

Railtalk — — Magazine *xtra*

Issue 104x | May 2015 | ISSN 1756 - 5030



Railtalk

Magazine *Xtra*

Issue 104x
May 2015
ISSN 1756 - 5030

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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...

With summer just around the corner, you would think that the weather would be getting better, but after just a couple of weeks where the weather was nice and sunny, its back to cold wet and windy weather in the UK, hopefully the sunshine will return again shortly. .

In Europe the process of change continues with more and more new locos and units replacing old favourites. In Czech for example there has been a new order for some 'Interpanter' EMUs and the order books for Bombardier, Alstom and Siemens seems to be still healthy.

However all is not well everywhere in Europe, in France, for example, the 'Intercities' sector of SNCF have been hit particularly badly, and elsewhere several countries are once again talking of fewer freight trains and a big reduction on the overnight passenger services, but with journey times ever shortening, and more emphasis on high speed rail, can we really expect to have overnight sleeper services for much longer?

Our from the UK section this month features the Nene Valley Railway in Peterborough which not only had a great line up of locos, but also produced probably the best weather of the month,

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, John Johnson Anton Kendall, Michael Lynam, Steve Madden, David Mead, Chris Perkins, Mark Pichowicz, Andy Pratt, Railwaymedia, Laurence Sly, Gary Smith, Steamsounds, Mark Torkington, Tim Ward and Andrew Wilson.

Front Cover: On March 20th, DB Class 218.488 accelerates away from Buchloe with train No. RE57408 10:20 Munich - Memmingen.
Mark Pichowicz

This Page: On March 31st, a Thalys unit is seen arriving into Bruxelles-Zuid with a working from Amsterdam. [Class47](#)



Pictures



CFCLA's latest toys are the CM-class, built by Wabtec in the USA in 2013, Wabtec model MP33C, powered by a Cummins QSK78-18 engine, producing 3,300hp. Several are leased to QUBE, a port and rail operator that mainly runs container services. One of QUBE's trains, No. 1311 runs from Sydney to Harefield Terminal (which serves the large regional city of Wagga Wagga). On February 28th, Nos. CM3304 and CM3307 run freight No. 1311 through Yarra in southern NSW on it's way to Harefield.

Mark Bennett





Synchronised 'Goggle' shunting at Humenné, as Class 750.165
754.083 and 750.365 move onto their next workings, March 12th.
Tim Farmer



On March 31st, TRAXX No. 186.142 in all over white livery makes a change from the normal green liveried loco as it approaches Antwerp Berchem with an Amsterdam service. [Class47](#)



On March 19th, DB Class 218.488 and 218.420 cross at Buchloe with trains to München and Fussen. [Mark Pichowicz](#)





SBB Re 4/4II Nos. 11329 and 11670 pass Wassen whilst hauling a southbound intermodal train on February 19th.
Laurence Sly



NS Class E186.119 stands at Amsterdam Centraal on March 25th working an early morning service to Breda. Class47





CFCLA owns a fleet of EL-class loco's. These are GE CM30-8's, originally built in 1990 for running across the Nullabor desert for the Australian National Railways. After the demise of ANR and the privatising of Australian freight, the EL's were bought by CFCLA and repainted into their distinct silver and blue livery. On March 2nd, Nos. EL60 and EL53 run a ballast train for Espee Railroad Services, climbing through the Cullerin Ranges in Southern NSW, nearing the highest point of the Sydney to Melbourne mainline. The ballast train is being run on behalf of the Interstate track owner the Australian Rail Track Corporation (ARTC) a Govt. owned corporation that owns and maintains Australia's interstate rail network. [Mark Bennett](#)





Class 751.072 is seen at Stakčín on March 12th. The station is home to a timber mill and the loco was shunting wagons prior to leaving for Humenné. [Tim Farmer](#)



Loco liveried Class E189.820 heads a lengthy liner through Hamburg Harburg on March 26th, heading for the port. [Class47](#)



DB Class 218. 404 and 218.423 race through Kaufering with train
No. EC192 16:33 München - Zürich, March 19th. [Mark Pichowicz](#)

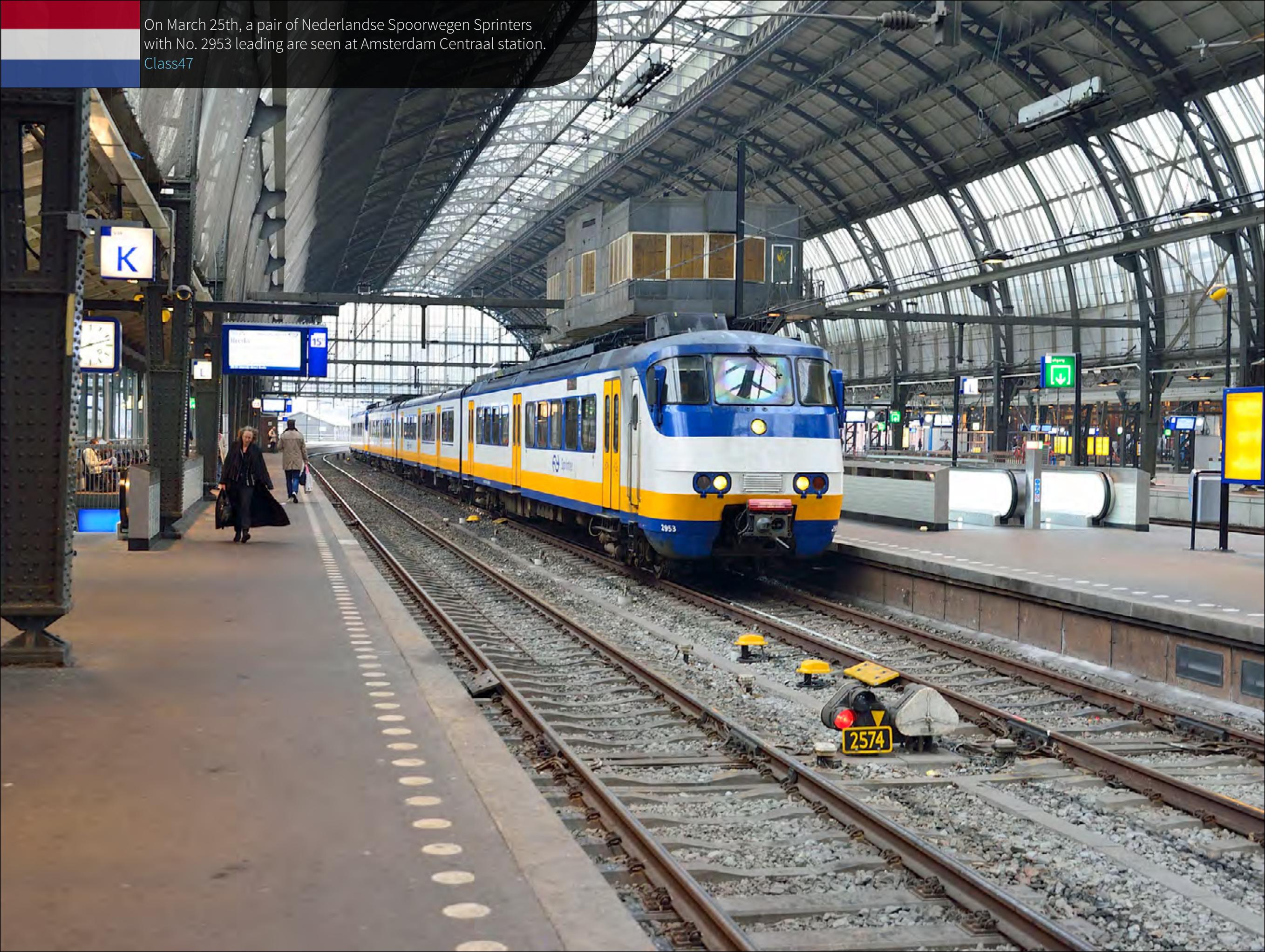




On February 20th, DB Class 185.091 and 185.125 depart Ersfeld with the southbound `Winner` train. Laurence Sly



On March 25th, a pair of Nederlandse Spoorwegen Sprinters with No. 2953 leading are seen at Amsterdam Centraal station. Class47



DB's Class 215.082-9 heads a freight through Koblenz on March 31st. [Class47](#)





BLS Cargo Class 485.017 and 186.106 approach Airolo whilst hauling a northbound intermodal train on February 20th.
Laurence Sly



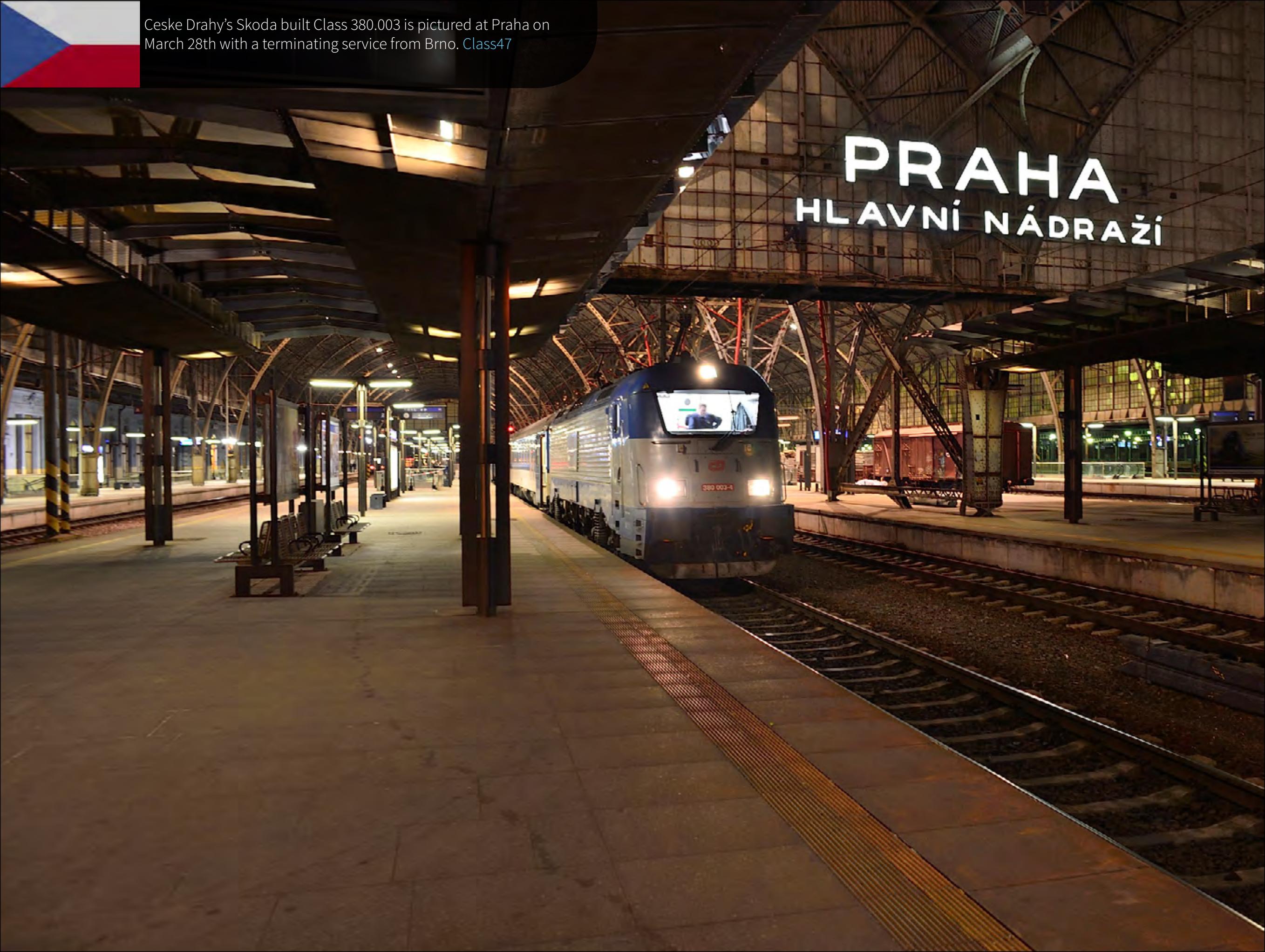
At Innsbruck Hbf, OBB Class 1144.239 is seen working train No. REX5377 to Kufstein whilst Class 1144.004 works train No. REX5392 to Landeck-Zams. [Steamsounds](#)



ZillertalBahn loco No. D13 is seen at Jenbach, working a train for Mayrhofen. [Steamsounds](#)



Ceske Drahy's Skoda built Class 380.003 is pictured at Praha on March 28th with a terminating service from Brno. [Class47](#)



PRAHA
HLAVNÍ NÁDRAŽÍ



380 003-1



DB Class 101.089 waits to depart Basel whilst working City Night Line train No. 478, 20:42 Zurich - Hamburg on February 18th.
Laurence Sly



SNCF/Akiem Fret's Alstom Prima No. 37041 is seen stabled at Pirna on March 27th. [Class47](#)



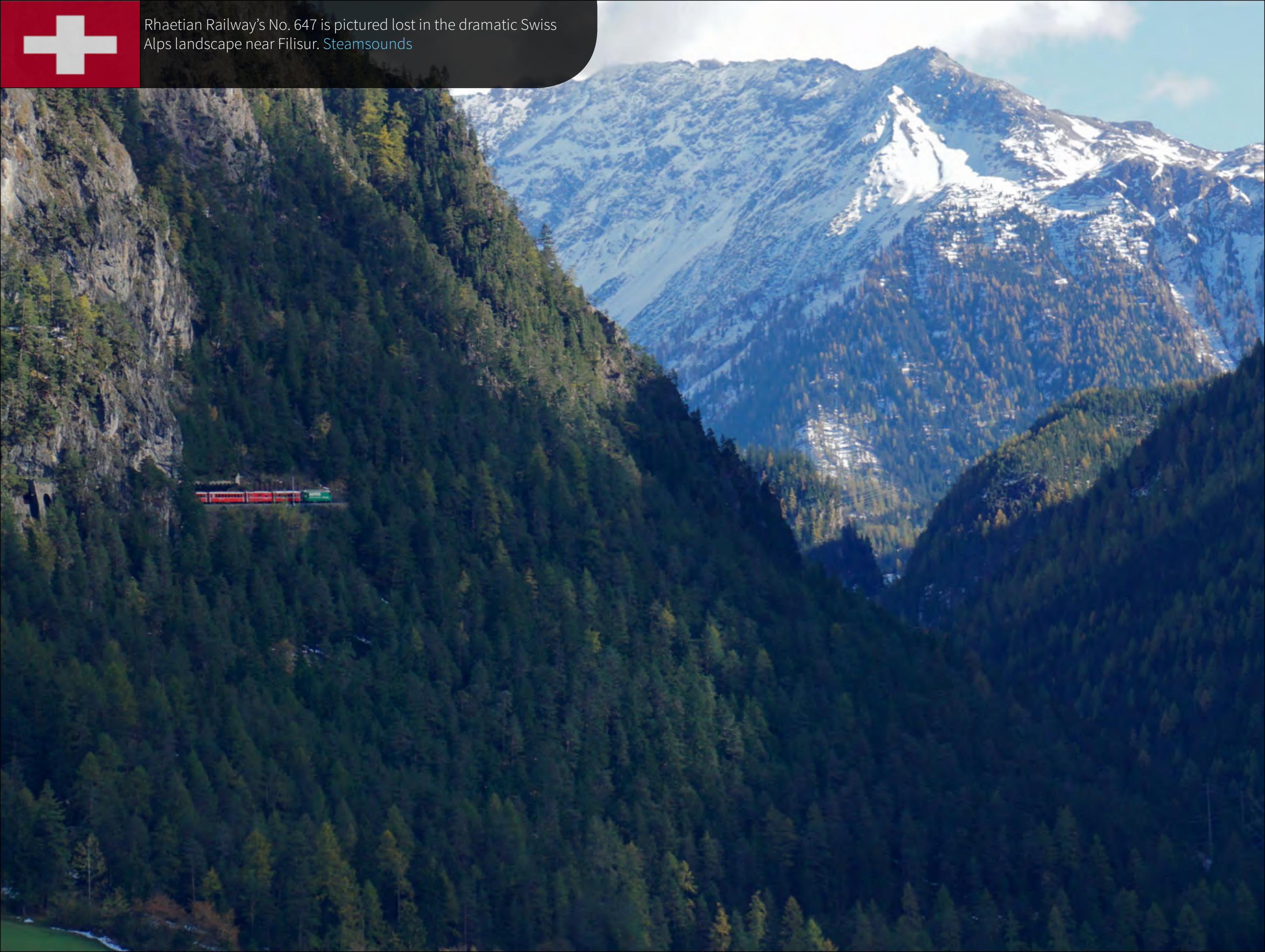


DB Class 185.118 and 185.129 pass Wassen whilst hauling the southbound 'Winner' train on February 19th. Laurence Sly

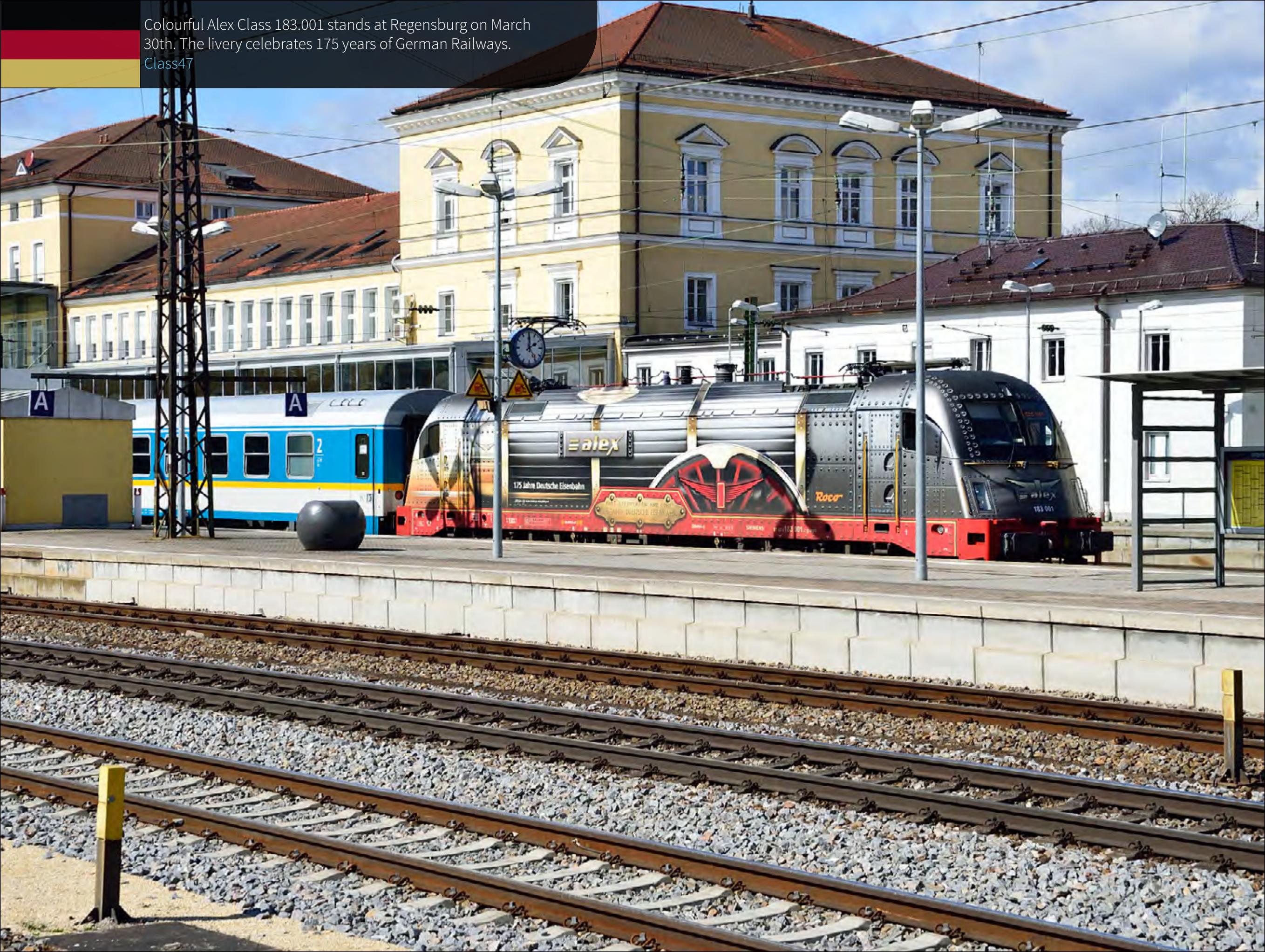




Rhaetian Railway's No. 647 is pictured lost in the dramatic Swiss Alps landscape near Filisur. [Steamsounds](#)



Colourful Alex Class 183.001 stands at Regensburg on March 30th. The livery celebrates 175 years of German Railways. Class47





SBB Class 420.344 and Re 4/4 II No. 11682 round Wattinger curve whilst hauling a southbound intermodal train, on February 19th. [Laurence Sly](#)





On March 3rd, in blazing sun with the temperature just below 40°C, No. 35-039 leads four Transnet Freight liveried Class 35 diesels as they struggle uphill with 22 bogie hoppers loaded with malt destined for the breweries near Cape Town on the steeply-graded and twisting 3' 6" gauge line near Caledon in the Western Cape. [John Johnson](#)



Regiojet's Siemens Vectron Class 193.206 calls at Zábřeh na Moravě on March 28th working a Praha hl.n. to Havířov service.
Class47





An SBB RABDe 500 EMU passes Quinto whilst working train No. ICN869 11:09 Zurich - Lugano on February 20th. Laurence Sly



Harzkamel No. 199.874 brings the ECS into Gernrode station to form the Freundkreis Selketalbahn e. V. organised charter to Brocken on April 25th. Andy Pratt



DB Class 101.038 arrives into a busy Cologne on March 31st, working a service to Dusseldorf. [Class47](#)





SBB Re 4/4 II No. 11121 waits to depart Erstfeld whilst working train No. IR2331 16:04 Basel - Locarno on February 22nd.
Laurence Sly





SBB Class 460.063-1, in bright orange Easyjet livery, stands at Lausanne on March 24th.
BVT



IDS/Loko Trans Class 140.094 and 121.065 are seen stabled at Prerov on March 28th.
Class47





Right: MEG 601 (Class 143.179) passes through Kaub with an infrastructure train. [Paul Godding](#)

Main: RMV Class 428.146 EMU leads another Class 428 unit into Kaub. [Paul Godding](#)

Below: DB Class 140.681 and 140.544 pass through Ahlten with a rake of loaded car transporters. [Paul Godding](#)



KSW (Kreisbahn Siegen-Wittgenstein) MaK G 2000 BB
No. 1273.018 heads a short freight through Bremen Hbf on
March 26th. [Class47](#)





On March 24th, SBB Class 523.031 arrives into Vevey working a service to Villeneuve. BVT





DB Classes 152.079-0, 101.116-2 and 120.125-0 are all seen ready to depart Hamburg Harburg on March 26th. [Class47](#)



On March 22nd, DB Class 143.905 pauses at Nürnberg Hbf with an S2 service from Roth to Altdorf. Mark Pichowicz



Withdrawn CD Cargo's Class 751.338 awaits its inevitable fate at Breclav on March 28th. [Class47](#)



The highest point accessible to the public at the Brocken Summit is the observation platform on the 8th floor of the Brockenherberge. Brocken station is seen from the observation point on April 25th with No. 99.7235 waiting to depart with train No. 8929, the 14:51 to Nordhausen while behind it Harzkamel No. 199.874 waits to return to Gernrode with the Freundkreis Selketalbahn e. V. charter. [Andy Pratt](#)





Right: On March 2nd, Raipur 'twins' Nos. 16246 and 16348 are seen ready to depart Chennai Central with the Mondays only 21:40 to Bilaspur Express - the only train of the week to use diesel haulage from this busy terminus. [Mark Torkington](#)

Main: YDM4 No. 6507 is seen on arrival at Pillibhit Junction - the biggest remaining Metre Gauge junction. [Mark Torkington](#)

Below: On March 9th, No. 6755 pauses at Itaunja as it nears the end of its journey with the Izatnagar to Aisbagh Express - at 311km one of the longest journeys still possible on India's rapidly disappearing metre gauge network. [Mark Torkington](#)



DB Regio's Class 648.707 DMU looks like it is in a spot of bother at Andernach on March 31st. Of interest is that the wheelskate seems to be on the track but not the bogie. Did the unit fall off the wheelskate?? [Class47](#)



Infrabel's Class 62s Nos. 6250 and 6315 top'n'tail a Sperry rail defect detection train through Hambos on March 15th. [BVT](#)



HSB's Class 99.6001 departs Gernrode with train No. 8965, 13:57 to Hasselfelde on April 26th. [Andy Pratt](#)



CD Class 754.008 arrives into Praha Vrsovice with the Sunday afternoon working to Tanvald on March 29th. [Class47](#)



European Locomotive Leasing's Siemens Vectron Class 193.223 heads a container service through Hamburg Harburg on March 26th. [Class47](#)



SNCF CC No. 572177 stands at Paris Est working an evening rush hour service. Class47



DB Gleismesszug No. 726.004 is seen stabled at Hamburg Altona on March 27th. [Class47](#)



DB 'Ludmilla' Class 233.219 makes a smoky arrival into Schwandorf on March 31st. Class47



Right: HSB (Harzer Schmalspurbahnen) No. 99.7245-6 is seen at Nordhausen Nord. [John Balaam](#)

Main: HSB No. 99.7245-6 is pictured undergoing a spot of servicing at Drei Annen Hohne. [John Balaam](#)

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





Class 185.576 and 185.577 pass Biasca whilst hauling a CrossRail intermodal train from Zebugge to Milano Smistamento on February 20th. Laurence Sly



Four Infrabel liveried Class 62s and a couple of Class 55s are seen stabled in Schaerbeek yard on March 31st. [Class47](#)



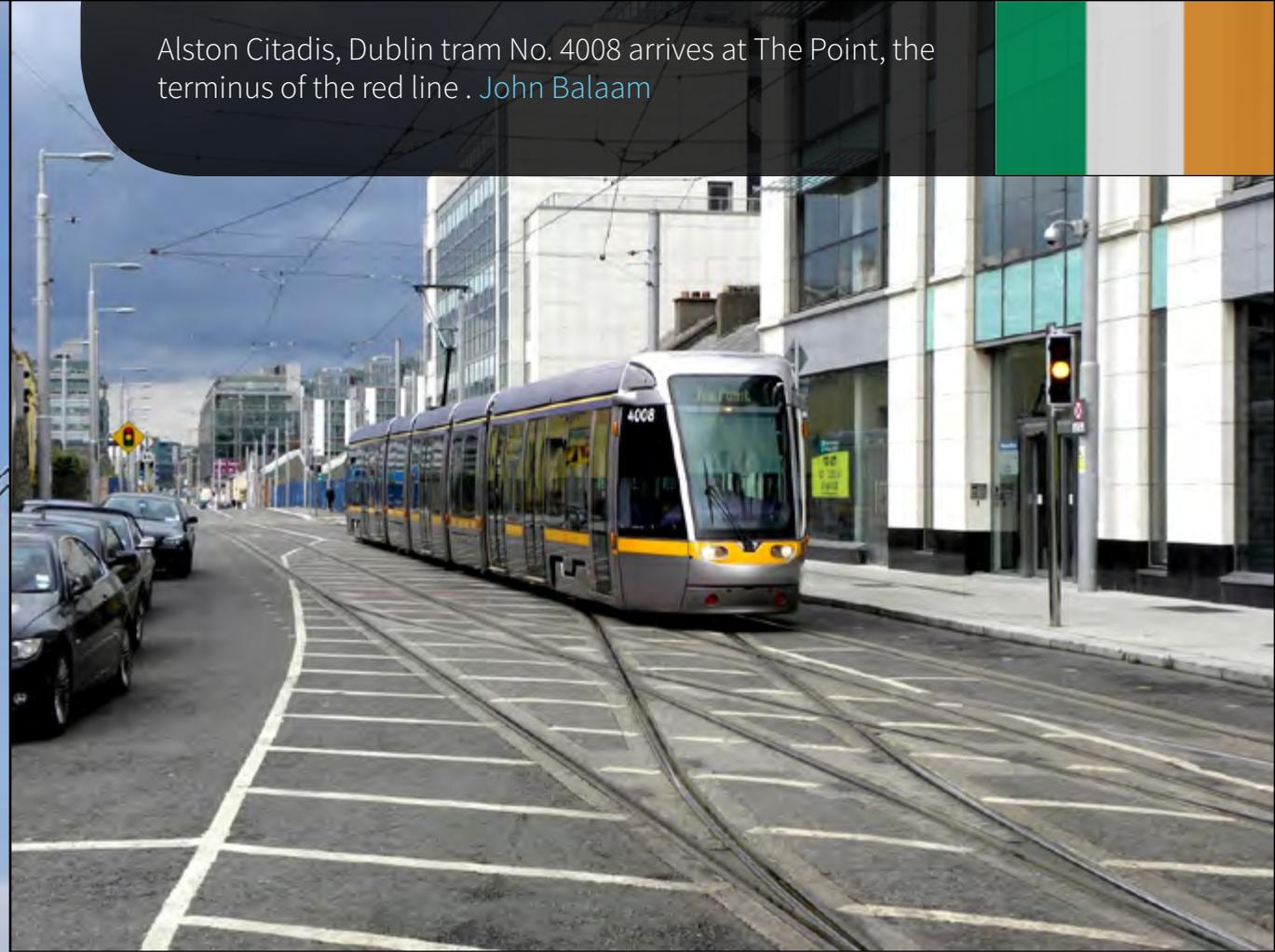
With its once deep black and rich orange paintwork fading and peeling under the onslaught of the African sun, South African Railways 3' 6" gauge Class 14CRB 4-8-2 No. 2010 stands plinthed near the former railway station in Ashton, Western Cape. This locomotive worked the line to Mossel Bay until 1983. [John Johnson](#)



Dublin tram No. 3006 stands at Connolly, waiting to work a service to Saggart. John Balaam



Alston Citadis, Dublin tram No. 4008 arrives at The Point, the terminus of the red line. John Balaam



Dublin tram No. 4011 calls at Red Cow whilst working a Saggart service. John Balaam



EVB's 0-4-0 shunter No. 202.51 stands at Hamburg-Ohlsdorf waiting to enter the S-bahn depot on March 26th. This was one of five shunters noted at the busy depot. [Class47](#)



A local service awaits its next turn of duty at St. Petersburg's Moscow Station.
John Alborough





Right: Hannover trams Nos. 6167 and 6160 are seen approaching the Hauptbahnhof. [John Balaam](#)

Main: Dresden tram No. 2591 arrives at Zinzendorfstrasse, Radebeul. [John Balaam](#)

Below: Leipzig trams (with No. 2192 leading) depart from the Hauptbahnhof. [John Balaam](#)



Czech Tatra T3RP tram No. 8304 heads through the streets of Prague on March 28th working service No. 3 to Nadrazi Branik. Class47



News and Features

DB Class 185.224 heads a northbound freight through Koblenz. [Steamsounds](#)



Hector Rail transports bio fuel by rail to Fortum Värme's new combined heat and power plant

Fortum Värme has signed a five year agreement with Hector Rail for rail transports to their new combined heat and power (CHP) plant in Hjorthagen in Stockholm. The trains will be loaded with bio fuel at terminals in central Sweden, southern Norrland and eastern Norway.

The trains will be hauled by electric locomotives wherever possible. Hector Rail's electric locomotives are equipped with the latest technology, enabling conversion of braking energy to electricity which is fed back to the electric grid. To further minimize the environmental impact, the shunting in Värtan will be done with a battery powered engine. This will be charged with renewable energy from Fortum Värme's new CHP plant. The rail transports will start in conjunction with the start-up of the new plant, early 2016.

Hector Rail and Fortum Värme have in this project jointly developed a solution which demonstrates how efficient and environmentally friendly a rail solution can be.

Fortum Värme will invest 7 billion SEK in CHP production in the coming years. By 2030, 100% of Stockholm's district heating will be produced by renewable and recycled energy. The current share is 86%. Transports are of critical importance to Fortum Värme, and the Bio fuel to the new CHP plant in Hjorthagen will arrive by sea and rail, minimizing the negative environmental impact.



Alstom's Metropolis sets sail for Los Teques

Alstom has shipped a Metropolis train destined for the metro of the city of Los Teques¹ in Venezuela. It will take three weeks to transport the train from the port

represents a showcase for Alstom's knowhow in urban transport for our export markets,» says Christophe Gourlay, site director.



of Le Havre, where it boarded, to its final destination where it will be handed over to the client. Alstom is to deliver to Los Teques a total of 22 Metropolis, consisting of 6 cars each, which will, from the second semester of 2015, begin circulating on Line 1 and on Line 2, currently under construction.

The Metropolis for the city of Los Teques offer wide access doors, increased passenger capacity with corridors for circulating between the cars, internal LED lighting and a CCTV surveillance system. They are manufactured at the Alstom site of Valenciennes, which is specialised in the design, development, manufacture and testing of rail equipment for metros, tram-trains and double-deck trains.

«Alstom's site at Valenciennes currently manages more than 30 projects for the national and international market. 250 people on the site are working on the production of the Los Teques metro, which

Five other Alstom sites in France contribute to the production of these trains: Saint-Ouen for the design, Ornans for the motors, Le Creusot for the bogies, Villeurbanne for the traction system and Tarbes for the on board electronics.

Alstom's Metropolis is world-renowned and its reliability is at the service of most big cities, such as Amsterdam, Barcelona, São Paulo, Shanghai and Singapore. It offers a wide range of configurations and options, improved passenger experience and solutions for optimising the efficiency of urban transport systems. Around 4500 Metropolis cars have been sold worldwide since 1998.

Photo: Metropolis Los Teques. © Alstom transport/ TOMA – F. Castel



Photographed on a plinth at Sopron is GYSEV No. 324.1518. This loco was built in 1910. [Steamsounds](#)



Alstom partners with London Underground to complete the modernisation of Northern line trains

Alstom has now completed the modernisation of 106 trains serving the Northern line, following a two year upgrade programme for London Underground (LU). Alstom has worked in partnership with LU to ensure a seamless transition and to maintain the daily service levels of the Underground.

As part of the programme, the teams at Alstom's Morden and Golders Green Metro Traincare Centres have: replaced 11km of lino in the fleet, which is roughly the distance between Buckingham Palace and the O2 Arena, polished 15,688 windows to remove graffiti, which is more panels of glass than in the Shard; and changed 27,500 seat backs, which is equivalent to a third of Wembley Stadium.

The 106th and final train that has been upgraded, both inside and outside, including fitting wheelchair spaces and upgrading passenger information systems, has now re-entered service.

The mid-life refurbishing programme included 3.7 million items replaced on the fleet, which represents about 35,000 components per train.

“The team working on the project has done a fantastic job and I am sure most passengers didn't realise what was going on until they got into a refreshed train on their commute to work for the first time,” said Piers Wood, Managing Director Urban & Services, Alstom Transport UK.

Stevyn Walder, Performance Manager for Northern Line Trains, said: “Thanks to this refurbishment, Northern line trains are looking better than ever before. Customers travelling on the Northern line can now expect a cleaner and more comfortable environment to brighten up their journeys.”

The Northern line carries up to a quarter of Tube passengers, around one million people per day Monday to Friday.

Alstom ensures that 96 trains are available for passenger service each morning and evening peak, with the first train going into service at 5am and the last train returning to the depot the following morning at 2am. The Northern line fleet, which was built by Alstom, travels around 15 million kilometres a year.



Alstom delivers 3 new metro trainsets to Azerbaijan

Alstom has delivered 3 new metro trainsets to Baku Metro, in accordance with a contract signed in 2014. The trainsets, consisting of 5 cars each, will be commissioned for passenger service by the end of May 2015 on one of the metro lines currently in operation.

For the first time in Azerbaijan, the metro trainsets have inter-car walkways to optimise passenger traffic flow and vertical handrails near the doors to enhance passenger safety when the train is in motion. The metros' capacity has been

a better passenger comfort. They have undergone strict quality control to meet the highest standards. This brand new generation of metro contributes to the modern image of Baku," said Martin Vaujour, Senior Vice President CIS Alstom Transport.

Baku's metro system was commissioned in 1967. In 2010, the 20-year phase-gate development programme related to the Baku metro was approved, validating the construction of 53 new stations and a 84.3-km network by 2030. A total of 1,100



increased up to 1,047 passengers and 202 ergonomic seats and the head car has been fitted with a dedicated area for persons with reduced mobility.

The metros are equipped with LED lights to ensure greater luminosity and better energy savings. All materials used in the train's interior meet global requirements in terms of anti-vandalism design. The new 1520 mm gauge metro cars have been produced at Metrovagonmash plant. They are currently undergoing dynamic tests. "The metros exterior and interior design have been improved by Alstom to ensure

metro cars are to be replaced by 2028 and further trains will be purchased to run on the new lines. Alstom is expanding its presence on the CIS market through local partners, implementing the localisation of manufacturing. In 2010, Alstom Transport acquired a blocking minority stake in Transmashholding (TMH), Russia's leading railway manufacturer. To date, Alstom and TMH have created 4 joint ventures in Russia and Kazakhstan to carry out projects for the 1520 mm gauge market.

Photo: Baku metro © Alstom/ Denis Shilo

Former Finnish 2-8-2 steam loco No. 1060 is seen stored at Ongar on the Epping and Ongar Railway. [Class47](#)



Bombardier Wins Rail Control Signalling Contract in Poland

Rail technology leader Bombardier Transportation, as consortium lead, has won the latest turnkey rail signalling contract awarded by PKP Polskie Linie Kolejowe S.A. for the Polish section of the E59 rail corridor. The contract has a total value of 210 million Polish Zloty (53 million euro, \$56 million USD), with Bombardier's share valued at approximately 93 million Polish Zloty (23 million euro, \$25 million US).

Bombardier, in a consortium with Krakowskie Zakłady Automatyki S.A., will deliver its BOMBARDIER INTERFLO 200 mainline solution for the Rawicz to Czempin section, which is the third and final conventional signalling project on the Wroclaw to Poznan line. This line is part of the E59 rail corridor that links the Czech capital of Prague with Copenhagen, Denmark. The contract's scope also includes the associated power supplies, telecommunications, CCTV and rolling stock detection systems, with final delivery scheduled for June 2020. Bombardier is also implementing this technology for the Wroclaw to Rawicz and Czempin to Poznan sections of the line.

Peter Cedervall, President, Rail Control Solutions, Bombardier Transportation, commented, "This order confirms Bombardier as a key supplier for the E59 line in Poland and adds to our extensive and proven global mainline rail control project portfolio. A further important contract award in this market, it falls in our centenary year of delivering global rail control solutions, which includes nearly 90 years as a leading supplier of Poland's rail control and communications-based train control systems."

A look inside one of the extraordinarily ornate St. Petersburg metro stations. John Alborough





Alstom to deliver 25 additional “Jazz” regional trains to Trenitalia

Alstom has been awarded two contracts worth around €170 million by Trenitalia, the Italian national train operator, for the supply of 25 additional “Jazz” regional trains. These new orders, which are exercised as two options under a contract signed in 2012, bring Trenitalia’s Jazz fleet to 95 trainsets.

“Jazz” is the latest generation of Alstom’s Coradia Meridian range designed for regional operators in Southern Europe, mainly in Italy.

Pierre-Louis Bertina, Alstom Transport Italy Managing Director.

Coradia Meridian regional trains are designed and manufactured by Alstom in Italy. Project development, most of the manufacturing as well as the certification are done in Savigliano site, in Cuneo. The Sesto San Giovanni plant (Milan) is responsible for the design and manufacturing of traction systems and auxiliary switchers. Trainborne signalling



It is an Electric Multiple Unit (EMU) train that can run at a maximum speed of 160 km/h, offering accessibility for all thanks to its low floor. Designed to be eco-friendly, Coradia Meridian is 95% recyclable.

“Jazz is proving to be a reliable train appreciated by passengers. We are pleased that Trenitalia renewed its confidence in Alstom, recognising the commitment of the Company, that is on schedule for delivery under the contract terms, in this project”, said

systems are delivered by the Bologna site.

Photo: Coradia Meridian “Jazz” for Trenitalia © Alstom Transport/ Paolo Bartolomei



Alstom’s Citadis links up Toulouse to the airport



The Alstom Citadis trams of the Toulouse conurbation will from now on circulate on the T2 line, which has just entered commercial service. This new line, which comprises 3 stations over a distance of 2.4 kilometres, links the airport of Toulouse Blagnac to the centre of Toulouse. After Lyon, Toulouse is the second conurbation in France to have chosen the tram as its system of transport to ensure the link between the city centre and the airport.

Spanning a length of 32 metres and a width of 2.4 metres, every Citadis can transport up to 200 passengers. Its interior fittings, such as the fully low floor, air conditioning, video surveillance system, passenger counting system and audio and visual information system, offer optimal journey quality. Up to 98% recyclable, the 28 Citadis tram sets in circulation on the Toulouse network also contribute to preserving the environment.

The Citadis trams of Tisseo network in Toulouse have been produced at Alstom’s sites in France: La Rochelle for the design and assembly, Ornans for the motors, Le Creusot for the bogies, Tarbes for the drive train systems and Villeurbanne for the on board electronics. To date, over 1900 Citadis have been ordered by 49 cities throughout the world.

Photo: Citadis Toulouse © Alstom Transport / TOMA – F.Sautereau



Frecciarossa 1000 Very High Speed Train Makes Maiden Journey in Italy

Over the weekend of 25th/26th April, Italian transport operator Ferrovie dello Stato Italiane hosted the inaugural journey of the V300ZEFIRO very high speed train, known as the Frecciarossa 1000 in Italy. The train ran from Italy's main financial hub of Milan to the nation's capital Rome. The new very high speed trains will start commercial service in June 2015. Sergio Mattarella, President of Italian Republic, together with Graziano Del Rio, Minister of Infrastructure and Transportation and Dario Franceschini, Minister of Culture and Tourism, attended the event with several distinguished guests.

Lutz Bertling, President and Chief Operating Officer, Bombardier Transportation, said, "Bombardier has become a strong dedicated long-term partner to the Italian market, we are very proud to have been part of this ambitious project. We value our partnership with Ferrovie dello Stato and thank them for allowing us to play such a key role in the evolution of Italian technological excellence." Manufactured in partnership with AnsaldoBreda, the Frecciarossa 1000 is the newest member of the BOMBARDIER ZEFIRO family of high speed trains. With a top commercial speed of up to 360 km/h, the V300ZEFIRO very high speed train is the fastest train in Europe and its advanced, high acceleration delivers excellent travel times, even on winding routes. It is also fully interoperable, meaning passengers can cross European borders without changing trains. The V300ZEFIRO train can also be adapted for use on networks in many other non-European countries.

Bombardier Transportation, benefitting from the aeronautical experience of Bombardier Aerospace which lead to the streamlined shape and design of the train, was responsible for leading the project management, mechanical and engineering product development (including propulsion and TCMS), manufacturing Bogies and Propulsion, as well as testing, homologation and commissioning of the first 5 train sets. In addition to this, Bombardier Transportation also won the ten-year contract to maintain Trenitalia's fleet of 50 V300ZEFIRO/Frecciarossa 1000 very high speed trains. One of the most important fleet maintenance contracts awarded in Italy in recent years, the contract will be executed in association with Bombardier's consortium partner AnsaldoBreda.

The V300ZEFIRO trains are produced locally in Italy. They offer an entirely comprehensive solution that combines high capacity, reliability, performance and style with extraordinary levels of efficiency, making it truly unique. BOMBARDIER ECO4 technologies are included in the design making this iconic high speed train an extremely environmentally friendly transportation solution.



Alstom and TMH's KZ4AT passenger locomotive begins commercial operation in Kazakhstan



Photo: KZ4AT locomotive running in Kazakhstan © Alstom Transport/ Arnaud Février

The first KZ4AT passenger locomotive, jointly developed by Alstom and Transmashholding and delivered to Kazakh Railways by EKZ1, has entered commercial service on the Astana-Kokshetau line. Two other locomotives, currently performing dynamic tests in Kazakhstan, are to be delivered in 2015.

The one-section alternative current passenger locomotive KZ4AT has been designed to suit the needs of the Kazakh and CIS market and is adapted to tough local climate conditions. The locomotive is able to run at up to 200 km/h and can operate in temperatures ranging from -50 °C to +45 °C. The cutting-edge traction system of KZ4AT, jointly produced by Alstom and Transmashholding, is based on Alstom's technology and components. It requires minimum maintenance, providing a low lifecycle cost and high levels of reliability thanks to its modular design.

In June 2010, Alstom, TMH and KTZ laid the first stone of EKZ new facility in Kazakhstan for the production of locomotives. The plant was officially inaugurated in December 2012 in the presence of Nursultan Nazarbayev, President of Kazakhstan. It will supply 200 KZ8A freight locomotives and 95 KZ4AT passenger electric locomotives to KTZ by 2020. Twenty five KZ8A locomotives have already been certified and handed over to the customer.

In October 2014, Alstom and KTZ agreed on the possibility for Alstom to increase its share in the EKZ joint venture to 50% and expand its activities in Kazakhstan to include maintenance. With 14,000 km of tracks, the Kazakh railway network is the world's third biggest and represents a substantial market for modern electric locomotives, maintenance and signalling projects.



Alstom Citadis tram technology debuts in China

The joint venture of Alstom and Shanghai Rail Traffic Equipment Development Co., Ltd. (SRTED) - Shanghai Alstom Transport Co. (SATCO) - has been awarded a contract worth about €72 million by Shanghai Songjiang Tramway Investment and Operation Co. Ltd to provide 30 Citadis trams for the two first tramway lines of Songjiang, one of the suburban districts of Shanghai. This is the first tramway project with Alstom Citadis technology in China.

The Songjiang district plans to build six tramway lines by 2020. The 30 Citadis trams will run on the two first lines, T1 and T2, that will cover a total distance of 31 kilometres and include 42 stations. These two lines are expected to be in operation by 2017 and transport 173,000 persons per day. In total, the city of Shanghai plans to build 800 km of tramway network by 2020.

“Alstom and its partner are pleased to have been selected by Shanghai district for the supply of Citadis trams which will contribute to enhance the city transport services and energize urban

life, while contributing to the protection of the environment. Alstom will contribute to this ambitious tramway development plan with its worldwide experience and expertise in tram technology”, said Fang Ling, Managing Director of Alstom Transport China.

SATCO will benefit from the Alstom's Citadis tramway technology to better address Chinese needs in terms of urban transport. For this particular project, SATCO will manufacture the Citadis trams and Alstom will supply the traction systems, bogies and the Train Control and Monitoring System (TCMS).

The Alstom sites in France that will be involved in this project are La Rochelle for the TCMS software and Villeurbanne for the hardware, Le Creusot for the bogies, Tarbes for technical support to the power modules. Sesto site, in Italy, will also provide technical support to the traction inverters.

With over 1,900 trams sold to 49 cities worldwide, Citadis is the global standard in the tram market. The 1,600 Citadis trams already in operation have covered over 800 million kilometres, carried nearly six billion passengers and helped reduce 5 million tons of carbon dioxide emissions since the first tram entered service in 2000.



West Dorset to Southern Portugal by train



A trip report by Martin Hill

Most people who travel from the UK to Southern Portugal do so by air. After all, the flight time is under three hours. However due to a medical condition, I cannot fly any more, and having spent many winters in Portugal I wasn't going to let a little problem stop me travelling to the Algarve. The alternative to flying - a three or four-day journey by train, but as my wife and I both enjoy rail travel, it is no hardship.

Dorset to San Sebastian (Days 1 and 2)

Living in the wilds of West Dorset, it isn't really possible to travel much further than Paris on the first day. So, after a night in a small hotel near Paris Montparnasse station we took the TGV from there for the six-hour journey to Hendaye on the Spanish border. Opposite the entrance to the SNCF station at Hendaye is the terminus of the Euskotren narrow-gauge electric train, which we took for the 35-minute trip down to San Sebastian (Amara station). These class UT-900 metre-gauge trains are very modern with air-conditioning, and are very cheap, but stop many times.

San Sebastian to Santander (Day 3)



A Feve Class 3800 EMU stands at Santander

After a luxurious night in one of the best seafront hotels we returned to Amara station on day 3 to continue our narrow-gauge journey on another Euskotren to Bilbao. We could have taken the quick option - an all-day journey from the Renfe station in San Sebastian right across Spain to Vigo, close to the Portuguese border. We've done that before but this time we wanted to explore the Northern Spain narrow-gauge lines. Again the journey

is very cheap, but very slow and uncomfortable, with plastic seats. The emus used on this line are usually UT-200 class units. The scenery is very varied, especially outside the built-up areas. The journey time from San Sebastian to Bilbao (Atxuri) is two and a half hours. On the approach to Bilbao you may see some of the narrow-gauge electric locos hauling freight trains. In Bilbao the main Renfe station is worth a visit with its huge stained-glass window and overall roof. The Feve station is alongside. The Feve trains are also metre-gauge and operate



Renfe class 596 railcar at Vigo-Guixar

all the lines from Bilbao westward. The Feve trains are now part of the national Renfe network and comprise the most extensive narrow-gauge railway network in Europe, both passenger and freight. We were heading westward to Santander, but decided on using the frequent bus service from Bilbao which is much quicker than the Feve train. Besides there are only three trains a day. Our hotel in Santander overlooked the ferry port, but none of Brittany Ferries vessels were in at that time.

Santander to Oviedo (Day 4)



A Portuguese Inter-city train calls at Lisbon-Oriente



A Renfe Class 598 DMU at A Coruna station

The bus station, Feve station and Renfe station are all within 5 minutes walk of each other in Santander, so a truly integrated transport system. After a good night's sleep we took the short walk to the Feve station and boarded the 09.15 train towards Oviedo, one of only two through trains a day. There were one or two electric suburban narrow-gauge units in the station of the 3800 class, together with some of the carriages of the loco-hauled luxury hotel train - "The Transcantabrico". Our train, however, was a dmu of the 2400 class, one of the older units, but with very comfortable seating. The journey time to our destination Oviedo would have been 5 hours, so we decided to have a lunch break in the seaside town of Ribadasella. This split the journey roughly in half and we were able to catch a train in the afternoon that ran only from Llanes to Oviedo. This train was one of the newer class 2700 dmus, but with less comfortable seating. The journey, especially in the morning, was extremely scenic, with views of the sea, farmland, small villages and snow-capped Picos de Europa mountains. Oviedo is a lovely historic city and we regretted we didn't have longer there. The two stations (Feve and Renfe) are underground, and right above them was our hotel. We were on the 8th floor and had views straight down the railway tracks, both narrow-gauge (Feve) and standard gauge (Renfe).

Oviedo to Vigo (Day 5)

We wanted to continue our journey on the Feve narrow-gauge network to Ferrol, east of A Coruna. However, the journey would have had to be split into two days and we still had to get on down to Portugal. We took the faster alternative - a luxury express coach to A Coruna (3 hours), then, after a lunch break, the standard-gauge train down to Vigo. We hope to return to do the section from Oviedo to Ferrol another time, but we did have glimpses of a class 2400 dmu from the coach window. Again the scenery in Galicia was stunning, with mountains on one side and the coast on the other.

Vigo to Lagos (Day 6)

After a great night's sleep we caught the 09.02 "International Celta Train" from Vigo (Spain) to Porto (Portugal). It sounds very grand, but it's only an old ex-Renfe S-592 dmu that rattles and shakes its way very speedily in just over two hours. We had about half an hour at Porto Campanha to grab a coffee and "pastel de Nata" before boarding the Inter-City loco-hauled train to Lisbon, a journey of around 3 hours.

We had another short break at Lisbon Oriente before boarding another loco-hauled Inter-City train to Tunes (in the Algarve). CP (Portuguese Railways) are pretty strapped for cash, and this was evident on this train, as many of the double-glazed windows needed replacing because we couldn't see out! On arrival at Tunes we had half an hour to have another coffee and cake before the last part of our journey aboard a Class 0450 dmu for the hour's run to the most south-westerly station on mainland Europe - Lagos. This was to be our base for the next month in the warmth and sun.

Return Journey

Our return to the UK was less exciting, faster, but still enjoyable, by standard-gauge trains all the way. This time we had an overnight stop in Lisbon to photograph the old trams.



A Portuguese Class 0450 DMU calls at Portimao

From Vigo we took the day-long train right across Northern Spain to the French border at Hendaye. This is one of the last loco-hauled daytime trains in Spain. The loco is swapped several times between diesel and electric traction. Our last day was long and tiring, all the way from Hendaye back to Dorset - TGV to Paris, then Eurostar to St Pancras, tube to Waterloo, and the last train (21.35) back to West Dorset.



The ex-Feve narrow-gauge system in northern Spain is very extensive and has many freight workings. They are currently extending electrification eastwards from Oviedo towards Llanes. This is the current situation at Llanes though, with a couple of FEVE DMUs awaiting departure time. [Martin Hill](#)





Alstom to supply five extra Citadis trams to Bordeaux Métropole



Photo: Citadis tramway for Bordeaux © ALSTOM Transport / JOGOOD

Alstom will supply 5 new Citadis trams to Bordeaux Métropole, completing the existing fleet of 100 trams already in circulation on the 79 km of track which makes up the network. With a total of 105 trams ordered since the year 2000, Bordeaux will own one of the largest tram fleets in France.

These new Citadis trams, identical to the previous ones, will be equipped with the APS. 44 metres long, they will be able to accommodate between 220 and 300 passengers each, the equivalent of over 3 buses. The Citadis trams will offer optimal on board journey quality, with a fully low floor, air conditioning, a video surveillance system, and audio and visual information. Up to 98% recyclable, Citadis contributes to the preservation of the environment.

«This new order is undeniable proof of the confidence placed in Alstom's Citadis by our historic customer. These 5 new trams will be designed and produced in France to high levels of quality and respect for deadlines », says Ana Giros, Senior Vice-President Alstom Transport France.

The trams will be produced at Alstom's sites in France: at La Rochelle for the design and assembly, Ornans for the motors, Le Creusot for the bogies, Tarbes for the drive train equipment and Villeurbanne for the on board electronics.

VR Class Tk3 2-8-0 No. 1105 stands outside the Varshavsky station museum in St. Petersburg. [John Alborough](#)



DB International prepares for long-distance and freight transport in Qatar

DB International has received another important order from Qatar: On April 5, 2015, the company was commissioned to serve as "shadow operator" for the country's planned long-distance and freight rail services. The contract sees Deutsche Bahn's international engineering and consultancy service provider take on a key function: The company will now provide assistance and information to its client, Qatar Rail, during the process of preparing operations, thereby enabling planners to factor in a host of information relating to operation throughout the entire duration of the project.

Niko Warbanoff, Chairman of the Management Board at DB International, says, "We are honoured to have been selected to head up this ambitious and important project. Our experts are aware of just how crucial their role of 'shadow operator' is, and they can call on the tremendous reservoir of operations-related expertise that Deutsche Bahn possesses."

DB International will be responsible for delivering the following services within the scope of the project: Defining the requirements regarding operation and maintenance; supporting the process of drafting documents for the operator's construction, equipment and rolling stock tenders; supporting the processes of drafting operator contracts; drafting regulations for operation and maintenance; planning operation and related processes. Other duties that DB International will handle within the scope of the project include providing consultancy services relating to safety issues, customer care, ticketing, pricing, and managing passenger and freight transport operations within the framework of Gulf Cooperation Council (GCC) standards.

DB International has enjoyed considerable success in Qatar since 2008. The company developed the plan for an integrated rail-based transport network that not only encompasses the Doha metro service linking the city centre with the 2022 World Cup stadiums, but which also includes long-distance and freight rail routes. Since being commissioned with this project, the experts from Germany have worked on a host of other planning activities for Qatar's vital infrastructure project. The company's new task will mean a further increase in the size of its current Doha team of 70 people.



The first Czech battery-powered-tram intended for Turkey will first appear in Plzen



A unique battery-powered tram is about to appear in the Plzen streets. It will be supplied to the Turkish city of Konya soon. It is a modern, fully low-floor tram ForCity Classic with a battery-powered engine, which makes it possible for tram vehicles to move independently of the traction mains. The range of the tram is at least 3 km. The tram will undergo a part of type tests in Plzen.

“Our company was the first one in the Czech Republic to successfully test the unique “catenary-free” technology on the test track in the Škoda complex. Thus, we have proved that we can keep up with global competitors. Already the third battery-powered tram is undergoing a part of types tests on the rails of the transport company Škoda in Plzen. The first two prototypes have already been delivered to the Turkish city of Konya, where they will undergo the remaining type tests. Other nine trams will be manufactured and delivered to Konya by the end of July this year, and all will eventually carry passengers in Konya,” says Václav Petr, project manager of Škoda Transportation.

Škoda Transportation originally concluded a contract for 60 trams ForCity Classic with a transport company in Konya. All trams within this contract were delivered to Konya at the end of March this year. Last year, the local customer also ordered twelve more trams, this time

battery-powered ones. All trams for Konya are low-floor, five-segment trams with three chassis and, moreover, they can be used as a tram set consisting of two vehicles in the planned about 4-km long Turkish tunnel. This means that they are designed to be operated as a light subway. The total value of the contract for 72 trams is 3.4 billion.

Škoda Transportation manufactured the record number of more than hundred trams last year and they plan to manufacture about a hundred of these modern vehicles as well this year. “We successfully managed to complete deliveries of ForCity Classic trams to the Hungarian city of Miskolc and Turkish city of Konya. This year, besides battery-powered trams, we would like to manufacture more than fifty vehicles ForCity Plus for the Slovak capital Bratislava, which will result in a significant modernisation of the vehicle fleet in Bratislava. Also, we should not forget more than thirty modern ForCity Alfa trams for the Prague public transport company, which will be, among others, newly equipped with air conditioning and Wi-Fi. Moreover, China has been gaining momentum with their licensed manufacturing of nine 27T trams for the local market,” adds Tomáš Ignačák, CEO of Škoda Transportation.

Škoda’s “catenary-free” trams can currently go without power from the pantograph even in the toughest conditions in a normal city traffic for at least three kilometres at the speed of 30 km / h. This kind of power is mainly used, when a tram has to go to areas, where no trolley is installed, which means no huge investments in infrastructure are required, or it is used in historic parts of cities, as in the case of Konya, where the trolley line would disrupt the genius loci. “Škoda has developed its own system for these purposes, which is based on the well-tried concept already used in Škoda trolleybuses. It is a result of the development by Czech engineers from the Škoda Group. The special traction battery containers are placed on the roof. Their composition and any additions can be adapted to the nature of the operation and to customer requirements. The range of the tram confirmed during internal testing was more than ten kilometres. It is possible to recharge the batteries continuously while driving, or to recharge them while standing under a powered trolley in a few minutes,” adds Jaroslav Kulhánek, chief engineer of the project.



Polzug Connects New Terminal to its Transport Network and Boosts Competitiveness

From June, the HHLA rail operator, Polzug, will be including the inland terminal in Wrocław, southern Poland, to its transport network with several weekly train connections. This partnership will increase the company’s flexibility and competitiveness and will strengthen its domestic Polish traffic in particular. In 2014, this was already the main driver of growth at Polzug. Starting in June, three trains a week initially will shuttle between Polzug’s main container hub in Poznan and the inland terminal in Wrocław, some 200 kilometres south. This facility is operated by Schavemaker, a Dutch logistics and transport company. In 2014, it handled approximately 30,000 standard containers (TEU) and has a storage capacity of approximately 3,000 TEU. It is conveniently situated close to the A4 motorway. Polzug can now offer its customers a comprehensive range of services at this partner terminal, too,

ranging from customs clearance to EDI reporting and depot services. Furthermore, the terminal is excellently suited for heavy goods, and is also used by Schavemaker for handling its own shipments.

“The terminal in Wrocław is a great addition to our transport network. Our customers benefit from the tried-and-tested Polzug service quality that we offer them there. Connecting this terminal to our transport network is particularly attractive for customers who have previously accessed the German and Polish seaports by road. Our partnership with Schavemaker provides us with greater flexibility and cuts our fixed costs. That, in turn, makes us more competitive,” says Peter Plewa, Managing Director of Polzug. “We are delighted about the partnership with Polzug. This is a partner that we can grow with.

“This year, 2015, we intend to expand the terminal in Wrocław substantially: there will be new tracks designed for block trains, gantry cranes for efficient container handling and more storage capacity. Plus, we can use the Polzug network for our own shipments,” says Rico Schavemaker, CEO and owner.



A state-of-the-art Chinese tramcar is based on Czech know-how

A new tramcar which bears the type designation 27T has been recently introduced to the Chinese public. It is the result of cooperation between the Škoda Transportation company from Plzeň and the Chinese company CSR Qingdao Sifang Co. Ltd. The vehicle, which is technically based on the design of tramcars from the ForCity family, meets state-of-the-art technical and safety parameters and can be powered by battery or hydrogen fuel cells.



The Czech and Chinese companies started their cooperation in 2012. Since then several contracts have been signed, the most significant contract concerned the transfer of production technology of the tramcar vehicle 15T ForCity Alfa together with associated training of workers and technical assistance of Škoda technicians. "I can confirm that our knowledge and experience from the operation of the tramcar 15T ForCity Alfa and from the development of other types of tramcars, namely types 26T and 28T ForCity Classic, were used in the development of this new Chinese vehicle 27T. The state-of-the-art Chinese tramcar is the result of long-term and successful cooperation between our company and the Chinese company CSR Qingdao Sifang. It is

evident that we have chosen the correct strategy for establishing ourselves successfully on the Chinese market," says Tomáš Ignačák, managing director of Škoda Transportation, and he adds: "China is generally seen as a very demanding market because of the requirements on the advanced level of product technology. Only a company which offers first-rate products can succeed there. This is one of the reasons why I am very glad that the cooperation between our company and the Chinese company is successful, it is a proof that Czech know-how can break through even on the most demanding markets."

The new Chinese tramcar has several identical parameters with the tramcar 15T ForCity Alfa. "The vehicle consists of three sections with four fully pivoting bogies and independently suspended wheels on the bogie with a direct drive. The drive is provided by 16 synchronous motors with permanent magnets as is the case in the Czech tramcar. The difference is that the Chinese vehicle is bi-directional and wider by 190 mm and longer by 3,790 mm. The vehicle is therefore designed for 60 seated passengers and 320 standing passengers. The height of the vehicle interior was reduced to 2,225 mm. It is also necessary to mention that the vehicle meets the strictest safety standards," adds Radek Elhota, project manager at Škoda Transportation. "The design of the vehicle front and the colour solution were prepared by designers of the Chinese company CSR Qingdao Sifang. At present, alternative types of drives are also very popular in China. These parameters were therefore not ignored during the development of this vehicle, and the tramcar can be fitted with supercapacitors, battery cells and hydrogen fuel cells as an alternative," says Petr Vízdal, Business Development director at the Škoda Transportation company.

In mid-2013 Škoda Transportation concluded a contract on a 10-year licence for production of tramcars ForCity (15T) with the Chinese company CSR Sifang Qingdao. A prototype of the tramcar ForCity (15T) was produced in China already in March 2014. It is a confirmation of the uniqueness and technically advanced level of the tramcar 15T, which operates not only in the capital city of Prague but also in the Latvian city of Riga.

untouched. ÖBB's regular customer surveys show that for the customer, the cleanliness of the trains and the train station is very important.



ÖBB: Spring cleaning begins at more than 1,000 stations

Here we go: ÖBB starts its spring cleaning and cleans now more than 1,000 stations in Austria. Around 450 employees clean with environmentally friendly technology, about two million square meters of floor, 150,000 square meters of glass surfaces and countless stairs, elevators, benches and station clocks. The stations will of course continue to be cleaned throughout the year, but this thorough clean removes the dirt and dust of the winter season.

The environmental aspect is of particular importance for ÖBB: The window, wall and floor cleaning is done without chemicals. This is made possible by high-pressure cleaner with a capacity of 300 bar. Pressure and water vapour in combination with trained personnel replace any polluting detergents.

Cleaning teams, including graffiti removal specialists, leave no corner of the station

Therefore, the ÖBB team pays special attention to objects such as benches and ticket vending machines where the customers come into direct contact.

But punctuality is also for our customers of paramount importance.

So clocks and information boards are made clearly legible, by also having intensive cleaning.





Stadler on track for success in the Netherlands



Peter Spuhler, owner and CEO of Stadler Rail Group, is very proud of this recent success: “This order increases the number of FLIRT trains sold to 1,094. Once again, we have been able to demonstrate that we are in a position to guarantee very short delivery times.” Stadler Rail has processed a high number of orders from its bases in Switzerland in recent years,

always meeting the deadlines. This includes, for example, the order for 50 FLIRT trains from Norwegian State Railways (NSB). The successful execution of this order has already triggered follow-up orders for 31 additional trains, which has seen Stadler set an

unparalleled standard in Europe.

The 58 electric FLIRT trains include 33 three-carriage and 25 four-carriage trains. As with all FLIRT trains, they also include the following features as standard: spacious, transparent interior design, large multi-purpose spaces in the entrance areas and vehicle bodies made from lightweight aluminium, leading to significantly lower energy consumption and thus also substantially lower energy costs. Each train is equipped with an accessible toilet and is prepared for the modern European Train Control System (ETCS). The latest crash fronts ensure a very high level of passive safety for passengers, for example in the case of an accident at a railway crossing.

The four-carriage trains are equipped with 32 seats in first class, 170 seats in second class, 12 tip-up seats and 26 handholds; the three-carriage trains have 32 seats in first class, 114 in second class, 12 tip-up seats and 20 handrails. The trains have a maximum speed of 160 km/h.

Stadler Rail has won an order from Dutch State Railways (NS) for 58 FLIRT trains. The trains will be delivered by the end of 2016. This sees Stadler demonstrate an unparalleled degree of flexibility once again: in recent years, no other company has managed to process so many contracts of this type, with such short delivery times, on schedule. The trains will be used in the commuter and regional transport systems nationwide. The order volume amounts to approximately EUR 280 million. This represents Stadler’s first order from NS.

The particular feature of this order is the very short delivery deadlines for such a large number of vehicles. In rail vehicle construction, the lengthy lead time means that in most cases, production can only begin one to two years after an order has been received. This is because many components have to be purchased and include delivery deadlines of up to one year. Furthermore, engineering also has to construct the vehicle before any orders can be released.



Record result for rail freight

The upward trend of Rail Cargo Group, the freight subsidiary of the Austrian Federal Railways (ÖBB), is continuing. Since 2012, the result of international rail logistics group has been continuously improved. In 2013 the RCG achieved the best result since the founding of Rail Cargo Austria AG. On April 17, the 2014 results of the ÖBB Group and the individual Group companies were presented at the press conference. With an operating result (EBIT) of 103.6 million euros, the Rail Cargo Group is the result of driving a substantial contribution to the success of the entire ÖBB Group, making it one of the most profitable freight railways in Europe.

Figures at a Glance

Austria is still one of the countries with the highest share of rail in European comparison, this is also shown in the balance sheet figures: With a turnover of 2.16 billion euros and 110 million tons of goods transported, including 73 million tonnes in Austria could be the operating result (EBIT) of the Rail Cargo Group in the previous year by 76 million to 103.6 million euros, increased by 36%. At the same time, the EBIT margin increased by 50% to 4.8%. Despite the tense competitive situation, the transport capacity was 29 billion tonne-kilometres and was further expanded (previous year: 25.9 billion), the modal share of rail freight has more than 30% in Austria a top value in Europe.

Overall concept for more customer benefits taking effect

The record results has been achieved through the efforts of approximately 8,100 employees in 18 European countries and defined levers as a consistent implementation of the strategy and a market-oriented structure. Success factor here is the focus is towards customer and market.

With ongoing sales and product optimization, the development of own traction services, and investment in innovative equipment and a modern fleet customer satisfaction has also increased considerably.

Efficient and competitive rail transport companies are a prerequisite, the increasing need for mobility - both passenger, and freight as - to cope. With a clearly defined timetable, it is also the future and continue the targeted transformation program will continue to be consistently in the coming years. With the planned measures and projects Rail Cargo Group’s objective, European champions are not only in economics but in customer satisfaction and as an attractive employer!



VBK and AVG order 25 light rail vehicles from Vossloh Kiepe and Vossloh Rail Vehicles

Within the scope of an option, Verkehrsbetriebe Karlsruhe GmbH (VBK) and Albtal-Verkehrs-Gesellschaft (AVG) have ordered another 25 light rail vehicles of the type "Citylink NET 2012" from the consortium Vossloh Rail Vehicles – Vossloh Kiepe. The original contract on the supply of 25 new low-floor vehicles was concluded in 2011 and comprises two options for altogether 50 vehicles.

The Citylink Net 2012 is a barrier-free LRV, which can be operated on all tram lines of the VBK in the city and in the region on the light rail lines S1 and S11 of the AVG between Hochstetten and Bad Herrenalb / Ittersbach. Thus, the vehicle connects the area surrounding Karlsruhe with the inner city of Karlsruhe and contributes considerably to high urban mobility. The first vehicles from the original order were put into operation in October last year. About half of the first vehicle lot has already arrived in Karlsruhe; several of these vehicles already perform scheduled operation and are used as driver school vehicles.

Just as their predecessors, the Citylink vehicles ordered now have been tailor-made to the Karlsruhe infrastructure and to the regional lines on which they are to be operated. The NET 2012 provides barrier-free access at many reconstructed or new platforms with a height of 34 cm.

Thus, on the one hand, the vehicle ensures boarding and alighting at street level and, on the other hand, it fulfils the high collision requirements for a regional rail vehicle, which means that people with restricted mobility or with prams can board the vehicle

at street level despite its serviceability on regional lines.

The extremely lightweight optimized structure responds to the high structural requirements without reducing safety or penalizes weight. The driver's cab is designed to allow great visibility. The compact pivoting bogies are equipped with pneumatic secondary suspension which provides superior dynamic characteristics as well as comfortable and smooth ride.

The modern traction system of Vossloh Kiepe provides reliable and innovative electric technology. Vossloh Kiepe delivers the complete traction equipment, the vehicle control system, the on-board power supply system, the air conditioning system for the passenger compartment and the driver's cab, the train protection system and the passenger information system as well as the CCTV.

Vossloh Rail Vehicles has developed the Citylink NET 2012 and produces the bogies, bodysells and assemblies the light rail vehicles.



Accession of the Czech Republic to Rail Freight Corridor North Sea – Baltic Sea

In the year 2010, the Regulation of the European Parliament and the Council No 913/2010 defined nine rail freight corridors (RFC) creating a railway network on the EU territory for competitive railway transport. This network of freight corridors has as objective to increase the share of the environmental-friendly railway on the transport market within the European Union and to support the development of an internal market within freight transport.

Up to now, three of nine European corridors were crossing the Czech Republic which is traditionally situated on the crossroads of important European routes: the RFC 5 corridor (Baltic Sea – Adriatic Sea), the RFC 7 corridor (Orient – East Med) and the RFC 9 corridor (Czech-Slovak, in abbreviation CS corridor). However, none of these corridors connected the Czech Republic sufficiently to Western Europe countries. Therefore, the Czech Republic and the RFC 8 countries (Belgium, the Netherlands, Germany, Poland, Latvia) showed their best efforts towards the European Union and together with Poland asked for an extension of this corridor with a new southern branch which connects - besides the Czech Republic – the areas of Lower and Upper Silesia to this corridor as well, characterised also by strong economic ties to the industrial area of Rhineland and North Sea harbours. The Czech Republic thus becomes a locality where three corridors – RFC 7, 8 and 9 connect.

On 16 April 2015, the approval procedure was finalised by the European Commission and the Czech Republic acceded to the Rail Freight Corridor North Sea – Baltic Sea. After

more than two years of preparations, the Czech Republic thus becomes a full member of this corridor, designated as RFC 8. The railway line Prague – Kralupy nad Vltavou – Děčín – Dresden with a continuation further to Hannover constitutes now a new branch of the corridor North Sea – Baltic Sea with inconsiderable importance for the development of combined transport and our terminals which thus acquire an advantageous connection to North Sea harbours as well as to the harbours of Rotterdam and Antwerp.

For Czech carriers operating between the Czech Republic and North Sea harbours and the Ruhr Region, this accession presents an opportunity for acquiring access to the so-called pre-arranged paths which are constructed on each freight corridor and being offered to interested parties among carriers and customers by the Corridor One-stop shops (C-OSS). Their purpose on corridor lines is to guarantee continuous and homogeneous capacity for freight trains (preferentially for trains crossing at least one state border) and thus to contribute to higher speeds, reliability increase and overall performance of rail freight transport with a positive impact on the competitiveness of the railway as a whole.

Therefore, the accession of the Czech Republic to the RFC corridor North Sea – Baltic Sea is a step to a more connected Europe as well as an opportunity to increase further the role of the railway on these key connections.

From the UK - Nene Valley Railway

The Nene Valley Railway (NVR) is a preserved railway in Cambridgeshire, England, running between Peterborough Nene Valley and Yarwell Junction and is 7 1/2 miles in length. On April 11th/12th the line held a diesel gala which brought in many visiting locos. We start with visiting DB Schenker's Class 60 001 crossing the river at Wansford with the lines resident Class 31 271. [Class47](#)



Visiting from the East Lancs Railway, Class 33 109 is seen with a rake of Belgian coaches at Wansford, working a service to Peterborough. [Richard Hargreaves](#)



Recently returned to traffic, UK Rail's Class 56 104 stands in the sunshine at Wansford working a service to Peterborough. Richard Hargreaves



DCR's Class 31 601, another guest for the weekend, arrives into Wansford with a service from Peterborough, hauling some former Danish coaches. [Class47](#)



In spring sunshine, Hanson Traction's Class 50 008 leads the East Lanc's visiting 50 015 into Wansford. Richard Hargreaves



Class 14 No. 9529 departs Wansford working a train to Yarwell, whilst stabled in the yard can be seen former London Transport Sentinel 0-6-0 No. DL83. [Class47](#)



Former Swedish railbus No. 1212 'Helga' stands in the sunshine at Wansford ready to work a service to Yarwell. Class47



GBRF's visitor to the line for the gala was Class 66 757, seen here arriving into Ferry Meadows whilst heading a working to Peterborough. [Class47](#)



Another Class 14, No. D9523, from the Derwent Valley Railway, is on site at Wansford for engine repairs. [Class47](#)



And finally another Class 14, this is No. D9520 (the former Corby steelworks No. 45), seen moving off the depot at Wansford and heading onto the main line. [Class47](#)



From the Archives

On February 10th 2005, an OBB Class 1014, No. 1014.003 runs light engine through Salzburg Hbf. The station here has been completely redeveloped in recent years, and the bridge that this photo was taken from doesn't exist anymore. [Class47](#)





Long since withdrawn, Czech double-deck EMU Class 470.004 stands in Praha Hl.n. on September 17th 2008. [Class47](#)





On September 19th 2008, Ceske Drahy's Class 749.102-0 heads through Praha Vrsovice hauling a single carriage. [Class47](#)

