

Railtalk — — Magazine *xtra*

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Railtalk

Magazine *Xtra*

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Contents

- Pg 2 - Welcome
- Pg 3 - Pictures
- Pg 61 - News and Features
- Pg 73 - From the UK
- Pg 83 - 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.

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From the Editor...

Well after just returning from another quick trip round Europe, I can see that 2015 is certainly shaping up to be a really great year. Not only have we so much change going on in the UK at the moment, but also in Europe. Whilst travelling around I was amazed that in the Czech Republic, there was a distinct lack of AWT and PKP Cargo locos, but a huge increase of Metrans liveried TRAXX Class 386s, in Germany there certainly seemed to be far more DB operated cargo services, than I have ever seen before and in Belgium the until now solid green and silver TRAXX 28XX series locos working on the services to Amsterdam, have started to be infiltrated by other plain silver types. The only problems with my latest trip were all weather related, with some huge storms and rather terrible rain for the duration of my stay, but the railways did cope admirably as always. The other remarkable sight was that Regiojet seem to be using their new Vectron locos on some services into Prague and they have increased the loading to 9 coaches, many services were also very well loaded. Whilst this is great news for them it does somewhat deplete the revenue obtained by Ceske Drahy, and one wonders what effect this will have on rural services. Meanwhile our 'From the UK' this month features the Severn Valley Railway's Spring Steam Gala, which enjoyed good attendances and some really lovely weather.

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, John Balaam Robert Bates, Brian Battersby, BVT, Mark Bearton, Mark Bennett, Steve Dennison, Tim Farmer, FrontCompVids, Paul Godding, Richard Hargreaves, Dave Harris, Brian Hewertson, Martin Hill, 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 Tim Ward and Andrew Wilson.

Front Cover: ZSSK Class 754.054 calls at Martin working a Vrútky – Horná Štubňa local service on March 10th, with the Tatra mountains providing a splendid backdrop. [Tim Farmer](#)

This Page: DB's Class 218.419 passes through Hemeranplatz whilst working train No. RB27039 12:07 Munchen - Muhlendorf on February 4th. [Laurence Sly](#)



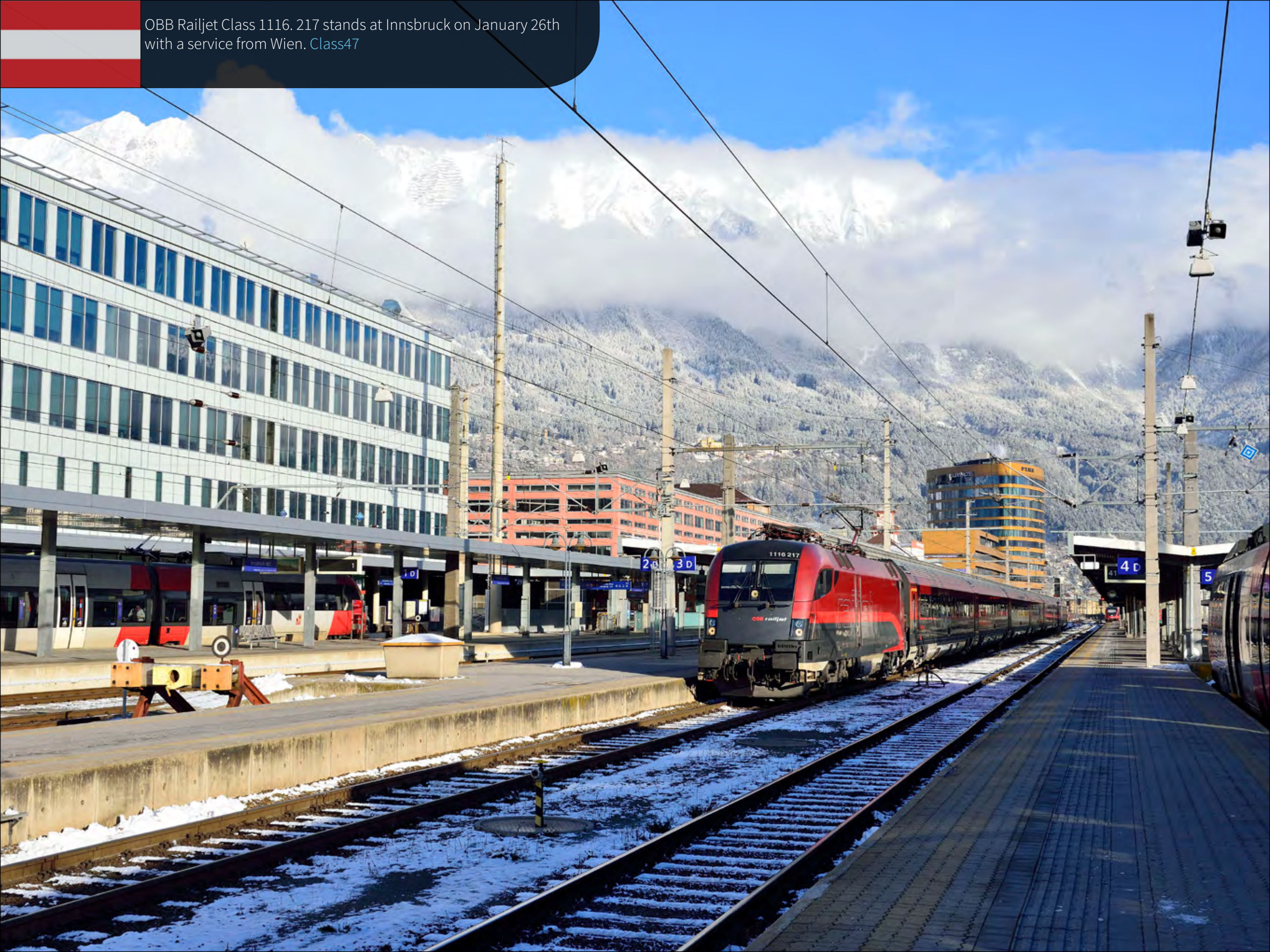
Pictures



OBB's Class 1116.145 passes Hemeranplatz whilst working train No. EC113 08:22 Frankfurt Hbf - Klagenfurt Hbf on February 4th.
Laurence Sly



OBB Railjet Class 1116. 217 stands at Innsbruck on January 26th with a service from Wien. [Class47](#)





SBB Re 4/II No. 11132 rounds the Wattinger curve at Wassen on the Gotthard Nordramp with train No. IR2421 12:09 Zürich - Locarno. Mark Pichowicz





On March 8th, a TDM (Tranvía de Murcia) Citadis 302 tram climbs over the A7 motorway on a journey from Nueva Condomina to the university via Murcia city centre.
Steve Dennison



On January 24th, OBB Class 1116.268 leads a rake of Ferrywagons through Vocklamarkt. [Class47](#)





SNCB's TRAXX No. 2818 heads through Antwerp Berchem working a rake of tanks. [Brian Battersby](#)



An OBB Class 4024 EMU passes Gries am Brenner whilst working the 13:52 service from Innsbruck to Brennero.
Laurence Sly





Hungarian MAV H-Start Class 431.339 stands at Bratislava Hlavna Stanica, having arrived with a terminating service from Hungary. [Class47](#)





The Canberra Division of the Australian Railway Historical Society has just finished a magnificent restoration of the 1953 Manchester built Beyer Garratt No. 6029. The loco hasn't moved under its own power for 33 years, after being withdrawn from NSWGR service in 1972 and bowing out of railtour duties in 1981. The loco had its inaugural public run on February 28th, running from Goulburn to the annual Festival of Steam at Thirlmere, south west of Sydney, NSW. On February 27th, the loco ran a positioning move from Canberra to Goulburn in the company of diesels Nos. 4403 and HL203, the train is pictured arriving at Goulburn. [Mark Bennett](#)



Captrain's Class 66 No. PB05.6609 passes light engine through Antwerp Berchem.
Brian Battersby

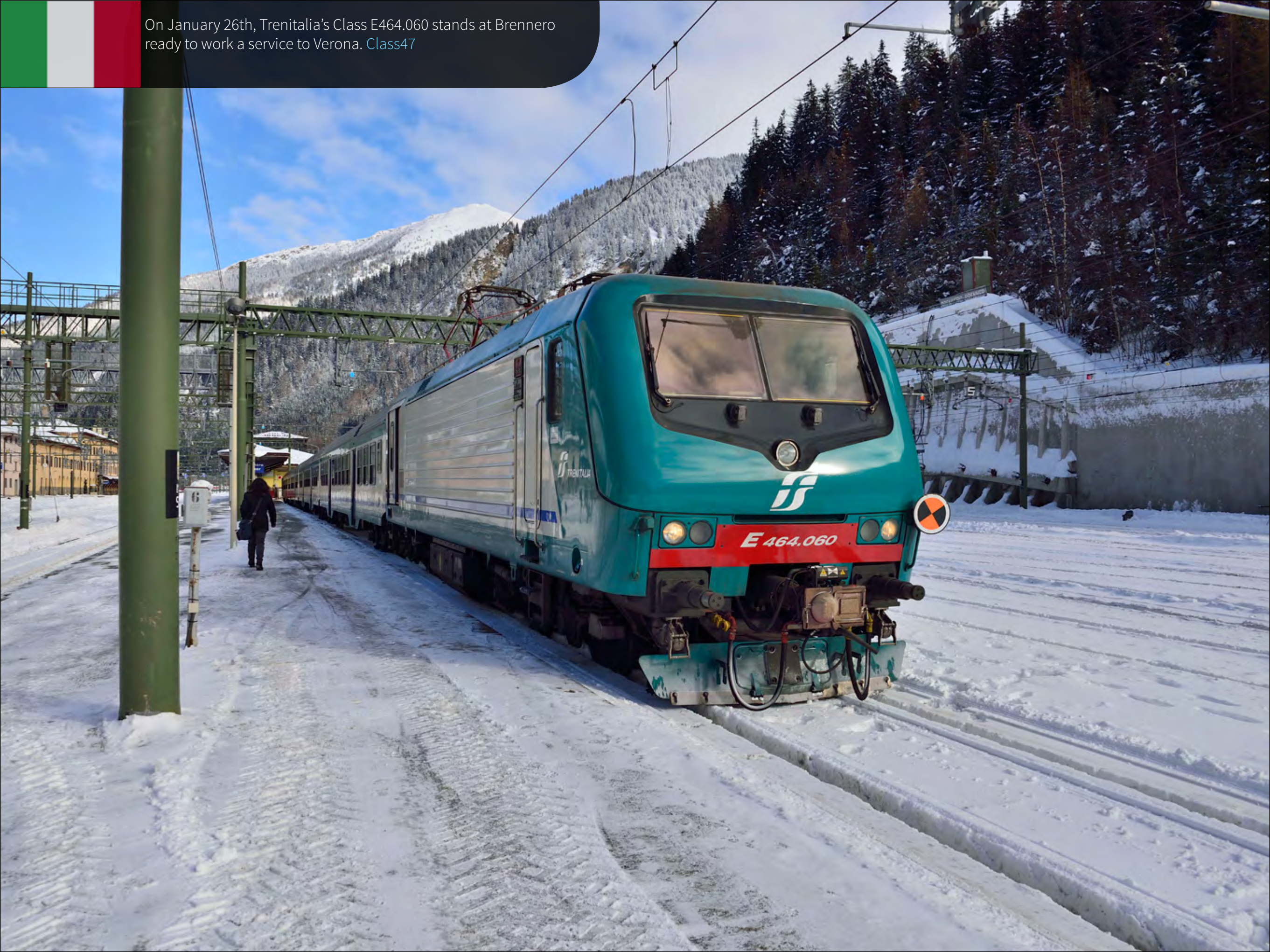


DB Class 218.423 waits to depart Munchen Hbf. Laurence Sly





On January 26th, Trenitalia's Class E464.060 stands at Brennero ready to work a service to Verona. [Class47](#)





The daily Sydney to Tarago 'garbage' train, which takes Sydney's refuse to a landfill site near Tarago. The empty train is seen approaching Joppa Junction on the Canberra branch behind Pacific National's EMD model JT26C-2SS Nos. 8167, 8125 and 8179 on it's return run to Sydney, February 27th. [Mark Bennett](#)





SBB Re 4/4II No. 11342 and Class 421.388 rest between duties outside the shed at Erstfeld on February 21st. Laurence Sly



On January 27th, SNCF Fret operated, Alstom built, No. 475403 is seen stabled at Bellegarde. Class47





Rhb Allegra No. 3507 with the 08:32 Bernina Express from Chur, arrives into at Alp Grüm. Steamsounds



An Rhb Allegra is seen rounding one of the sharp curves on the steep descent between Alp Grüm and Cavaglia. Steamsounds



At Landquart, Rhb No. 619 waits for its next duty whilst Rhb No. 612 works the 08:49 to Scuol Tarasp. Steamsounds

Ascendos branded Class 66 No. RL001 heads through Antwerp Berchem with a lightly loaded liner. [Brian Battersby](#)



OBB's Class 1142.626-9 stands at Stainach-Irdning with a REX service to Attnang-Puchheim. [Class47](#)





DB Class 185.133 hauls a southbound train of tanks past Wassen on February 19th. Laurence Sly





A Class 120 ALVIA EMU stands at Bilbao on February 24th, having arrived on a service from Barcelona. [Martin Hill](#)



On February 26th, FEVE Class 3800 EMU No. 3808 is pictured at Santander. [Martin Hill](#)



Renfe Suburban EMUs Nos. 110M and 160M stand at Bilbao, awaiting rush hour services. [Martin Hill](#)

On February 25th, a Class 200 Euskotren is seen at San Sebastian Amara. [Martin Hill](#)





SBB Re 4/4II No. 11303 passes Wassen (top tier) whilst working train No. IR2315 08:04 Basel - Locarno. Laurence Sly



SNCF BB No. 507240 is seen departing Lyon Part Dieu.
Class47





Rhb No. 650 heads north from Filisur with the 13:58 Chur to St. Moritz service. Steamsounds





On February 20th, SBB Class Re 4/4II No. 11348 and Class 620.065 pass Wassen whilst hauling a southbound intermodal train. Laurence Sly





SBB Re 10/10 combination No. 11680 and Class 421.374 round the Wattering curve at Wassen with a southbound container train. [Mark Pichowicz](#)



Europorte's Alstom Prima No. 37 507 passes through Culoz with a rake of empty flat wagons. [Class47](#)





On March 10th, ZSSK Class 754.004 arrives at Diviaky working a Vrútky – Zvolen train. Tim Farmer





SBB Re 4/4 No. 11161 rounds Wattinger curve whilst working train No. IR2421 12:09 Zurich - Locarno.
Laurence Sly



A pair of LTE operated Traxx locos, Nos. 185.529 and 185.609 head an intermodal through Linz. Class47





ZSSK 'Laminate' No. 240.089 arrives at Smolenice working the 13:03 Trnava – Kúty service on March 11th. [Tim Farmer](#)





BLS pair 485.507 and 186.109 round Wattinger curve whilst hauling a southbound intermodal train.
Laurence Sly





Right: Mainz tram No. 222 departs Hauptbahnhof with a service to Finthen Roemerquelle. [John Balaam](#)

Main: Dresden tram No. 2586 trundles down the Hauptstrasse, Radebeul, working towards Dresden. [John Balaam](#)

Below: Halle trams Nos. 684 and 683 call at Hallmarkt with a Goettinger Bogan service. [John Balaam](#)



A Ceske Drahy Railjet with Class 1216.249 leading, calls at Bruck an der Mur working a Wien to Graz service. [Class47](#)



Right: Loessnitzgrundbahn No. 99.582 (built in 1912) stands at Radebeul Ost. [John Balaam](#)

Main: 2-10-2T No. 99.7241-5 on the Harzer Schmalspurbahnen is pictured leaving Wernigerode for Brocken. [John Balaam](#)

Below: ZSB No. 99.787 is seen backing onto its train at Kurort Oybin. [John Balaam](#)





Triple power as SBB Class Re 4/4II No. 11354 leads another couple of Re 4/4s through Erstfeld whilst hauling a southbound freight train. [Laurence Sly](#)





Right: ÖBB Class 1216.018 stands at Innsbruck Hbf with train No. EC82 to München Hbf. [Stearnsounds](#)

Main: BLS Cargo's Class 486.510 and Railpool's Class 186.143 head light engine through Innsbruck Hbf. [Stearnsounds](#)





ZSSK's Class 263.005 stands at Bratislava Hlavna Stanica on January 25th with an empty stock working. Class47



On March 8th, CD Class 749.006 waits to leave Praha hl. n. with the 15:44 service to České Budějovice. Tim Farmer





The assisting locomotive (Class 420.169) is uncoupled from a northbound intermodal train at Erstfeld. Re 4/4II Nos. 11279 and 11168 will then work the train forward. Laurence Sly



DB Class 111.159 stands in Salzburg Hbf, having arrived with a service from Munich. Class47





Right: DB Class 143.076 is seen departing Mainz Hbf with train No. RB75 to Aschaffenburg. [Paul Godding](#)

Main: DB Class 261.068 is seen working through Bremen Hbf with a mixed freight, heading for the docks. [Paul Godding](#)

Below: DB Class 185.159 passes Ahlten with an empty rake of coal wagons. [Paul Godding](#)





On March 9th, the NFP railtour around Prague was hauled by IDS Cargo's Class 749.162, seen here at Zlonice. The train was formed of 5 Balm type trailer vehicles and traversed secondary lines to the north of Prague. [Tim Farmer](#)





On March 8th, on the FGV diesel unit line that runs from Benidorm to Denia on the eastern Spanish coast and which provides a connection at the former to electric train services to Alicante, a unit approaches the town of Calpe with the Penon De Ifach rock dominating the view. [Tim Ward](#)



Rail4Chem's Class 185-CL006 passes through Dresden Hbf, whilst Ceske Drahy's Class 371.005 waits to take the next Eurocity service to Prague. [Class47](#)



Euro Cargo Rail's Class 66 No. 77025 hauls a rake of covered steel wagons through Antwerp Berchem. [Brian Battersby](#)





SBB Re 4/4 II No. 11253 and Re 6/6 No. 11621
pass Quinto whilst hauling a southbound
freight train. Laurence Sly



DB Regio diesel unit No. 928.491 arrives into Luxembourg with a service from Trier Hbf, where it will shortly return to. [Class47](#)





2ft Narrow Gauge action in Gwalior on March 12th, as No. 803 arrives with a Sabalgarh to Gwalior train. Mark Torkington





On February 20th, SBB Re 6/6 No. 11683, Class 420.346, Re 4/4II No. 11345 and Re 6/6 No. 11671 pass Lavorgo whilst hauling a southbound intermodal train. [Laurence Sly](#)





Right: HSB 0-6-0T No. 99-6101 and 0-4-4-0T No. 99-5901 are pictured at Wernigerode. [John Balaam](#)

Main: Rügensch BäderBahn No. 99-1782-4 stands at Binz with the 15:22 Lauterbach Mole - Goehren service. [John Balaam](#)

Below: Fichtelbergbahn No. 99-773 rests after taking water at Kurort Oberwiesenthal. [John Balaam](#)





OBB's Class 1216.013 stands at Innsbruck with a Wien to Verona service. [Class47](#)



Elderly DB Class 155.219-9 works a mixed rake of steel wagons through Lehrte.
Paul Godding



At the Budapest Children's Railway, Romanian built Mk 45-2003 is pictured departing Hűvösvölgy. Steamsounds





DB's Class 152.131 heads an Intermodal working through Hamburg Harburg, heading for Aachen. [Class47](#)



Rurtanbahn's Class 66 No. V266 hauls a BEFESA train through Antwerp Berchem. [Brian Battersby](#)



Gysev operated Class 470.006 stands in Salzburg Hbf with a terminating service from Budapest-Keleti. [Class47](#)





On the FGV diesel unit line that runs from Benidorm to Denia on the eastern Spanish coast and provides a connection at the former to electric train services to Alicante, an unidentified unit is seen turning away from Calpe and the coast and heading to Altea, March 8th. [Tim Ward](#)





Right: Dresden tram No. 2505 is pictured working a Niedersedlitz service at Dresden-Neustadt. John Balaam

Main: A Leipzig tram trundles down Kurt-Schumacher Strasse. John Balaam

Below: Nordhausen tram No. 203 is seen at Rautenstrasse with a service to Ilfeld. John Balaam



Saarbrücken tram No. 1008 departs Hauptbahnhof. [John Balaam](#)



Alstom Pendolino high speed train achieves 1 million kilometres in Poland

Pendolino, Alstom's high speed train, has successfully covered one million kilometres in Poland. Since the start of its operation, mid-December 2014, Alstom has secured a 100% availability of the train fleet which has made around 2,000 journeys, connecting the main cities of Warsaw, Gdansk, Gdynia, Krakow, Katowice and Wrocław.

With Pendolino trains, Alstom has opened a new era for railway journeys in Poland, offering passengers enhanced comfort, safety, reliability, new standards and shorter travel time between the northern and the southern parts of the country. The trains are maintained at Alstom's Train Technical Service Centre, located in Olszynka Grochowska (Warsaw), which is equipped with the most high-tech trains servicing tools in this part of Europe. Alstom has set up a new team for maintenance services, creating over 100 jobs.

"Alstom is glad that PKP's IC Pendolino fleet has successfully reached 1 million km in just two months without any major problems. This confirms Alstom's expertise in the high-speed train sector as well as its maintenance capabilities", said Valerie Chardon, Managing Director Alstom Transport for Central and Eastern Europe. More than 500 Pendolino trainsets have been sold worldwide, covering over 700 million kilometres in commercial service.

Today, Pendolino crosses seven European borders and operates in 14 countries worldwide: Italy, Austria, Germany, China, Czech Republic, Finland, Portugal, Russia, Spain, Slovakia, Slovenia, Switzerland, United Kingdom and Poland.



Handover of the last of 220 FLEXITY trams for STIB

Rail technology leader Bombardier Transportation has handed over the last of 220 FLEXITY trams built for the Brussels transport authority STIB (Société des Transports Intercommunaux de Bruxelles). Upon delivery, STIB now officially owns the world's largest, single-type tram fleet, a milestone in the long term partnership of STIB and Bombardier Transportation.

Bombardier received STIB's initial order for 46 FLEXITY Outlook trams in October 2003. STIB's first option-order for an additional 22 vehicles came in September 2005, followed in January 2008 by another option-order for 87 more trams. In 2010, another order for 65 vehicles brought the number of vehicles in operation by STIB up to an impressive 220. In total, STIB now operates 70 seven-module trams and 150 five-module vehicles.

"Comfort, availability and information really matter to our customers. With these new trams, which are more modern and spacious, we meet our passengers' expectations and continue improving our service and availability. This is much appreciated by our customers according to the latest customer satisfaction survey, here trams were rated equal to metros in terms of comfort", explains Brieuc de Meeûs, CEO of STIB.

Lutz Bertling, President and Chief Operating Officer, Bombardier Transportation, said, "Today, Bombardier has completed a fantastic project. Over the last ten years, we have delivered

to STIB 220 FLEXITY trams, the world's biggest fleet of a single type of trams. We are very proud that our 100% low floor trams contribute to providing efficient,



passenger-friendly and comfortable public transport in the capital of Europe. We are looking forward to continuing our long-term partnership with STIB in the years to come."

This unique FLEXITY Outlook tram combines Bombardier's proven 100% low floor technology with conventional wheel-set bogies thus ensuring a smooth ride. In 2007, Belgian design organization Design Flanders, awarded the FLEXITY tram with a prestigious Henry van de Velde Label and from January 21 to March 21, 2010, two Brussels trams transported over 550,000 people in Vancouver during the Winter Olympic and Paralympic Games.

Overall, Bombardier now has more than 4,000 trams and light rail vehicles in successful revenue service, or on order, in cities across Europe, Asia, Australia, and North America.



A look at the nuclear missile train located at the Moscow Railway Museum. The purpose of the device protruding upwards was to initially short out the power circuit of overhead wires and then to push the wires out of the way. The third vehicle (beyond the missile) was for the use of the officers as they targeted and launched the missile. [John Alborough](#)



Venkaiah Naidu unveils first 'Made in India' car-body shell for Kochi

The manufacture of Kochi metro coaches has officially commenced at Sri City manufacturing unit of Alstom Transport India Limited. Shri. Venkaiah Naidu, Honourable Union Minister for Urban Development, Parliamentary Affairs, Housing and Urban Poverty Alleviation, unveiled the first 'Made in India' car-body shell for Kochi Metro. Shri. Aryadan Muhammed, the honourable Minister of Kerala for Power and Metro, Shri. Varaprasad Rao Velagapalli, MP of Tirupati, Shri. K.V. Thomas, MP of Kochi, H.E. François Richier, Ambassador of France in India, Ms. Aude Flogny, Regional Director, South Asia, AFD, Mr. Dominique Pouliquen, Senior Vice President, Alstom Transport and many other official dignitaries from Kochi Metro Rail Limited (KMRL) and Delhi Metro Rail Corporation (DMRC) graced the occasion. The Hon'ble Ministers from Andhra Pradesh, Dr. P. Narayana, Minister for Municipal Administration & Urban Development, Urban Water Supply and Urban Planning and Mr. B. Gopala Krishna Reddy, Environment & Forests, Science & Technology, Cooperation also attended the function. Shri. Oommen Chandy, honourable Chief Minister of Kerala joined this auspicious function through teleconferencing.

Alstom was awarded a contract to supply 25 state-of-the-art Metropolis train sets to Kochi Metro. The first train sets are expected to be delivered in early 2016.

Alstom is in charge of the design, manufacturing, supply, installation, testing and commissioning of 25 standard track gauge trains with an option to supply 25 additional metro sets. Each train will be composed of 3 cars, about 65 m long and with a capacity to carry up to 975 passengers. Recently, Alstom was awarded two more

contracts for Kochi Metro Project to supply signalling, telecom and electrification solutions.

Speaking on the occasion, Mr. Elias George, MD, KMRL, said, "KMRL expects that our rolling stock will be one of the fastest delivered coaches for any metro project in this country with the most modern design and advanced technology while also being cost effective. Efforts have been taken to enhance the customer experience to all possible aspects in the train".

Speaking on the occasion, Mr. Bharat Salhotra, Managing Director, Alstom Transport India, said, "With the commencement of production at Sricity for Kochi metro, Alstom Transport in India has added yet another feather in its cap. These trains will be manufactured end-to-end at our world class manufacturing facility at Sricity, which is a manifestation of the government's 'Make in India' vision. The order from Kochi is our second metro contract in the country after Chennai and reaffirms our commitment to provide 100% localised, competitive, innovative and high value products for our customers to serve the ever growing urban and mainline transportation market in India".

Kochi Metro Rail Limited (KMRL) is a Special Purpose Vehicle (SPV), which was constituted to handle Kochi Metro Project—a joint venture of Government of India & Government of Kerala. Kochi Metro was designed not just to solve the current traffic troubles in the city, but to stand as a symbol of development and progress, providing the coming generations with a cleaner, pollution free, modern Kochi.



Alstom and Calw district in Germany intend to develop a zero emission train

Alstom representatives and Helmut Riegger, District Administrator of Calw, signed a letter of intent for the planned use of new emission-free fuel cell drive trains on the Hermann-Hesse railway line. This line is set to improve access to the Black Forest and make it become a nearby area of relaxation.

“The new trains for Hermann-Hesse railway line will be completely emission-free. In times of increasing energy costs and higher level of pollution, the development of this technology is essential. Alstom is proud

consumes less energy, thanks to the use of an intelligent energy management system, and its noise level is drastically reduced compared to conventional diesel trains. Moreover, it is equipped with fuel cell drive – a device that converts the chemical energy from a fuel into electricity through a chemical reaction – a proven technology used on the automotive industry.

The trains are developed and will be manufactured in Salzgitter, Alstom’s competence centre for regional trains (EMU & DMU) in Germany.



that the district of Calw is supporting and sharing the company’s vision of the railway transportation of the future”, says Dr. Martin Lange, managing director of Alstom Transport in Germany.

“Emission-free trains simply fit in better in the natural environment of the Black Forest,” states Helmut Riegger.

This new train generation is based on the Alstom Coradia platform. In addition to being completely emission-free, the train

In September 2014, Alstom already signed four letters of intent with the German Landers of Hesse, Lower Saxony, North Rhine-Westphalia and Baden-Württemberg for the use of this new generation of emission-free train.

Photo: Coradia regional trains for various operators, manufactured by Alstom in Salzgitter. © Alstom Transport/ B. Rosenthal

A view of the beautiful stained glass window at Bilbao station. [Martin Hill](#)



Rail Cargo Group: pulp goes by train

Rail Cargo Group supplies one of the leading paper industry companies, Mondi Neusiedler GmbH in Ulmerfeld-Hausmening (Lower Austria), annually with more than 200,000 tons of pulp, the raw material for paper production. Trains and wagons from different shipping stations roll weekly in the paper manufacturing plant. The reliable control of the entire transport chain - starting with the coordination of the cart and order of loading, on the transport, up to the receipt of goods by the customer - require both timeliness and highest quality transportation.

Pulp is an important raw material in paper making, 90 percent of the raw material produced in the world is made from wood. There are around 14 different kinds of pulp that can be used for processing into a wide variety of paper types.

Since the beginning of 2015, the raw material delivered to Mondi Neusiedler GmbH is approaching over 200,000 tons per year handled by Rail Cargo Group. From Germany (at the loading terminal in Brake Unterweser port), the Netherlands (at Flushing Sloehaven), Slovakia (Liskova Mondi Ruzomberok) and Pöls in Austria (pulp Pöls) the transport takes on the environmentally friendly rail network directly to the production site in Ulmerfeld-Hausmening in Lower Austria. Demand is performed in groups of wagons or complete trains handled by Rail Cargo Group.

A P36 Class passenger steam loco, on the left, stands next to an oil fired P Class steam freight loco at the Moscow Railway Museum, Rizhsky Rail Terminal. [John Alborough](#)





Alstom Coradia Lint commuter trains start commercial service in Ottawa

On 2 March 2015, the Alstom Coradia Lint trains delivered to OC Transpo entered into service on the 8-kilometre light rail O-Train Trillium Line in Ottawa, Canada. In 2012, OC Transpo, the urban transit service for the City of Ottawa, entrusted Alstom with the supply of six Coradia Lint diesel multiple-units (DMU). The DMUs' robust passenger capacity and flexibility will help meet growing ridership and demand from passengers on the expanded O-Train Trillium Line.



The Alstom Coradia Lint for Ottawa is 41 metres long and has a capacity of 260 passengers. Designed for enhanced passenger comfort and experience, the train has low-floor for easy access and offers spacious seating and aisles, large panoramic windows as well as on-board bicycle storage.

“With around 770 trains sold, the Alstom Coradia Lint is performance-driven train that

will serve passengers on Ottawa's O-Train Trillium Line service. These new DMUs, the first ever to be put into commercial service in North America, provide Ottawa and its transit users with a better passenger experience, proven, reliable, and environmentally-friendly mass transit solution”, said Jérôme Wallut, Senior Vice-President of Alstom Transport North America.

Alstom's competence centre for regional trains (EMU & DMU) located in Salzgitter, Germany, manufactured the trains.

Coradia Lint belongs to Alstom's Coradia range of modular trains that benefit from over 30 years of experience and proven technical solutions. It is available in different lengths and multiple-unit operations to provide adapted capacities for different ridership needs. To date, 14 operators in Europe,

in countries such as Denmark, Germany, and Netherlands, have purchased Coradia Lint trains. The Coradia Lint trains have covered more than 800 million kilometres in close to 15 years of revenue service.

Photo: ©Alstom Transport / Bernd Rosenthal



Stadler to modernise X2000 fleet for Sweden's SJ

Stadler Rail will work together with ABB to upgrade the X2000 high-speed train fleet for SJ, Sweden's state-owned passenger train company. Since being introduced 25 years ago, the trains have been regarded as among the most comfortable trains in the world. Stadler Rail has signed a cooperation agreement with ABB for this project. A total of 36 trains in the X2000 fleet will be outfitted with new electrical equipment from ABB. Stadler Rail will be in charge of installing this equipment. Stadler's share of the cooperation totals around CHF 24 million, will be performed at a new location in Sweden and will create a host of new jobs.

Jürg Gygax, Executive Vice President Service at Stadler Rail, is very pleased about the order: “We are very proud to be able to modernise this wonderful train. The order represents a very significant milestone for our service business.” In addition to Sweden, Stadler Rail is active in the service sector in Hungary, Algeria, Austria, Italy, Poland, Norway, Germany, Switzerland and the Netherlands.

The X2000 high-speed trains were built at the end of the 1980s by ASEA (one of ABB's predecessors). The trains offer passengers a great deal of comfort, personal space and service, in part thanks to the vehicle bodies, which are much wider than the bodies of trains used in continental Europe. The vehicles were first used for the Stockholm–Gothenburg route, but were later used on a number of other routes.

Location in Sweden

The upgrade will be performed on 36

of these trains, which have reached approximately the halfway point of their service lives. The vehicles generally consist of a power car, four carriages, one buffet car and one control carriage. The trains will be equipped with new technical components such as converters, transformers and new driver's cabs. This equipment will be provided by ABB.

Stadler Rail will perform the disassembly of the existing trains, the installation of the new equipment and the static commissioning of the vehicles at a new location in Sweden. This upgrade will significantly increase the reliability and availability of the trains. Furthermore, the X2000 will also be outfitted with a new passenger information system and will consume much less energy. In a second phase, SJ is planning to refurbish the interior of the trains. This phase will have its own separate tender. The cooperation between ABB and Stadler Rail represents the further expansion of a long and proven partnership between the two companies. Many of the new vehicles built by Stadler Rail are outfitted with electrical equipment from ABB. Stadler Rail will be creating between 50 and 60 new jobs in Sweden. The company has already begun evaluating suitable rental properties.

Stadler Rail is increasingly committed to the growing service sector. Alongside modernisation work as carried out on the X2000, this includes long-term service and maintenance contracts for various fleets in Switzerland, Germany, Hungary, Algeria, Austria, Norway, Italy, Poland, Sweden and the Netherlands, some of which have been in place for many years.



A Billion-euro order: Siemens to build Rhine-Ruhr Express

On March 25th, Siemens was officially awarded a record-breaking order from the Rhine-Ruhr Metropolitan Region. The municipalities involved in the new Rhine-Ruhr Express (RRX) rail transport concept commissioned Siemens to supply 82 Desiro HC electric multiple units and to provide maintenance services for a period of 32 years. With a total volume of more than €1.7 billion, this is the largest regional rail transport order ever won by Siemens in Germany.

“This is a huge success for Siemens’ rail business. The project will secure existing high-quality jobs in North Rhine-Westphalia and create new ones. Our state-of-the-art train is good news for millions of commuters along the Rhine and Ruhr rivers in Germany’s most densely populated region,” said Jochen Eickholt, CEO of the Siemens Mobility Division. The company will not only supply the new trains, but also service them for 32 years. A service order of this scale is a first for the German rail industry. Siemens will build a maintenance facility in Dortmund-Eving, where up to four trains can be serviced simultaneously and around 100 new specialists will work in multiple shifts. Plans for the facility foresee a vehicle hall, specialized workshops, an outside washing station and stabling tracks for up to ten trains. Overall, Siemens will then have invested around 150 million Euros in its rail technology sites in the state of North Rhine-Westphalia.

Praised as the region’s project of the century, the RRX will help ease the steadily worsening traffic conditions along the Rhine and Ruhr when delivery of the trains begins in 2018. The region is one of the largest metropolitan areas in Europe, with a population of roughly ten million and numerous transit routes. In particular, the key route between Cologne and Dortmund has been heavily impaired for years by overburdened public transport networks and rail connections.

Through the optimized extension of the railway network and potential shift of traffic from road to rail, the RRX is expected to eliminate thousands of car trips every workday. The first RRX trains are scheduled to enter service by late 2018 and operate in the region at speeds up to 160 kilometres per hour. Plans call for quarter-hour service once the rail infrastructure project has been completed.

The Siemens order includes newly developed high-capacity, double-decker trains from the proven Desiro family. Each train consists of four cars, will be 105 meters long and have a seating capacity of 400. During operation, two units will be connected to form an eight-car express with 800 seats. Desiro trains are already operating in countries such as Germany, Belgium, the United Kingdom, Russia, Switzerland and Thailand, soon to be joined by Austria.



Alstom to maintain Trensurb metros for the Porto Alegre Metro line 1



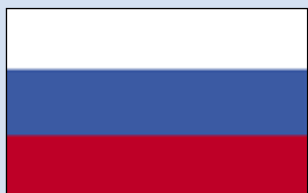
Alstom has signed a contract with Empresa de Trens Urbanos de Porto Alegre (Trensurb) to provide preventive maintenance for 15 metro trains. The contract is worth around €2 million and covers 5-year maintenance starting from March 2015.

The metro trains are Metropolis ordered to Alstom through FrotaPoa's consortium in 2012. They are circulating on the line 1 since 2014. The maintenance will enable to enhance the reliability, safety and operational availability of the metro. Under this new contract, a team of technicians and engineers from Alstom will be based in the Trensurb workshop. Preventive maintenance activities, consisting of quality checks and maintaining train security, will be performed daily.

The maintenance will be performed according to a plan developed by Alstom, with a definition of frequency for each intervention (eg, review every 10 000km, 50 000km, etc.) and activities to be carried out (eg, replacement of oil, filter, etc.).

“With this new maintenance's project, Alstom reaffirms its leading position in rail services and commitment to serve its clients in a long run,” affirms Michel Boccaccio, Senior Vice President of Alstom Transport for Brazil and Latin America.

The Metropolis trains were manufactured at Alstom's factory in Lapa, in the city of São Paulo, Brazil. The trains are made of stainless steel and have four large automatic doors per car and wide gangways that enhance the fluidity and accessibility for all passengers, especially those with reduced mobility. Alstom is a leader for train maintenance with now over 20 years of experience. More than 200 clients trust today in Alstom delivering quality services efficiently. 20% of the trains maintained by Alstom were built by other manufacturers.



Saint Petersburg will have eight new state-of-art metro trains

The OOO VAGONMAŠ company, which belongs in the Škoda Transportation group, has been declared the official winner of a tendering process in the Russian city of Saint Petersburg. It will deliver eight modern six-carriage metro trains to local line No. 3. The total price of the new contract is 3.8 billion roubles.

“The Saint Petersburg company OOO VAGONMAŠ from the Škoda Transportation group was declared the winner of a tendering process and a contract should be signed in the coming days. This contract allows us to follow up on our previous delivery of nine six-carriage NeVa trains, which are already successfully operated. We thereby confirm that our products are of high quality and competitive, and they contribute to the renewal of train fleets also in large cities around the world,” said Tomáš Krsek, chairman of the board in the Škoda Transportation company.

The new metro destined for Saint Petersburg meets not only all safety standards, but it is also equipped with new technologies and, last but not least, it improves the comfort of passengers.

One of the main advantages of the trains is their significantly lower weight in comparison with the existing carriages of the Russian design. This is because the metal sheet panelling of the body is formed of lightweight aluminium sandwich panels. In addition, the carriages can use an energy recuperation system during braking and they are therefore able to save up to thirty per cent of electrical energy compared to the trains in operation today. The metro trainsets will be manufactured by the OOO VAGONMAŠ company in Saint Petersburg.

A clear audio-visual information system equipped with loudspeakers of the train PA system will also help keep passengers informed. A CCTV system with data recording guarantees safety of the passengers and the driver.

The history of the manufacturing project of the new metro goes back to 2007 when the prototype of the carriage was developed. The first carriage of the modern train was introduced already in July 2009 in Saint Petersburg and it received the prestigious award in the category of the Saint Petersburg Best Innovative Project for the City Needs. According to the contract, the first train from the new delivery should be delivered in 2015, two more trains in 2016 and the remaining five trains in 2017. The metro trains are intended for the third line of the Saint Petersburg Metro system.



Bombardier Transportation Wins Orders to Supply Light Rail Vehicles to the Cities of Düsseldorf and Cologne

2020, while those for Cologne are scheduled for delivery between 2020 to 2021.

Dirk Biesenbach, CEO of Rheinbahn AG said, “We are delighted that we have managed to carry out this tender in cooperation with the Cologne Transport Authority. Together we are acquiring modern and attractive vehicles for Düsseldorf and Cologne.”

Jörn Schwarze, CTO, KVB added, “The contract has been awarded based on the most economical offer. Particularly worth mentioning are the low lifecycle



Rail technology leader Bombardier Transportation, has signed contracts with both the Düsseldorf (Rheinbahn AG) and Cologne transport authorities (KVB) for the delivery of 62 FLEXITY light rail vehicles in total. The contract with KVB is for 20 vehicles and is valued at approximately 64 million euro (68 million US). Rheinbahn AG’s contract for 42 vehicles, with an option for 16 additional vehicles, is valued at approximately 127 million euro (135 million US).

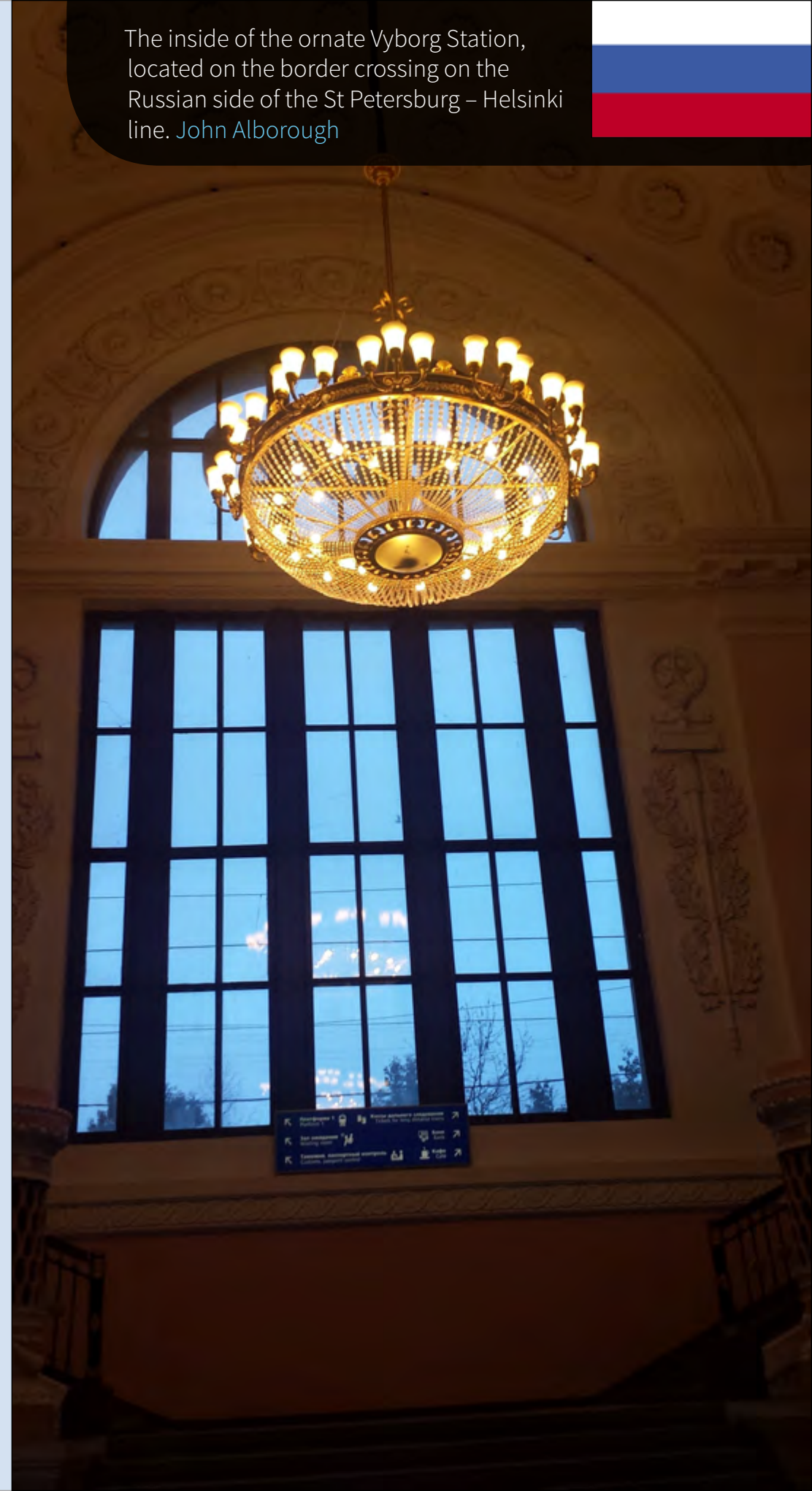
The light rail vehicles to be built for Düsseldorf and Cologne, will replace the region’s existing fleet of Stadtbahnwagen Bs and be manufactured at Bombardier sites in Germany. Düsseldorf’s vehicles are scheduled to be delivered between 2017 and

costs and easy maintainability. We are convinced to have chosen the most cost efficient and cost effective solution.”

The FLEXITY light rail vehicles are 28 meters long, feature generous passageways, and spacious multi-purpose areas. To date, more than 550 FLEXITY light rail vehicles of this particular type have been sold and this innovative vehicle is already in revenue service in Bursa Turkey, the German cities Cologne and Frankfurt as well as in Manchester, UK.

Worldwide, Bombardier now has more than 4,000 trams and light rail vehicles in successful revenue service, or on order.

The inside of the ornate Vyborg Station, located on the border crossing on the Russian side of the St Petersburg – Helsinki line. [John Alborough](#)





BLS Cargo orders 15 multisystem locomotives

The Swiss rail cargo specialist BLS Cargo has ordered 15 Vectron MS multisystem locomotives from Siemens that will be used in cross-border service in Germany (D), Austria (A), Switzerland (CH), Italy (I) and the Netherlands (NL). All traction and train control systems required for the north-south freight corridor are on board. The locomotive can reach speeds up to 200 km/h and has an output of 6,400 kW. Delivery will take place in three phases, and the first locomotives are scheduled to enter service in the second half of 2016.

“BLS Cargo conducted comprehensive trial runs and tests of the Vectron locomotive late in 2014 in regard to its energy consumption, traction performance, multisystem controls, operability and serviceability. The Vectron’s overall concept convinced us,” said Dirk Stahl, CEO of BLS Cargo AG.

Jochen Eickholt, CEO of Siemens’ rail business, added: “The outstanding performance of our Vectron locomotive was the decisive factor for this order. The locomotive’s design is based on a forward-looking, flexible concept that not only includes comprehensive country packages for pan-European operation, but also ensures the highest efficiency for our customer across its entire lifecycle.”

The Vectron is scalable with country and equipment packages and can thus be precisely configured to meet the respective transport tasks. Quickly available preferred variants ensure speedy delivery times. Thanks to the platform concept, the locomotives can also be later upgraded or converted with minimal effort for operation in the various corridors.



The May Steam Locomotive Parade in Wolsztyn is to inaugurate the “Lato z Parowozami” series



Organised by PKP CARGO and the Municipality of Wolsztyn, the 22nd Steam Locomotive Parade is to be held on May 2nd this year. The event aimed not only at enthusiasts of vintage steam locomotives, but also children and their parents, is to inaugurate a special series of events held by PKP CARGO, i.e. “Lato z Parowozami”. Both in Wolsztyn and the Chabówka Rolling-Stock Heritage Park, themed weekends related to steam railways are to be held throughout the holiday period.

“Lato z Parowozami” is a special series aimed at children. Every weekend in July and August, PKP CARGO is to organise attractions thematically related to railway transportation, which will make their holiday stay at the Steam Locomotive Shed in Wolsztyn and the Chabówka Rolling-Stock Heritage Park even more pleasant. The “Lato z Parowozami” programme offers, among others: exploring the technical side, i.e. familiarising with old railway technologies,

meetings with engine drivers, themed games and activities for children, competitions and a Lego exhibition of steam locomotives. The “Lato z Parowozami” series is to be crowned with the “Parowozjada” event in Chabówka, i.e. a place that has one of the largest and most interesting collections of exhibits related to the history of railway transportation in Polish lands.

Every year, the Steam Locomotive Parade attracts crowds of railway enthusiasts to Wolsztyn. This year, they encourage particularly parents with children to visit the Steam Locomotive Shed. The series of attractions, entitled “Lato z Parowozami”, which will be inaugurated during the Steam Locomotive Parade, is addressed to them. They will promote the very interesting history of railway transportation in Poland among the youngest.

“Of course, as every year, we also invite you for an evening show” says Mirosław Kuk, a spokesman for PKP CARGO S.A. “We believe that the “Lato z Parowozami” series will be also appreciated by railway enthusiasts. For their benefit, weekly rides by vintage steam locomotives are to be held” – he adds.

For over a decade, PKP CARGO S.A. has been as a patron of historical monuments of railway technology. The Company not only supports the maintenance of the rolling stock in Chabówka and Wolsztyn, but also promotes the tradition of railway transportation, as it engages in holding special events, such as the Steam Locomotive Parade (since 1991) or the “Parowozjada” event (since 2005). Both events attract railway enthusiasts not only from Poland, but also from around the world.

Every year, Wolsztyn and Chabówka attract over 35 thousand visitors from different countries. They are also the largest and most attractive tourist and educational events in the region.



CD Cargo recommences aviation fuel trains from Mstětice to Středokluky

ČD Cargo has been able to resume transportation of jet fuel from the warehouse in Čepro Mstětice near Prague to the Prague airport Vaclav Havel. Trains are to operate to the airport several times a month, and when the first train arrived on January 20 this year, it had been almost three years since ČD Cargo brought in the last train from Mstětice. Fuel is transported in ASMR tankers, which are characterized by their white paint, and which thus sets up a rather stunning look. Another interesting feature of these transports are their operating over the Prague Semmering line, ie lines known for their views on viaducts, as well as panoramic views of the city. This track was built in 1872 by Buštěhradská as a connection from coal mines in northern Bohemia with the industrial suburb of Prague Smíchov. Nowadays, the track has its own significance in freight has nearly all been lost and with just a few weekend commuter passenger trains. So behold here, a freight train is so now relatively rare.



Photo: © CD Cargo





Voith engineers to develop new low-floor tram for Taiwan

Voith Engineering Services wins order for “Green Mountain Line” in New Taipei City. First trams scheduled to come into service in 2018.

The Taiwan Rolling Stock Company (TRSC) has engaged Voith Engineering Services to develop a tram for the Danhai New Township in New Taipei City (Taiwan).

With a population of around 3.9 million, New Taipei City is Taiwan’s biggest city. It was formally established in 2010 through the amalgamation of all towns and municipalities of the Taipei district. Danhai is a newly created township located between the coast and the mountains. Until now it has been especially popular with tourists as a destination for weekend getaways. But now Danhai is growing rapidly and its current population of around 16,000 could grow to 340,000 by 2041. The challenge now for the public transport companies is to provide a reliable transport system for this growing number of people in the years to come.

Over an 8 km route, the “Green Mountain Line” tram will connect the centre of New Taipei City with the mountains on the outskirts of Danhai. Later, a “Blue Ocean Line” is set to also connect the coast with the city centre. The entire infrastructure to do this has to be established, meaning rails, bridges and depot facilities have to be built, media and energy provision ensured and vehicles supplied. The entire project will be headed by China Steel Corporation, Taiwan’s largest steel manufacturer, while the Taiwan Rolling Stock Company (TRSC) is responsible for providing the rail vehicles.

The 34.5 m long trams are to have a five-section

low-floor design and must be capable of travelling in both directions. They should also be standard gauge and capable of travelling through larger intersections and track sections without overhead wires, so they have to be equipped with additional energy storage. TRSC has engaged the experts from Voith Engineering Services to develop these vehicles.

The Chemnitz Competence Centre for Rail Vehicle Development has already developed a number of rail vehicles for the European and Asian markets in recent years. “It was important to us to have an experienced and reliable partner like Voith Engineering Services to support us,” says Michael Chung, Vice President, TRSC. For this project the engineering specialists will take over the entire development of the vehicle, from concept and design through the prototyping phase to subsequent commissioning, including analyses of reliability, maintainability and safety. In addition, they will provide support with production planning and factory planning, will design fixtures for welding assemblies and integrate system components.

The project also provides for TRSC engineers to be involved in the development process and for its employees to subsequently receive training from Voith. Voith will supervise production of the prototype vehicle and the starting phase of volume production and will provide support with approval and commissioning (with acceptance inspection by a government body). “We are delighted that TRSC has confidence in our expertise and experience and that we have been able to win yet another major project to develop a tram,” says Frank Salzwedel, Executive Vice President Rail at Voith Engineering Services. The first prototype is scheduled for completion by the end of 2016, with volume production envisaged for 2017. The first trams should run on the “Green Mountain Line” in 2018.

On March 13th, a Class 0450 DMU stands at Portimao with the 14:00 service from Lagos to Faro. Martin Hill





ČD Cargo's first use of Vectron

On March 18th, Siemens Vectron No. 193.220, provided by Lokotrain, appeared on a CD Cargo working. From Břeclavi the loco took the train to the east of Bratislava, and then continued to the Hungarian border crossing station at Rajka.

The train consisted of cars from Romania heading to Falkenberg and the aim of the test was to obtain various measurements particularly with regard to recovery on the ZSR network.

Even though it was only in a short section of the CD Cargo operating area, from Břeclavi on the border, it was a significant event signalling interest in the operation of modern interoperable locomotives.

Photo: © CD Cargo



CAF AWARDED THE CONTRACT FOR THE SUPPLY OF 8 HIGH SPEED TRAINS TO FLYTOGET IN NORWAY

CAF announced the award of a contract from Flytoget AS for the manufacture of the New Airport Express Trains for feeder services to Oslo Airport. The contract includes the delivery of 8 Oaris high speed trains, plus associated spares and technical support. Overall the contract is valued at approximately €120m for CAF. Flytoget AS is a public company operating the Airport Express train in Oslo between the Airport the Central Station and westbound to Drammen with very high punctuality and reliability and premium services. Flytoget is a number one brand in Norway, with a customer satisfaction index of 97 %.

Linda Bernander Silseth, CEO in Flytoget, says that she is happy to announce the contract and is looking forward to work with CAF. Our customers in Norway and Flytoget as a company have high demands – and I am sure that CAF will fulfill these demands says Bernander Silseth. The Oaris trains consists of 4 cars and will feature all the latest technical developments for energy saving, environmental friendliness, safety features and ease of access, being fully prepared for Persons with Reduced Mobility and supported by the latest innovations in passenger comfort to achieve a superior passenger experience. It is estimated that the first trains will start to run in 2018.

This project joins those obtained by CAF in the first quarter of 2015, worth more than 350 million euros, among which stand out the supply of cars for the franchise in Scotland Caledonian Sleeper, the tram project for the city of Utrecht, and the signaling contract for the line Monforte del Cid - Murcia.

OARIS – CAF HIGH SPEED

The awarding of this project for Norway consists of the supply of units from CAF's OARIS high speed train platform. In recent years, CAF has placed a great deal of emphasis on developing their own high speed technology, investing significantly on research. An outcome of this has been the development of the OARIS model which can reach speeds of up to 350 km/h and is equipped with state of the art dynamic, aerodynamic and noise technology, providing paramount performance in terms of comfort and functionality.

Stress should also be placed on CAF's recent experience supplying RENFE with a wide range of units reaching up to 250 km/h, which feature variable gauge technology, and also the 2005 contract for the supply of 12 units for Turkish Railways, turning CAF into the first Spanish exporter of high speed technology.

From the UK - Severn Valley Railway

The Severn Valley Railway held their Spring Steam Gala in March . The 16-mile (26 km) heritage line runs along the Severn Valley from Bridgnorth to Kidderminster, crossing the Shropshire/Worcestershire border, following the course of the River Severn for much of its route. This year's gala produced the usual mix of the home fleet and several visiting locos. On March 22nd, Great Western 4200 Class No. 4270 makes light work of Eardington bank. [Phil Martin](#)



LNWR Webb Coal Tank No. 1054 arrives into Arley with a local working to Bewdley on March 20th. [Richard Hargreaves](#)



GWR 0-4-2-T No. 1450 leads a GWR 5700 Class (in the livery of London Transport No. L96) as the pair arrive into Kidderminster on March 21st. [Class47](#)



Great Western Railway 28xx 2-8-0 No. 2857 departs Bridgnorth on March 22nd working a service to Kidderminster.
Richard Hargreaves



Great Western 1500 Class No. 1501 arrives into Kidderminster on March 21st with a local service from Bewdley. [Class47](#)



GWR 4500 Class 2-6-2 No. 4566 is photographed at Eardington working the dining train on March 22nd. [Phil Martin](#)



On March 20th, LMS Ivatt Class 4 2-6-0 No. 43106 stands on Bewdley servicing point, being prepared for duty. Richard Hargreaves



'Dub-Dee' WD Class 2-8-0 8F steam loco No. 90733, visiting the line from the Keighley and Worth Valley Railway, stands at Kidderminster with an afternoon working to Bridgnorth on March 21st. [Class47](#)



GWR 7800 Class No. 7812 'Erlestoke Manor' stands in Bridgnorth MPD yard on March 23rd. Richard Hargreaves



Rebuilt West Country Class No. 34053 'Sir Keith Park' working the 13:57 Bridgnorth - Kidderminster, heads down Eardington Bank on March 22nd. [Phil Martin](#)



From the Archives

The BB7200s are part of the 'Nez Cassé' family of locomotives, this being a 1.5kV DC version. Here No. 7332 stands in Lyon Perrache on May 16th 1996. [Brian Hewertson](#)



On June 26th 2001, SNCB AM96 EMU No. 516 is photographed arriving into Namur.
Paul Godding



Mariazellerbahn loco, Class 1099.016, waits to depart from St. Polten with a service to Mariazell on June 22nd 2004. Sadly these classic locos have now been replaced with EMUs. [Class47](#)

