Railtalk Magazine *Xtra*

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Contents

Submissions

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

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Please include a detailed description and credits of the author.

From the Editor...

Welcome to another edition of Railtalk Xtra, and another fantastic bumper month for photos.

Well this month has been overshadowed by the tragic events in Studenka, Czech Republic where a Pendolino and lorry collided on a level crossing killing two and injuring several others. Just why these drivers, and indeed pedestrians take such risks is beyond me. The initial accident reports states that the crossing was fully functioning and the lorry driver stated that he thought there would be enough time to get across... well I'm sorry but those red lights are there for a reason and not just for decoration. At least one coach of the Pendolino was severely damaged and discussions are ongoing as to if it can be repaired but the implications if it can't means that probably the whole unit will be scrapped as the cost of a one-off build would be excessive.

On a different note, news has come in of a major restructuring at DB in order to reduce costs and make the whole company more efficient. Of interest here in the UK is the potential for selling off of the DB and Arriva operations in this country, we will have to wait and see on this one.

As always a huge thanks to everyone who have sent in photos this month, please keep them coming as it makes our job even more enjoyable and as always don't forget to take the camera on holiday with you!

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: Mark Allatt, 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, Tim Proudman, Railwaymedia, Laurence Sly, Gary Smith, Steamsounds, Mark Torkington, Tim Ward and Andrew Wilson.

Front Cover: Pacific National No. TT117 leads Nos. 9309 and 9310 up the grade at Thornton on an empty coal working from Kooragang.
Anton Kendall

This Page: A container train headed by Transrail No. CC2417 (an EMD GT22) rushes through the suburb of Thiaroye.
Mark Torkington

Pictures

Ceske Drahy's Class 749.107 is photographed on May 1st (a Czech national holiday), having arrived at Moravský Beroun with the 08:33 additional train No. Os 24031 from Olomouc. This was in connection with the Bílý kámen cycling event, hence the use of 2 'full brake' coaches at the front for the many cyclists on board to stow their bikes. The train went back as an additional train later that morning, this time pretty empty apart from a handful of Czech and English enthusiasts. Tim Proudman

Nohab No. 1151 heads northbound at Kaub on June 15th with an engineering train. Mark Allatt

Lokomotion's Class 189.912 -9 heads an Ekol intermodal service through Villach West . This train had originated in Italy.
Anton Kendall

On May 28th, Hunter DMU No. 2706 calls at Warabrook with a local service from Hamilton, heading towards Maitland.
Anton Kendall

On June 12th, DB Class 151.113 and 151.098 head a coal working through Lehrte. Paul Godding

A loco convoy of machines bound for the DB Museum at Koblenz to feature in the following Weekends '103 fest', an event to celebrate 50 years of the DB Class 103 locos, passes Lorch on June 12th. The convoy consisted of Class 202.563, V60.1100, 118.005, 211.049, 180.014, 219.084, and 120.274. Mark Allatt

DB Class 218.416 and 218.426 arrive at München Hbf on June 23rd at the head of train No. EC191, the 07:16 from Zürich HB whilst in the background Class 218.433 and 218.419 wait to drop onto the stock to work train No. EC194, the 12:33 return service.
Andy Pratt

FUC operated Class 190.302-6 works the 07:07 Udine - Villach Hbf international stopping service through Villach West.
Anton Kendall

DB Class 151.140 passes Linz with a northbound freight working on June 13th. Mark Allatt

QR National No. 5024 leads 5031 on an empty coal working from Kooragang up the grade at Thornton on May 28th. Unusually, this train was using the main line. Anton Kendall

On June 10th, TSS operated Class 740.604 heads an engineers train out of Velky Osek. Paul Godding

SNCF BB No. 22343 arrives at Narbonne working the 07: 31 Bordeaux - Marseille service. FrontCompVids

Skoda built Class 381.002-5, one of only two Class 381s working for ZSSK, pushes a rake of double decker coaches through Bratislava hlavna stanica. Anton Kendall

On June 9th, ZSSK Class 240.028 slows for a stop at Trnovec nad Vahom with train No. Os4626 13:51 Nove Zamky to Bratislava.
Mark Pichowicz

QR National No. 5045 leads 5021, on a loaded coal working towards Kooragang, down the grade into Thornton.
Anton Kendall

On June 10th, Ceske Drahy's Class 163.046 heads a very mixed rake of stock through Velky Osek, presumably taking them for repair. Paul Godding

Achenseebahn No. 2 ‘Hermann’ is seen at Jenbach waiting to work the 14:00 to Seespitz on July 8th. John Balaam

On July 8th, Zillertalbahn No. 83-076 is pictured being prepared for working a service to Mayerhofen. John Balaam

Preserved Zillertalbahn engine No. 1 ‘Raimund’ is seen at Jenbach. John Balaam

Achenseebahn No. 4 ‘Hannah’ stands at Jenbach on July 8th John Balaam

Class 485.017 and 186.251 round the Wattinger curve at Wassen with a southbound intermodal working. Mark Pichowicz

A pair of Rabbits, Nos. 218 342 and 218 372 come off the Hindenburgdamm onto the mainland with the 12:00 shuttle from Westerland, July 14th. Mark Bearton

On July 4th, and with Zugersee in the background, Class 446.015 is seen shortly after passing through Immensee with a Voralpen Express service. Mark Pichowicz

DB Class 143.568 with an RB27 service for Koblenz Hbf and 111.008 with an empty stock working arrive at Köln Hbf.
Steamsounds

SNCF No. 407393 stands at Grisolles on May 12th working the 17:25 Toulouse - Brive La Gaillarde service. FrontCompVids

ÖBB Class 1016.035-8 leads a Class 1144 on a lengthy mixed freight through Villach Warmbad, heading for Villach Vbf.
Anton Kendall

ZSSK Class 736.104 pauses at Banov with train No. Os5036 14:49 Nitra - Nove Zamky, June 9th. Mark Pichowicz

Pacific National No. 9209 leads 9312 and 9302 past Victoria Street on a loaded coal working towards Kooragang, passing an empty working heading in the opposite direction. Anton Kendall

Class 181.201 leads 181.218 working train No. IC2256 Frankfurt to Saarbrucken past Laudenbach on June 12th. Mark Allatt

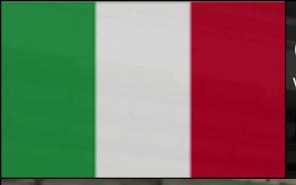
SNCF Fret's No. 407400 stands at Saint Agne on May 12th whilst working the 19:41 Toulouse - Pau service. FrontCompVids

ÖBB Class 1144.099-9 leads a sister loco and a long rake of empty Slovenian iron ore hoppers heading for Koper Docks, through Villach Warmbad. Anton Kendall

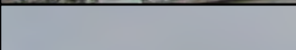
On June 9th, ZSSK Class 240.051 approaches Surany Zastavka with train No. Os5702 13:53 Zvolen to Nove Zamky.
Mark Pichowicz

On May 28th, Glencore No. XRN006 leads XRN027 and XRN011 on an empty coal working from Kooragang down the grade at Metford. Anton Kendall

On the Hungarian side of the Romanian border, Class 418.321 is seen working train No. R6826 Debrecen – Jibou, June 16th.
Tim Farmer



On May 14th, Trenitalia's Class 464.570 and 464.315 stand at Ventimiglia along with the stock for the 18:08 service to Cannes La Bocca. FrontCompVids



In 2007 India supplied 5 of these 12 cylinder ALCO engines for the international train between Dakar and Bamako. However in 2009 the train ceased to operate and now 4 are in service in Mali and this one (No. CC2301) is found in service in Senegal, seen here having just arrived at Dakar Cyrnos. Mark Torkington

On June 16th, Class 418.333 has arrived at Debrecen with the 15:00 service from Satu Mare (Romania). Tim Farmer

Pacific National No. 8230 leads 8142 with a containerised ore train through Warabrook on May 28th. Anton Kendall

Class 2016.019 stands at Wien Hbf having arrived with a service from Bratislava. Mark Torkington

OBB Class 1144.257 working a REX service waits time in Wien Hbf on April 26th. Mark Torkington

OBB Class 1144.290 departs Wien Westbahnhof, seen from the handily located road overbridge. Mark Torkington

SNCF No. 22256 working the 12:20 Marseille - Avignon Centre, calls at Miramas. FrontCompVids

Romanian Class 477-742 stands at Miercurea Ciuc working the 04:30 Toplita – Brașov service on June 13th. Tim Farmer

Metrans Class 386.009 passes Kurort Rathen whilst hauling a southbound intermodal train. Laurence Sly

SNCF Nos. 67419 and 67578 stand at Nantes whilst working the 06:16 Quimper - Bordeaux service. FrontCompVids

On June 13th, Class 41-0741 waits time at Ghimes whilst working the 07:17 Miercurea Ciuc – Comanesti local service. Tim Farmer

Class 140.438 skirts the Rhine as she passes Marksberg Castle with the Tues - Fri DGS 84097 Langenfeld to Wassertruedingen Chemical train. The photo was taken from a corner of a Vineyard near Braubach on June 16th. Mark Allatt

A smart looking SNCF No. 67436 leads 67554 working the 13:00 Nantes - Bordeaux service, seen here at Jonzac on May 9th.
FrontCompVids

On June 10th, TSS Class 180.011 (formerly in service with DB) heads through Velky Osek with a rake of Railco wagons heading for Kolin. Paul Godding

Class 140.850 and 140.837 haul a very heavy loaded steel train No. 60305 from Oberhausen West to Andernach as it heads out of Remagen on June 14th. Mark Allatt

Class 60-0757 stands at Piatra Neamt on June 14th with the stock for the 14:25 service to Bacău. Tim Farmer

SNCF No. 67573 is seen on the rear of the 16:29 Mirimas - Marseille service as it arrives into La Redonne Ensues on May 15th. FrontCompVids

On June 5th, Regiojet's Vectron Class 193.206 stands at Praha hl.n. having arrived with a service from Kosice. Class47

AWT's Class 753.738 passes Techlovice whilst hauling a southbound coal train along the east bank of the River Elbe.
Laurence Sly

On June 1st, OBB Class 1142.682 stands in Graz Hbf having arrived with train S5 4102 04:39 Spielfeld Straß - Graz.
Keith Hookham

At Kadaň-Prunéřov on June 9th, SD - Kolejova Doprava Class 184.504 is pictured unloading coal. Paul Godding

Shortly after departing Usti nad Labem, Class 753.703 and 753.736 pass the lock and dam at Strekov as they haul a coal train along the east bank of the River Elbe. Laurence Sly

OBB's Class 1144.226 stands at Gratwein-Gratkorn working train No. REX1992 15:01 Graz - Selzthal. Keith Hookham

On June 11th, AWT Class 740.618-4 leads another class member through Lovosice with a rake of ballast wagons. Paul Godding

AWT's Class 121.038 passes the Church of St. Josef at Vanov whilst hauling a northbound coal train along the west bank of the River Elbe. Laurence Sly

Desiro heaven... as ÖBB Class 5022.031-6 enters Villach Warmbad on April 8th heading an evening service towards Hermagor, whilst 5022 022-5 works empty towards the depot.
Anton Kendall

BLS locos Nos. 181 and 168 pass Silenen whilst working a freight train from Emmenbrucke to Lecco on June 5th. Laurence Sly

Rhb No. 54 and a classmate haul the 10:03 Bernina Express from Tirano to St. Moritz round the final sharp curve into Alp Grüm.
Steamsounds

Class 480.003 is pictured before departure on train No. EC316 16:10 Budapest Keleti - Graz at Budapest on May 31st. This is the first of 4 locos that will work this train during its journey. Keith Hookham

Second loco of the train, (former DB Class 232) Class 651.008 which took the train forward from Csorna to Szombathely. Keith Hookham

Then at Szombathely H-GYSEV Class 430.330 took the train forward to Szentgotthard. Keith Hookham

And finally from Szentgotthard to Graz is OBB's Class 2016.093. Keith Hookham

A DB Class 143 passes Krippen whist working the 10:46 Meissen Triebischtal - Schoena service. Laurence Sly

A SBB Re 4/4 passes Wassen whilst working train No. IR2323 12:04 Basel SBB - Locarno on June 3rd. Laurence Sly

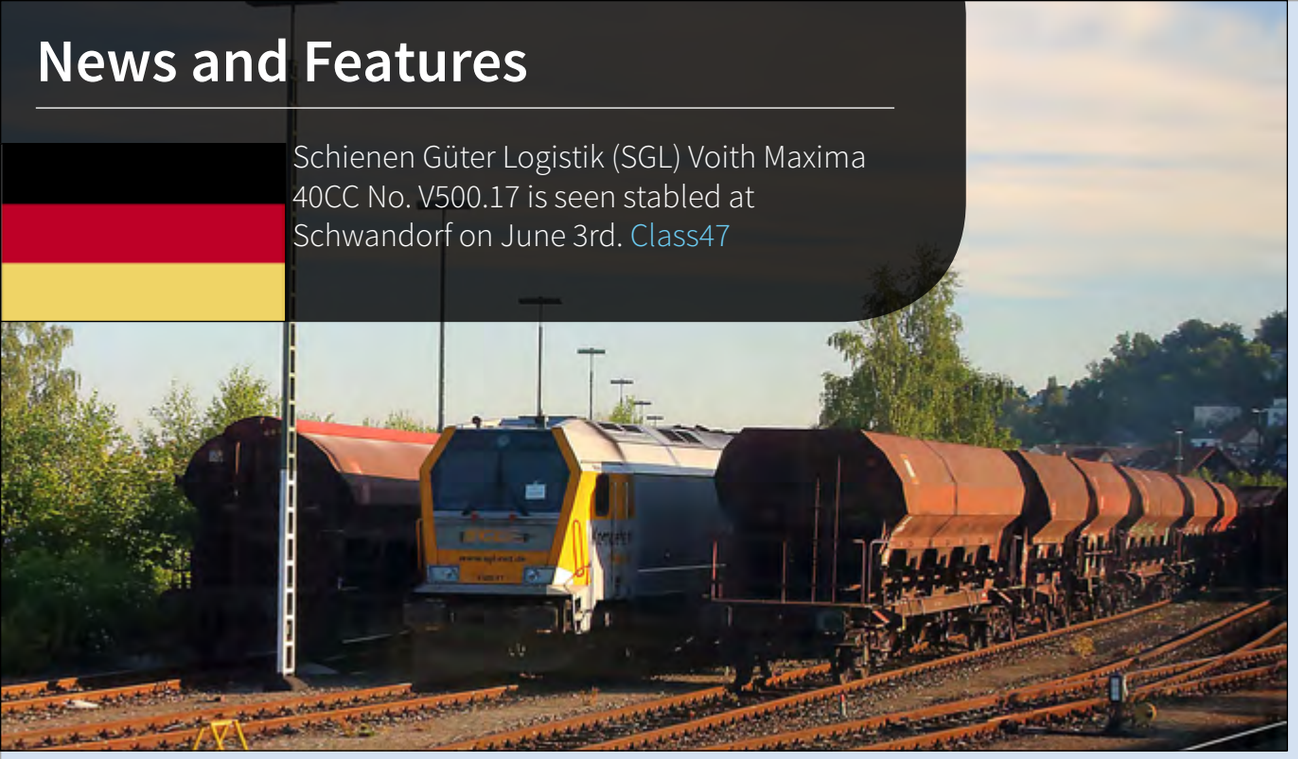
Right: Siegburg tram No. 837 arrives into Bad Honef. Steamsounds

Main: Nordhausen tram No. 81 heads towards Bahnhofsplatz. John Balaam

Below: Wurzburg tram No. 213 stands in Julius Promenade with a line 2 service to Hauptbahnhof. John Balaam

Skoda built Brno tram No. 1717 passes under Brno hl.n. on June 9th working a line 8 service to Lisen Mifkova. Paul Godding

News and Features



Schienen Güter Logistik (SGL) Voith Maxima 40CC No. V500.17 is seen stabled at Schwandorf on June 3rd. Class47

Bombardier's Drivers Assistance System for Trams Receives Homologation

Rail technology leader Bombardier Transportation, has announced that their innovative Drivers Assistance System (DAS) has received homologation for passenger service in Germany. Starting in August 2015, trams equipped with this innovative tram safety platform will enter service in Frankfurt am Main, Germany. The DAS is a highly-innovative, anti-collision system that gives trams drivers advanced warning of a potential impact with pedestrians, bikers, other vehicles, or objects obstructing the tram tracks. The system uses a network of stereovision cameras to identify and track the movement of objects on or near a tram's path. Should a potential collision be identified, the system issues an audio alert for the tram driver and can even perform an automatic braking function. This new safety platform compliments the recent development of Bombardier's BodyGuard™, a type of external airbag for trams that prevents pedestrians from being trapped under a moving tram, which is typically the cause for the most serious injuries. Both technologies demonstrate Bombardier's commitment to developing cutting-edge technologies that improve vehicle safety for operators, passengers and pedestrians. The highly-complex DAS platform was made possible with technical support from the Austrian Institute of Technology (AIT) and Frankfurt am Main's transport authority the Verkehrsgesellschaft Frankfurt am Main (VFG), who provided testing opportunities. Following approval by the technical supervisory authority, VFG's vehicle no. 272 is now the first tram in the world to operate normal service equipped with DAS. It is currently being used for training and VGF will soon equip its other 73 "S" tramcars with the DAS, making the Frankfurt fleet the first to be completely equipped with this new safety technology. This upgrade will run until December 2016.

Alstom to extend the Constantine Tramway

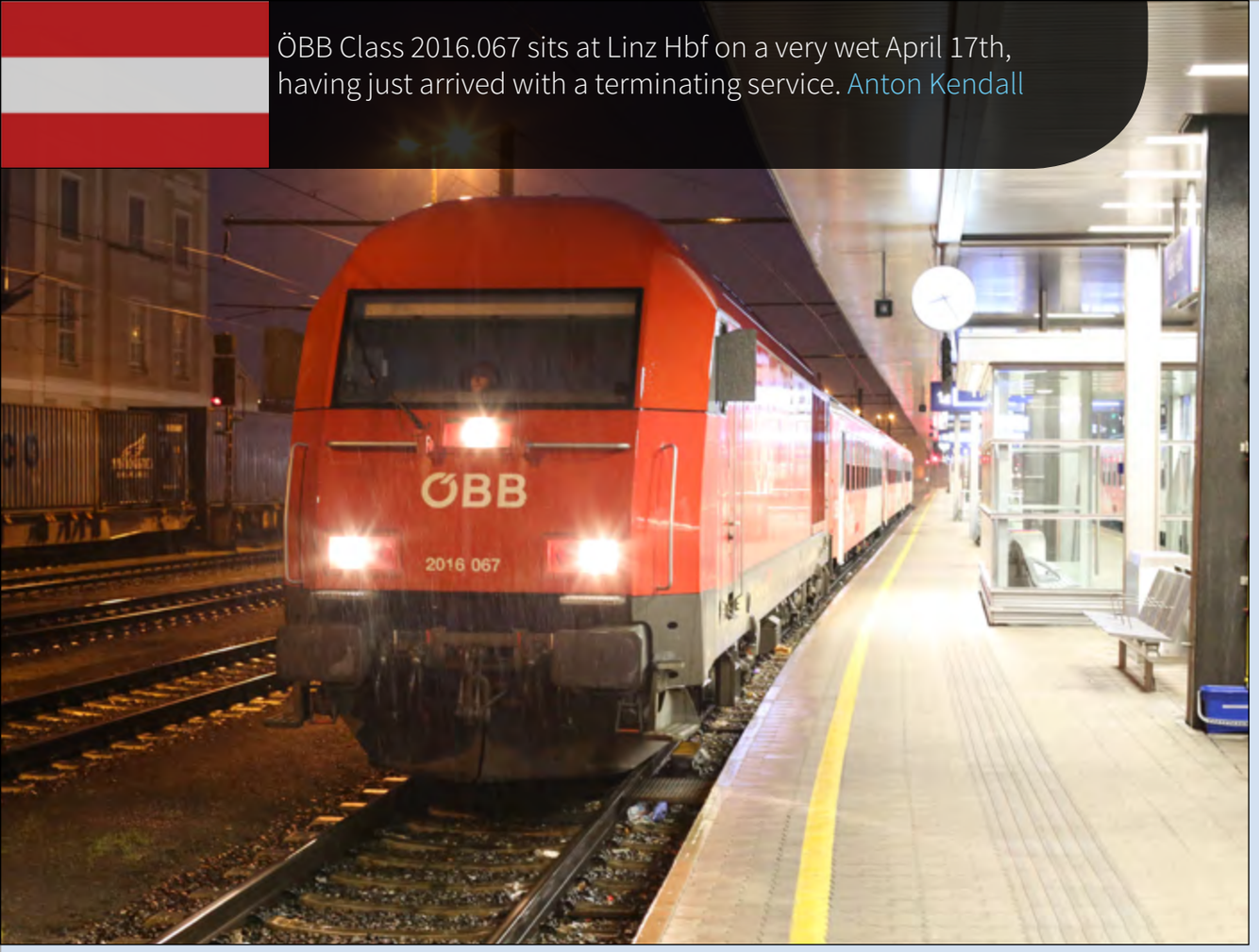
Alstom, together with its three consortium partners, will extend the Constantine area Tramway by 10 kilometres. Alstom's share of the contract, awarded by EMA (Entreprise Metro d'Alger, Algeria's public transport operator), amounts to around €80 million. The completion of the extension is scheduled for 3 years from now.

Alstom will supply the integrated system, tracks, catenaries, telecommunications and signalling, substations and ticketing equipment. The extension will link the existing station of Zouaghi with the new city of Ali Mendjeli and with the Mohamed Boudiaf airport. Since its inauguration in July 2013, the tramway has already carried more than 7.2 million passengers. Its extension towards the new city, which is densely inhabited, will further increase this ridership.

The extended line, which will span 18 kilometres in total once work is completed, will be equipped with the first Citadis trams manufactured at the Annaba site (in the north-east of Algeria) by Cital, Alstom's local joint-venture, formed with Ferrovial and EMA in 2010. Through Cital, which counts 200 employees, Alstom is well placed to meet the growing need for tramway systems across the country and to support the development of Algerian cities. "By placing this new order, EMA confirms once again its confidence in Alstom's integrated tramway solutions. Alstom is proud to participate in the development of Constantine's public transport network through a mode that is sustainable, fluid, comfortable and accessible to all passengers", said Gian-Luca Erbacci, Senior Vice President of Alstom Transport Middle East and Africa.

Alstom has operated in Algeria for more than 60 years and supports the country in its ambitious project for the development and enhancement of its railway infrastructure. Alstom has already supplied integrated tramway systems for Algiers, Oran and Constantine and is supplying infrastructure for the tramways of Ouargla, Mostagamen and Setif.

Photo: © Citadis Constantine - Alstom Transport CAPA - K.Mohamed



ÖBB Class 2016.067 sits at Linz Hbf on a very wet April 17th, having just arrived with a terminating service. Anton Kendall

Alstom's new computer-based interlocking system now operating in Italy

Alstom's new remotely controllable computer-based interlocking system, which was produced for Rete Ferroviaria Italiana , has now been activated at Bari Parco Nord.

The €7.6 million project involved replacing the previous electromechanical system with Alstom's latest-generation of Smartlock 400 GP system, and other related works such as: the installation of electrical power supply, telecommunications, air conditioning, fire alarm and extinguishing and access protection equipment.

The system will allow the operator to manage rail traffic safely in accordance with the most recent standards and regulations. "The collaboration with RFI to obtain the authorisation of the National Railway Safety Agency was a determining factor in ensuring the success of this project, which involved the implementation of a new product," declared David Cannafoglia, Managing Director of Alstom Bologna. This product has been developed by Alstom's railway signalling centre of excellence in Bologna and its railway signalling research and development centre in Bari.

Eurostar reports record passenger numbers

Eurostar, the high-speed passenger rail service between the UK and mainland Europe, has reported the highest ever number of passengers transported on Eurostar in one quarter with over 2.8m customers travelling between the UK and the continent in Q2 2015. This represents a year-on-year increase of 3% in passengers compared with the same period last year (2.8m 2015: 2.7m 2014). Business travel also went from strength to strength with the uplift in the number of Business Premier passengers reported in the first three months of the year continuing through the second quarter. Business Premier passenger numbers in Q2 2015 rose by 10% compared with the second quarter of last year with an increase reported on both sides of the channel.

Sales revenues for the second quarter rose by 1.5% compared with the previous year (£232m Q2 2015: £229m Q2 2014). As reported earlier this year, sales revenues in Q1 2015 were impacted by terrorist attacks in Paris and the closure of Eurotunnel following a lorry fire. As a result, overall sales revenues for H1 2015 were down 2% year-on-year. Over the first 6 months of the year passenger numbers rose by 2% (5.1m H1 2015: 5.0m H1 2014). The second quarter of the year was marked by the introduction of Eurostar's new all year round direct service to the South of France launched on 1 May 2015. The route, which runs between London and Lyon, Avignon and Marseille, has captured the imagination of travellers with over 88,000 tickets sold to date. The strong sales of tickets are testament to the enduring appeal of the Mediterranean and Provence which offer travellers the quintessential French holiday experience. Whilst each of the destinations attracts a strong following during the summer months, many customers are now booking the service to Lyon for their winter ski trips. With its proximity to the French Alps, Lyon provides a convenient gateway with easy road and rail connections to a range of popular ski resorts. Tickets for all of Eurostar's ski services, including a direct service to Bourg St Maurice and a connecting service to Geneva and the Swiss Alps, went on sale in July and are already selling fast as passengers start to plan their winter breaks.

Given the record number of passengers carried in Q2 this year, Eurostar is pleased to report that its new fleet of trains is now in the final stage of testing. The new e320 trains, which have increased seat capacity, are on schedule to be launched at the end of the year. The first newly remodelled and redesigned train from the current fleet (known as the e300) will enter commercial service in the coming weeks. The new trains, which boast a new livery and interiors created by the world-renowned Italian design house, Pininfarina, as well as wifi connectivity and advanced passenger information services, are set to transform the travel experience for passengers. Nicolas Petrovic, Chief Executive, Eurostar, said:"Over the last three months we have carried more passengers than in any other quarter. With demand for our services at an all-time high we are looking forward to the arrival of our new trains. The combination of state-of-the-art design, unrivalled comfort and 20 per cent extra seats means that we are well placed to meet the growing demand as passengers increasingly opt for high speed rail over plane."

Alstom to deliver 17 Coradia Polyvalent trains to SNTF

Alstom has signed a contract with Algeria's Société Nationale des Transports Ferroviaires (SNTF) to supply 17 Coradia Polyvalent inter-city trains. The contract is worth around 200 million euros. The first train will be delivered in January 2018.

This investment is part of SNTF's programme to modernise and extend its network. The trains will link Algiers to destinations such as Oran, Annaba, Constantine and Béchar. "We are delighted that SNTF has placed its confidence in Alstom. Already adopted by SNCF and the French regions since 2009, Coradia Polyvalent is the ideal choice to meet Algeria's transport needs. Algerian passengers can be sure that they are travelling on trains with the latest technical innovations, combining comfort, performance and protection of the environment," said Gian-Luca Erbacci, Senior Vice-President of Alstom Transport in the Middle East and Africa.

The Coradia Polyvalent for Algeria is a dual-mode train (diesel and electric, 25 kV) able to travel at 160 km/h. With a total length of 110 metres, the train has six carriages and provides capacity for 265 passengers.

Coradia Polyvalent meets the needs of SNTF and its passengers. It is adapted to the environmental conditions of the country (sand, external temperatures) and has a highly efficient air conditioning system. The train also has a fully low floor for easy access and movement on board. Accessible to everyone, particularly passengers with reduced mobility, it respects the latest TSI PRM standards. Finally, the train's design and highly efficient motors eliminate noise and vibration for unparalleled comfort.

The teams at Alstom's site in Reichshoffen, France will design, produce and test the 17 trains. Five other French sites will contribute to the project: Saint-Ouen for the design, Le Creusot for the bogies, Ornans for the motors and alternators, Tarbes for the traction chains and Villeurbanne for the on-board electronics and passenger information system.

Photo: © Alstom Transport/ Design & Styling

Erfurt tram No. 634 heads along Windhorststrasse.
John Balaam

Vossloh España received orders for eight EUROLIGHT locomotives for the UK and Italy

Vossloh España has been awarded two new orders from operators in the United Kingdom and Italy for its EUROLIGHT family locomotives. Vossloh España will deliver another seven UKLIGHT locomotives to the British operator Direct Rail Services (DRS) via Beacon Rail Leasing Limited. These vehicles will be used for both, passenger and freight services. This locomotive - named Class 68 in the United Kingdom - is based on Vossloh's EUROLIGHT platform and has been adapted to UK gauge and British regulations. "This third contract will bring DRS' fleet of UKLIGHT locomotives to 32 units as it impressively proves the high trust of DRS and Beacon Rail Leasing into Vossloh" said Iñigo Parra, CEO Vossloh España. The first 15 vehicles already went into passenger and freight services a year ago. The 10 locomotives of the second order will be delivered in the coming months. "The acquisition of the locomotives allows us to continue to grow and to support the needs of our customer and the UK rail market", said Ted Gaffney, CEO of Beacon Rail Leasing.

Furthermore, Vossloh España will supply one EUROLIGHT locomotive to the Italian rail operator Dinazzano Po to be used in freight services. This is the first locomotive contract awarded to the Valencia based company from Italy. Designed and manufactured by Vossloh España in Albuixech (Valencia), the EUROLIGHT is a high-power 4-axle diesel-electric locomotive, with AC/AC transmission and low axle load. It fully complies with all European standards regarding safety, emissions and environmental protection. Characterised by its high traction power and light weight it offers excellent flexibility to rail operators since the units can be operated on main lines as well as on secondary lines.

Re 4/4i No. 10009 arrives at Effretikon with a Winterthur to Sumiswald-Grünen railtour operated by Swiss Classic Train. The tour ran from Winterthur to Hutwil with No. 10009 where 3 steam locos took over for the run to Sumiswald-Grünen. (See next page). Mark Pichowicz

OeBB based steam locos Nos. SBB 196, OeBB 2 and J-S 35 are seen at Sumiswald-Grünen with a Swiss Classic Train railtour. After a break to visit to the traditional Emmental farmers market, Re 4/4i No. 10009 returned the train to Winterthur via Ramsei and Burgdorf. Mark Pichowicz

Alstom delivered the first Citadis tram to Rio de Janeiro

Alstom's first Citadis tram for Rio de Janeiro, Brazil, arrived at Rio after 20 days of transit from Alstom's facility in La Rochelle, France where four more others are being produced. This is the first of the 32 tramsets ordered from Alstom by the city of Rio de Janeiro through the VLT Carioca consortium in 2013 as part of an integrated catenary-free tramway system. The 27 other trams will be produced at Alstom's recently inaugurated Taubaté facility in Sao Paulo, Brazil The integrated tramway system supplied by Alstom to Rio includes 32 44-metre-long Citadis trams along with power supply, signalling and telecommunication systems. The tramway line will be 100% catenary-free combining APS – which supplies power via a third rail positioned centrally between the running lines – and supercapacitors – modules installed on the roof of the tram which store energy and regenerate it during braking. The line, which is 28 kilometres long and includes 32 stations, will be partially opened in mid-2016 in time for the Olympic Games.

"Alstom is pleased to hand over the first Citadis tram to Rio de Janeiro, the first city in Brazil to be equipped with a full tramway system that will be connected to buses, metros and trains, and which enhances intermodality while reducing congestion and pollution," declared Michel Boccaccio, Senior Vice President for Alstom Transport in Latin America.

Alstom masters every stage of the tramway system, from design to complete validation and commissioning in its urban environment, and is a leader in the maintenance of the complete system.

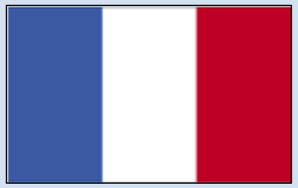
The company can rely on its experience with 17 integrated tramway solutions projects awarded, positioning the company as the world leader in this field. Alstom is currently managing the construction of 8 tramway systems including Cuenca (Ecuador), Rio (Brazil), Sydney (Australia), Nottingham (UK), Lusail (Qatar) and further projects in Algeria.

Stadler to build 11 more trains for the BVG

The Berliner Verkehrsbetriebe (BVG) and Stadler Pankow GmbH are set to continue their cooperation, with 11 more underground trains to be completed in Berlin Pankow by the end of 2017. Two type IK underground train prototypes – which have already been dubbed "Icke" by the BVG – are currently undergoing trials on the BVG route network. With funds provided by the Berlin Senate from the Special Infrastructure Fund for the Growing City (SIWA), the BVG is now in a position to request further prototype vehicles in the near future. The total order volume amounts to approximately EUR 60 million. "We are delighted to be able to expand our underground train fleet with 11 more of these modern vehicles in the near future," said Dr Sigrid Evelyn Nikutta, Chairwoman of the Management Board and Operations at the BVG. "We are all aware that Berlin is growing. And the new trains, which we are able to buy thanks to the SIWA funds from the Berlin Senate, will help to ensure that the BVG's mobility services can grow together with the city."

"The continuation of our successful cooperation with the BVG is an endorsement of the quality of our work and our innovative vehicle solutions," said Ulf Braker, Director of Stadler Pankow GmbH. "We're absolutely delighted and we are very proud to produce more trains for our capital city and thus also the domestic market."

The new vehicles are to be fitted with the technical configuration necessary to travel on both narrow- and wide-profile tracks. The four-carriage bidirectional vehicles are equipped with bright, friendly passenger compartments and a modern height compensation system. This allows the vehicles to be adjusted to different platform heights. Due to the slight outward curve of the carriage walls, which is known as "ballooning", the carriages measure 2.4 metres across. Each underground train contains around 80 seats and provides additional standing room for 260. Consistent barrier-free access and increased multi-purpose areas have been designed with comfort in mind for those with restricted mobility. Bulky luggage, pushchairs and bicycles can also be more easily transported.



Alstom and Bombardier deliver the 100th MI09 trainset to STIF and RATP

Alstom, Bombardier, RATP and STIF have celebrated, at the Alstom site of Valenciennes Petite-Forêt, the departure from the factory of the 100th MI09 duplex train destined for Line A of the RER network in Paris. The delivery is part of a contract awarded to the Alstom-Bombardier consortium in 2009.

In February 2015, STIF ordered

10 extra trains, bringing the total number of trains ordered to 140.
Every MI09 can transport up to 2,600 passengers at maximum speeds of 120 km/h. Each train is 110 metres long and is made up of five cars, each equipped with three large doors on either side to facilitate passenger exchange in the stations. Its highly efficient electrical braking system reduces the energy consumption of the trains. A Wi-Fi link between the train and the ground ensures the transmission of the train's operational parameters, thus anticipating maintenance operations and guaranteeing a reliable service.

The MI09 trains are designed and produced in France on the industrial sites of Alstom in Valenciennes Petite-Forêt and Bombardier in Crespin. The five other French Alstom Transport sites involved are Ornans for the traction motors, Le Creusot for the bogies, Tarbes for the traction chain equipment, Petit Quevilly for the main transformer and Villeurbanne for the passenger information and electronic control systems.

Line A of the Paris RER2 transports 1.2 million passengers a day, which makes it the most heavily frequented regional line in Europe. The MI09 trains currently in service on the line have already covered over 24 million kilometres.

First Siemens-built Thameslink train arrives in London

The first brand new Siemens-built Class 700 Desiro City train has recently arrived in the United Kingdom (UK). The trains are set to transform passenger experience on the Thameslink rail routes when it rolls into action next year. Designed to provide much-needed extra capacity on the South-East's busy commuter routes, the train arrived at the newly constructed Three Bridges traincare facility near Crawley, West Sussex.

Siemens and operator Govia Thameslink Railway (GTR) will now be undertaking an exhaustive testing programme. Passenger service will begin in spring 2016 on the Thameslink network between Bedford and Brighton and later on routes to and from Cambridge and Peterborough as well as to other destinations in Kent and Sussex.

UK Rail Minister Claire Perry said: "We are investing record amounts building a world-class railway that provides more capacity, more services and better journeys. The Class 700 trains will transform rail travel for customers and provide a massive jobs boost for Britain and a significant boost to our economy. The arrival of this first train is a huge step forward for the Government-sponsored Thameslink Programme, which is creating thousands of jobs across the country and is a vital part of our long-term economic plan. I am looking forward to these spacious new trains being introduced across London and the South East on schedule from spring next year providing quicker, more reliable and more comfortable journeys for millions of customers."

"The arrival of the first train into our new Three Bridges depot is a real milestone for us at Siemens. Building the Class 700 Desiro City trains is, and continues to be, one of the most important projects at Siemens. The arrival of this first train signifies major progress in the project, and we are looking forward to the start of service next year", said Jochen Eickholt, CEO Siemens Mobility Division.

The trains feature intelligent air conditioning, wide doors and open through-carriages which contribute to a more accessible and comfortable passenger experience. They will also bring the following benefits to commuters in 2018 in the morning three-hour peak:

- Over double the number of carriages, providing 80% more peak seats across central London (between Blackfriars and St Pancras)
- 60% increase in carriages and over 50% more seats from St Albans to London
- Additional trains from Gatwick Airport with over 50% more running across central London between Blackfriars and St Pancras, with four trains an hour continuing to Peterborough and Cambridge
- 1,000 extra seats from Brighton
- 15% more seats from stations along the line from Peterborough and Cambridge.

In welcoming the new trains, GTR's Programme Director Keith Wallace said: "The new Class 700 trains will bring many changes and benefits to our passengers - from more frequent services on longer trains, to greater capacity, easier access, better on-board information, and an altogether better train environment. We're looking forward to our passengers seeing them in service next spring."

"I am delighted to see the first Class 700 train arriving in the UK in what is another significant project milestone. The next few months will see a series of tests completed before the train takes its first outing in passenger service on the UK rail network – another step forward in ensuring the train is completely ready for passengers," added Andy Pitt, Executive Chairman of train owners Cross London Trains (XLT).

The delivery of this first train is part of the Government-sponsored Thameslink Programme of infrastructure improvements and new trains to transform north-south travel through London, reduce crowding, increase capacity and improve reliability on one of the busiest routes in the UK.

Alstom's JV GIBELA: preparing to produce trains in South Africa, for South Africa

Alstom's JV Gibela has announced at Africa Rail 2015 that construction of the new train manufacturing site at Dunnottar, Gauteng will begin in the third quarter of 2015. The new site is part of a contract won by Alstom in 2013 for the supply of 600 X'Trapolis Mega commuter trains (3,600 cars) over a period of 10 years, as well as technical support and the supply of spare parts over an 18-year period. The site will cover 85,000m2 and be able to produce 62 trains per year. While the first 20 trains are being built at Alstom's Lapa plant in Brazil, the following 580 will be produced in the newly built site. A first train is already in testing phase and is well on course for shipment to South Africa, scheduled for September ahead of on-shore delivery in November.

Gian Luca Erbacci, Senior Vice President for Alstom Transport Middle-East and Africa stated: "This project is one of the biggest in rail transport worldwide and Alstom through Gibela is proud to be part of it. This illustrates Alstom's strategy to strengthen its presence at both global and local levels, thanks to its worldwide industrial footprint and strategic partnerships that enable proximity with its customers."

The project is beneficial for South Africa as it creates both direct and undirect jobs, develops local skills and contributes to South Africa's industrial renaissance. When up and running, the Dunnottar facility will employ at least 1,500 people and will create thousands of indirect jobs among suppliers over the first 10 years, achieving a local-content level of over 65%. The recruitment process is at an advanced planning stage for permanent positions. An intensive training programme is currently being held at Alstom's Brazilian facility for future employees of the facility.

Alstom's Citadis Dualis enters service on the Nantes-Clisson line

Alstom's Citadis Dualis tram-trains have entered service on the Nantes-Clisson railway line, inaugurated in the presence of Jacques Auxiette, president of the regional council of Pays de la Loire, Stéphanie Dommange, regional director SNCF for Pays de la Loire and Ana Giros, Managing Director Alstom Transport France.

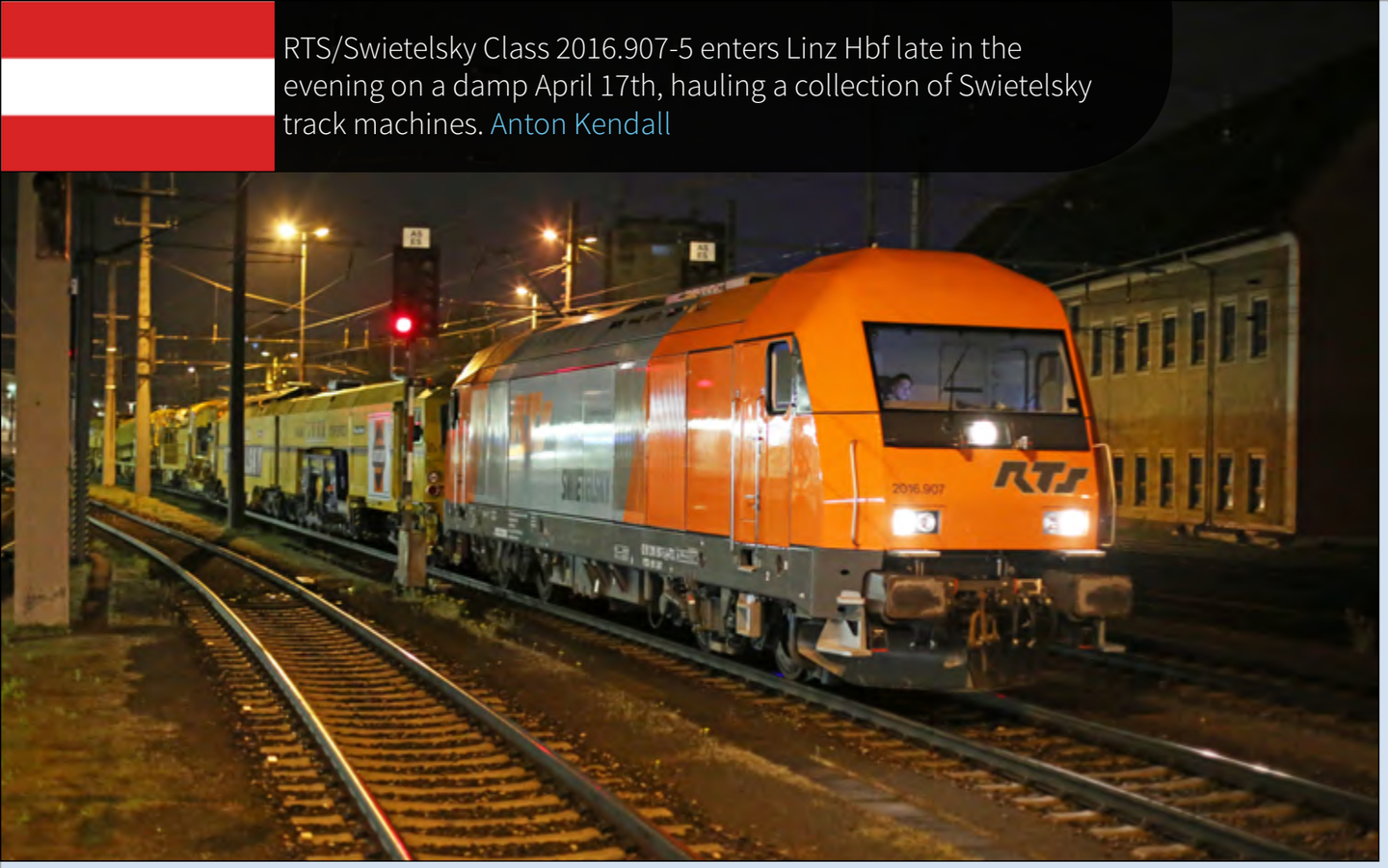
The outstanding feature of the Citadis Dualis tram-train is its ability to circulate both on the national rail network and on tramway lines in city centres.
Entirely modular, it offers a large choice of interior layouts and flexibility in terms of external livery. It is accessible to all, in particular to passengers with reduced mobility thanks to its fully low floor and bridging plates to cover the gap between the train and the platform.

Citadis Dualis is up to 99% recyclable. Designed with lightweight materials, it consumes 4 times less energy than a bus and 10 times less than a car in terms of Kwh/seated passenger. Ultra silent, it emits noise levels 5 dBA below those generated by automotive traffic in towns, or nearly 4 times less noise.

" Alstom is proud to be able to place the entire fleet of 24 tram-trains at the disposal of the Pays de la Loire region. From now on they will circulate on two lines: Nantes-Châteaubriant and Nantes-Clisson," said Ana Giros, Managing Director Alstom Transport France.

Alstom's tram-trains, a symbol of French industrial excellence, are exported worldwide. In March 2013, the city of Ottawa ordered 34 Citadis Spirit trainsets, the North American version of Citadis Dualis, from Alstom.

Citadis Dualis are entirely designed and produced at Valenciennes. Five other Alstom sites are involved in their production: Ornans for the motors, Le Creusot for the bogies, Tarbes for the traction, Saint-Ouen and Villeurbanne for the electronic equipment and control systems.



RTS/Swietelsky Class 2016.907-5 enters Linz Hbf late in the evening on a damp April 17th, hauling a collection of Swietelsky track machines. Anton Kendall

DB Class 115.198 sits in Munich Hbf having just brought in the City Night Line service to Hamburg from Munich Ostbanhhof. Mark Torkington

Alstom to supply 17 Régiolis to the Rhône-Alpes region

Alstom is to supply 17 Régiolis to the Rhône-Alpes region, destined for the future Franco-Valdo-Genevois RER which will circulate on the CEVA (Cornavin–Eaux-Vives–Annemasse) cross-border line that links the region of Haute-Savoie with Switzerland. The value of this contract amounts to €160 million. The order is an option exercised in the context of a framework contract signed with SNCF in 2009. The Régiolis for the Rhône-Alpes region is adapted to the characteristics of the French-Swiss CEVA line. Supplied in its suburban configuration, every 72 metre-long trainset can transport up to 204 seated passengers at a maximum

speed of 160 km/h. By coupling four trainsets together, the capacity of the train can reach 800 seats. Designed to ensure cross-border connections, Régiolis can circulate on a variety of supply network voltages in total security thanks to ERTMS technology.

“This new order is proof of the undeniable confidence placed in Alstom’s new generation of regional trains by the French regions and SNCF. These 17 Régiolis come in addition to the 184 trains previously ordered (of which 79 have already been delivered) by 12 French regions. With over 3 million kilometres covered, Régiolis can demonstrate all their qualities in terms of comfort and reliability,” said Ana Giros, Managing Director Alstom Transport France.

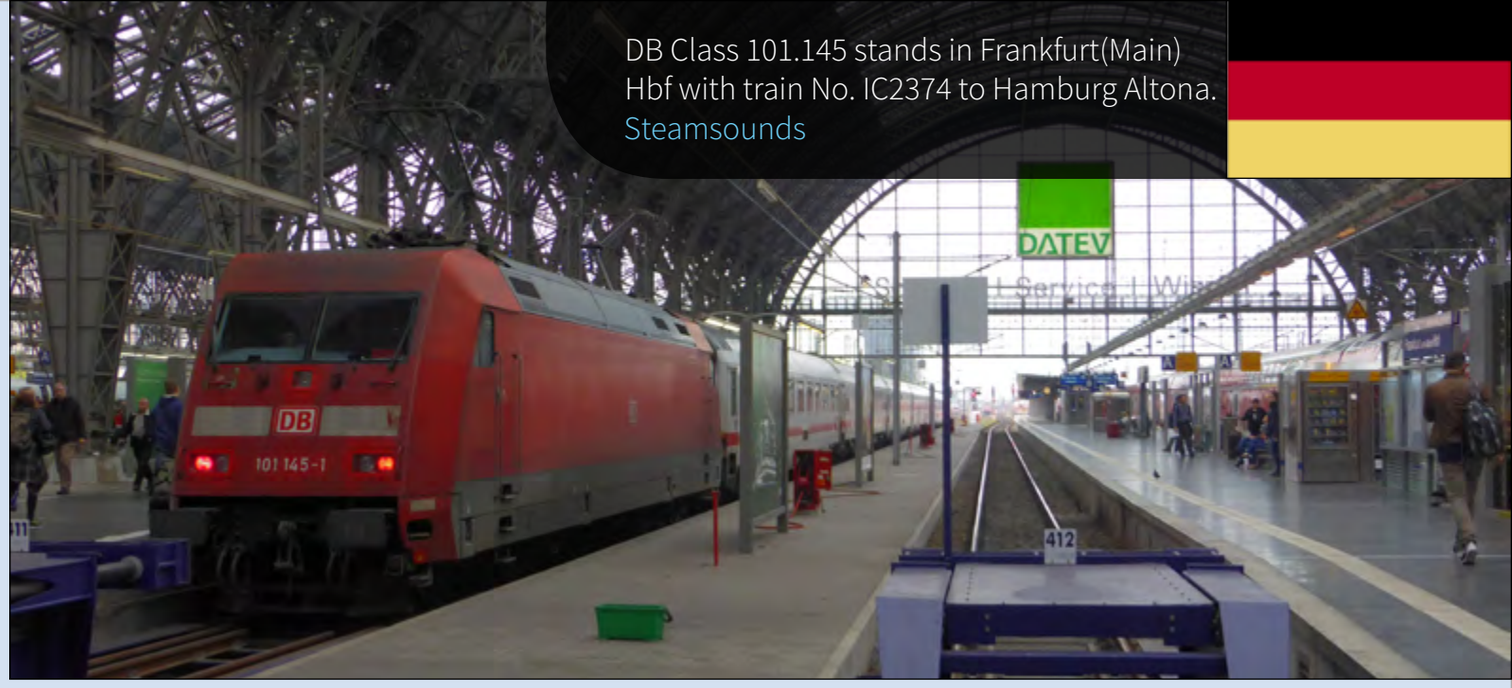
To make exchanges more fluid and reduce stopping time in stations, the Régiolis for the Rhône-Alpes region is equipped with a fully low floor, seven doors on each side, each equipped with bridging plates, and a large reception area on the platforms. Régiolis is the first train to conform to the STI PMR standard. The train’s interior offers heightened comfort thanks to seats equipped with individual reading lights and electric sockets as well as dedicated storage spaces for bicycles and luggage. The quality of the journey has also been improved by large bay windows and reduced noise levels. The production of Régiolis generates over 4000 jobs in France for Alstom and its suppliers.

More Citylink hybrid vehicles destined for Chemnitz

Within the scope of an option, German public operator Verkehrsverbund Mittelsachsen has ordered 4 additional hybrid train-trams of the type “Citylink” to serve in the city of Chemnitz and its surrounding area from the consortium Vossloh Rail Vehicles – Vossloh Kiepe.
The original contract on the supply of 8 new low-floor vehicles was concluded in 2012 and the first vehicles will be delivered shortly for use in the “Chemnitzer Modell” project that will connect the tram in Chemnitz with the commuter rail network without passengers having to change trains thanks to the train-trams designed and developed by Vossloh. The four additional units will be used in the second phase of the project.

This Citylink train-tram is a barrier-free, low-floor light rail vehicle, which have been tailor-made for the Chemnitz infrastructure and the regional lines on which they will operate. It is equipped with doors, at different levels, with a ramp system that allows access from different platform heights. The Citylink hybrid vehicles are dual mode, able to operate on 600V/750V DC overhead voltage and on diesel power. On the city’s tramway network they are powered solely from the overhead power lines, while on the railway network they are diesel powered. The vehicles have two environmental-friendly diesel power-packs fitted on the roof.
Besides, the vehicle fulfils the high collision requirements for regional rail vehicles and is fitted with WC and luggage racks. 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 conventional bogies with wheelset axles, developed and manufactured by Vossloh Rail Vehicles, have a secondary air suspension system for improved passenger comfort.

The Citylinks have reliable and innovative electric technology in the Vossloh Kiepe traction kit. The drive system is equipped with four IGBT direct pulse inverters. The total motor power of 550 kW installed on two drive bogies provides good acceleration and service brake delay values. Vossloh Kiepe supplies the entire drive technology and vehicle control system, on-board power, HVAC equipment for passenger and driver compartments, safety and passenger information systems, as well as the video monitoring system.
Meanwhile, Vossloh Rail Vehicles has designed these vehicles, produces the bogies, carbodyshells and performs the final assembly of the vehicles at its plant in Albuixech (Valencia). Vossloh consolidates its leadership in the segment of the train-trams with the last orders of Karlsruhe and Chemnitz.



DB Class 101.145 stands in Frankfurt(Main) Hbf with train No. IC2374 to Hamburg Altona.
Steamsounds

21 more Stadler FLIRTs to Hungary

MÁV-START Zrt, passenger operation unit of Hungarian State Railways, and Stadler Bussnang AG has signed a contract about the supply of 21 suburban FLIRT EMUs. The total value amounts to approximately 125 million Euro. The public procurement was called in March, the first 6 trains will be delivered this October, while the last units will arrive to Hungary until December 2016. The modern, energy-saving EMUs will operate on the suburban lines of Budapest.

MÁV issued the public procurement in two separate parts, applicants could bid for the supply of 6 and 15 units apart. Its reason was that the purchase of the first 6 units is to be covered by the Transport Operational Programme of the European Union, which is terminating in 2015, while the purchase of 15 trains will be financed from the Integrated Transport Development Operational Programme. In line with this, Stadler will deliver the first 6 EMUs until October 2015 and the remaining 15 units until December 2016. With this procurement MÁV-START will have the total of 123 FLIRT trains until the end of 2016. Our passengers have already won with the previously purchased 102 EMUs, and this advantageous tendency is now continuing - highlighted Ms. Ilona Dávid, Chairwoman-CEO of MÁV Zrt..

This day will be written in bold letters into the history book of the Hungarian railways, as our vehicle fleet is now enriching with additional 21 modern electric multiple units – added Mr. György Zaránd, CEO of MÁV-START.

During the 10 years of its presence in Hungary, Stadler has sold altogether 133 trains with high domestic added value, out of which 123 were sold for MÁV. We are very proud of the fact that during the years we could become one of the most significant suppliers of the Hungarian State Railways – said Zoltán Dunai, Country Manager of Stadler Rail Group in Hungary. The maximum speed of the single voltage low floor regional trains is 160 km/h, and have the seat capacity of altogether 211. The FLIRTs are equipped with state-of-the-art passenger information system, air conditioning, multifunctional areas for the storage of bicycles, disabled accessible toilets, as well as free wifi connection and power sockets for the charging of mobile phones and laptops. The trains are also equipped with the European Train Control System 2 (ETCS 2), which assures that they are able to operate with 160km/h speed on the recently renewed lines provided by funds of the European Union.

Six-point program to make DB leaner, faster and more customer focused

Deutsche Bahn is launching an extensive restructuring program to make the Group fit for the future. “DB is going to become leaner, faster, more efficient and even more customer focused. Leaner management and structures, and more focus on customers, will enable us to successfully tackle the rapidly changing challenges in the world of mobility and logistics,” said DB CEO Dr. Rüdiger Grube who presented the company’s new alignment at the 2015 interim results press conference held on July 28th.

The DB AG Supervisory Board had approved the restructuring program the previous day. The program involves six points.

First, the number of Group Management Board Members will be reduced from eight to six.

Second, DB Mobility Logistics AG, which was created years ago in anticipation of a potential IPO, will be merged with DB AG, the Group holding company. This step will reduce duplicate structures and simplify coordination and approval processes.

Third, the current Technology and Environment Division will be reassigned. Technology, DB Systemtechnik and Safety and Quality Management will be assigned to the new Infrastructure, Services and Technology Division, while Procurement and IT (CIO) will be assigned to the Finance/Controlling Division; Environment to the new Economic, Legal and Regulatory Affairs Division; and responsibility for Sustainability to the Chairman and CEO.

Fourth, the allocation of duties on the Management Board will be modified. One key aspect of this change is that DB’s integrated rail operations in Germany will be better linked than before: DB Schenker Rail will join DB Long Distance, DB Regio and DB Sales in the new Traffic and Transport Division. “This will enable us to focus even more on rail operations in Germany, which is what the German public also focuses on – and rightly so,” said Dr. Grube.

Fifth, the service functions and DB-internal services will be reorganized and brought together in a DB Global Service Center, with a focus on transparency, cost and efficiency.

Sixth, the option will be available for DB Arriva and DB Schenker Logistics to be partially privatized to boost strategic development and finance further growth.

“The transformation will start on August 1,” said Dr. Grube. “Deutsche Bahn is modernizing its structures; DB2020 will remain our compass.” The measures that have now been approved include additional savings compared with the previous budget of more than EUR 100 million at the corporate level; when previously approved measures are also taken into account, corporate and the corporate functions alone will be saving a total of over EUR 700 million by 2020. The efficiency measures also include streamlined decision-making bodies and reporting processes, a review of the Group’s real estate portfolio, and the decision that Board Members will each have only one office going forward, instead of offices in multiple locations.

The next step will be to address areas for action at the level of the business units and tap additional potential for overarching synergies. These measures will be developed in the second half of the year and presented to the Supervisory Board together with the medium-term planning for the period until 2020 at the Supervisory Board’s meeting on December 16, 2015.

In his discussion of the figures for the first half of 2015, Dr. Grube noted that the multiple strikes by the German train driver’s union (GDL) over many months, and the multiple storms in Germany, had had a very negative impact on Deutsche Bahn during that period. “The strikes demanded enormous patience from our customers, cost our employees a great deal of time and energy, and lost our company key revenues,” said Dr. Grube. “We saw a negative impact on our earnings of some EUR 500 million in 2014 and 2015.”

Revenues rose by 1.3%, or EUR 266 million, year on year, to EUR 20 billion, but the rise was due in part to positive currency effects. Adjusted earnings before interest and taxes (EBIT) fell by 18.2%, or EUR 198 million, to EUR 890 million. “Had it not been for the strikes, which cost us EUR 252 million, our EBIT would also have been slightly above that of the previous year; but that cannot hide the fact that we are also facing structural challenges, which we are determined to tackle with the transformation we have set in motion,” said Dr. Grube.
“We cannot be satisfied with our earnings in the first half of the year,” said CFO Dr. Richard Lutz. “But we are optimistic that now, that the strikes are over, we will be in a position to generate an EBIT of EUR 2 billion in the second half of the year. We plan to use the measures we have launched and plan to launch to give us the room we need to finance our planned investments, growth and digitalization campaigns in a sound manner.”

The strikes and the bad weather also meant that Passenger Transport was unable to offer the service it had planned to. The number of passengers using DB trains fell by 1.6%, or 16 million, in the first half of the year, to 985 million. At 1.2%, the drop in long distance was less severe than that in regional and local transport (2.8%).

International subsidiary DB Arriva was more successful in its performance. In the first half of the year, total revenues rose by EUR 165 million, or 7.5%, over the same period last year, up to nearly EUR 2.4 billion. Passenger kilometres (pkm) rose by 2.5% to 4.3 billion. Adjusted EBIT fell slightly, by EUR 3 million or 2.9%, to EUR 101 million.

Rail freight transport also felt the negative impact of the strikes and storms. Metric ton kilometres (tkm) fell 6%, from 52.0 billion to 48.9 billion, in the first half of the year. Dr. Alexander Hedderich, the CEO of DB Schenker Rail AG, will be resigning his post effective August 31 of this year and will be leaving the DB Group.

Logistics at DB Schenker grew in the first half of the year. The number of Land Transport consignments was up 3.8% year on year, Air Freight saw a rise of 1.1%, and Contract Logistics even rose 16.6%. Only Ocean Freight saw a drop: 3.5% in the first half of the year. Jochen Thewes, currently CEO Region Asia/Pacific at DB Schenker, will be taking over as the CEO of Schenker AG and thus as the head of the DB Schenker Logistics Business Unit on September 1 of this year.

PKP CARGO to continue coal freight for Veolia in Poland for the upcoming 3 years

PKP CARGO has signed a 3-year contract for rail freight of 4.25 million tonnes of hard coal with Veolia in Poland. Contract performance is scheduled for 2016-2018. The contract signed at the end of June continues long-term cooperation between both parties. At present, PKP CARGO has been carrying the freight for the Veolia companies and the entities from the PKP CARGO corporate group service part of Veolia's sidings in Poland.

"By extending our cooperation with Veolia we prove that PKP CARGO is the first-choice carrier for the largest business entities in Poland" – says Member of the Management Board in charge of Commerce at PKP CARGO Jacek Neska. – "We are a well-proven and tested partner. Optimization performed in the company and resulting high flexibility enables us providing high-quality services for an attractive price" - adds Jacek Neska.

Freight will be carried at the area of six of seven PKP CARGO facilities. Contract service will require operation of few to several trains a week, depending on the Client needs and demand. The contract provisions stipulate primarily the supplies of coal originating from the Silesian mines to central and western Poland by means of electric trains, in so called goods wagons. "Security of coal supplies thanks to which our heating plants and power and heating plants may produce heat and energy for their recipients is our priority. Satisfactory performance of its tasks by PKP CARGO was the reason behind our decision to extend cooperation for subsequent three years" – says Michał Mejer, Veolia in Poland.

The contract with Veolia is another significant agreement for coal fright signed by PKP CARGO this year. The second largest rail freight operator in the EU has entered previously into the contracts for coal freight with, among others, the Azoty Group companies. PKP CARGO acts also as the independent coal freight carrier from Poland to Germany. The entire freight is carried by own rolling stock of PKP CARGO. Coal recorded the highest share in transport of all goods carried in Poland by rail. According to the Central Statistical Office data, in 2014 hard coal freight reached more than 46% of total rail freight volume. In the same period, share of solid fuels in total transport performed by PKP CARGO in terms of loads carried amounted to 50%, of which 46% was hard coal. Veolia is one of the leading service providers in terms of energy management as well as water supply, sewage and waste management in Poland, developing and implementing the economically effective and environment-friendly solution. Veolia has been operating in Poland since 1994 and employs 5,000 people in app. 40 cities, including Warsaw, Lodz and Poznan. It is the largest private heating grid operator as well as third largest company on the co-generation market and a leader in energy services.

PKP CARGO is the largest rail freight operator in Poland with market share exceeding 47% in terms of freight volume and 57% in terms of transport performance (2014). Apart from rail freight, PKP CARGO Group acts as the forwarder and operator of terminals and sidings. Its activities cover also rolling stock repairs and maintenance.

New tramcar with Czech know-how introduced in Beijing

At a significant trasportation fair, UrTran in Asia, a new tramcar, in whose development and manufacturing the Pilsen Company Škoda Electric participated, has had its premiere recently. It is a modern 100% low-floor five-segment vehicle, which could be operated on tramlines in the Chinese capital, Beijing.

"The new tramcar raised great interest at the fair, therefore I am pleased that we have developed and supplied the electrical equipment, mechanical drive and control system. The tramcar was assembled in a plant of the Chinese company, Beijing Subway Rolling Stock Equipment Co. Ltd. (BSR) in Beijing, which also unveiled the vehicle officialy," Petr Gaman, a technical director of Škoda Electric, says. The fair was held in Beijing in China International Exhibition Center Beijing, from 16 to 18 June. Its significance for the Asian region is analogous to the European InnoTrans.

The new tramcar features a special technical solution, due to which it can be operated even where there is no trolley-line. The vehicle is equipped with a Škoda-design battery drive; Škoda has had experience with it in battery tramcars which are currently being supplied to the Turkish city of Konya. Škoda specialists also provide technical support directly in China and they will take part in operational tests of the tramcar. The Pilsen company will take part in serial production of the tramcars.

"Škoda Transportation Group is active and also successful in the demanding Chinese market in the long term. At the beginning of this April, another new tramcar was introduced; it carries the designation 27T. The vehicle, which is technically based on the design of the ForCity tramcar family, meets the latest technical and safety parameters. It can even be driven alternatively by battery or hydrogen fuel cells. Moreover, Škoda Electric is now supplying drives and motors for forty metro sets in the Chinese city of Suzhou. This is a proof that Czech know-how can push through even in the most demanding markets," Jaromír Šilhánek, the Škoda Electro CEO, adds.

The new tramcar follows the successful development of these cars in Škoda factory.

PKP CARGO starts a pioneering project for the production of freight wagons

The PKP CARGO Group and the American tycoon Greenbrier, one of the world's largest manufacturers of rolling stock, start joint production of freight wagons. This way, the leader of freight transport in Poland, and at the same time the second largest carrier in the EU, will introduce modern tailor-made wagons to its rolling stock. PKP Cargo will invest nearly PLN 11.5 million in the start-up of the production line. The production will employ about 150 people from PKP Cargo and the labour market and will begin in the first quarter of 2016. The company plans to manufacture up to 500 wagons per year. PKP Cargo and Greenbrier Europe Wagony Świdnica signed a letter of intent on the production of wagons on 1 July. As part of this cooperation, Greenbrier will provide the necessary documentation, technology, quality control standards and production line equipment. PKP CARGOTABOR, the company in the PKP CARGO Group, will provide qualified production and administrative staff and workshop facilities.

"We look for the best partners to expand the activities and capabilities of PKP Cargo. Greenbrier is an American leader in the production of rolling stock, listed on the New York Stock Exchange. Together we will create a modern wagon manufacturing plant in Szczecin, an important city for PKP CARGO. The investment worth more than PLN 10 million means the production of thousands of wagons in the coming years, and in the longer term, the possibility of increasing the number of produced wagons and hiring additional staff from Szczecin and surrounding areas", says Chief Executive Officer of PKP CARGO Adam Purwin. The decision to start the production of rolling stock was preceded by detailed analyses of cost-effectiveness of the project. PKP Cargo for several months sought an experienced partner for cooperation to enable optimal use of company's resources. The adopted solution will significantly reduce the costs of acquiring new rolling stock by PKP CARGO, as compared to buying ready-made wagons from external manufacturers, and will guarantee employment and development of PKP CARGOTABOR employees.

The production line will be built in the CARGOTABOR Rolling Stock Repair Plant in Szczecin. It has the appropriate office space and technical facilities. Ultimately, the plant will manufacture about 500 wagons a year. In the first phase of the project, the plant will produce goods wagons, i.e. wagons for transporting bulk goods, and after reaching the planned production capacity, also other types of wagons. "In the next 10 years, PKP Cargo will replace its rolling stock. The start of production of wagons within the PKP CARGO Group will allow for meeting our needs and make the most of own workshop facilities. By partnering with a world-class manufacturer of rolling stock, we can have access to the latest wagon production technologies. After the consolidation of operations and the introduction of modern management methods, this is another step in the development of PKP CARGOTABOR", says Member of the Management in charge of Operations at PKP CARGO Wojciech Derda.

PKP CARGOTABOR was established in 2014 through a merger of rolling stock companies in the PKP CARGO Group. As a result of consolidation activities, the company created a network of 15 professional divisions specializing in specific activities related to periodic inspections of wagons, locomotives and current repairs. The company also introduced modern management methods (so-called lean management, used in Toyota factories), which raised effectiveness in each location.

Avia sidings at Praha Cakovice start new life

On Tuesday, July 20, 2015 the long disused former Avia sidings at Prague Čakovice commenced a new lease of life. However It was not back in use for transporting trucks or components for their production, but for completely different goods. On July 20th, the first train arrived consisting of 18 timber carrying wagons loaded with soft wood from deciduous trees from the station at Mukachevo in Ukraine.

The wood has arrived for a company engaged in the production of wood chips and will be processed and used for green energy production in one of the Central Bohemian biomass incinerators. If everything goes according to plan and to the expectations of the customer, the frequency of trains should be about once a month.
Photo: © CD Cargo

From the UK - East Lancashire Railway

The East Lancashire Railway is a twelve-mile heritage railway line in North West England which runs between Rawtenstall and Heywood with intermediate stations at Bury Bolton Street, Summerseat, Ramsbottom and Irwell Vale. One of the major events at the line is the annual summer diesel gala, generally held at the beginning of July. Always a huge crowd puller and generally plenty of locos visiting the line for the event, once again this year was no exception.
Visiting the gala from Bo'ness, Class 26 038 'Tom Clift' is seen here arriving at Irwell Vale on July 4th working a Rawtenstall to Heywood service. Brian Battersby

Class 37 418 prepares to depart Bury Bolton St. station on July 4th working a service to Heywood. Richard Hargreaves

Another visitor from Bo'ness was Class 47 643, seen here in Scotrail livery approaching Ramsbottom, heading to Bury on July 4th. Brian Battersby

Class 73 001 leads Class 20 020 towards Irwell Vale with a Rawtenstall to Heywood working on July 4th. Brian Battersby

BR Class 35 ‘Hymek’ No. D7076 approaches Irwell vale on July 4th working a Rawtenstall to Heywood service. Brian Battersby

BR Class 14 No. D9537 stands at Ramsbottom on July 4th working a service to Bury. Class47

DC Rail's Class 31 601 leads the lines resident 31 466 heading towards Irwell Vale with a service from Bury. Brian Battersby

BR blue Class 20 020 stands at Ramsbottom on July 4th working a local service to Bury. Jon Jebb

Class 50 015 eases out of the sidings at Ramsbottom and approaches the station with the stock to work a local service to Bury. Jon Jebb

Class 37 109 leads visiting loco 37 025 through the Lancashire countryside as the pair work a Heywood to Rawtenstall service. Brian Battersby

From the Archives

On June 29th 2006, Ceske Drahy's Class 751.232-0 is seen stabled at Kralupy nad Vltavou. Class47

On June 28th 2006, Class 460.083 EMU calls at Vsetaty whilst working a service to Usti nad Labem. Class47

On June 29th 2006, Class 751.165 arrives into Neratovice with a trip working from Kralupy nad Vltavou, heading to the Spolana chemical plant. Class47