

Railtalk — — Magazine *xtra*

Issue 116x | May 2016 | ISSN 1756 - 5030



Railtalk

Magazine *Xtra*

Issue 116x
May 2016
ISSN 1756 - 5030

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Submissions

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

entries@railtalk.net

Please include a detailed description and credits of the author.

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From the Editor...

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

Having just returned from a short trip to Czech to see the first weekend of the summer timetable, I can report, as seen with the photo on this page, that the imminent demise of the Class 749's hasn't happened yet and that it seems there is to be another year of summer weekend diagrams on the Svetla/Zruc turns, however this could all change if a major failure occurs of course. The ups and downs of this class has of course been well documented, and some of the locos do seem to lead charmed lives, but it was interesting this month that when a loco was needed to help out in the Summerau area, Class 751.316 which had been stored for a couple of years was resurrected and sent to assist. All I can say really is enjoy it whilst it lasts. Also of note is that between June 25th and September 3rd, KZC are operating a Sunday train from Prague to Rakovnic, via Beroun and return which should feature some interesting traction.

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 your 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, John Johnson, 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: On March 13th, Alstom built DF.1244 Bo-Bo-Bo diesel-electric locomotive equipped with a CAT 3512 engine stands with a north facing freight consist at Bago.
[David Pollock](#)

This Page: The honours of working the first Zruc loco hauled service in the summer timetable of 2016 went to Class 749.264, seen here at Zruc before departure on April 17th.
[Carl Grocott](#)



Pictures



Trenitalia Class E655.286 shelters from the weather inside the shed at Brennero on March 7th. Laurence Sly



AWT's Class 771.036 (one of only a handful of the class still in operation in Czech) hauls a short freight through Ostrava-Kunčice on April 16th. [Class47](#)





On March 13th, the traincrew check out what's cooking on the market while waiting in the headshunt west of Yangon station. No. DF.1205 of Insein Locomotive Works, Myanmar is a rebuilt Alstom Bo-Bo-Bo diesel-electric locomotive equipped with a CAT 3508B engine. [David Pollock](#)





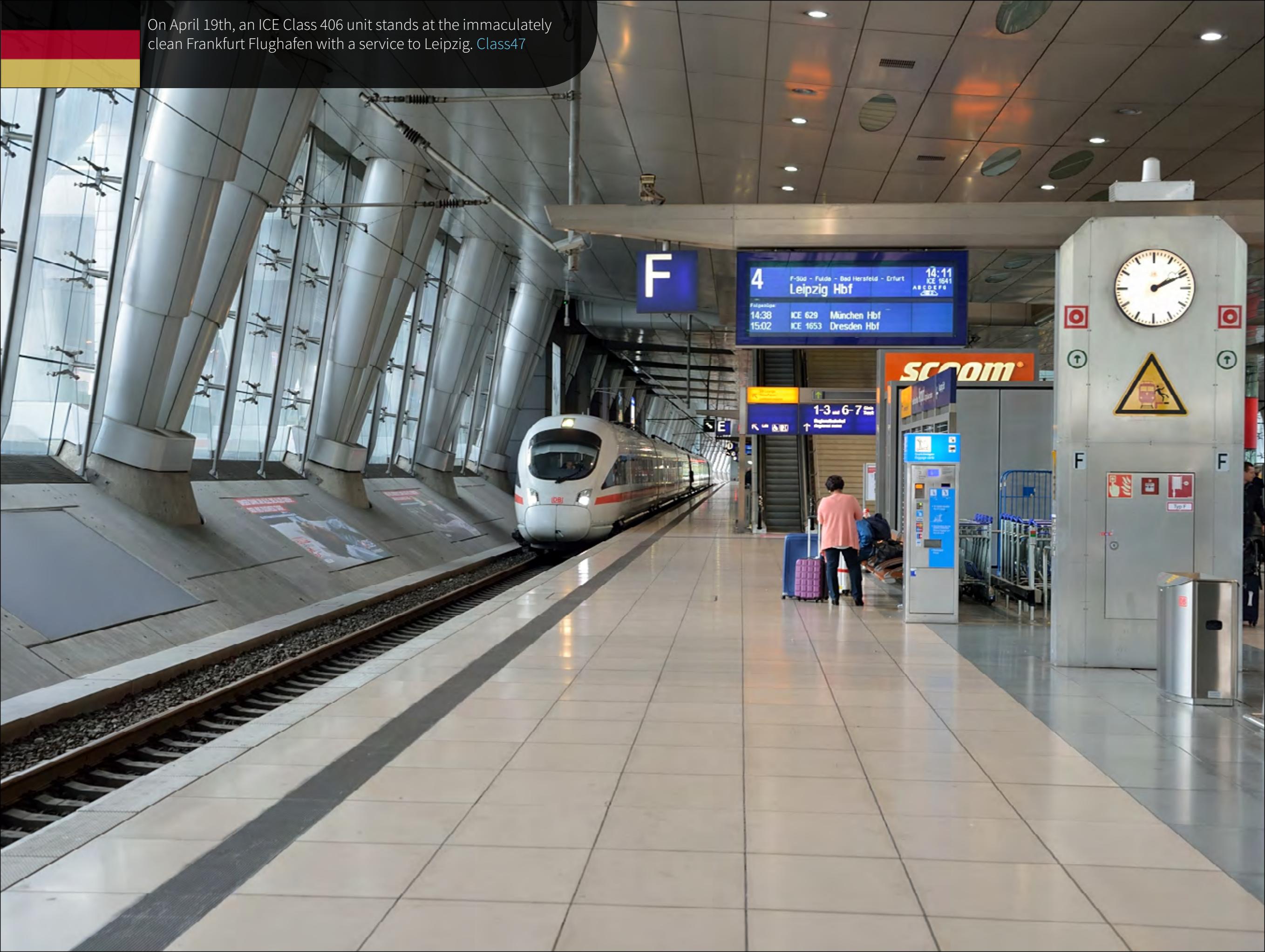
GO Trains are seen stabled at the west end of the Union Station complex in Toronto. These MP40PH-3C sets are less than 15 years old and a fleet of 66 forms the backbone of double deck commuter services in the Greater Toronto area. [Tim Ward](#)



An OBB Taurus passes Sankt Jodok whilst hauling RoLa train No. 52336 from Brennero to Worgl on March 9th. Laurence Sly



On April 19th, an ICE Class 406 unit stands at the immaculately clean Frankfurt Flughafen with a service to Leipzig. [Class47](#)



F

4
F-300 - Fulda - Bad Hersfeld - Erfurt
Leipzig Hbf
14:11
ICE 1641
ABCD EFG
Folgtzöge:
14:38 ICE 629 München Hbf
15:02 ICE 1653 Dresden Hbf

SCOOTER

1-3-6-7
Bahnhofsbüro
Information



F

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Trenitalia Class E405.013 passes Campo di Trens whilst hauling train No. 42153 from Brennero to Verona Quad Europa on March 8th, which included a dead Class E652.032. [Lawrence Sly](#)



BF Logistics Class 741.517 and 741.518 are seen stabled at Chomutov on April 18th. [Andy](#)





New in 2015, these Japanese DMU trains provide a rapid service between the main downtown station in Toronto, Union Station, and the area's major international airport, Pearson Airport. Pearson is actually based in the neighbouring city of Mississauga. The service is run by a separate division of Metrolinx who also operate the commuter train services in the Toronto region. The 90mph units were built by Nippon Sharyo and take 25 minutes for the journey. [Tim Ward](#)





NJ Transit EMD GP40PH No. 4209 stands at Hoboken after arriving on train No. 1162, 09:16 Suffern - Hoboken, alongside it is Alstom built PL42AC No. 4021. [Keith Hookham](#)





An ex Japanese Railways 5-car DMU formed of Driving Motor Open Ordinary vehicles Nos. RBE.25114 (nearest / leading), RBE.25111, RBE.25109, RBE.25113 and RBE.25112 stands at Yangon station. [David Pollock](#)



Railadventure's Class 103.222 heads southbound at Strand, south of Kurort Rathen, on April 20th with new Railpool hire locomotives Class 186.438 and 187.002. [Chris Perkins](#)





On March 9th, Trenitalia's Class E412.020 and E412.001 pass Mules whilst hauling a southbound intermodal train.
Laurence Sly



Cesky Drahy's Class 362.167 stands at Kutna Hora whilst working a service from Kolin to Havlíčkův Brod. Paul Godding





A GE U15C loco passes Pasay Road level crossing hauling ex Japanese EMU coaches with a Tutuban to Alabang service on March 29th. [Mark Torkington](#)



On April 16th, Regiojet's Siemens Vectron Class 193.206 approaches Ostrava-Kunčice working a service to Praha hl. n. Class47





Former Indian Railways ALCO (American locomotive company) Design Co-Co diesel-electric locomotive No. DF.1324 built by DLW (Diesel Locomotive Works, India) and equipped with ALCO designed 251D engine runs into Togyauungale on March 14th whilst working service No. 90, 08:00 Mawlamyine – Yangon. In the right background is Alstom built Bo-Bo diesel-electric locomotive No. DD.936. [David Pollock](#)





Rail Traction Company's Class EU43.004 departs Brennero on March 9th whilst hauling a train of steel to Brescia, with a dead Class E186.287 behind the loco. Laurence Sly





On February 13th, Lokotrain's Class 193.222 is seen stabled at Breclav in the spring sunshine. [Class47](#)





GO locomotive No. 206, visible between the typical high rise buildings of downtown Toronto near the financial district, is seen here at a stand in Union Station in April 2016. [Tim Ward](#)



A Wabtec built MPExpress train departs from Union Station, Toronto on April 15th. With the CN Tower as a backdrop these trains run intensive services in the Greater Toronto area and feature DVT style cab trains (leading here) and 40,000 HP 93mph locomotives at the other end. [Tim Ward](#)



SNCB/NMBS Alstom built Class 41 DMU No. 4178 stands at Antwerp Central on March 3rd working a service to Hasselt. Steve Stepney



DB Class 120.123 calls at Osnabrück Hbf with train No. IC2310 to Westerland. Steamsounds





OBB Class 1216.002 passes Vipiteno whilst hauling a train of Volkswagen cars from Ingolstadt to Verona Quad Europa on March 9th. This is a new service operated by Rail Cargo Group.
Laurence Sly





Class 754.049 passes through Ostrava on April 16th. The loco had run light engine from Bohumin. [Carl Grocott](#)





OBB's Class 1216.013 passes Fleres whilst working train No. EC81, 07:16 Munich - Bologna Centrale on March 11th.
Laurence Sly





On March 18th, No. DMU.302 built in 2002 by Ywa Taung workshops, Myanmar and formed of two Driving Motor Open Ordinary vehicles arrives into Shwebo. [David Pollock](#)





Zentral Bahn ABe No. 130.002 departs from Brienz working a service from Interlaken Ost to Meiringen. Steamsounds



On April 17th, Class 754.042 pauses at Zruc whilst working the first loco hauled Světlá nad Sázavou bound service of the summer timetable. [Carl Grocott](#)



SNCB AM80 Class EMU No. 433 stands under the rebuilt section of the station at Oostend on February 29th. [Steve Stepney](#)





Regiojet Class 162.113 stands at Ostrava hl. n. on April 16th, working a service to Prague. Carl Grocott



A pair of DB Class 151s, with No. 151.116 leading, haul a rake of coal wagons through Hamburg Harburg. [Class47](#)



On April 17th, CD Cargo Class 230.088 leads 363.514 through Světlá nad Sázavou, heading towards Havlíčkův Brod. [Class47](#)



Euro Cargo Rail Class E186.305 leads a freight working through Gent-St. Pieters on a dismal March 1st. [Steve Stepney](#)



Class 771.099 turns on the power as it heads a freight train through Ostrava hl. n. on April 16th. [Class47](#)



PKP Cargo Class ET41-161 speeds through Ostrava hl. n. on April 16th with a loaded coal train. [Class47](#)





Long Island Rail Road's No. 521 is seen on arrival at Mineola with train No. 560, 16:49 Hunterspoint Avenue - Mineola.
Keith Hookham





RhB Ge 4/4II No. 625 working train No. RE1216 to Disentis/Muster stands at Chur alongside Ge 4/4III No. 646 with train No. RE1125 to St. Moritz. [Steamsounds](#)



OBB's Class 4024.1104 EMU stands at Salzburg Hbf working a service to Bad Gastein. [Class47](#)



CD Cargo's Class 363.047 hauls Class 749.262 and a rake of wagons through Usti nad Labem on April 18th. [Carl Grocott](#)





RhB Ge 4/4III No. 648 approaches Filisur with train No. RE1148 from St. Moritz to Chur. [Steamsounds](#)





Metro-North Railroad GP40FH-2 No. 4904 stands at Hoboken before departing on train No. 1652, 10:49 Hoboken - Suffern.
Keith Hookham



SNCB Class 27 No. 2720 stands at Bruxelles Midi working on the rear of a service to Mechelen Turnhout. [Class47](#)





On March 21st, Class D19E.950 threads its way out of Hanoi on a damp morning with a train for Saigon. [Mark Torkington](#)





A Toronto GO (Government of Ontario) Train approaches Union Station Toronto on April 17th from the Barrie line. The network also serves Hamilton, Wellington and Waterloo to the west of Toronto and York and Durham to the east. [Tim Ward](#)



On April 8th, a distinctive Toronto tram (known as streetcars) undertakes an east to west run along King Street. These CLR (Canadian Light Railway Vehicles) were built late 1970s early 1980s and still number nearly 200 in the fleet. [Tim Ward](#)





RhB ABe 8/12 'Allegra' No. 3503 arrives into Brusio with train No. R1656 from Tirano to St. Moritz. Steamsounds



CD Cargo's Class 753.006 and 753.187 head a line of withdrawn locos at Usti nad Labem on April 16th. [Class47](#)





On March 22nd, Class D12E.657 crosses the iconic Gustav Eiffel bridge in Hanoi - a once grand structure several kilometres long which was bombed by the Americans during the Vietnam War.
Mark Torkington





RhB Ge 6/6II No. 706 stands at Samedan with train No. RE1351 to St. Moritz. Steamsounds



Lokomotion's Class 186.441 and 186.442 approach Matri am Brenner whilst hauling a container train to Brennero on March 9th. Laurence Sly





Metro-North Railroad GP40FH-2 No. 4908 stands at Hoboken about to depart on train No. 1109, 11:29 Hoboken - Suffern.
[Keith Hookham](#)



DB Class 185.271 speeds a rake of coal empties through Hürsching. [Class47](#)



Rail Traction Company's TRAXX Class E189.904 and E186.283 pass Sankt Jodok whilst hauling a Verona bound freight train on March 9th. Laurence Sly





ATM Class 1500 Milan Tram No. 1825, built around 1927, stands outside Milano Centrale. Steamsounds



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1825



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1825

Aramboldi
MAMMA MIA
24 NOVEMBRE

AOSTA

STARHOTEL

SNCB Infrabel's Class 62 No. 6291 hauls an engineers train through Antwerpen-Berchem on March 3rd. Steve Stepney



Dangerous goods shipped by Rail Cargo Group's European-wide transport service are in safe hands.



Thanks to a team of professionals, when it comes to transporting dangerous chemical products, one can never be 'too safe'. Rail Cargo Group therefore focuses on each and every detail, delivering one-stop, forward-looking logistics and transport solutions: from the management of incoming raw material flows to supplying finished products. They are just as competent in providing equipment and managing rolling stock deployment as they are in providing specialised on-site logistics, freight management, and dangerous goods logistics. The development and implementation of transnational approaches for supplying goods, an efficient combination of different modes of transport, and transit monitoring are guarantors of optimum safety in the transit of goods.

In 2015, Rail Cargo Hungaria posted its best-ever results in dangerous goods transportation, transporting over six million tonnes of goods such as gas, flammable, fluid and corrosive substances – safely, securely and entirely by means of environmentally friendly rail. RID specialists also inspected a total of 12,684 wagons loaded with dangerous goods for compliance with safety requirements and regulations.

In 2015, Rail Cargo Logistics provided tailored European-wide logistics solutions, transporting a total of 1.8 million tonnes of chemical products and 4.9 million tonnes of petroleum. These volumes alone are proof that, in Rail Cargo Group, shippers of dangerous goods have a safe pair of hands.



Alstom announces the launch of a second TrainScanner

Alstom has announced that following the successful testing of TrainScanner predictive maintenance prototype on Virgin's fleet of Pendolino trains in Manchester, a second investment in a new machine will go ahead at Oxley depot near Wolverhampton in the West Midlands.



This second TrainScanner will represent a significant upgrade in Alstom's high tech maintenance capability on the West Coast Main Line and demonstrates that the predictive maintenance tool is ready for mainstream deployment across train fleets worldwide. TrainScanner is part of HealthHub solution. HealthHub is Alstom's predictive maintenance solution which makes it possible to determine the status of rolling stock, infrastructure and signalling automatically, and to identify any components that need to be repaired or changed and the replacement date. The right quantities of materials are delivered at the right time and maintenance staff can operate quickly, increasing fleet availability. TrainScanner automatically analyses the data gathered by laser or 3D camera measurement systems using

a diagnostics portal through which the train passes. It collects information on the condition of certain equipment and then predicts its remaining service life.

By having two machines at two depots out of five on the West Coast Main Line, it will ensure that Pendolino trains get a maintenance scan every five days on average. Seeing the same train every five days creates the opportunity to make much more detailed assessments of the condition of the equipment.

"Now we have proven Alstom's new technology works well, we want to bring a second machine to the UK at Oxley. This will massively increase Alstom's maintenance capability here in Britain. The investment will also allow Alstom to take its prototype here in Manchester and turn it into a fully industrially designed solution. This will drive down the cost and allow easy deployment of TrainScanner to our customers worldwide," said Rob Whyte, Managing Director Regional and Intercity, Alstom UK&I.

The new more modular design of the second TrainScanner will be the design that is rolled out to Alstom's customers worldwide. The system has been upgraded to be much easier to repair, allow the laser and camera units to be calibrated at the factory before delivery to reduce install time, create lighter and simpler ground level boxes to improve reliability and has a rail mounted system, reducing the civil work required needed to build the TrainScanner at the depot by fifty per cent.



Alpha Trains orders Vectrons

Alpha Trains Luxembourg S.à r.l has placed an order with Siemens for six Vectron type multisystem locomotives. The contract includes a full service and maintenance contract and an option to deliver four additional locomotives. The locomotives will be directly leased by Alpha Trains to TX Logistik AG, a rail transport company based in Germany. All locomotives will operate in cross-border traffic between Germany, Austria and Italy and are equipped with all country-specific control systems as well as the European Train Control System (ETCS). Delivery of the vehicles is scheduled to start in early 2017. The locomotives will be built in the Siemens plant in Munich-Allach, Germany.

“I am very pleased to be extending our long and successful relationship with both TX Logistik and Siemens with this transaction,” said Shaun Mills, CEO of Alpha Trains Group.

“We are delighted that the purchase of the Siemens Vectron locomotives will give us an even more diversified locomotive portfolio. The purchase reflects Alpha Trains’ trust in the Vectron platform. Furthermore, we are confident that the full service arrangements with Siemens will provide our customer TX Logistik with optimal service support during the lease,” said Fernando Pérez, Managing Director of Alpha Trains Locomotives Division.

“With the Vectron, we are crossing technical and geographic borders. The locomotive’s interoperability offers the flexibility that we need on the north-south corridors. Differing train control systems, voltages and requirements along the rail routes don’t affect our operations: With the Vectron we can easily bring company goods to their destinations in Europe,” explained Gero Sieberger, head of operations at TX Logistik.

“With this order from Alpha Trains, we succeeded in acquiring another new customer for our Vectron platform. We were not only able to convince the customer with our vehicles, but also with our customized full service package,” added Sabrina Soussan, CEO of Siemens’ business with high-speed/regional trains and locomotives.



ČD Cargo orders five Vectron locomotives

The Czech rail transport company ČD Cargo has ordered five Vectron MS locomotives from Siemens. The multisystem locomotives can be operated in all countries neighbouring the Czech Republic as well as in Hungary and Romania.

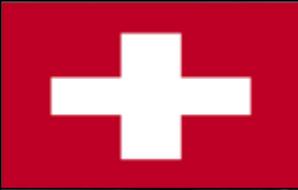
will be built in the Siemens plant in Munich-Allach, Germany. “The decision to purchase new interoperable locomotives comes from a long-term strategy of ČD Cargo and fulfills one of the company’s key objectives, which is expanding to



The Vectrons will be used for transporting automobiles by rail between Slovakia, the Czech Republic and Germany, and on other international routes. All locomotives will be equipped with train control systems for these countries as well as the European Train Control System (ETCS).

The locomotives have a maximum output of 6,400 KW and a top speed of 160 km/h. Deliveries will begin in June 2016 and be completed by the end of the year. The locomotives

foreign markets. If we want to sustain our current market share and our position as one of the largest European carriers, fleet renewal is necessary, and these locomotives are the first but not last investment in this area. ČD Cargo’s brand new Vectrons will meet the strictest European standards and will become the most modern locomotives of our entire fleet,” says Ivan Bednárík, Chairman of the Board of ČD Cargo.



BLS RABe 535 'Lötschberger' No. 119 stands at Brig with a service to Bern. [Steamsounds](#)



Alstom awarded major re-signalling project in the UK

Alstom has been awarded a contract by Network Rail for the full re-signalling of the Great Western Main Line between Reading and Paddington in the west of London. This major contract is worth over €100 million. Network Rail and Alstom have worked in close collaboration to develop an interlocking solution based on Alstom's Smartlock range that will be ready for ETCS installation allowing trains with ETCS capability to operate on that section of the line. Smartlock interlocking proven solutions has been developed for the most complex and challenging major railway re-signalling projects. The works, which include both the renewal of the existing Interlocking and some track remodelling, have already started in order to maintain the tight delivery programme. They are due to reach completion by the end of 2017. "Alstom is very proud to take part in this project and will provide Network Rail with state-of-the-art, proven and reliable solutions" declared Nick Crossfield, Managing Director Train Control solutions in UK.

In February 2014, Alstom joint venture, ABC Electrification Ltd, had been selected as one of four suppliers to deliver a €2.4 billion electrification programme which will electrify more than 3000 kilometres of Britain's railways over the next seven years. In November 2015, Alstom was awarded a Network Rail framework agreement to design and develop European Train Control System (ETCS level 2) using Alstom's proven Atlas technology, and was awarded recently a first contract to deploy ETCS trainborne solution on intercity trains. Alstom is now responsible for providing signalling renewals and enhancements as primary supplier in three out of eight geographical regions in the UK: Central East, Great Western Inner and Great Western Outer. Alstom also is the secondary supplier in four other geographical regions: Scotland, Central West, Wales and Western and Kent and Anglia.



HHLA FURTHER EXPANDS GERMANY'S LARGEST CONTAINER RAIL TERMINAL

Hamburger Hafen und Logistik AG (HHLA) is expanding the rail terminal at its Container Terminal Altenwerder (CTA). The company is thereby responding to the ever-growing number of rail containers. The CTA's rail terminal will have nine tracks in future, instead of the current seven. The expansion will increase the terminal's capacity by 140,000 to 930,000 standard containers (TEU). Since 2010, annual container throughput at the CTA rail terminal has risen by almost 20 percent to 769,000 TEU in 2015. This means that, once again, the CTA's terminal had the highest throughput of any container rail terminal in Germany. Rail's share of total container volume has also continued to grow in recent years. The German Federal Ministry of Transport expects that transport services of rail freight traffic will increase by 43 percent by 2030.

Dr. Stefan Behn, Executive Board member of Hamburger Hafen und Logistik AG, explains the construction project: "The expansion of the rail terminal will enable us to ensure the efficiency of the state-of-the-art HHLA Container Terminal Altenwerder. Once construction work has been completed, we will have two more tracks available, thereby allowing us to provide our customers with an even more attractive service. With this clear commitment to rail as a mode of transport, we are strengthening Hamburg as a rail port, and in the expansion of the rail terminal, too, we are continuing to focus on automation." The total area of the CTA's rail terminal will be unaffected by the expansion, as the two additional tracks will be built on the existing area. This even increases the facility's already efficient use of space. The distance between the tracks will become smaller, meaning that checking the container data will no longer be done, as before, by terminal staff who would drive along between the trains. For this reason, a so-called "train gate" had to be built. This train gate automatically records the container data on incoming trains as they enter the terminal. The automatic recording is quicker than the manual recording carried out previously, which means that the train handling operations can begin sooner. By no longer using the diesel-powered vehicles to check the trains, emissions of harmful CO2 at the already largely electrified CTA can also be further reduced.

Oliver Dux, Managing Director of the Container Terminal Altenwerder, emphasises: "When planning the reconstruction work, we paid particularly close attention to keeping the inevitable restrictions to handling to a minimum. In both stages of the expansion, we will have four tracks available. The six months planned for the construction work is ambitious, but we are nonetheless continually reviewing further possibilities for optimization, in order to further shorten the construction period. We are also using a range of measures to optimise the utilisation of the existing capacities. We have been keeping our customers continually up to date on the construction activities for more than a year now." The expansion of the rail terminal began in early April, and construction is expected to last for six month.



Alstom delivers its first Coradia Meridian to Campania region

Alstom has recently delivered the first Coradia Meridian Jazz to the Campania region in Italy, at the Napoli railway station. This train is part of the regional trains ordered by Trenitalia to Alstom in November 2012. All the 12 trains for Campania region will be delivered by the end of December 2016. The delivery ceremony took place in the presence of Renato Mazzoncini, FS Italiane CEO, Barbara Morgante, Trenitalia CEO, Vincenzo de Luca, President of the Campania region and Pierre-Louis Bertina, Alstom Italy Managing Director.

“Coradia Meridian is a successful train already circulating in 10 Italian regions, from north to south. With this train, Campania region will improve the experience of its passengers. Coradia Meridian is a train made in Italy, and benefits from Alstom’s experience in regional transportation,” said Pierre Louis Bertina, Managing Director of Alstom in Italy.

To date, more than 100 Coradia Meridian regional trains are in circulation in Italy. These trains, which improve the quality and



“Jazz” is the latest train coming from Alstom’s Coradia Meridian range. It is an EMU (Electric Multiple Unit) type train that can run at a maximum speed of 160 km/h. Its concentrated traction system with two motor bogies optimizes the electrical braking capability of the train allowing energy consumption and brake wear to be reduced. It is an environmentally friendly train with a 95% rate of recyclability.

comfort of travellers, are already operational in Piedmont, Lombardy, Tuscany, Umbria, Lazio (version Airport), Marche, Abruzzo, and soon will enter in service in Trentino and Sicily. The trains are designed and manufactured in Italy in the Alstom sites of Savigliano (CN), Sesto San Giovanni (MI) and Bologna.



Rajarata Regini ICE.Class M4 No. 746 working a Matara - Galle service, passes through Kumbalgama on March 9th.
Richard Jones



SNCF BB No. 36028 heads through Antwerpen-Berchem on March 3rd with a loaded liner, heading for the docks.
Steve Stepney





Centovalli (FART) ABe 4/6 No. 54 calls at Intragna with a service heading to Locarno. [Steamsounds](#)



Alstom, the City of Belfort and MÄDER team up to renovate the TGV 001 power car

Alstom has received at its site in Belfort, the TGV 001 power car displayed alongside the A36 motorway at the entrance to the city, more than 40 years after it was produced.

It was the wish of Damien Meslot, Deputy-Mayor of Belfort, to launch the renovation of this symbol of the railway world and of the city. Alstom, in collaboration with the paint specialist MÄDER, will use its industrial capabilities to give a new lease of life to the power car, which was designed in the 1970s on Alstom's Belfort site. It will conserve all of its authenticity as it will be repainted in its original orange livery.



The operation of lifting the power car commenced on Monday 25 April at approximately 9 a.m. The TGV power car was transported by special convoy to the site, where it will remain until the end of June before being exhibited once again at the city entrance.



30% CO2 reduction, 45% renewable power – DB sets new climate protection targets for 2020

“We have a special obligation,” says Management Board Member Ronald Pofalla

DB customers travel 100 million green train kilometres a year

Deutsche Bahn has upped its climate protection targets for 2020. “We aim to cut specific CO2 emissions across all transport services at its Group by 30% of 2006 levels – a 50% increase over what we have achieved so far. We are also increasing the share of renewable energy in the traction current mix of DB's rail transport services to 45%. Our target for 2020 is nearly 30% higher than we originally planned in our DB2020 strategy,” said Ronald Pofalla, Member of the Management Board for Economic, Legal and Regulatory Affairs at Deutsche Bahn in Berlin.

“By improving CO2 efficiency, we are also incorporating policy makers' calls for an additional reduction from rail transport so that Germany's national climate protection targets for 2020 can be reached. As Deutsche Bahn, we believe we have a special obligation and are redoubling our efforts at all of our business units and divisions to honour that obligation.”

DB's trains alone take over 1.5 billion car trips and 8 million truck trips off German roads each year, which keeps some 12 million metric tons of CO2 out of the atmosphere.

A large portion of the considerable CO2 savings so far has come from DB Long Distance, which has improved its carbon footprint by around one million metric tons of carbon dioxide each year since CO2-free travel was introduced in April 2013. BahnCard customers, holders of line-based passes, and business customers travel using 100% renewable power, which DB purchases in addition and supplies to the traction network. DB customers travel some 100 million green kilometres by train each year.

DB is also aiming to cut CO2 emissions elsewhere by using modern rolling stock, energy-efficient driving and intelligent linkages between modes of transport. DB's Flinkster fleet has over 700 electric vehicles, which makes DB one of the largest carsharing providers of electric cars.



Prague, Czech Republic

A night time view of the main station on April 18th, with a 'City Elefant' EMU waiting to work a service to Beroun. [Class47](#)



Railcar No. 187.017 is pictured ready to leave Gernrode for Quedlinburg. [Stearnsounds](#)



Alstom starts deliveries of new commuter trains in Stockholm



Alstom and Stockholms Läns Landsting (SLL), the traffic administration of Stockholm County Council, have recently inaugurated the new Coradia Nordic commuter trains. SLL had ordered 46 new trains in June 2012. The first deliveries to SLL started in January 2016, according to schedule, from Alstom's factory in Salzgitter (Germany) where the trains are being built. Alstom will supply two trains per month until November 2017, bringing the total number of Coradia Nordic trains operated by Storstockholms Lokaltrafik (SL) to 129. Alstom had previously supplied 83 trains of the earlier generation of Coradia Nordic, currently used in SL's commuter traffic in Stockholm. The new commuter trains represent the latest evolution of the Coradia Nordic family, featuring over 150 improvements, most of them technical. Among others, the trains are equipped with the latest European Rail Traffic Management System (ERTMS) signalling technology and meet all the latest interoperability requirements. They are technically enhanced to facilitate vehicle maintenance.

"Our commuter trains are already a well-known daily feature for Stockholm passengers. Alstom is pleased to offer its latest technology and thus further contribute to a sustainable public transport service in the city of Stockholm", says Per Öster, President of Alstom in the Nordics.



Alstom and Qatar Rail unveil the design of Lusail Citadis tram

Alstom and Qatar Rail have unveiled the design of the Citadis tram of Lusail which will circulate on the 4-line tramway network. The design of the Lusail tram, with its front shaped like the bow of a vessel, is inspired by the Dhows, traditional boats of the area. The tram's blue tones also reflect the sea, inviting passengers to climb aboard and take a cool break from the heat of Qatar. The interior design echoes the architecture of the area, incorporating touches of yellow that recall the Lusail flower. Commenting on the unveiling, Eng. Abdulla Al Subaie, Qatar Rail's Managing Director said: "Across our projects, our build and design stages have been guided by the powerful coming together of tradition with modernity. Deeply entrenched in Qatari culture and heritage, the Lusail tram designs celebrate the convergence of our country's history with ground-breaking technologies and cutting-edge solutions. We are creating a seamless consumer journey and experience built around the local community's needs and values."

"There are currently more than 1,800 Alstom light rail vehicles in operation throughout the world. Each Citadis has its own specific design and is customized to reflect its city's image and culture. We are very happy to have partnered with Qatar Railways to come up with a unique design that will certainly please the passengers and residents of Lusail" said Gian Luca Erbacci, Senior Vice President for Alstom Middle East & Africa.

Alstom as part of a consortium was awarded by Qatar Railways in June 2014, an integrated tramway system contract for the engineering, procurement, construction, testing and commissioning of 4 tram lines, totalling 38 kilometres (of which 10 kilometres underground) with 30 stations. The contract also includes the supply of Citadis trams, power supply, signalling and track works.

The Citadis tram for Lusail is 33 meters long in single unit and can accommodate 207 passengers in "common" and "family" classes. It can be coupled to double its capacity. The tram features the latest technologies such as the permanent magnet motors which reduces energy consumption. The Lusail tramway will be powered via APS - a 12 year proven technology for catenary-free operation - on all the lines at-grade. The solution which is able to operate in harsh climatic conditions without compromise on performances allows to preserve aesthetics of city centres.





NJ Transit No. 4646 is seen working train No. 3831, 09:37 New York Penn Station - Trenton. [Keith Hookham](#)



Škoda Electric celebrates another major achievement

Škoda Electric has been successful in its tender to provide the complete electrical equipment for trams in the Chinese city of Suzhou. This is a contract for a total of eighteen 100% low-floor five-car trams whose final manufacturer is the Chinese company CRRC Nanjing Puzhen. After the subway projects in Suzhou and trams for Beijing, the Pilsen company can chalk up another success in the demanding Chinese market.

“Our deliveries of electrical equipment for trams in Suzhou builds on previous deliveries of equipment for the subway in the Chinese city. The subway trains have been in service here for several years already and the references to the quality and reliability of the equipment supplied by us have been very positive. This is confirmation that our company is able to offer top-notch products that can hold their own in competition with international manufacturers,” says Jaromír Hájek, the sales manager of East&Asia Škoda.

There are 40 five-car subway trains with traction equipment from Pilsen running in Suzhou. The latest delivery for another 40 subway trains with an improved technological concept for six-car trains is currently being finalized. “Modern low-floor trams are being designed for line 2 in Suzhou. The complete installation of the equipment and engine production is being done in the partner factory of Škoda Electric in China,” says Jaromír Hájek.

In addition, last year saw the premiere of another new tram, the development and manufacturing of which Škoda Electric shared in. The vehicle might be used in the future for tram lines in the capital city of China, Beijing. Besides Škoda Electric, Škoda Transportation is also doing well in China. The new modern 27T trams recently began regular service for passengers on the first new tram line in the Chinese city of Qingdao. 27T trams were developed for the Chinese market in cooperation between Škoda Transportation and the Chinese company CRRC Qingdao Sifang. In Qingdao a total of seven of these trams are currently in service. “There is interest in our products in other Chinese cities as well,” says Jaromír Hájek.



730 meters long freight trains now running in Sweden

After several years of construction of passing tracks for long trains and the expansion of double track, it is now possible for the 730 metre long freight trains to operate regular on the Swedish railways. First up is Hector Rail. Trials with longer trains between Hallsberg- Malmö has gone well and now Hector Rail has begun to run the 730 metre freight trains between Malmö and Katrineholm and between Malmö and Hallsberg. Sweden has for years built new passing tracks for a maximum of 750 metre long trains. Along with expanded double tracks and other types of measures, the investment now starts to pay dividends. Intensive efforts between the Swedish Transport Administration and Hector Rail has resulted in it now rolls 730 metres long freight trains in regular service in Sweden.

Longer trains mean more goods on every train, which in turn means cheaper transport per unit. A 730 metre long freight train brings 15 percent more payload than the previous maximum length of 630 metres. Another important effect is that more goods on the same train may also free up capacity on the track for the other trains. Today 730 metre long trains are running every day from Katrineholm and Hallsberg to Malmö, and to the continent. The trains from Hallsberg are loaded with paper rolls to customers in Europe and the trains to and from Katrineholm are filled with trailers where each train relieve road network of about 35 trucks. Sweden allows Europe's biggest trucks, but until now Sweden have had Europe's shortest freight trains. It is Hector Rail's ambition to constantly take the railway to new levels and this is a good example to visualise this ambition.



Alstom signs a frame agreement to extend Cital's activities and produce trains for Algeria

Alstom, EMA (Entreprise Métro d'Alger), Ferroviol and SNTF (Société Nationale des Transports Ferroviaires) have signed a frame agreement to extend the activities of the joint venture Cital to include the assembly and maintenance of regional and intercity trains, in addition to its current focus on Citadis trams. The agreement was signed by Yacine Bendjaballah, Managing Director of SNTF, Aomar Hadbi, CEO of EMA, Salah Melek Managing Director of Ferroviol, and Henri Bussery, Managing Director of Alstom Algeria, at the CIHN (Comité Intergouvernemental de Haut Niveau Algéro-Français) in Algiers. The signature took place in the presence of the French Prime Minister, Manuel Valls, and the Algerian Prime Minister, Abdelmalek Sellal.

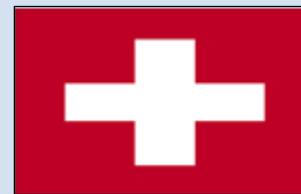
The new agreement also includes SNTF's entry into the Cital joint venture as a shareholder. SNTF intends to order 98 Coradia trains from Cital, based on Alstom's Coradia Polyvalent in its bimodal version. The acquisition is part of the operator's plan to extend its rail network from 3,000 km to 12,500 km by 2025, own a larger fleet able to circulate on various types of lines,

and offer an enhanced quality of service to its passengers. The Cital site in Annaba, currently dedicated to the assembly and maintenance of Citadis trams, will be extended from the current 46,000m² to 190,000m². It will house an engineering department, new production lines, and a maintenance depot. It will have the capacity to produce one Coradia train per month.

The new activity will progressively create up to around 270 direct jobs at the Annaba site, currently employing more than 240, and several hundred indirect ones. Alstom will provide training and will transfer skills, know-how and technology to Cital's employees for the production and maintenance of the new trains.

"This signature represents a very significant agreement with our partners in CITAL, EMA and Ferroviol, with whom we have carried out successful tramway projects in several cities in Algeria and now also SNTF, who will join the Joint Venture. Cital's extended activity will certainly contribute to the emergence of a railway hub in Annaba, reinforcing Algeria's industrial sector while offering a larger number of people the opportunity to travel via reliable, safe and environmental-friendly modes of transport. This new milestone is an important step in Alstom's global strategy and efforts to be closer to its customers," said Gian Luca Erbacci, Senior Vice President of Alstom Middle East and Africa.

HHLA Class 386.018 approaches Kolin with an intermodal service heading towards Decin. [Paul Godding](#)



Saving energy on the move with the Zurich S-Bahn.

Trains that put themselves in sleep mode, a heat pump that provides heating in the winter and cooling in the summer, and LED lighting instead of outdated fluorescent tubes: SBB is already working hard to make sure that its older vehicles save as much energy as possible on the move. But in newer vehicles too, there's still room for improvement when it comes to energy consumption. One of these newer models is the double-deck multiple-unit train DTZ, which has been in use on the Zurich S-Bahn network for ten years, helping to transport some 450,000 passengers from A to B every day. Last year, SBB made a few adjustments to the software for the vehicle control system. Vehicles now use additional signals to control the heating, only adjusting the temperature of the train if it contains any passengers. The display has also been updated for the engine driver. The speedometer in the driver's cab now indicates what position the brake switch has to be in for the train to brake using exclusively electrical energy. This helps to feed as much energy as possible back into the network when braking. Thanks to this new programming, the DTZ trains now use one-eighth less power – a saving of 13 GWh per year, or the energy consumed by 3,250 Swiss households. To put it another way, one single DTZ train could use this energy to travel around the globe 50 times. But that's not all: the energy specialists have gone even further, working with the manufacturer to eliminate yet more energy guzzlers. For example, in future, the heating and air-conditioning in a parked train will only be powered in one half, enabling any power supply components that are no longer needed to be safely switched off.



Alstom to supply 8 Coradia Lint regional trains to Deutsche Bahn Regio

Alstom has been awarded a contract to supply 8 Coradia Lint regional trains to DB Regio in Germany. The total value of the contract is around €40 million. All trains will be delivered by March 2019 for operation on the diesel network of the Nuremberg region. These trains will complement the existing fleet of DB Regio consisting of 27 trains delivered by Alstom in 2008. This contract marks the 900th Coradia Lint sold by the company.

“We are very proud to celebrate this contract and the 900th Coradia Lint ordered which confirms its status of best-seller regional train at Alstom”, says Didier Pflieger, Vice President Germany & Austria at Alstom. “To this day, Deutsche Bahn operates over 280 Lint trains. We are pleased to pursue our long-standing, successful partnership and to contribute to further improving the services available for passengers in Middle Franconia.”

Manufactured in Alstom's biggest site located in Salzgitter (Germany), the Coradia Lint trains ordered by DB Regio have a total capacity of 370 people each, including 170 seats. They can reach a maximum speed of 140 km/h. To maximize flexibility and convenience, the 8 new

trains will be designed to match the existing fleet of the customer and ensure later coupling of the trains.

The new trains will feature spacious multi-purpose areas for wheelchairs, bicycles and prams as well as dedicated toilets and a barrierfree access for a quick passenger flow. The Coradia Lint is provided with a dynamic passenger information system, which informs the passengers in real time via monitors before and during their journey. All coaches are fitted with security cameras to increase passenger and crew safety. The trains meet the highest standard for interoperability.



Coradia Lint belongs to Alstom's Coradia range of modular trains. Coradia Lint is a modern, powerful and proven low-floor diesel multiple unit service-proven for more than 16 years. Highly modular, Coradia Lint is available in 4 different train architectures and two different access heights. It is a state-of-the-art product adapted to the latest norms. Today, 750 Lint are in operation in 4 countries: Germany, Denmark, The Netherlands and Canada.



The Ferrovia Circumetnea, Sicily

The Ferrovia Circumetnea (roughly translated as 'Round-Etna Railway') is a 950 mm (3 ft 1 3/8 in) gauge narrow-gauge regional railway line in Sicily. It was constructed between 1889 and 1895. Single railcar No. ADe 08 working Treno 20, approaches Maletton on March 21st. . [Thomas Niederl](#)



Units Nos. ADe 17, ADe 15, ADe 18 and ADe 19 working Treno 4, are seen at Catania Borgo on March 21st. [Thomas Niederl](#)



Unit No. RALn 6402 working Treno 28 arrives into Maletto on March 21st. [Thomas Niederl](#)



On March 24th, Unit No. RALn 6402 working Treno 2 is seen near Limeri. [Thomas Niederl](#)

DB ICE Class 401.052 speeds through Oberwesel working a service to Cologne. [Paul Godding](#)



RCA launches The Cool Express

Rail Cargo Operator delivers fresh fruit and vegetables with a seamless cold chain from the port of Koper to Rotterdam.

In course of the EU project „Fresh Fruit Corridor“ (FFC), Rail Cargo Operator - Austria GmbH is in charge of the first intermodal test train for transporting fresh fruit and vegetables, enabling an seamless cold chain transportation from the port of Koper to Rotterdam. This has been the first test trip that crosses wide parts of Europe temperature-controlled by rail from the South to the North.

The perishable goods – oranges, clementines and potatoes – have been transported so far by sea from Israel to the North European ports. Through the use of the rail freight connection via the port of Koper, the transportation time has been shortened by seven days in the test run.

With the successful handling of the first „Cool Express“, Rail Cargo Operator - Austria was able to convince the Israeli customer with a high-quality performance. The European route share from Koper to Rotterdam by rail was completed safely within 40 hours.

In the next few months, the project FFC will be further expanded with new innovative connections.



PKP CARGO to transport 15 Flirt rail vehicles from Poland to Hungary

In the middle of April, PKP CARGO commenced transportation of 15 new Flirt 3 rail vehicles from Stadler factory in Siedlce to Hungary. The largest Polish rail transport operator will deliver them to Slovakian-Hungarian border by itself. At the border the vehicles will be taken over by the Hungarian carrier.

“I am happy to cooperate with Stadler company. As a leading European rail transport operator, PKP CARGO offers significant know-how and plenty of experience in rolling stock transportation. We are authorised to carry out independent rail transport in eight EU countries. As a result, we offer to our customers comprehensive service both in Poland and abroad“ says Grzegorz Fingas, Member of the Management Board for Commercial Affairs of PKP CARGO.



Electrical multiple units of Stadler factory in Siedlce will be transported to Hungarian Railway (MÁV). In order to transport Flirt rail vehicles PKP Cargo uses electrical locomotives of ET22 and EU07 series and multi-system Siemens EU45 (E189) locomotives. A multi-system locomotive is adjusted to powering with various power supply systems. Locomotive power supply systems do not require the locomotive to have to stop to change system, it enables seamless service of cross border interconnections in countries with different voltage levels of railway network.

PKP CARGO has notable experience in implementation of international rolling stock transportation. The largest Polish freight operator transported to Poland, among others, all Pendolino rolling stock for PKP Intercity. It also carried out transportation of rolling stock at the area of several European Union member states.

From the UK - Nene Valley Railway

The Nene Valley Railway (NVR) is a preserved railway in Cambridgeshire, England, running between Peterborough Nene Valley and Yarwell Junction. The line is 7 1/2 miles (12.1 km) in length.

Class 56 098 leads Mk3's, 41001, 50 008, and 56 006 on a Leicester LIP to Orton Mere/Wansford move through Syston on April 7th. The convoy was heading to the diesel gala at the line on April 9th/10th. [Julian Churchill](#)



Carrying a fictitious DB livery, No. GMD 4wDH 4991 (323.674-2) 'SIMONSIDE/SPLUTTER', started its working life at Longhoughton Goods Yard, Alnwick before moving to Eastleigh Works. Seen here at Ferry Meadows. [Richard Hargreaves](#)



As there were plenty of visiting locos for this gala, turns for the lines resident diesel locos were scarce, but Class 14 No. 9529 is seen here awaiting departure from Wansford with a service to Yarwell Junction. [Richard Hargreaves](#)



DCR's Class 31 452 leads 31 271 into Wansford with a Peterborough to Yarwell Junction service. Richard Hargreaves



Prototype HST power car No. 41001 plus its matching carriages, departs Wansford working a service to Peterborough. Richard Hargreaves





Scotrail liveried Class 47 712, one of two locos visiting from Crewe, is seen in the yard at Wansford. [Richard Hargreaves](#)

Class 56 006, making its long overdue return to traffic, prepares to depart Wansford with a service to Peterborough on April 9th. Richard Hargreaves





UK Rail Leasing's Class 56 098 is prepared for its next working, seen in the yard at Wansford on April 9th. [Richard Hargreaves](#)

Visiting courtesy of DB Cargo, Class 60 066 stands on the turntable at Wansford on April 9th. Richard Hargreaves



Another visitor to the line for the diesel gala was Class 50 008 'Thunderer', seen here crossing the river at Wansford hauling the Mk III coaches. Richard Hargreaves



From the Archives

On June 26th 2006, Ceske Drahy's Class 230.051 is seen stabled at Havlíčkův Brod. [Class47](#)



A total of 93 Class 51s were built by Cockerill between 1961 and 1963 for SNCB/NMBS and although none are still in service, six have been preserved. Not one that was saved though, No. 5111, is seen at Hasselt on June 28th 2001. [Paul Godding](#)



NS Class 1500 electric loco No. 1503 stands at Venlo. Built as British Railways Class EM2 No. E27004 by Metropolitan-Vickers between 1953/55 for the Woodhead route. After withdrawal by BR the complete class of 7 locos were bought by NS in 1969.
Keith Chapman

