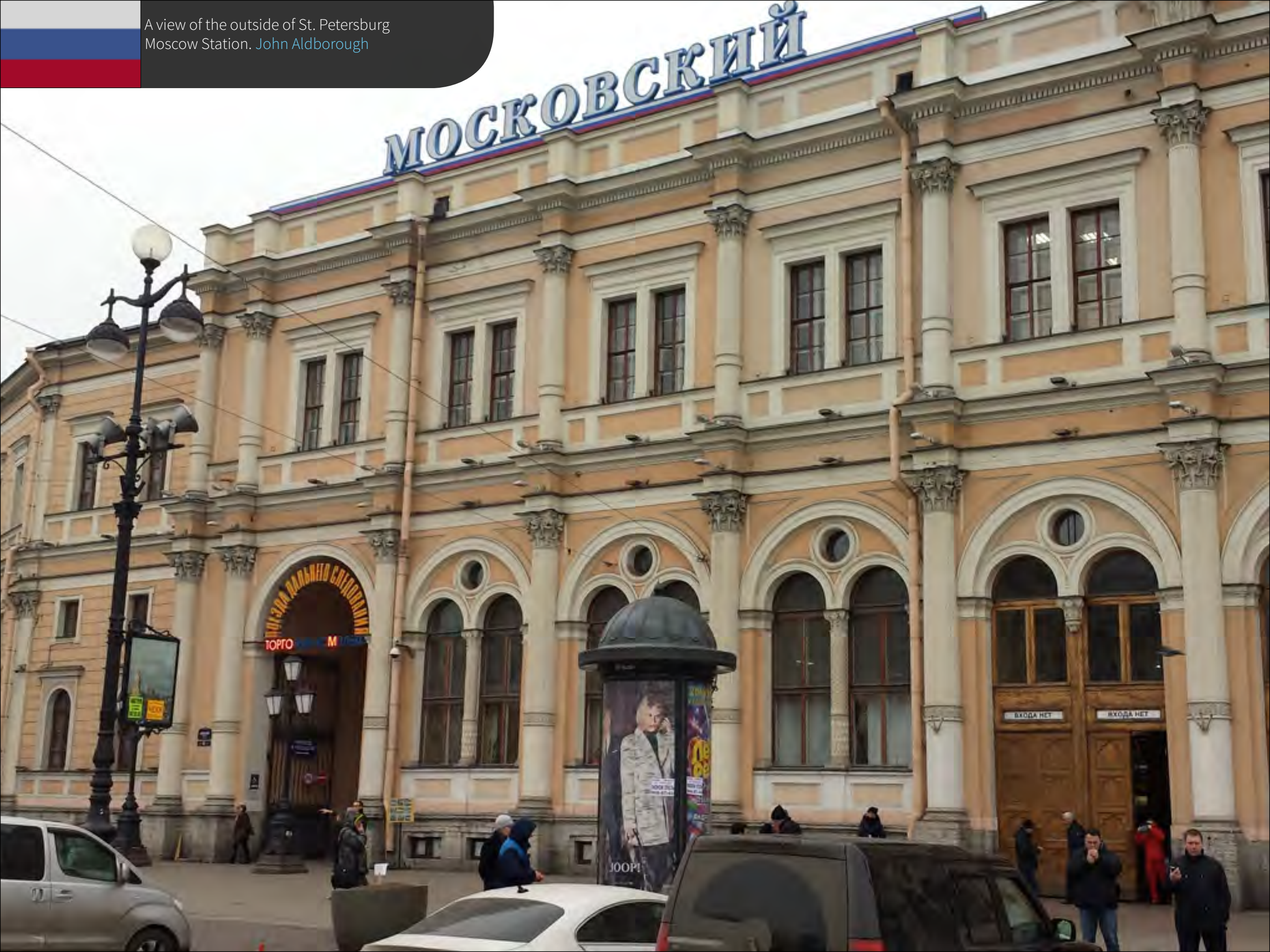
provide structural support.

Bombardier is currently delivering two INNOVIA Monorail 300 systems. In Saudi Arabia, a 3.6 km system with six stations and six two-car monorail trains will be the primary mode of transport for the prestigious new King Abdullah Financial District. In Brazil, the addition of the new 24 km line, with 17 stations and 54 seven-car trains, will enhance the city of São Paulo and substantially reduce travel times for up to half-a-million people every day.

Pierre Attendu, President, Systems Division at Bombardier Transportation, said, “Bombardier’s award winning INNOVIA Monorail 300 system combines excellence in product design with innovative technologies such as the Permanent Magnet Motor and the BOMBARDIER CITYFLO 650 train control system for driverless operation. INNOVIA Monorail 300 is a truly game-changing solution for city and airport authorities requiring an attractive, cost-effective and fast-to-build mass transit solution.”

Founded in 1950, the Chicago Athenaeum: Museum of Architecture and Design’s GOOD DESIGN Award is the oldest and most recognised program for design excellence worldwide. The emphasis of the GOOD DESIGN program is on quality design of the highest form, function and aesthetic standard.

A view of the outside of St. Petersburg
Moscow Station. John Aldborough





NEW ELBE TERMINAL BETWEEN DRESDEN AND PRAGUE



Similarly Metrans can handle cargo from the North Bohemia and South-East Saxony regions with much less effort than previously. As the Czech name indicates Usti nad Labem, formerly Aussig, lies on the Elbe. The terminal is multi-modal, meaning it can handle inland water vessels as well as trucks and trains. It also has an excellent connection with

the nearby Dresden to Prague motorway. The terminal has two areas: one of around 7,000 square metres with three 120-metre rail sidings, equipped with a rail gantry crane covering a 40-metre span. The second, around 6,000 square metres with a 400-metre rail siding, is served by two reach-stackers.

Klaus-Dieter Peters, Chairman of the Executive Board of Hamburger Hafen und Logistik AG (HHLA), explains: “By putting the Usti nad Labem terminal into operation we are developing our already successful hinterland services even further. We are optimizing the transport chain between the seaports and the central European hinterland. To do this, we rely on our own facilities and rolling stock. Very favourable growth figures for our intermodal subsidiary Metrans underline this strategy. With the new Usti nad Labem terminal we are expanding our market position further.”

Jiri Samek, Managing Director of the Metrans Group, points out the advantages: “With the Usti nad Labem terminal we are connecting the dynamic North Bohemia and South-East Saxony growth regions closer to the Metrans network. This is especially valuable for the customers who have up to now used trucks to Hamburg or Prague. We can offer them an economically attractive and ecologically worthwhile service.”

In October the Metrans Group took delivery of the first of twenty new TRAXX multi-system locomotives. They will primarily be used between Hamburg/Bremerhaven and the Czech Republic, Slovakia as well as Hungary.

Hamburger Hafen und Logistik AG’s Intermodal subsidiary Metrans has put its ninth terminal into operation. Since the beginning of the year, Metrans runs a new inland terminal in Usti nad Labem in North Bohemia, an important European hub for freight flows. Thus Metrans also improves its services for the industrial areas and agglomerations of North Bohemia and South-East Saxony.

The Usti nad Labem terminal lies directly on the main rail line between the German seaports and the Metrans hub terminal in Prague, the inland hub serving the Czech Republic. Thus the terminal has up to six daily connections with the Port of Hamburg. Between Usti nad Labem and the Czech Metrans hub terminal in Ceska Trebova, there are also daily departures. Located directly at the interface between the German seaports and Prague the terminal is the ideal point for shunting operations. Trains on this stretch can be combined with other railcars or car groups without the need to divert to remote marshalling yards. This time saving enhances the facility’s attraction.

An almost aerial view of trains crossing at Cavaglia, seen from above Alp Grüm.
Steamsounds



From the UK - Great Central Railway

On the last weekend in January, the Great Central Railway held their winter steam gala, one of the first major steam galas of the year. This year was no exception with around 8 locos in steam and a variety of services including mail runs, freight and of course passenger trains. We start with SR N15 Class No. 777 'Sir Lamiel' approaching Quorn and Woodhouse station with a mineral train. [Class47](#)



GWR 7800 Class No. 7820 'Dinmore Manor' passes Kinchley Lane working a Loughborough to Leicester North service. Robert Bates



LMS Class 3F (Jinty) 0-6-0T No. 47406 approaches Quorn station with a mixed goods working from Loughborough. [Class47](#)



Great Northern Railway's N2 Class 0-6-2T No. 1744 is pictured stabled at Loughborough. [Class47](#)



British Railways Class 2 2-6-0 No. 78019 arrives into Loughborough with a rake of mineral wagons. [Class47](#)



Class 101 DMU Nos. E50321 and E51427 approaches Quorn and Woodhouse, working a local service to Rothley. [Class47](#)



BR Standard 9F 2-10-0 heavy freight locomotive No. 92214 makes light work of hauling a rake of empty mineral wagons through Quorn and Woodhouse station, heading for Loughborough. [Class47](#)



Great Western Railway (GWR) 1500 Class 0-6-0 pannier tank steam locomotive No. 1501 stands at Loughborough awaiting its next duty. [Class47](#)



LMS Stanier Class 8F 2-8-0 No. 48624, in weathered black livery for the gala, approaches Quorn and Woodhouse station with a passenger service for Leicester North. [Richard Hargreaves](#)



LMS Ivatt Class 2 2-6-0 No. 46521 departs Loughborough with a demonstration freight to Rothley. Robert Bates



From the Archives

Two-unit electric freight locomotive No. T37-013 stands in the St. Petersburg railway museum. [John Aldborough](#)



The magnificent, but entirely outdoor, St. Petersburg railway museum has many gems of a bygone age. In the background of this picture the original St. Petersburg Baltic Station can be seen. This is now an upmarket shopping mall.

John Aldborough

