# 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:

**entries@railtalk.net**

Please include a detailed description and credits of the author.



## *From the Editor...*

Welcome to another edition of Railtalk Xtra, the monthly magazine that predominantly features railways outside the UK.

I travelled across Europe in February, taking in seven countries and seeing many operators and I have to say that my favourites are still Austria and the Czech Republic, just for the fact that there is such a diversity of freight operations carried out in these countries. The one thing that did surprise me however, right across Europe, was how warm it was and the distinct lack of snow.(I didn't expect to see snow when I arrived home though!)

Back in the UK and who could fail to see that most of February has featured 'Flying Scotsman' in the railway media on an almost daily basis. Not that I am against seeing it, but the amount of interest it has generated does stagger me somewhat. Was it really this popular last time it returned to service following overhaul?

Thanks for all the excellent photos we've received this month, as always, please keep sending them in, and remember if you are going on holiday, 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: Brian Battersby, Mark Bearton, Mark Bennett, Keith Chapman, Derek Elston, Mark Enderby, Tim Farmer, FrontCompVids, Paul Godding, Richard Hargreaves, Keith Hookham, Colin Irwin, Anton Kendall, Michael Lynam, Phil Martin, Peter Norrell, Chris Perkins, Mark Pichowicz, David Pollock, Andy Pratt, Railwaymedia, Neil Scarlett, Laurence Sly, Stewart Smith, Steamsounds, Steve Stepney, Mark Torkington, and Andrew Wilson.***

Front Cover: Pacific National JT42C No. 8250 works an unidentified bulk containerised train up the bank at Minimbah on November 19th 2015. Anton Kendall

This Page: MRCE's Siemens built Class 189.115 speeds through Rüddesheim with a northbound intermodal working. Steamsounds

# Pictures

Pacific National's TT128 leads Nos. 9205 and TT121 out of the early morning mist through Whittingham on November 19th, about to climb Minimbah Bank. Anton Kendall

Centovalli (FART/SSIF) ABe 4/4 ‘Treno Panoramico’ crosses the bridge at Intragna with a service from Locarno to Domodossola.
Steamsounds

SBB Cargo's Siemens Vectron Class 193.201 speeds through Regensburg with an Intermodal service. Class47

S Set power car No. 3889 leads a Sydney Trains suburban working through Summer Hill on December 2nd. The S sets are stainless steel, double deck construction and are not air conditioned. Anton Kendall

Pacific National No. 8177 leads 8104 hauling a grain working through Whittingham on November 19th. Anton Kendall

On January 16th, Pune WDG-3A No. 14886 descends the Ghats with the daily Kolhapur to Pune passenger train.
Mark Torkington

WDG3a Nos. 14680 and 13176 climb up the Ghat at Shidavane with a heavy box car freight on January 16th. Mark Torkington

ERS No. 13197 of Ernakulem shed emerges from the Teak forests of Northern Kerala on January 22nd with a Nilambur Road to Shoranur passenger working. Mark Torkington

A pair of VIAS operated FLIRT EMUs have just exited the Roßsteintunnel between St. Goarshausen and Kaub with a southbound service. Steamsounds

On February 12th, OBB Class 1216.008 arrives into Brennero working a Eurocity train to Verona Porta Nuova. Class47

LokoTrain Vectron Class 193.220 is pictured standing at Kralupy nad Vltavou on the evening of February 9th. Peter Norrell

Dispolok liveried Class 189.989 leads MRCE liveried Class 189.935 into Brennero on February 11th with a container working. Class47

On the Matterhorn Gotthard Bahn, a HGe 4/4 approaches Oberalppass whilst working train No. 840, 13:28 Andermatt - Disentis on February 2nd. Laurence Sly

SBB Cargo Class 620.061 and Re 4/4ii No. 11281 pass Biasca whilst working an intermodal train on February 4th.
Laurence Sly

On February 1st, Interregio Cargo liveried Re 4/4ii No. 11320 leads Re 6/6 No. 11664 past Airolo whilst hauling an intermodal train. Laurence Sly

Class 751.001 steams away nicely at Ostruzna with the NFP Railtour ‘Steaming through Jeseniky’ on February 6th.
Mark Pichowicz

DB Regio Class 146.122 stands at Münster Hbf whilst working an RE2 service to Düsseldorf Hbf. Steamsounds

RhB Be 4/4 No. 511 stands at Chur with a local service to Thusis. Steamsounds

On February 10th, SNCF BB No. 115045 stands at Paris Gare L'Est. Class47

SNCF BB No. 26148 stands at Basel SBB, having arrived with a service from Strasbourg. Steamsounds

QR National Aurizon C44ACi locos Nos. 5026 and 5037 work a loaded coal train downgrade through Tarro, nearing journey's end. Anton Kendall


ZSSK Cargo's Class 240.024 stands at Breclav on February 12th, having worked in from Kuty. Next to it is CD Cargo's Class 230.094. Class47

RhB Ge 6/6II No. 701 hauls a northbound freight away from Filisur. Steamsounds


Privately owned preserved Czech ‘Grumpy’ Class 749.008 waits for departure time at Golcuv Jenikov on February 5th, whilst working an ECS train from Praha Vrsovice to Brno Dolni Nadrazi in preparation for the following day’s ‘Steaming Through Jeseniky’ railtour. Andy Pratt

SNCF TER Alsace Regiolis EMU No. B83553M complete with Alsace region advertising vinyls, stands at Strasbourg on February 11th. Class47

FS Trenitalia Class 464.435 stands at Pisa Centrale with a service to La Spezia. Steamsounds

Preserved Czech ‘Bardotka’ Class 751.001 waits to depart Kouty nad Desnou on February 6th at the head of the NFP Railtour ‘Steaming through Jeseniky’. Andy Pratt

CD Class 749.265 waits to depart Jesenik with train No. Sp1702, the 16:54 departure on February 9th, while in the background a Class 810 unit awaits it's next turn of duty. The Class 749 will work the train as far as Zábřeh na Moravě where it will combine with a portion from Sumperk and be worked forward to Brno hl. n. with a dual voltage electric in charge. Andy Pratt

On February 5th, Czech ‘Bardotka’ No. T478.1008 stands at Praha Vršovice. Mark Pichowicz

OBB's Class 1116.137 stands at a rather unusually warm Salzburg on February 12th, hauling a rake of VW/Audi containers. Class47

On February 27th, DSB No. ME1529 stands at Østerport after arriving with train No. RE2240, 13:59 from Nykøbing Falster.
Mark Pichowicz


‘Bardotka’ No. T478.004 pauses at Kamenné Žehrovice on February 8th, working a stock movement to the CD museum at Luzna. Mark Pichowicz

MGW Vectron Class 193.845 heads a northbound freight through Oberwesel. Steamsounds

Built by United Goninan, Freightliner Australia's Nos. CF4408 and CF4407 sandwich Glencore's No. XRN016 on a containerised cotton working through Whittingham on November 19th.
Anton Kendall

Sonata Logistics V100 No. 203.214-2 is seen stabled at Mainz. This loco was built in 1973 for the Deutsche Reichsbahn as Class 110.577-4. Class47

RhB ABe 4/4III No. 53 approaches Brusio with train No. R1629 from St. Moritz to Tirano. Steamsounds

Tangara unit No. 6239 arrives in Tempe with a suburban working to Bondi Junction on December 2nd. Anton Kendall

Finnish Railways (VR) Sr1 Bo-Bo No. 3066 arrives at Kemi with train No. P710, the 12:24 Kemijärvi to Kuopio on February 1st. The train consists of just 2 coaches, a double deck and a single deck vehicle. The “Siperian Susi” (Wolf of Siberia) loco was built in Russia, with 112 examples entering service between 1973 and 1985. Finnish railways are built to the Russian gauge of 1524mm (5ft). Andy Pratt

A DB Class 146 with a new IC Dosto set is seen departing Köln Hbf on a test run on November 25th. Steamsounds

Pacific National Nos. TT120, TT106 and TT116 climb Minimbah Bank on November 19th with a loaded coal train. Speed is drastically reduced by this stage of the climb. Anton Kendall

With the town of St. Jodok in the foreground, Locomotion's TRAXX Class 186.287 and Siemens Class 193.912 climb steadily towards Brennero on February 12th. Class47

V set No. 8081 tails an express working heading into Sydney through Summer Hill on December 2nd. These stainless steel double deck trains operate on Interurban services.
Anton Kendall

TGV Lyria power car No. 4404 is seen on the rear of a Paris bound service at Basel on February 12th. Class47

RhB ABe 4/4III No. 56 leads No. 51 away from Alp Grüm with the Bernina Express heading from St. Moritz to Tirano.
Steamsounds

OSCAR H sets were introduced between 2006 and 2012. Here set No. 6927 approaches Sydenham on a Kiama bound service passing a Millennium M set on December 2nd. Anton Kendall

Narvik, well inside the Arctic Circle, has the honour of being Europe's most northerly railway station. Although located in Norway, it is served by a line running through Swedish Lappland and passenger services are in the hands of Swedish Railways SJ. Just 2 passenger trains per day run in each direction during the winter over the 473 km journey to Luleå. Here SJ Bo-Bo Rc6 No. 1331 disturbs the snow on the railhead as it brings in the 3 coach ECS for train No. 95 into Narvik station to form the 10:38 departure on January 31st. The other departure from Narvik at 15:12 conveys through coaches to Stockholm, taking over 19 hours to reach the Swedish capital. Andy Pratt

AWT's Siemens Class 183.718 hauls a rake of Cargowagons through Breclav on February 13th, heading for Austria. Class47

RhB Ge 4/4II No. 615 calls at Saglians whilst working train No. R1932 from Pontresina to Scuol Tarasp. Steamsounds

NSB Di4 No. 4-653 is seen at the terminus of Bodø inside the Arctic Circle having just arrived with train No. 475, the 09:15 arrival from Trondheim on January 29th. Andy Pratt

Judging by the amount of people photographing this loco, this must be a rare working on a passenger train for Rail Cargo Austria's Class 1116.168, seen here at St. Valentin heading for Salzburg on February 13th. Class47

HSB Mallet 0-4-4-0T No. 99.5906 runs into a cold but sunny Quedlinburg station on January 19th with train No. 8960, the 08:45 from Harzgerode. During the winter timetable period this is the only timetabled steam service to serve the short Harzgerode branch from Alexisbad. Andy Pratt


An immaculate SBB Class 420.208 passes through Bellinzona on February 13th. Class47

HSB 2-10-2T No. 99.7247 battles through the snow into Wernigerode Westerntor station on January 20th with the first steam departure of the day from Wernigerode, train No. 8933, the 09:40 to Brocken. Andy Pratt

SNCB's Siemens built Class 18 No. 1878 arrives into Brussels Nord on February 15th, heading towards Brussels Midi. Class47

Pacific National's Nos. TT110, TT04 and TT112 bring a loaded coal train through Tarro on November 19th. Anton Kendall

Looking very attractive in its '500 years Bavarian Reinheitsgebot' livery, DB Regio's Class 111.123 stands at Regensburg on February 14th. Class47

QR National's  Nos. LDP003, LDP008, built by Downer EDI, and G Class No. 534 head a long distance container working through Beresfield on November 19th. Anton Kendall

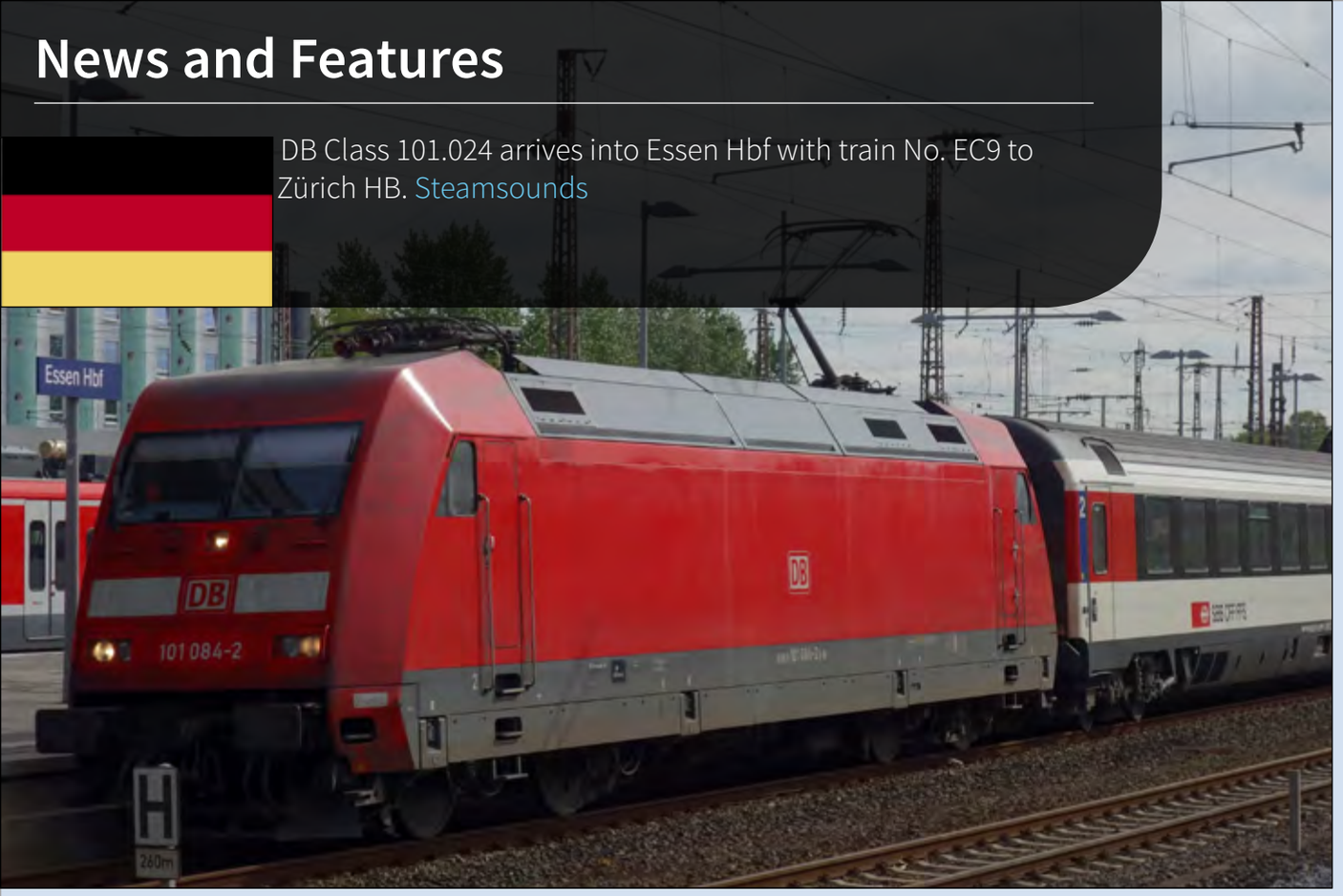
Just visible through the heavy snowfall at Schierke station is HSB 2-10-2T No. 99.7247 taking it's last drink of water before attacking the climb to the Brocken summit with train No. 8933, the 09:40 from Wernigerode on January 20th. Andy Pratt

A pair of DB Class 218's Nos. 218.812 and 218.810 stand at Nurnberg during a downpour on February 14th. Class47

Basel tram No. 496 is seen approaching the stop outside Basel SBB station. Steamsounds

Kusttram No. 6031 arrives into Oostende on February 15th working a service to De Panne. Class47

# News and Features




DB Class 101.024 arrives into Essen Hbf with train No. EC9 to Zürich HB. Steamsounds

## METRANS CONTINUES TO EXPAND DOMESTIC GERMAN NETWORK

Metrans, the rail subsidiary of Hamburger Hafen und Logistik AG (HHLA), now calls at Göttingen, thereby providing even closer links within its domestic German network. As the only rail operator to do so, Metrans provides four weekly connections between the Hamburg container terminals and Göttingen, as well as to the nearby ACT terminal in Adelebsen, since mid-January. Containers can be loaded and discharged here, with the terminal also being used for storage. This means that empty runs between Göttingen and Hamburg or Munich can be avoided. The new connection is particularly interesting because the Metrans trains had previously passed Göttingen on their way to Munich or Nuremberg. Now, they make a stopover in Göttingen, where they leave some of the carriages or pick up new ones for transport to Nuremberg, Munich or Hamburg. For doing so Metrans is using its own shunting engine. Until now, mainly trucks have been used for container transport on the approximately 260 kilometre route between Hamburg and Göttingen.

Jiri Samek, Managing Director of Metrans: “The new connections to and from Göttingen mean that we can offer our customers an attractive service, both operationally and in terms of costs, which is also much more environmentally friendly than using a truck. We are delighted that this service has been so well received by our customers right from the word go.”

According to preliminary, as yet unaudited figures, HHLA’s railway companies transported approximately 1.0 million standard containers (TEU) in 2015. This represents an increase in the transport volume of more than five percent on the previous year’s strong figure.

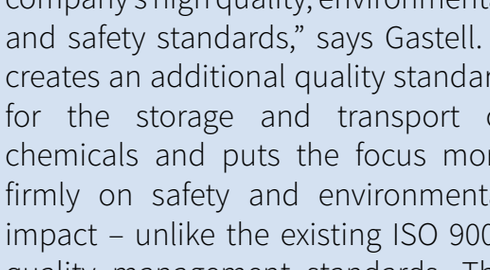
## “High quality, safe and sustainable” - DB Cargo Italia

After a complex and comprehensive assessment, the DB Cargo subsidiary DB Schenker Rail Italia (DB Cargo Italia in the future) has been awarded SQAS attestation. The document confirms that the Italian rail freight company works in compliance with the Safety and Quality Assessment System. SQAS is a set of standards drawn up by CEFIC, the European Chemical Industry Council, and is used to assess the quality, safety and environmental impact of logistics service providers.

The attestation is valid for three years. “DB Schenker Rail Italia is the only Italian rail company in the SQAS programme and we achieved a positive average evaluation of 77 per cent,” says Rüdiger Gastell, Managing Director DBSR Italia. “For us, SQAS attestation is an important step towards strengthening our position as a rail freight transport provider for the Italian chemicals industry.”

DB Schenker Rail Italia, through DB Schenker BTT, won a large international tender with a petroleum company in summer 2015 and has been transporting that refinery products from Trecate to various Italian and international destinations since the beginning of 2016. With these chemical transport operations, DB Schenker Rail Italia is now serving Genoa by rail for the first time. The seaport town is one of the biggest transhipment sites on the EU Corridor 24 to Rotterdam.

More and more customers in the chemical industry expect their service providers to operate in accordance with the CEFIC regulations. Since the chemical industry is becoming increasingly important for DB Schenker Rail Italia – the only Italian rail freight company that offers international single-wagon transport – it was only a matter of time before attestation would become necessary.



Before the SQAS attestation was awarded, a thorough assessment was carried out at three of the Italian rail company’s locations: the Novate Milanese headquarters with the affiliated Operations Centre, the Brescia Scalo hub, and the maintenance depot in Domodossola. Experts from the independent surveyors Certiquality submitted the locations to this assessment based on a set of standard criteria. The results of the survey were then published on the CEFIC website.

“The SQAS seal is recognition of the company’s high quality, environmental and safety standards,” says Gastell. It creates an additional quality standard for the storage and transport of chemicals and puts the focus more firmly on safety and environmental impact – unlike the existing ISO 9000 quality management standards. The DB Logistics subsidiary Schenker Italiana SPA has been attested since 2014.

CRL operated Nos. BRM001 and BRM002 sandwich SSR's G Class No. 514 on a grain working through Whittingham on November 19th, in the last vestiges of light as the sun heads behind the hills. Anton Kendall

## Europe's longest driverless subway in Barcelona goes into operation

In Barcelona, the extension of the driverless metro Line 9 has gone into operation. The some 20 kilometre long line connects the university in the centre of the city with Terminal 1 of the El Prat de Llobregat airport. Siemens equipped the line with an automatic train control system for driverless operation. The wireless system for automated train control provides real-time data on train location and speed, increasing headway and passenger capacity.
At more than 30 kilometres long and with 23 stations, Line 9 runs through the whole city of Barcelona, making it the longest driverless metro line in Europe. Five years ago, the first eleven kilometres of the line were opened for business, and now the continuation of the line to the airport is another 20.7 kilometres long. Passengers can board and exit trains at 15 stations along the way. Siemens supplied the Trainguard MT automatic train protection system, using wireless CBTC technology (communications-based train control) to achieve fully automatic operation. Special platform screen doors provide added safety: Like shuttle trains at larger airports, glass doors separate the platform from the train. The doors do not open until the train has stopped at the platform.

The line is designed to accommodate some 330,000 passengers daily and offers a maximum transport capacity of some 165 million passengers a year. Currently, a further 18 kilometre long stretch of the line is under construction. Once complete, the line will have a total length of about 50 kilometres, only four kilometres of which are above ground. Siemens has equipped more than 300 track kilometres worldwide with signalling systems for driverless operation, making it the market leader in this field. In addition to Line 9 in Barcelona, Siemens also operates the Line 4 in São Paulo, Brazil, and Lines 1, 14 and 4 in the Paris metro with this system.

## Alstom to supply 26 Citadis tram kits for the city of Setif

Alstom is to supply 26 Citadis tram kits to Cital, a joint-venture composed of Alstom, EMA (Entreprise Métro d'Alger) and Ferrovial to be assembled in its plant of Annaba, in the east of Algeria. Alstom's share of the contract is worth €85 million. The 26 Citadis trams were ordered by EMA to Cital for the city of Setif and will circulate on a 15.2 km long line that is scheduled to enter into commercial service in the first quarter of 2018.

This order is part of a frame contract that was signed in 2012 by Cital and EMA for the supply of Citadis trams to serve Algerian cities. Cital was created in 2010 for the assembly and maintenance of Citadis trams in Algeria to better support the country's vast program to develop and enhance urban mobility projects. This JV is also part of Alstom's strategy to be close to its customers to better meet its mobility demand.

The Citadis trams for Setif will be 44 metres long and carry up to 302 passengers. The integral low floor and the 12 side doors will facilitate passenger flow and enable access for all, including people with reduced mobility. The tram will be equipped with air conditioning, CCTV cameras and areas for stroller and wheelchairs.

"Setif is now the seventh city in Algeria to adopt Citadis, a mode of urban transport that is environmental-friendly, pleasant, comfortable and reliable. We are pleased to collaborate with our partners on this project and to participate in the transport development of the country" said Gian-Luca Erbacci, Senior Vice-President of Alstom Middle East and Africa.

Cital's plant in Annaba will assemble the kits and test the tramways before delivery to the customer. The plant covers an area of around 46.400m$^2$ and also houses a one kilometre test track. It currently employs 90 people in the Citadis assembly lines and has the capacity of assembling five tramways a month.

Alstom has been present in Algeria for more than 60 years and has supplied integrated tramway systems to the cities of Algiers, Oran and Constantine and infrastructure for the tramways of Ouargla, Mostagamen and Setif.

# The design of Alstom's Citadis trams for the new East-West line of the Nice Côte d'Azur tramway is revealed

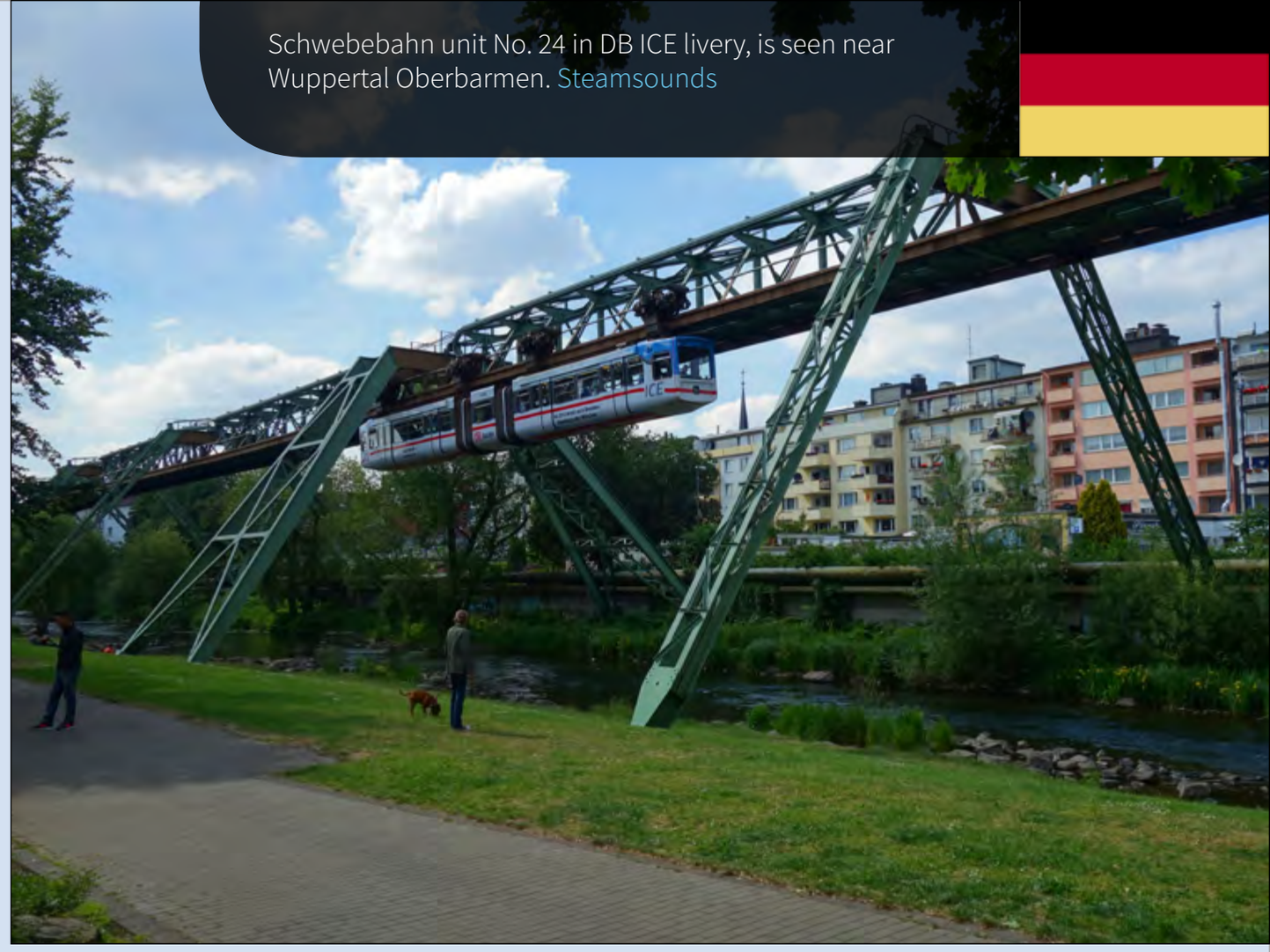
Christian Estrosi, President of the Provence-Alps-Côte d'Azur region, Mayor of Nice, President of the Nice Côte d'Azur Metropole, the designer Ora Ïto, and Henri Poupart-Lafarge, CEO of Alstom, have unveiled the design of the Alstom Citadis trams that will circulate on the East-West line and Line 3 of the Nice Côte d'Azur Metropole by the end of 2018 - early 2019.

Keen to involve all the inhabitants of the Metropole in the choice of tram design for the new tramway line, the President of the Nice Côte d'Azur Metropole launched a major public consultation. Between 30 November 2015 and 31 January 2016, the inhabitants voted to choose a design out of three propositions created and presented by the French designer ORA ÏTO, with whom Alstom collaborated to personalise the Citadis X05 range for the city of Nice. The ochre design was chosen with a 44% majority of votes.

This simple design and its red ochre colour are inspired by the pigment of the façades of the buildings of Nice, such as those of the Place Massena or the Matisse museum, an elegant 17th century villa and one of the city's most emblematic buildings.

The Nice Côte d'Azur Metropole will benefit from the latest generation of Citadis trams, the Citadis X05. These hi-tech trams will offer a renewed passenger experience: greater comfort with 40% more windows compared to the previous generation in circulation on Line 1 of the Metropole, LED lights for soft and homogenous lighting, large individual seats and journey-related information displayed on extra-wide screens. Accessibility will be increased via double doors throughout the entire length of the tram, which will also increase the passenger exchange ratio in stations by 20%. A real-time video protection system and highly fireproof materials will ensure passenger security.

Schwebebahn unit No. 24 in DB ICE livery, is seen near Wuppertal Oberbarmen. Steamsounds



Contrary to Line 1, the distinctive feature of the new tramway line requested by the Nice Côte d'Azur Metropole is the absence of overhead contact lines over the entire surface section of the route, combined with intermittent charging in stations. This Metropole requirement meets the desire to integrate the new tramway line into the urban landscape while preserving the city's architecture.

The future lines of the tramway will thus be entirely catenary-free (apart from the sections in the tunnel). For this, Alstom will supply its latest ground-based static charging technology, SRS – a global premiere. This allows the tram to charge safely and automatically in under 20 seconds while stopped inside the station. The trams will be equipped with an on-board energy storage device, Citadis Ecopack, guaranteeing their autonomy between two recharging points. SRS draws on the functional principals and safety standards of the tried and tested solution, APS (the trams of Bordeaux, Reims and Dubai). Equipped with this technology, the future trams of the East-West tramway line will be able to charge up at each station as passengers get on and off, without extra stopping time and without driver intervention.

Seven out of Alstom's twelve sites in France are involved in the development of this tramway system for the Nice Côte d'Azur Metropole: La Rochelle for the design and assembly of the trams, Le Creusot for the bogies, Ornans for the motors, Tarbes for the traction, Villeurbanne for the onboard electronics and passenger information system, Saint-Ouen for the coordination of the design and in the Provence-Alpes-Côte d'Azur region, and Vitrolles for the ground-based static charging solution.

DB Regio Class 111.146 stands at Düsseldorf Hbf. Steamsounds

# Siemens presents new metro for Riyadh

For the first time, Siemens has presented its new Inspiro type metro vehicle for the world's biggest mass transit project. With six lines and a total route length of 175 kilometres, Riyadh is building the world's largest metro project. The Siemens order includes the metro trains, electrification system, and signalling and communication equipment for driverless operation on Lines 1 and 2. Siemens was awarded the order in 2013 by the High Commission for Urban Development (ArRiyadh Development Authority), with its share worth a total of some 1.5 billion euros.

"Our project teams in Vienna and Saudi Arabia poured all their heart and soul into the development and completion of the first train which is specially equipped for the extreme climatic conditions in Riyadh. So we are especially proud to be the first of the three consortia to present our vehicle to the public," says Jochen Eickholt, CEO of Siemens Mobility. The first train is currently being tested for extreme conditions in the climatic wind tunnel at Rail Tec Arsenal (RTA) in Vienna. In spring 2016, dynamic testing will commence at the Siemens Test and Validation Center in Wildenrath, Germany.

Siemens is to supply 74 Inspiro type metro trains. These trains with their all-aluminum car bodies are designed to run on standard-gauge track at a top speed of 90 km/h. The 2 and 4-car train configurations have been designed with the region's climate in mind. One such feature is a more powerful air conditioning system, capable of delivering sufficient cooling capacity even in extreme heat. In addition, the bogies, traction drive, brakes and doors have been fitted with special elements in order to prevent the ingress of sand.

Siemens is also responsible for integration of the railway systems on these two lines, which cover a total of 64 route kilometres. This investment in the city's infrastructure is meant to alleviate the local traffic problems. A fast growing city, the population of Riyadh has doubled to more than six million people since 1990

# Transdev to Provide Operation support for Edmonton's Rail Expansion

The TransEd Partners Consortium has been chosen to design, build, operate, maintain and finance stage one of Edmonton's Valley Line LRT (Light Rail Transit) for a $1.8 billion comprehensive PPP project. It is currently envisioned that Transdev will provide operational management support for all aspects of operations for the Valley Line LRT including participating in developing the operations plan and all operating procedures, delivering training, and providing day-to-day management on the operational aspects of the system as a subcontractor to the Services Provider, which is composed of Bombardier Transportation, EllisDon and Bechtel,.

Phase one of the project involves building 11 street-level stops for a 13.1 kilometre LRT line, which will connect the Mill Woods Town Centre (Southeast of the City) to existing stops in Edmonton's City Centre. These new connections will allow for added transit access and usability throughout greater Edmonton. Project construction will begin in 2016 and the service is expected to begin in 2020. The contract award to TransEd Partners includes operations and maintenance of the Valley LRT Line service for 30 years after construction is complete.

The Valley Line will feature street-level stops and low-floor vehicles that will allow for seamless integration into Edmonton's existing transportation infrastructure. Many attractive features of the service were added after an extensive series of public engagements soliciting feedback. In addition to attractive shelters, a new pedestrian bridge will be built at Cloverdale as part of stage 1, providing added transit access for pedestrians and cyclists.

"We are honoured to be TransEd's operational partner for this project and are excited to bring new mobility options to the people of Edmonton. We thank the TransEd team for trusting Transdev to deliver this excellent service," said Ken Westbrook, Transdev's President and COO of the North American Rail Division.

# British ‘Dolly’ to Return to the UK - NBL Group

The NBL Preservation Group are delighted to announce that they have acquired the last working South African Railways 19D Class 4-8-2 at the Sappi Saiccor pulp mill near Umkomaas for preservation. The locomotive has been donated to them free of charge as a goodwill gesture by the Sappi Management but shipping and transport costs to the UK will need to be raised.

**RSH 7196 - SAR No. 2726 at Darlington**

Brief details of the locomotive are as follows : ex SAR No. 2767, RSH Works No. 7280 of 1947, current number ‘Saiccor No. 3’. Often referred to as ‘Dollies’, a total of 268 19D’s were built between 1937 and 1953 making them Africa’s largest Class.

This news may come as a bit of a surprise to some people as the locomotive was built by Robert Stephenson & Hawthorns in Darlington rather than by NBL. However, this particular engine has great significance as, when it was taken out of service in August last year, it was one of the last conventional British steam locomotives in regular service anywhere in the World.

Saiccor No. 3 only missed being a North British engine by a few months as it was one of the last 19D’s to be built by RSH in 1947, the following batch of 50 19D’s being constructed by NBL in 1948. Sir Nigel Gresley once described the 19D’s as ‘one of the best steam locomotive designs the World has ever seen’ so the chance for NBL to acquire one in full working order was too good an opportunity to miss.

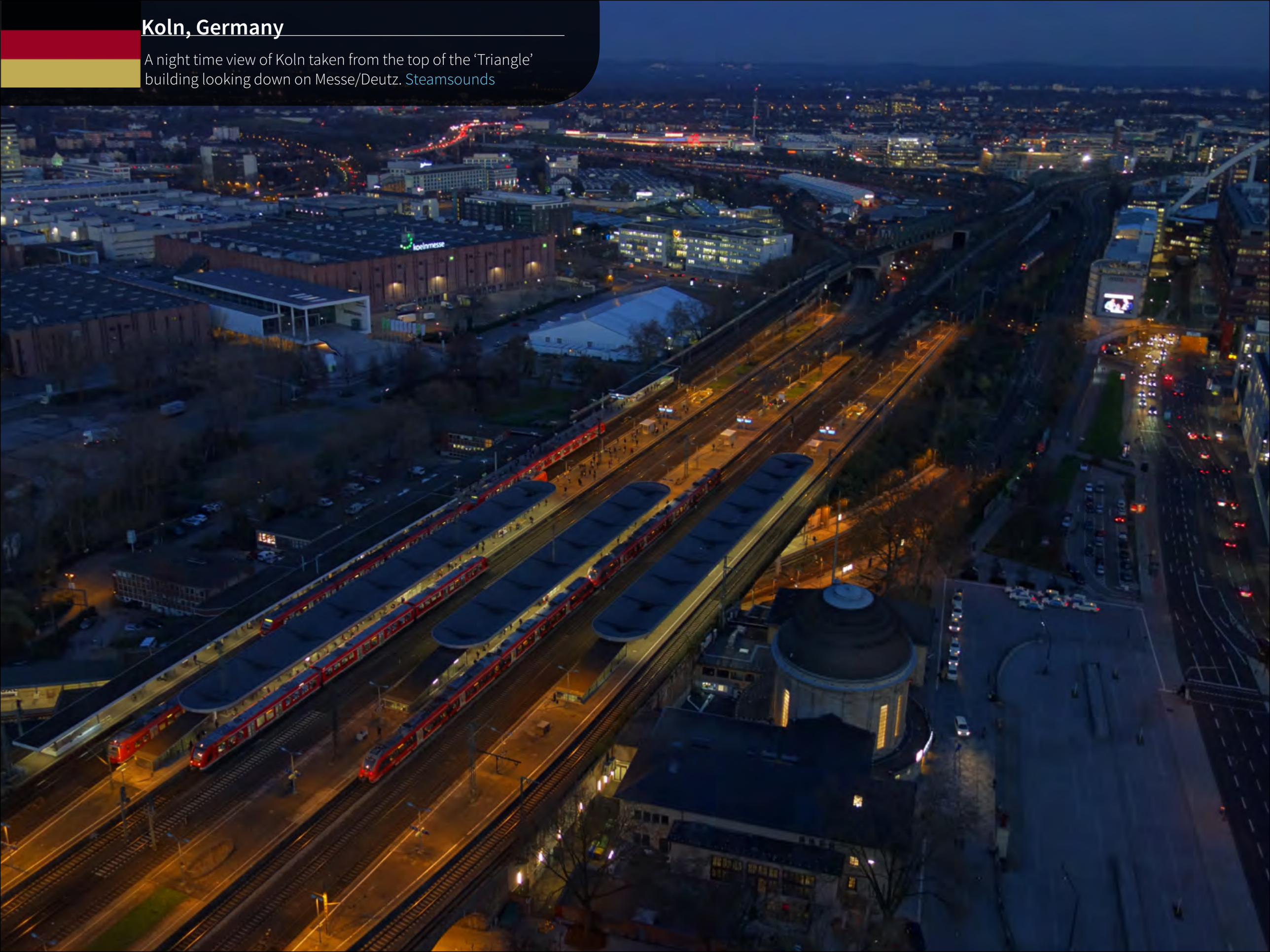
The preservation of No. 3 has come about due to an excellent working relationship that was developed with Sappi by small number of our Members during regular visits to the line over the last 25 years. We are now planning to work with local groups in the Darlington area to seek Lottery Funding return the locomotive to its birthplace for display.

Some of our major donors have very kindly agreed to the the temporary use of some existing funding to enable us to kick start the 19D shipping appeal but general funds already donated by individual Members for current projects such as the Dubs Tank and the Hendrie Class 1 will continue to be ‘ring-fenced’ for these specific locomotives. Funding for the Engine 61662 Appeal is entirely separate from NBL projects and will be unaffected.

**SAR 19D Nos. 2767 & 2697 Umkomaas Mill**

Donations towards the cost of moving the 19D will of course be welcomed and anyone interested in helping with this exciting project or indeed joining the group should contact the NBL Preservation Group at 4 Porchfield Close, Earley, Reading, Berkshire, RG6 5YZ or email: ken.livermore(at)btinternet.com

Please be assured that the commitment to preserving North British Locomotives remains unchanged.




## Koln, Germany

A night time view of Koln taken from the top of the ‘Triangle’ building looking down on Messe/Deutz. Steamsounds

# Further 25 Siemens trains for London

Siemens and Govia Thameslink Railway (GTR) have struck a deal worth over £200m to replace its suburban train fleet on the Great Northern route. The 25 climate-controlled six-carriage units (150 vehicles) will be built at the Siemens plant Krefeld, Germany, and will enter service by the end of 2018. The trains will run between Moorgate in the City of London and Welwyn and Hertford, Stevenage and Letchworth. They will be made by Siemens as a variant of the

Class 700 trains, based on the Desiro City platform, which is being built for GTR's new Thameslink service. These trains replace Class 313 trains built in 1976/77, which are the oldest type of electric trains in operation in mainland Britain.

GTR Chief Executive Officer Charles Horton said: "We are delighted to have secured the financing for this new fleet which will give our passengers on Great Northern's suburban routes a modern, high-quality environment which is light years ahead of what we have been able to offer to date with the current 40-year-old stock. And when we bring the Moorgate trains online we'll also increase the frequency of services considerably in the off-peak and at weekends and even, to a lesser degree, in the morning and evening peaks. The new Moorgate trains make up just one of three major fleets we are introducing which will steadily improve services and drive up passenger satisfaction."

"This is already the third order we've received for our Desiro City vehicle platform developed especially for the UK market. The platform concept was developed in the context of a two-year, 50-million-Euro research program based on proven Desiro UK trains, an investment that has paid off," says Jochen Eickholt, CEO of the Siemens Mobility Division.

The new train's features include: Fixed length with full width inter-vehicle gangways, creating more space for passengers on board (there are no intermediate cabs); Intelligent climate-controlled air-conditioning; The latest in passenger information systems with real-time information; Fully accessible and compliant with disability legislation; Power points throughout; Full Passenger WiFi functionality built in.

# Alstom to deliver two Prima H3 shunting locomotives to Metrans

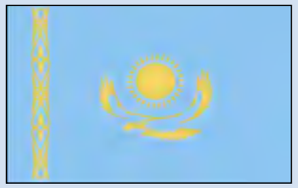
Alstom has been awarded by the logistics company Metrans Rail (Germany) GmbH the supply of two Prima H3 hybrid shunting locomotives for shunting operations in the port of Hamburg, as well as the associated maintenance for ten years. The locomotives are scheduled to be delivered in the second semester 2016 from Alstom's site in Stendal, Germany.


"These two Prima H3 shunting locomotives will help us master the growing rise for shunting operations in the port of Hamburg. With them the number of our own shunting locomotives has increased to a number of 5. We are looking forward to these efficient and environmentally friendly locomotives with which we are able to reach our very ambitious goal to reduce pollutant emissions," said Roger Mahler, managing director of Metrans Rail (Germany) GmbH.

This new contract takes to 14 the total amount of Prima H3 locomotives ordered so far. The official presentation of the locomotive was organized in September 2014 in Berlin at the Innotrans transport fair. This good record clearly demonstrates the success of the Prima H3: Volkswagen, Deutsche Bahn, Audi, InfraLeuna and Mitteldeutsche Eisenbahn Gesellschaft (MEG) have chosen the Prima H3 with the objective of reducing the environmental impact of their freight operations. The Prima H3 shows diesel savings of up to 60% compared to existing locomotives in same operation mode.
In comparison with conventional shunting locomotives, the Prima H3 with its hybrid drive produces up to 50% less CO2, while other pollutant emissions (Nitrogen dioxide) are cut by up to 70%. Noise emissions have also been significantly reduced. The 350 kW diesel generator meets the requirements of exhaust gas standard stage IIIB and has been designed with future exhaust gas standards in mind. Depending on its use, the shunting locomotive will spend between 50% and 75% of its service time in battery mode. This makes it possible to achieve zero-emission rail transport in urban areas or production halls. The locomotive reaches maximum speeds of 100 km/h and can therefore easily be integrated in main line traffic.

Photo:© Alstom

DR 99.222 backs onto its train at Wernigerode. Steamsounds

# Alstom increased its stake in Kazakh EKZ to 50%

Alstom and Kazakhstan Temir Zholy (KTZ) have closed the deal of Alstom's acquisition of an additional 25% in the EKZ joint venture (JV), formed by Alstom, KTZ and Transmashholding (TMH) to produce electric locomotives in Kazakhstan. Alstom becomes the main shareholder of EKZ with 50% of the shares, with KTZ and TMH both holding 25% of the joint venture. Alstom, which held one seat in the EKZ board of directors, will now have two.

Alstom and EKZ also signed an agreement for the production of on-board transformers for the electric locomotives at its factory in order to become a significant manufacturer for such components for Alstom. The production at EKZ will start in the 1st half of 2016, and the project is planned to be launched the same year. The plant should manufacture 200 transformers per year. This project will allow creating over 100 local jobs.

Following these agreements, Alstom will enhance its efforts in developing the EKZ factory in Astana and locally create world-quality products with an export potential, making EKZ one of the main drivers of the Kazakh economy and a hub for the production and export of locomotives to the world, starting with neighbouring countries of Eurasian Economic Union and CIS, such as Azerbaijan or Uzbekistan. "The increase of our stake in EKZ and the start of a new production are a logical step in the Alstom's strategy in Kazakhstan: building a solid and long-term partnership with the country. Through localisation of technology, production, creation of new working places and training for the local personnel, Alstom gets Kazakhstan's machinery-building industry to a new level and opens it to the global market with 400 local jobs already created. The overall localisation reached 28% and will be increased to 50% in two coming years. I am sure that our cooperation will continue, to the benefit of all the stakeholders, thanks to the favourable investment climate set by Kazakhstan", said Martin Vaujour, Alstom CIS Senior Vice President.

EKZ is working on supplying the electric locomotives ordered by KTZ for 2020. Today, 31 KZ8A freight locomotives and six passenger KZ4AT locomotives are already in operation on Kazakhstan's rail lines. In 2015, Alstom and EKZ were awarded by Azerbaijan Railways a contract to deliver 50 additional locomotives to Azerbaijan. Kazakhstan is an important hub linking Europe, Middle East, Asia and Russia through the new Silk Way. With almost 20,000 km of track, the Kazakh railway network is the world's third biggest using the 1,520 mm track gauge. Besides wide and winterized rolling stock able to run up to temperatures of -50°C, this market is characterized by very specific technical standards which require adapted engineering solutions. Alstom entered the Kazakhstan's railway market in June 2010 together with its Russian partner Transmashholding, while laying the first stone of the EKZ facility.

# Alstom-Bombardier consortium awarded signalling contract for the Barcelona suburban network

An Alstom-Bombardier consortium has won a contract to supply ERTMS signalling systems and 20 years of maintenance services for a 56km long suburban line linking L'Hospitalet de Llobregat and Mataró in the area of Barcelona, Spain.

The project, awarded by Spain's Administrator of Railway Infrastructure (ADIF) has a total value of €72.7 million. Alstom's share is valued at €38.5 million while Bombardier's share is €34.2 million.

The Alstom-led consortium will deliver the design, procurement, installation, testing and commissioning of the signalling communication systems. Alstom will implement its proven, radio-based Atlas 200 ERTMS Level 2 solution for the entire line. Bombardier is responsible for the electronic interlocking system with its BOMBARDIER* EBI* Lock 950 computer-based solution.


Nordbahn's ET6.08 waits at Hamburg Hbf with an RB61 service to Itzehoe.
Steamsounds

# Alstom to supply an integrated metro solution to Manila

Alstom together with Bouygues Travaux Publics signed a contract with the Light Rail Manila Corporation (LRMC) to upgrade and extend the Light Rail Transit Line 1 of Manila metro. The ceremony, organized for the signature of the contract, was attended by Jesus P. Francisco, President and CEO of the LRMC, Christian Gazaignes, CEO for Bouygues Travaux Publics and Dominique Pouliquen, Senior Vice President Asia Pacific at Alstom. The contract is worth around €450 million, including approximately €160 million for Alstom. The extended line is scheduled to enter into commercial service in 2020.

With 16 million inhabitants in Manila and only three metro lines, it was necessary to alleviate congestion and reduce travel times for commuters. In 20 years, the LRT-1 line - which is serving 20 stations along its 20km route - has experienced an increase of its daily ridership from over 400,000 to 500,000 today. The local transport authorities have thus decided to extend the current LRT line 1 and add 12 kilometres and 8 stations. Once the extension completed, the LRT-line 1 will carry about 800,000 passengers per day.

Alstom will provide an integrated metro solution which includes signalling and communication system, traction power supply and track work on the 12km extended line including one new depot and the extension of the existing depot. Alstom will also equip Atlas 100 on-board signalling solution for 60 trains and revamp signalling system for existing 20km line.

"We are pleased to sign this contract which aims to offer Manila's inhabitants a safe, fast and reliable transportation system which takes part in the economic development of the Philippines. Alstom is looking forward to providing customers and partners its expertise in integrated transport solutions" said Dominique Pouliquen.

From trains to services and from signalling to infrastructure, Alstom is a leading supplier of integrated mobility solutions. Alstom manages all the stages in setting up an integrated metro system, from its design, to its complete validation and commissioning. With 17 integrated metro projects awarded in cities such as Panama (L. 1 and 2), Guadalajara (Mexico), Los Teques (Venezuela) and Riyadh (Saudi Arabia) - one of the largest turnkey metro projects ever launched.

HEX DMU No. VT807 pauses at Quedlinburg with a service for Thale. Steamsounds

## CAF AWARDED THE SUPPLY OF CANBERRA TRAMS, IN AUSTRALIA

Canberra has selected CAF, as a member of the Canberra Metro Consortium, for the supply and 20 year maintenance of 14 trams as part of the project to construct a new light rail line. This line will be 12 kilometre long with 13 stops, providing a corridor between the area of Gungahlin and the centre of the Australian capital. First vehicles are scheduled for delivery in late 2017.
The Canberra Metro Consortium, made by CAF, Pacific Partnerships, John Holland, Mitsubishi Corporation, Aberdeen Infrastructure Investments, CPB Contractors, Deutsche Bahn International and the Bank of Tokio-Mitsubishi UFJ, is entrusted with the design, construction, maintenance and operation of the new light rail line for term of 20 years. Trams belong to the URBOS light rail platform and will be bidirectional, with 100% low floor and 4 doors per side for a total 33 metre length across the 5 modules making up the vehicle. The new vehicles combine modern aesthetics with cutting-edge technology and maximum accessibility, with no compromise on comfort, performance and ease of operation and maintenance. These Units showcase CAF's resilience to meet the specific needs of each and every customer. In the event of execution of the project second stage by ACT (Australian Capital Territory) with the extension of the line to the Russell area, trams will be equipped with the energy storage system developed by CAF, world leader in this technology, for catenary-free running between stops. This project builds on the Company's previous project in Australia, namely, the supply to Sydney of trams which now are operated in revenue service. Worth mentioning is also CAF's successful delivery of the URBOS platform vehicles across the world in Germany, Brazil, United States, France, United Kingdom, Hungary, Serbia, Sweden and Taiwan.

## Inaugurate Entry Into Service of Montreal's AZUR metro cars

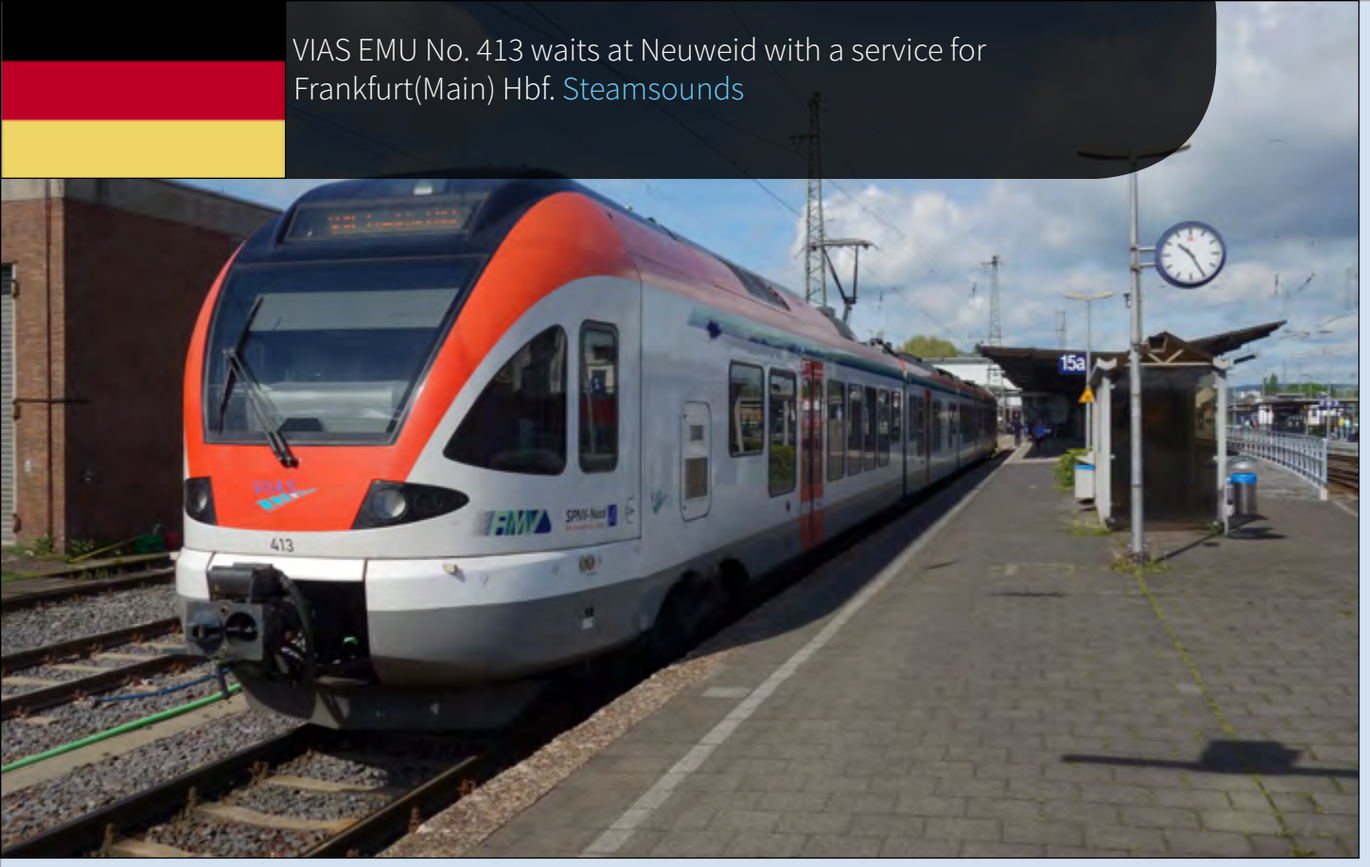
It's with great pride that the Bombardier-Alstom Consortium, manufacturers of the new generation of metro cars for Montréal, celebrated with the Société de Transport de Montréal (STM) the entry into service of the new AZUR metro cars. Raymond Bachant, President of Bombardier Transportation – Americas, stated that "We wish to congratulate our customer, the Société de Transport de Montréal, with whom we inaugurated today the AZUR metro cars. We have spared no efforts in carrying out this project and helping shape the City's vision: offering Montrealers cutting-edge metro cars that will provide STM passengers with the reliable, comfortable and rapid service to meet the high expectations of Québec's metropolis".

"AZUR has undergone strict and extensive qualification testing on the STM network, validating the metro trainset in its operating environment and confirming its performance," said Angelo Guercioni, President of Alstom Canada. "With this entry into service, passengers can be assured of comfortable, enjoyable and safe journeys."

Combining Québec know-how and international experience, Bombardier leads the project with responsibility for design and engineering at its St. Bruno, Québec, site, and production and final assembly at its La Pocatière manufacturing facility.
This project generates important economic benefits for Québec: more than 150 Canadian suppliers, including over a hundred long-standing Québec companies, participate in the project, whose Canadian content exceeds 60%.
Alstom's scope of work for this contract is the supply of more than 900 bogies for the new metro cars, the automatic train control system, as well as communications and passenger information and video-surveillance systems.

The bogie is the unit that supports the metro car and supplies the acceleration, braking, guidance and suspension of the trains. Compared to the bogies of the older fleet, the new Alstom bogie features a pneumatic suspension, providing riders a much greater comfort level by minimizing the shaking and vibrating sensations sometimes felt. These new bogies, produced at Alstom's plant in Sorel-Tracy, Québec, also feature efficient electric traction and regenerative braking systems that feed energy back into the network to energize other trains that may be accelerating at the same time.

The automatic train control system supplied by Alstom, adapted to the operational mode, constraints and infrastructure of the STM network, ensures passenger safety and maximum fluidity. AZUR's on-board, integrated and fully customisable information system keeps passengers informed, safe and entertained throughout their journey, and allows for real-time monitoring to improve network operations.




VIAS EMU No. 413 waits at Neuweid with a service for Frankfurt(Main) Hbf. Steamsounds

## DB Cargo AG is the new name of DB Schenker Rail AG

Deutsche Bahn's rail freight business has been renamed DB Cargo and will use the DB logo going forward. The name of the corresponding legal entity changed from DB Schenker Rail AG to DB Cargo AG on March 1. All the companies in Germany and abroad that currently have "DB Schenker Rail" in their name will be integrated into the new naming structure by the end of 2016.

Deutsche Bahn's rail business (specifically, its passenger and rail freight transport business units) were combined in the new Traffic and Transport Division in August 2015. "The aim is to improve the product portfolio and service quality we offer our customers," says Andreas Busemann, who heads the Sales department at DB Cargo, "and having the business units in the rail system partnering together will further that aim." Going forward, both passenger transport and rail freight transport will use the DB logo, which will serve as a visual reflection of that partnership. The logo change will also make DB's brand profile more straightforward and unite all its rail activities under a single brand.

In addition to the logo change, there has also been a structural one: rail and logistics activities have been separated in organisational terms. Global logistics will use "DB Schenker" going forward, while rail freight transport will use "DB Cargo." "Although we are separating our logistics and rail businesses from each other by name, we will of course continue to offer integrated rail transport and logistics services throughout Europe where it makes sense for the market and our customers," says Andreas Busemann. The DB Cargo website is available now at www.dbcargo.com.

## Bombardier to Supply Four Additional Regio 2N Double-Deck EMUs for Brittany

Rail technology leader Bombardier Transportation has announced that the French National Railway Company (SNCF) has exercised an option for four additional eight-car Regio 2N double deck electric multiple units. The order will be financed by the Brittany region and is valued at approximately 34 million euro ($38 million US). The contract signed in 2010 with SNCF covers the supply of up to 860 trains for various French regions. Altogether, ten French regions have ordered a total of 213 Regio 2N trains.

This new order will increase the Brittany region's fleet to 21 Regio 2N trains; 14 eight-car trains offering 491 seats each and seven six-car sets with 350 seats each. Delivery of the four new trains is scheduled for 2019. Six trains are already in service on the lines Rennes - Saint Malo, Rennes - Saint Brieuc - Brest and Rennes – Quimper and recently started operation on the Rennes - Vitré link as well.

Bombardier's Crespin site in Northern France complies with the SNCF planning and has delivered a total of 53 trains to six French regions. Since commissioning in October 2014, the Regio 2N fleet, based on the BOMBARDIER OMNEO double-deck EMU platform, has travelled over two million kilometres in service and has shown strong performance results.

Since its homologation in double sets, the Regio 2N trains begun operating in this configuration on the Paris - Chartres line at the end of November for the Centre-Val de Loire Region.


At Brugge on January 30th, SNCB Class 18 No. 1921 is seen working the 14:53 IC service to Brussels and No. 1826 is on an empty stock move. Steve Stepney

# iF Design Awards for Siemens railway technology

The new regional train platform of the type Desiro HC as well as the new universal restroom unit for trains each received an iF Design Award in the Product category. Both developments from Siemens will enter passenger service for the first time at the end of 2018 as the Rhine-Ruhr Express (RRX) in the greater Rhine-Ruhr region of Germany.

The Desiro HC is an innovative regional train platform that combines the benefits of single-deck motor coaches and double-deck intermediate coaches. The goal of the development was to provide more space for passengers and create a consistent exterior and interior design. The design was developed in cooperation with Tricon Design AG. Clear and modern lines in the exterior design, combined with specially designed roof elements, ensure a smooth and visually attractive transition from the single-deck end cars to the double-deck intermediate coaches. The bold design of the front end gives this concept a dynamic face. The overall look of the train lets it blend aesthetically into the urban environment.

Inside the Desiro HC, spacious and bright compartments convey a feeling of safety to passengers. Large visual axes and transparent partition walls provide a perfect overview, and wide inter-car gangways ensure the quick and smooth distribution of passengers throughout the vehicle. The seating arrangement offers ample leg space. The interior space has an extremely cleaning-friendly design, which helps it retain its attractiveness even after many years of service.

The interior design of the new universal restroom unit takes special care to create a harmonious overall image of the interior components. Rather than a collection of disparate individual solutions, all of the elements blend into each other. Baby-changing table and handrails form integral parts of the mirror cabinet. Additional effect lighting contributes to the pleasant ambiance of the restroom unit.

Instead of complex glass-reinforced plastic (GRP) components, the housing of the restroom unit is composed of light-alloy sandwich plates. The piping is not – as with conventional restroom units – installed behind large and complex GRP cladding but rather as a surface-mounted solution in the interior, which greatly simplifies the construction of the outer body. Now, the pipes run behind the cladding of the washstand and the mirror cabinet but always on the inside of the outer wall. This minimizes the need for wall penetrations during installation and saves on insulation. Access to the pipe components is easier in the event of repair or maintenance.

With its modular design, the universal restroom unit can be installed on any regional or high speed vehicle with adequate installation space. The new restroom unit design, developed by the Siemens design department, thus saves costs and reduces development efforts at the same time.

The “Product” category of the iF design Awards is the one that traditionally receives the most entries, and in 2016, around 3,400 products were submitted for judging in this discipline. iF has been organizing design competitions since 1953 and is a globally recognized seal of quality for excellence creative work and outstanding design.

# From the UK - Mid Hants Railway

The Watercress Line is the marketing name of the Mid Hants Railway, a heritage railway in Hampshire, England, running 10 miles (16 km) from New Alresford to Alton where it connects to the National Rail network. The line gained its popular name in the days that it was used to transport locally grown watercress to markets in London. On the weekend of 13th/14th February the line held its Spring Steam Gala.
West Country Class No. 34007 ‘Wadebridge’, making its last Gala appearance before overhaul, climbs Medstead Bank with the 13:00 Alresford to Alton. Stewart Smith

BR Class 9F No. 92212 is seen arriving at Medstead & Four Marks with the 12:30 Alresford to Alton freight on February 14th. Stewart Smith

LMS Black 5 4-6-0 No. 45379 is pictured climbing away from Ropley with the 14:10 ‘RAT’ from Alresford on February 14th. Stewart Smith

London & South Western Railway T9 Class 4-4-0 No. 30120 is seen drifting downhill from Medstead with the 12:40 service from Alton. Stewart Smith

Southern Railway Schools Class 4-4-0 No. 925 ‘Cheltenham’ drifts down towards Ropley working the 13:15 service from Alton. Stewart Smith

Visiting the line from the Bluebell Railway, Southern Railway Maunsell Q Class 0-6-0 No. 30541 approaches Ropley on February 14th with the 13:50 freight from Alton.
Stewart Smith

British Railways Ivatt Class 2MT Tank No. 41312, making its first post-overhaul gala appearance, is seen climbing away from Ropley with the 13:35 Alresford - Alton ‘local’ service. Stewart Smith

London & South Western Railway T9 Class 4-4-0 No. 30120 passes the 9F hauled freight with the 12:40 Alton to Alresford ‘local’ service at Medstead & Four Marks.
Stewart Smith

# From the Archives

SNCB/NMBS Class AM63 2-car inner-suburban EMU No. 231 arrives at Antwerp Bercham in the Bordeaux red & white stripe livery on June 19th 2001. One of a family of 3 classes built between 1962 and 1965 by La Brugeoise et Nivelles (BN)/ Ragheno/BLC/ABR/ Germaine/CWFM. Paul Godding

Withdrawn CD ‘Goggles’ Class 750.225 is seen at Havlíčkův Brod on June 26th 2006. This loco has been rebuilt by CZ Loko and still survives as Class 753.735. Class47

On February 12th 2007, Slovakian railways Class 350.007 hauls a DB rake of stock through Pardubice. Class47