

Railtalk — — Magazine *xtra*

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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.

Wow, this year is flying along, I can't believe it is the August issue already. Firstly this month my apologies to Stephen Simpson this month as I incorrectly credited his photos in last months edition, and a huge thanks to all of you who have contributed this month with some truly superb photos. I was very interested this month to see that there is quite a bit of rolling stock being sold on to other countries for reuse.

In July the Railtalk team have had their traditional holiday in the UK and this year we travelled to Eastleigh and Dawlish. I must say that the level of freight in Eastleigh is exceptional, with the container trains seemingly never ending, coming in and out of nearby Southampton, which leads me swiftly on to Dawlish where freight is almost nonexistent with just the odd engineers train to keep things interesting. However it is a beautiful part of the UK and highly recommended if you have never been.

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: Mark Armstrong, Brian Battersby, Mark Bearton, Mark Bennett, Keith Chapman, Nick Clemson, Derek Elston, Mark Enderby, Tim Farmer, FrontCompVids, Paul Godding, Richard Hargreaves, Keith Hookham, David Hollowood, Colin Irwin, John Johnson, Anton Kendall, Michael Lynam, Peter Marsden, Phil Martin, Kevin McCormick, Denzil Morgan, Peter Norrell, Chris Perkins, Mark Pichowicz, David Pollock, Andy Pratt, Railwaymedia, Neil Scarlett, Stephen Simpson, Laurence Sly, Stewart Smith, Steamsounds, Steve Stepney, Mark Torkington, and Andrew Wilson.

Front Cover: Czech: On June 25th, KZC owned No. T478.1215 (Class 749.253) stands at Rakovnik with the summer weekend KZC operated train from Prague. [Mark Pichowicz](#)

This Page: Germany: MEG operated No. 608, the former Class 143.020-6, leads a rake of ATG covered car transporters through Dedensen-Gümmer on April 20th. It is pleasing to see MEG applying the original number to the front of their locomotives. [Anton Kendall](#)



Pictures



Switzerland: Matterhorn Gotthard Bahn's Deh 4/4 No. 21 is seen shunting at Andermatt on June 5th. [Peter Marsden](#)





Slovenia: SZ Class 664.112 re-engines the Ljubljana – Budapest 'Citadella' at Pragersko on May 30th. [Tim Farmer](#)





Switzerland: Stadler Flirt RABe No. 523.017 heads to Villeneuve, passing St. Saphorin at 06:30 on June 7th.
Peter Marsden



Germany: Still in service for DB, Class 140.858-2 heads a rake of loaded French registered STVA cartics towards the ports, through Dedensen-Gümmer on April 22nd. [Anton Kendall](#)



Czech: On June 24th, CD Class 714.210 pauses at Mikulov na Moravě to cross an oncoming train whilst working train No. Os4515 12:55 Znojmo - Breclav. [Mark Pichowicz](#)



France: SNCF BB No. 426141 is seen at Strasbourg Gare on the rear of a service to Basel SBB. [Class47](#)





Slovakia: On June 10th, ZSSK Class 240.030 arrives into Zvolen with a Bratislava to Banská Bystrica service. [Paul Godding](#)



Germany: Rheincargo Class 185.606-1 (still with HGK markings)
hauls a fuel train through Dedensen-Gümmer on April 21st.
Anton Kendall





Spain: On June 14th, the Denia to Alicante Line No. 9 service traverses the newly relaid track at Calpe. The line was closed for seven months over the winter to relay and resignal the line north from Altea. However the signalling system was soon causing problems with trains failing to keep to schedules as the digital technology was faulty. As of July the service had temporarily been suspended again. The long single sections of line adding to the punctuality problems. Two car diesel unit Nos. 2508 and 2507 are seen travelling from Denia towards Benidorm and Alicante. The engineering train and diesel loco was laid up in the adjacent loop. [Tim Ward](#)





Slovakia: KDS operated Class 750.096 is seen at Vrútky on June 10th making an unusual appearance on a Regiojet service, due to a loco failure earlier in the journey. [Class47](#)





Slovakia: On June 21st, ZSSK Cargo Class 131.019 +131.020 stand in the evening sun at Kysak. [Mark Pichowicz](#)



Poland: SETG's Vectron Class 193.821-6 is in charge of a loaded timber train as it drops down the bank at Leipzig Thekla on April 29th. Anton Kendall





Slovakia: On June 8th, a smart looking Class 350.001 (carrying its previous ES499 number) stands at Poprad Tatry with a Zilina bound service. [Paul Godding](#)





USA: A pair of CSX GE's Nos. 5309 and 3264 power a Miami to New York intermodal through Charleston, South Carolina on April 28th during a violent thunderstorm. [David Hollowood](#)





Slovakia: ZSSK Cargo's Class 751.199 is pictured shunting at Moldava nad Bodvou. [Mark Pichowicz](#)



Germany: In perfect light conditions, BBL's Class 225.015-7 (BBL 19) powers a rake of freshly overhauled ballast hoppers through Dedensen-Gümmer on April 21st. Anton Kendall





Slovakia: On June 8th, ZSSK Cargo's Class 125.841 + 125.842 plus another pair are seen at Haniska pri Košiciach with an empty ore train, heading back to Ukraine. [Paul Godding](#)



Germany: Class 232.901-9, one of the former Ludmillas permitted to operate in the Netherlands and now operated by WFL, hauls a ballast train through Dedensen-Gümmer on April 22nd. [Anton Kendall](#)



Bulgaria: Narrow Gauge Henschel built No. 75.005 heads away from the station stop at Velingrad with train No. 16105 13:20 Septemvri to Dobriniste on July 7th. [Chris Perkins](#)



Bulgaria: BDZ Cargo's No. 07.050 passes through Poveljanovo on July 2nd with a freight working. [Tim Farmer](#)



Czech: Heritage unit No. M131.1463 arrives at Breclav on June 11th with a working from Lednice, to where after a short stop it will return to. [Class47](#)





Slovakia: On June 21st, the NFP railtour from Šumperk to Kosice waits at Červená Skala during a pathing stop behind KZC's Class 749 No. T478.2065 (Class 749.259). [Tim Farmer](#)



Germany: Recently delivered Vossloh Class 261.314-9 shunts empty ballast wagons at Garching on May 15th. [Anton Kendall](#)



Bulgaria : On July 5th, the 'redcap' at Iskar brings a Burgas - Sofia train to a stop in the desired position. [Tim Farmer](#)





Switzerland: It's just turned 6:00 on June 4th and Class 460.031 is about to propel train No. IR2616 to Zurich Flughafen, whilst Stadler KISS RABe No. 511.029 is soon to depart for Chur.
Peter Marsden



Bulgaria: Class 87 003, 87 034 and 87 012 are seen awaiting their evening duties at the west end of Pirdop Yard on July 4th.
Chris Perkins



Hungary: MAV H-Start Class 480.025 stands at Budapest Keleti on June 22nd. Mark Pichowicz



Hungary: Romanian registered No. 91 53 0400 115-8, working for Train Hungary, recesses at Budapest Kelenföld on a cereal train late in the evening of May 9th. [Anton Kendall](#)





Spain: On June 14th, two car diesel unit Nos. 2508 and 2507 departs Calpe southwards towards Altea and Benidorm. Note the newly laid track and new signal system, installed at great cost and after a 7 month shut down. Controversially the new system has not worked well and the service has since been replaced with buses as the teething problems are solved. The line has many long stretches of single line, twisting and turning through cuttings in the rocky coastline north of Altea before then passing through olive groves and orange farms towards Denia. [Tim Ward](#)

Poland: Operated by DLA, No. EU07-134 leads sister EU07-139 through Sosnowiec Dorota with an empty coal train on May 5th. [Anton Kendall](#)



Bulgaria: Soviet built No. 07.106 waits to leave Varna on July 2nd with the 15:45 service to Kardam. [Tim Farmer](#)



Bulgaria: DB Bulgaria's Class 204.399 shunts Acid Tanks at Pirdop Yard on July 4th. Chris Perkins



Germany: Raildox Class 264.002-7 heads east through Dedensen-Gümmer on April 21st with a rake of French registered cereal hoppers. Anton Kendall





Switzerland: SBB Re 4/4 No. 11129 arrives into Zurich from Basel with train No. IR1981 on June 3rd. [Peter Marsden](#)



Switzerland: Stadler Flirt RABe No. 524.014 working a northbound Gotthard Shuttle, exits the old Gotthard Tunnel to pass Goschenen on June 4th. [Peter Marsden](#)





USA: An intermodal from New York to Bennett Yard, South Carolina, with CSX GE's Nos. 7798 and 7756 leading coasts through Charleston almost at journey's end. [David Hollowood](#)



Czech: AWT's Class 750.552-5, with 740.818-0 still in the former OKDD livery, put down the power whilst hauling a rake of tanks through Ostrava Mariánské Hory on May 3rd. [Anton Kendall](#)



Bulgaria: A very sick DB Bulgaria Ludmilla Class 232.678 shunts copper ore wagons at Pirdop Yard on July 4th. Chris Perkins





Switzerland: At Zurich Hbf, SBB Cargo Class 421.379 is seen at the head of the 07:17 from Munich. [FrontCompVids](#)





USA: On June 20th, Amtrak's GE P42DC No. 45 heads through the streets of Oakland. [Mark Torkington](#)



Netherlands: On April 26th, NS Traxx Class 186.012 and SNCB Traxx Class 186.183 (2861) stand at Rotterdam Centraal. [Mark Torkington](#)



USA: On June 18th, Amtrak's GE P42DC No. 202 heads a service along San Clemente Pier. [Mark Torkington](#)



Croatia: Koncar built Bo-Bo electric locos Nos. 1142 013 and 1142.007 are seen with an early morning service at Zagreb GK. [Mark Torkington](#)

Poland: PKP Cargo's Class ET22-1073 waits time at Dabrowa Gornicza with a fuel train early in the morning of May 6th.
Anton Kendall





Slovakia: NFP's 'Longest Day' railtour stands at Trebišov on June 22nd behind ZSSK Cargo's Class 752.046. [Tim Farmer](#)



Poland: CZ Loko's Class 770.526-2 (UIC number 92 54 2770 526-2) hauls a heavy coal train through the station at Kedzierzyn-Kozle on May 6th. [Anton Kendall](#)



Bulgaria: A very grubby Class 87 028 (Ex Lord President) banks the 18:00 acid tanks from Pirdop to Razdelna, seen here approaching Anton on July 4th. [Chris Perkins](#)



Germany: Erix Class 622.206 arrives at Vienenburg on April 18th working a Braunschweig - Goslar service, whilst 622.213 in the background was working a shuttle service between Vienenburg and Bad Harzburg. Anton Kendall



Bulgaria: With a friendly wave from the crew, Nos. 40.0409 and Class 87 012 climb away from Pirdop towards Anton with the 19:00 departure of acid tanks for Razdelna and banked in the rear by 87 034, July 4th. [Chris Perkins](#)



Hungary: GYSEV Class 651.008 (ex DB 232.682) waits at Sárvár on June 24th working the 16:42 Keszthely – Szombathely service. Tim Farmer





Switzerland: An SBB Pendolino RABe 610 speeds past Göschenen on June 4th. [Peter Marsden](#)



Switzerland: An Trenitalia Pendolino ETR 610, heading to Zurich is seen on the middle level at Wassen on June 5th. [Peter Marsden](#)



Bulgaria: On July 5th, No. 44.098 passes Tserkovski with train
No. 8612 'Slanchev Bryag/Sunny Beach' 15:00 Burgas to
Sophia. [Chris Perkins](#)





Switzerland: At Luzern, BLS Class 465.004 arrives with the 08:36 from Bern (nicknamed 'The Biscuit Train' due to the loco and stock carrying the livery of Kamby biscuits). [FrontCompVids](#)



Bulgaria: Class 92 030 'Ashford' and 92 027 'George Elliot' pass the level crossing at Tserkovski west of Karnobat on July 5th with loaded copper ore wagons heading for Pirdop.
Chris Perkins





Bulgaria: On July 5th, No. 44.090 heads away from the station stop at Tserkovski with train No. 80144 16:55 Burgas to Sliven.
Chris Perkins





Sweden: On a sunny May 19th, built by Asea in the late 1960s , SJ No. 1396 stands at Kiruna, on the Iron Line railway, which heads up to Lapland. [Mark Torkington](#)



Croatia: HZ's Class 2044.011 stands at Split working an overnight service. [Mark Torkington](#)



USA: On June 22nd, BNSF's AC44CW No. 5620 heads a service near Burbank Airport. [Mark Torkington](#)



USA: BNSF's AC44CW No. 5634 stands at Fullerton on June 23rd with an early morning service. [Mark Torkington](#)



Canada: A view from the CN Tower in Toronto on July 4th showing seven Go Transit MP40PH-3Cs in the Front Street West sidings after the morning rush hour. Binoculars revealed the locos to be (left to right) Nos. 643, 625, 666, 646, 645, 613, 623. Kevin McCormick



Canada: A view (again from the CN Tower in Toronto on July 4th) showing a birds eye view of the renovation work that is ongoing at Union station in Toronto. Kevin McCormick

Bulgaria: Three of BZD's active steam fleet, 4-6-2 No. 05.01, 2-12-4T No. 46.03 and 2-8-2 No. 01.23 stand in the steam shed/ workshops at Sofia Depot on July 9th. [Chris Perkins](#)





Norway: NS EL 18 No. 2251 stands at Trondheim on May 24th. Mark Torkington



France: SNCF BB No. 107295 waits departure time at Versailles Chantiers. Mark Torkington



Slovenia: With storm clouds gathering SJ Class 644.020 stands at Bohinjska Bystrica with a short freight. Mark Torkington



Norway: Henschel built Di4 No. 652 stands at Dunderland, located on the Nordland line. Mark Torkington



Canada: Go Transit MP40PH-3C No. 630 arrives at Burlington on July 2nd with a service bound for Toronto. Kevin McCormick



Bulgaria: Narrow Gauge Henschel built No. 75.005 climbs alongside the Chepinska River approaching the station at Tsepina with train No. 16105 13:20 Septemvri to Dobriniste on July 7th. [Chris Perkins](#)



Bulgaria: New private operator TBD's No. 60.0819 (Ex CFR) brings a loaded coal train from the Beli Breg Mine over the level crossing near Kopanitsa on July 8th, heading for Bobov Dol power station. [Chris Perkins](#)



Bulgaria: BKD's Class 87 014 stands outside Koncar Works, Sofia on July 9th, being used as a source of spares.
Chris Perkins



Bulgaria: On July 4th, Loco No. 61003 has just run round at General Todorov working the 17:00 Petrich – Blagoevgrad service whilst on the right No. 61.011 has arrived on a connecting service from Kulata. [Tim Farmer](#)





Canada: On July 2nd, Amtrak P42DC No. 118 calls at Niagara Falls station in Ontario, Canada. This is the 07:15 New York to Toronto which calls at both Niagara Falls (New York state) and its Canadian namesake. It is seen here during its booked stop of almost 1hr in the late afternoon before proceeding to Toronto. Kevin McCormick

Luxemburg: CFL Cargo's MaK 1000BB No. 1103 is seen shunting at Luxemburg station on June 29th. [Mark Armstrong](#)



Hungary: MAV No. 431.173-8 comes off the Tatabánya line as it arrives at Budapest Kelenföld on May 9th, hauling a rake of GySEV registered tanks. [Anton Kendall](#)





Switzerland: An SBB Class 420 is seen outside Zurich main station. [FrontCompVids](#)



Hector Rail continues to transport timber for Stora Enso until 2022

Hector Rail and Stora Enso have agreed to continue cooperation to transport timber from Norway to mills in Skoghall (Karlstad) and Grums until end of 2022. The cooperation began in 2008 and the business has since then tripled the volumes. As part of the modernisation of the business will Hector Rail insert freight wagons with larger profile and introduce new locomotives, which means better environmental adaptation and more streamlined operations. The service means transports of approximately 1.5 million cubic meters of timber from a number of terminals in Gudbrandsdalen and Østerdalen. The new arrangement will be introduced by 2018 and means that Hector Rail is developing the wagon fleet with larger profile. The new arrangement has a strong focus on the environment, rationality and quality. A large part of the production will be done by completely new electric locomotives. The new locomotives mean a better environmental profile since they can feed back electricity when braking. New locomotives mean by its high reliability also a robust and high quality production. The new locos are also equipped with a so-called “extra mile” function. This means that the locos with the help of an installed diesel engine and radio remote control can effectively shunt wagons to and from terminals. Hector Rail has decided to invest in new locomotives. This is part of Hector Rail’s commitment to be a leader in providing innovative and sustainable rail solutions. In addition to regenerative braking extra-mile-diesel and radio remote control can new locomotives haul even heavier trains than previous locomotive generations. This allows more cargo to be transported in each train.



METRANS PUTS HYBRID SHUNTING LOCOMOTIVE INTO OPERATION AT HAMBURG

Metrans, the Rail Subsidiary of Hamburger Hafen und Logistik AG (HHLA), is reacting to the growing shunting volumes at Europe’s largest rail port by increasing the number of its own shunting locomotives by two to five. It has opted for the modern hybrid technology of the Prima H3 locomotives from Alstom, meaning that for the first time in the world a hybrid locomotive will be used for heavy-duty shunting on a permanent basis.

Roger Mahler, Managing Director of Metrans Rail (Deutschland) GmbH, said: “The two Prima H3 shunting locomotives will help us to cope with the increasing shunting volumes at the Port of Hamburg. We are pleased by the locomotives’ high performance and environmental friendliness, which we will be able to make use of in our shunting collaboration with other rail operators at the port. This makes the Port of Hamburg, the largest rail port in Europe, even more efficient.”



Metrans has acquired the first of two hybrid shunting locomotives from Alstom, with the second due to be delivered in the second half of 2016. Compared to classic shunting locomotives, the Prima H3’s hybrid engine produces up to 50 percent less CO₂, while other harmful substances (such as nitrogen dioxide) may be reduced by up to 70 percent. Depending on the assignment, the shunting locomotives can run on battery power from 50 to 70 percent of the time that they are in operation. This means that fuel consumption is also reduced by up to 50 percent. The locomotives can reach a top speed of 100 kph.

Jan Hendrik Pietsch, Sustainability Officer of Hamburger Hafen und Logistik AG, said: “Sustainable business practices are very highly valued by Hamburger Hafen und Logistik AG. The two new hybrid shunting locomotives fit into the packet of measures that we have put together and help us to fulfil the obligations that arise from it extremely well. In 2008, we set ourselves the ambitious goal of reducing CO₂ emissions by 30 percent per handled container by the year 2020, and we managed to almost completely hit that target last year by achieving a 29.5 percent reduction.”

Photo: Compared to classic shunting locomotives, the Prima H3’s hybrid engine produces up to 50 percent less CO₂, while other harmful substances may be reduced by up to 70 percent. © HHLA / René Kowollik



Bombardier Transportation Signs Memorandum with Ukrainian Railways

Rail technology leader Bombardier Transportation and Ukrainian Railways (Ukrzaliznytsia) have signed a Memorandum of Understanding (MoU) to explore the creation of joint industrial activities in Ukraine. Both parties agree to work closely together to define the best possible way to rapidly and cost-efficiently upgrade Ukrainian Railways' locomotive fleet. The agreement was signed in Kyiv on July 11, by Wojciech Balczun, Head of the Board, JSC Ukrainian Railways and Erwin Gerber, Head of Locomotives Business Unit, Bombardier Transportation, in the presence of Volodymyr Groysman, Prime Minister of Ukraine, Justin Trudeau Prime Minister of Canada, Volodymyr Omelyan, Minister of Infrastructure of Ukraine and Chrystia Freeland, Minister of International Trade of Canada.

Volodymyr Omelyan, Minister of Infrastructure of Ukraine, commented, "We are considering the possibility of cooperating with Bombardier in the joint production of electric locomotives in Ukraine. The work has already begun with the negotiations. We have agreed to establish a corresponding working group that will determine the main technical and economic parameters of the new traction rolling stock fleet."

Erwin Gerber, Head of Locomotives Business Unit, Bombardier Transportation, added, "Bombardier, as a global leader in rail technology, is very proud to have been chosen by Ukrainian Railways, the largest rail cargo operator in Europe, to play an important role in their impressive transformation program aimed at modernizing and replacing their locomotives fleet. We are very committed to contributing to the rapid and successful development of rail transport in Ukraine, which will enable deeper integration of the Ukrainian transportation network into the global transport system."

Bombardier Transportation has been present in Ukraine since 2012 with its Rail Control Solutions site in Kharkiv which provides a full range of rail control services including design, turn-key signalling, telecommunications projects and maintenance services. The Kharkiv team has completed several signalling projects in Ukraine and has successfully delivered a BOMBARDIER EBI Lock 950 CBI interlocking system on the Krasnograd - Lozovaya Line ahead of the European Football Championships held in Ukraine in 2012.



Belgium: A pair of PCC tram cars, Nos. 7064 and 7062 call at Klapdorp tram stop in Antwerp on June 23rd. [Keith Chapman](#)

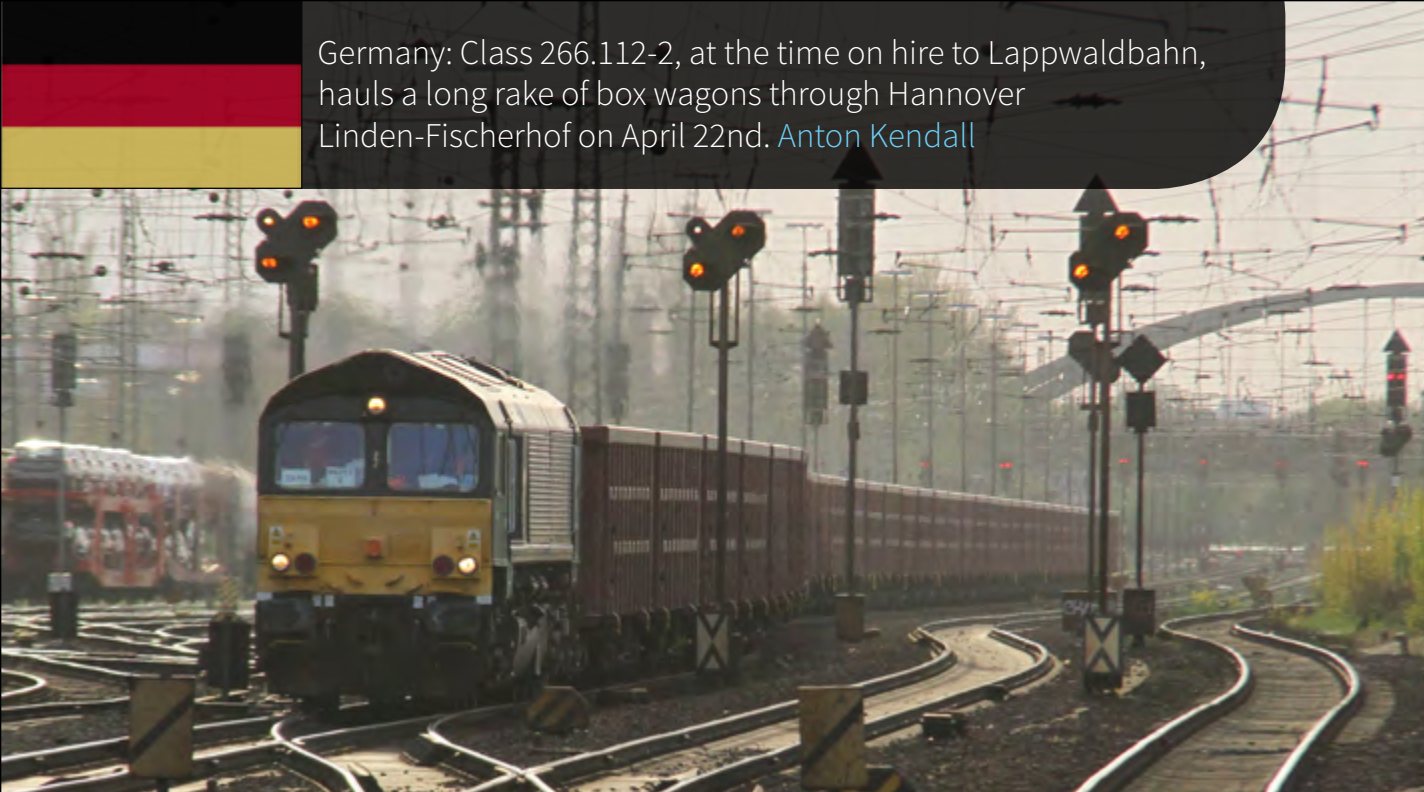


Hector Rail is investing in five new Siemens Vectron locomotives with an option for 15 more locomotives

Hector Rail has signed an agreement with Siemens for the delivery of five new locomotives of the so-called Vectron type. The locomotives are electric, designed for the Scandinavian market and equipped with so-called "Extra mile" function. This means that the locos have a diesel engine installed and that they are equipped with radio control. This allows efficient shunting in and out of terminals possible without having access to a separate shunting loco. Under the agreement, there is an option to buy a further 15 locomotives until 2021. The new locomotives are equipped with the new railway safety systems ETCS. Two locomotives are already built and will be delivered in 2016. These two locomotives are equipped with conventional safety systems and without extra mile functionality. The remaining locomotives will be delivered in 2017. The agreement means the opportunity to develop the fleet up to 20 locomotives. It is also possible to order the locomotives in a more international version which means that they can operate in Sweden, Denmark and Germany.

Vectron locomotives re-generate electricity to the power grid when braking. They can also haul heavier trains than previous generations of locomotives. This means that more payload can be moved in a train. This means that Hector Rail will take an important step towards innovation, efficiency and environmental compatibility. The locos have four axles, a weight of 90 tons, an installed power of 6400 kW and have a maximum speed of 200 km/h.

Germany: Class 266.112-2, at the time on hire to Lappwaldbahn, hauls a long rake of box wagons through Hannover Linden-Fischerhof on April 22nd. [Anton Kendall](#)



CAF TO SUPPLY 18 UNITS FOR THE QUITO METRO

The signing of the Credit Agreement between Instituto de Crédito Oficial (ICO) representing the Government of Spain and the Ministry of Finance of the Republic of Ecuador marks the formalisation of Spanish funding for the purchase of rolling stock, auxiliary vehicles, workshop tools and equipment, and the batch of spare parts for the first Quito metro line. This signing signifies the implementation of the contract that the Metropolitan Municipality of Quito awarded CAF, for an approximate value of 183 million dollars, and comprises the supply of 18 six-car trains. These units will operate on Quito Metro's first line which will run south to north across the city from Quitumbe to El Labrador.

Quito, the capital of the republic of Ecuador is the second most populated city in the country with approximately 2.5 million inhabitants. Line 1 is scheduled for inauguration in 2019. It will have 15 stations along the 23 km route and will bring a major mobility improvement to the city, with an estimated transit of 400K pax. a day. These are vehicles designed for mass transit under maximum quality and safety standards. They will run at a maximum speed of 100 km/h powered from the 1500VDC catenary supply. Each unit has the capacity to transport an extensive number of passengers. Gangway aisles are spacious and there are specific areas for Persons with Reduced Mobility. Trains will exceed 109 metres long, which combines with four access doors per car side to ensure a streamlined flow of passengers at the line stations.

The award underpins CAF's position in the American continent, especially in the metro vehicle sector, with projects already completed in Washington, Mexico D.F., Medellín, São Paulo, Caracas and Santiago de Chile.



Škoda Transportation introduces the latest locomotives for Regio DB

On June 27th company Škoda Transportation ceremonially introduced the state-of-the-art locomotive 'Emil Zátpek', which is intended for the German operator Deutsche Bahn Regio.

The first locomotives are currently undergoing a series of demanding tests on the test circuit in Velim. In total, Škoda Plzeň will supply six of these universal locomotives to Germany.

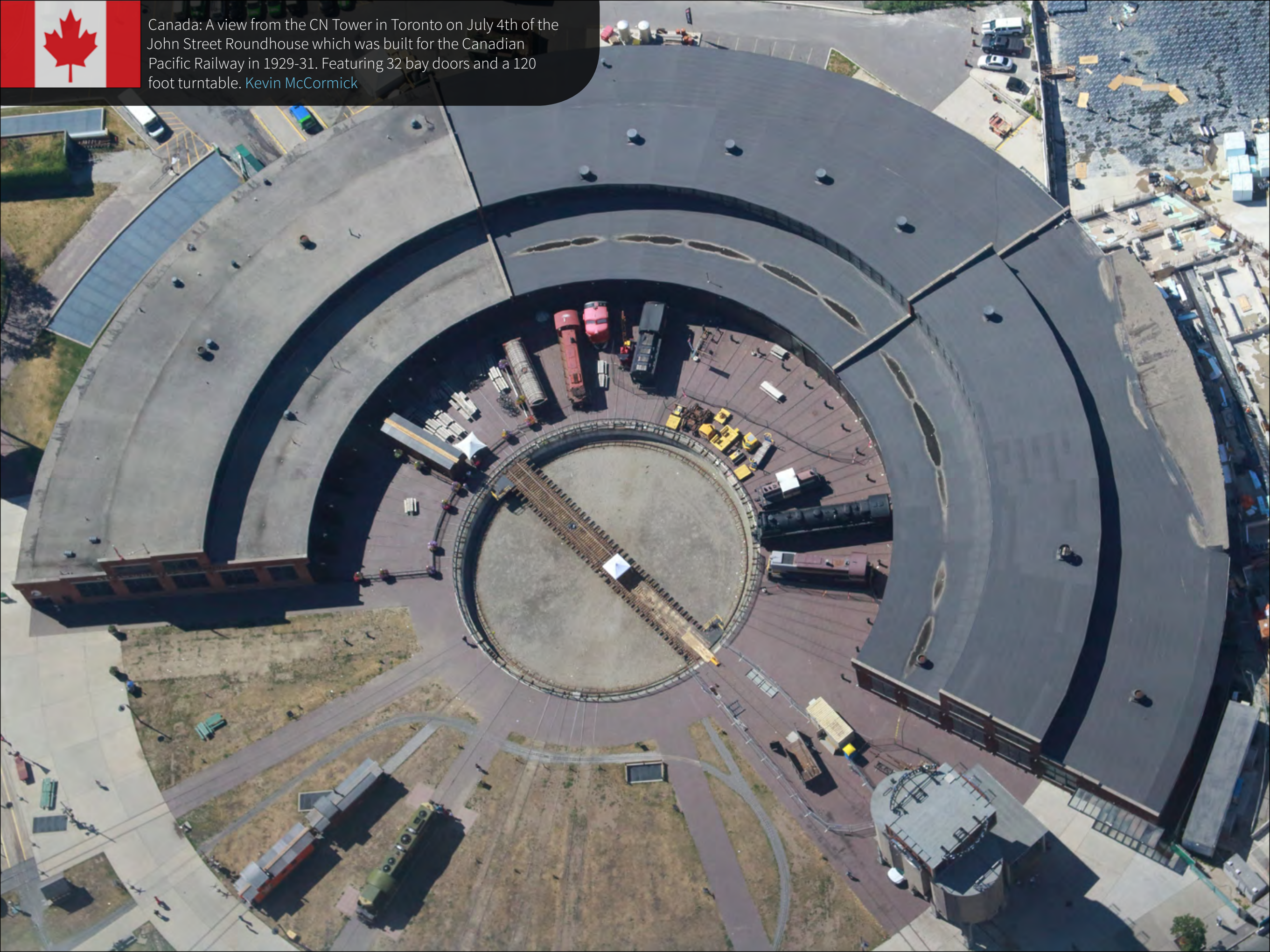


"We are delighted that we have successfully developed and produced the latest locomotives for one of the most demanding clients in the world. We have thereby confirmed that the company Škoda Transportation can rank alongside the largest world producers of rail vehicles," says Tomáš Ignačák, the chairman of the board of directors of Škoda Transportation. Owing to this reference from the Deutsche Bahn Regio, doors are opening for us in other tenders. There is interest for locomotives designed with alternating 15/25kV voltage not only in the German-speaking countries, but also, for example, in Scandinavia, Hungary, Turkey and other countries," adds Zdeněk Majer, the vice president of Škoda Transportation.

Škoda Transportation will supply six new locomotives Emil Zápotek using alternating current of 15 kV/16 Hz for Deutsche Bahn Regio for the track Nuremberg-Ingolstadt-Munich. In Deutsche Bahn Regio, these locomotives bear the designation BR 102. The locomotives are a part of six six-coach double-deck trainsets of the Push-Pull type. The operation of the set is therefore possible from the post of the driving vehicle, or the locomotive cab. The locomotives can also be deployed in multiple.

"The new locomotive has a new design in the typical red colour of the German operator Deutsche Bahn Regio with the arrangement of the cab and of the operating elements according to Deutsche Bahn Regio. It is an interesting fact that it is possible to carry out partial and fully automatic brake test within both the locomotive and the six-coach trainset," adds the product manager of Škoda Transportation Jaroslav Brodský.

Škoda Plzeň continues in the tradition of electric locomotives production, having produced over five thousand pieces of these over the course of its history. The newest locomotives 'Emil Zátpek' operate in the Czech Republic and Slovakia. Besides, as the second ones in the world, they have also received the European certificate TSI High Speed RST. The locomotives 'Emil Zátpek' for Germany meet all the demanding technological parameters and the latest European TSI safety regulations. Their maximum speed is 200 km/h. The components and elements the locomotive is made of are more than 95% recyclable.



Canada: A view from the CN Tower in Toronto on July 4th of the John Street Roundhouse which was built for the Canadian Pacific Railway in 1929-31. Featuring 32 bay doors and a 120 foot turntable. [Kevin McCormick](#)

Switzerland: An SBB NPZ is seen heading eastbound towards Visp on June 6th. [Peter Marsden](#)



Alstom wins Pendolino painting contract in the UK

Alstom has been awarded a contract worth €28 million to undertake re-painting work on the Pendolino fleet, owned by Angel Trains, which comprises 56 Class 390 'tilting' trains currently used by Virgin Trains on the West Coast Main Line.

This project will be the very first to be completed at Alstom's new technology centre in Widnes, which is currently under development following the receipt of planning permission in May. Parts of the new technology centre will be built specifically to accommodate the re-painting of the Pendolino fleet. The centre will open by May 2017 in time for the work on the Pendolino fleet which will be completed by December 2019. Each train takes two weeks to re-paint.

"Re-painting the iconic Pendolino fleet is a significant win for us. Not only does it cement our long-standing relationship with Virgin Trains, but it will also be the very first piece of work that will take place at our new site in Widnes once it is complete. We are excited to be expanding our presence in the region through our site at Widnes, which we hope will become a modern,

efficient rail hub for the whole of our UK operations," said Rob Whyte, Managing Director - Regional & Intercity at Alstom UK & Ireland.

Around 80 people will be employed at Widnes for the duration of the project and will be trained at Alstom's North West Transport Training Academy, which will be built at the site. It will open in autumn 2017 to provide training in engineering, manufacturing, project management and other vital transport sector skills.

Re-painting is a vital part of maintenance work on the Pendolino fleet as it reaches the half way point of its lifecycle. It involves completely stripping the trains of exterior paintworks and other exterior fixtures and fittings to inspect for minor damage, before undertaking necessary repair work and applying new layers of paint one at a time. This work prevents further exterior wear and tear as well as rusting and corrosion.

The Pendolino trains were built in the UK by Alstom for the West Coast Main Line route. Alstom maintains the entire fleet at its specialist Traincare Centres in Wembley, Wolverhampton, Manchester, Liverpool and Glasgow under a train service agreement that is funded by the Department for Transport under the terms and conditions of its franchise agreement with Virgin Trains.

Belgium: A Bombardier Flexity tram stands at Brussels Schaerbeek station on June 21st. In the background is the former station building, which is now the entrance to Trainworld Museum. [Keith Chapman](#)



Alstom to supply ITCS Signalling System for Qinghai-Tibet Railway in China

Alstom and its Chinese joint venture CASCO Signalling Co. Ltd. as a Consortium has been awarded a contract by Qinghai-Tibet Railway Company to supply and improve the Incremental Train Control System (ITCS) signalling solution on the section Golmud to Lhasa of Qinghai-Tibet regional line by the end of August 2018. The contract which is worth over €15 million is the first ITCS contract for Alstom since the integration of GE signalling. Golmud to Lhasa section is 1,145 km long and includes 45 stations on which passenger regional and freight trains circulate. In order to increase the capacity of the line, Qinghai-Tibet Railway Company has obtained approval to add 13 new stations by the end of 2016, and revamp and/or relocate 18 existing stations by the end of 2017. With the line being modified, there was a need to improve the existing signalling system supplied by former GE Signalling for which the revenue service started in 2006 and implement it on all the stations. This project will allow for more people to take the trains and optimise the transport capacity and availability of the line while enhancing the local economy.

“This contract is a breakthrough for Alstom after the successful integration of GE signalling. With an enhanced signalling solution portfolio addressing urban, regional and mainline, and through our strategic local partner CASCO, we are China preferred partner to support its railway projects throughout the country” said Ling Fang, Managing Director of China and East Asia for Alstom.



Alstom to supply new Metropolis trainsets and cars for Lima Metro Line 1

Alstom has signed a contract worth around €200 million with Graña y Montero Ferrovias to supply 120 Metropolis cars (20 trainsets) for the line 1 of Lima Metro as well as 19 new cars to complete the existing trainsets already in service on the same line. The delivery of the 139 Metropolis cars is scheduled to be completed by 2019.

20,000 passengers per hour to 48,000.

“We would like to thank Graña y Montero Ferrovias for another vote of confidence. With this new order, more passengers will be able to commute aboard a metro solution that is reliable, comfortable and environmental friendly. Well established in the Latin American region, we are committed to make this project a success



The Lima metro line 1 is 34 km-long and includes 26 stations. It crosses the city from South ‘Villa El Salvador’ to North ‘San Juan de Lurigancho’. The ridership, which has been growing ever since the line opened in 2011, is of about 320,000 per day.

With the 20 new Metropolis trainsets composed of six cars each as well as the 19 cars that will lengthen the trainsets from five cars to six, Graña y Montero Ferrovias will more than double the current transportation capacity, from

and to accompany Peru and the region in their different mobility projects” says Michel Boccaccio, Senior Vice President Alstom Latin America.

The Metropolis trains will be manufactured at Alstom’s factory located in Santa Perpetua Barcelona (Spain) where the Metropolis trainsets already in service were produced.

Belgium: The first exhibit you see at Brussels Trainworld Museum: a steam crane built by Cravens Brothers of Manchester in 1912. We used to build things in the UK!
Keith Chapman



Alstom to further maintain Class 180 trains in the UK

Alstom has been chosen to provide maintenance support for the Class 180 trains operated by Grand Central Railway Company Limited for the next ten years, from January 2017 until December 2026, for around €100 million. Alstom will provide Grand Central with the specialised materials, parts, technical and engineering support needed to maintain its fleet of ten Class 180s. The support team for the fleet will be based initially at Alstom's Chester Traincare Centre and will then co-locate with the Grand Central fleet operations team at its East Coast mainline maintenance location later in 2018.

"We're delighted to be extending our contract with Grand Central and even happier that our support for the Class 180 trains is set to continue. It's important that they are well maintained so that passengers can continue to enjoy the benefits the trains offer. That is why we've extended our commitment and look forward to doing so for the foreseeable future," said Nick Crossfield, Managing Director at Alstom in UK & Ireland.

Grand Central Railway currently operates five Class 180 trains between London Kings Cross and Yorkshire and the North East but in 2017 will expand its fleet to ten trains. The Class 180 fleet was first built by Alstom at Washwood Heath in Birmingham between 2000 and 2001. Part of Alstom's Coradia range, the Class 180 is one of the few diesel multiple-unit trains that can reach speeds of up to 200 kilometres per hour.



Alstom to supply 79 Intercity trains to NS in the Netherlands

Alstom has been awarded a contract worth over €800 million to supply 79 Intercity New Generation trains to NS. The trains which can reach a maximum speed of 200 km/h will be delivered from January 2020 on. They will run on the national network on the Amsterdam-Rotterdam-Breda line and on the Den Haag-Eindhoven corridor. "We are pleased to be entrusted by NS the supply of a highly reliable, energy efficient, safe and comfortable transport system for their passengers. With a total capacity of 25,000 seats the new Intercity

to the cooperation in the coming years. From now on we need to push this project forward together with Alstom because we have an ambitious planning and a lot has to be done", said Roel Okhuijsen, Programme Director at NS for new rolling stock. "The new Intercity trains are necessary for the replacement of existing materiel and for expanding the services."

The new Intercity trains integrate the latest technologies offering a very good riding quality to passengers and to NS staff. They feature spacious and well-lit



trains we offer to NS are a concentration of the best proven technology from our Coradia platform", said Andreas Knitter, Senior Vice-President for Europe at Alstom. "Alstom has been committed to the Dutch market for many years with the delivery of trams and metro to The Hague, Amsterdam and Rotterdam. Alstom is also responsible for the placement and maintenance of the European signalling system ERTMS on of the Betuwe Route and the Hanze Line"

"Proven technology and at the same time a train that is ready for the future. That is in short what Alstom is offering us and our travelers. We very much look forward

multi-purpose areas for reading, resting, wheelchairs and bicycles, as well as dedicated restrooms for people with reduced mobility. The trains are equipped with WIFI and LED lighting. They present access for a quick passenger flow and are equipped with a dynamic real time passenger information system. All coaches are fitted with security cameras to increase passenger and crew safety.

The trains meet the highest standards for interoperability and will be equipped with ATB and ERTMS systems. The trains are able to operate on 25KV AC (High Speed Line) and 1,5 KV DC (main railway network).



Record long-distance patronage and a rise in Group profits

Following an unsatisfactory fiscal year in 2015, Deutsche Bahn reported more positive figures for the first half of 2016. Adjusted earnings before interest and taxes (EBIT) rose by EUR 117 million, or 13.1%, to EUR 1.007 billion. At EUR 20.03 billion, Deutsche Bahn's revenues were up slightly year on year, by 0.2%. In long-distance rail passenger transport, passenger numbers rose by 6.4 million, or 10.6%, year on year, to a record 66.7 million.

"A year after launching an extensive restructuring process at the DB Group, we are pleased to report that we have begun to see initial financial successes," said DB CEO Dr. Rüdiger Grube in Berlin on July 27th. Following the attacks in Würzburg and Ansbach, and the shooting in Munich, DB intends to invest even more than before in expanding security. We plan to raise headcount by several hundred employees at DB's security segment, DB Sicherheit, over the coming years, and improve their training," said Grube. The security staff members will be deployed on trains and at stations to assist the German Federal Police with their work there. Currently, this work is carried out by some 3,700 DB security staff members and some 5,000 members of the Federal Police. To step up defence against possible terrorist attacks, DB and the German Federal Ministry of the Interior agreed last year to further expand video surveillance, investing EUR 85 million for this purpose in the coming years. The DB Management Board continues to place a top priority on further improving the quality of DB's products and services. Despite the fact that competition had become even fiercer across all of DB's business segments, said CEO Grube, and although the price war the company faced had intensified, EBIT was still above the prior year. "This development makes us confident that we will meet our financial targets for the 2016 fiscal year," said Grube.

Grube also discussed the Group's "Zukunft Bahn" program. "We have already made initial, noticeable improvements for our customers with this program," he said, citing the four key areas of focus: punctuality, traveller information, rolling stock quality and station quality. With regard to punctuality, Deutsche Bahn had made considerable improvements in on-schedule departure rates at its most important hub stations, with Cologne, Leipzig and Stuttgart seeing increases of more than 15 percentage points. This was having an increasingly positive impact on punctuality as a whole.

"We are investing in quality so that we can offer better products and thus achieve economic success," said DB CFO Dr. Richard Lutz. "In this way we can ensure that we remain a reliable partner on the capital markets."

The long-distance patronage record was due in part to the new VDE 8.2 line, which opened between Erfurt and Halle/Leipzig in December 2015, and the expanded service DB was able to offer as a result. Special saver fares also helped to boost passenger numbers. In DB Regio's rail business, transport performance fell by 3.3% in the first half of 2016 due to lost tenders. DB Cargo, Deutsche Bahn's rail freight segment, is currently

Germany: Class 218.117-0, now owned and operated by Heros Rail/ELBA, arrives at Grosskorbetha on April 26th with a late night empty fuel working, returning to the nearby refineries.
Anton Kendall



being realigned. Its transport performance fell by 2.2%.

International subsidiary DB Arriva continued to perform well, with patronage in the first half of 2016 up 4.9% year on year, due in part to DB Arriva's recent successful bid for the Northern Rail franchise in the UK, which it began operating on April 1. In all, more than 854 million passengers used DB Arriva's services in 14 European countries from January to June.

Traffic on the rail network in Germany rose by 2.6%, from 517.9 million train-path kilometres to 531.4 million. Non-DB rail companies accounted for 29.8%, up from 27.3%. Such developments testify to a functioning competitive rail market.

At DB Schenker, developments were primarily positive. Land transport by truck saw a slight drop of 0.3% in the number of consignments, while air freight rose by 0.9%. Ocean freight grew 2.4%, and contract logistics took a major step forward once again, with revenues up 7.8%.



DB and Georgian Railways agree cooperation

At a meeting in Tbilisi, Deutsche Bahn and Georgia's national rail operator have agreed to expand the scope of their strategic cooperation activities. A memorandum of understanding (MoU) was signed during the visit by Germany's foreign minister Frank-Walter Steinmeier to the Caucasus state, and it covers collaboration on international freight transport and consultancy services for a wide range of transport-related projects over the coming five years. The partnership was agreed by Mamuka Bakhtadze, Chairman of Georgian Railways, and Niko Warbanoff, Head of International Business Development at Deutsche Bahn AG and CEO of DB Engineering & Consulting GmbH.

The two companies plan to work together to create a new rail connection from China to Europe via central Asia and Georgia, thereby opening up a new route as an additional option for customers seeking an overland connection. Ronald Pofalla, Member of the Management Board for Economic, Legal, and Regulatory Affairs at DB has this to say: "We are proud that DB has the chance to contribute to the renaissance and modernization of the ancient communication routes between the continents. With a rail history reaching back to 1871, Georgia has a key role to play in this undertaking."

In March 2016 DB signed already an agreement with Chinese national operator, China Railways, on expanding rail connections between Europe and China. Following the deal, Deutsche Bahn wants to make the most of the opportunity afforded by China's Silk Road initiative, "One Belt – One Road". This project envisions a whole array of infrastructural undertakings covering a total of 65 countries. "We look forward to contributing to the Silk Road initiative and thus helping to promote international rail transport," says Niko Warbanoff. "Our work in this area will also offer us access to a large and growing market in Asia."

In another move, DB and Georgian Railways are cooperating on planning the development of rail freight links between Europe and Iran, with Georgia as a transit country. Extending the connection to India is an option for the future. In addition, the experts at DB's subsidiary DB E&C will provide Georgian Railways with support for organizing and producing rail services, reforming its rail system's structure root-and-branch, and modernizing and maintaining rail technology including the company's fleet of vehicles. Georgian Railways has also contracted with DB E&C in the past: DB E&C carried out a project to develop combined transport in the Caucasus region, offered consulting services on the preparation of tender documents for trains and served as the construction supervisor for the Tbilisi Bypass project.

Canada: A view of a Via-Rail P42DC No. 909 at Toronto Union station on July 4th, at the head of the 12:20 daily service to Ottawa, dwarfed by the TD Canada Trust Tower.

Kevin McCormick





Alstom sets a new high-speed record in Kazakhstan with its KZ4AT locomotive

Alstom has set a high-speed record in Kazakhstan reaching 200 km/h while conducting tests on its KZ4AT passenger locomotive on the Moiynty-Kiik line South East of Astana.

“We are very pleased and proud that those tests were successful and that we reached 200 km/h for the first time in the railway history of Kazakhstan. This record opens new promising prospects for Kazakhstan as an important hub linking Europe, Middle East, Asia and Russia through new Silk Way”, said Bernard Peille, Managing Director South CIS Alstom.



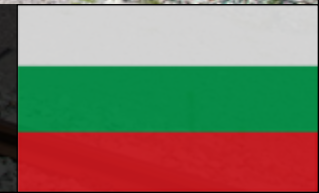
This multi-purpose locomotive is based on the Alstom Prima modular platform designed to provide operators with the most suitable solutions for passenger services. It is one of the most versatile, in terms of applications, electric locomotive in the world. This locomotive is able to run at 200km/h in passenger services and has been designed to successfully operate in extreme weather conditions from -50C to +50C. Developed on the basis of KTZ (Kazakhstan Railways) technical requirements and in compliance with GOST standards and specifications, the locomotive has a cutting edge traction system based on Alstom’s technology and components produced by Alstom and Transmashholding.

The production of locomotives is localised at the EKZ plant in Astana, jointly owned by Alstom (50%), KTZ (25%) and Transmashholding (25%). With 14,000 km of track, the Kazakh railway network is the world’s third biggest network using the 1,520 mm track gauge and represents a substantial market for signalling equipment as well as maintenance activities.

Belgium: A SNCB Desiro EMU and an Infrabel track car are seen at Brussels Schaerbeek station on June 21st. Taken from inside Trainworld Museum, hence the steam locomotive boiler in the foreground. [Keith Chapman](#)



Bulgaria: DB’s Class 232.600 and 232.663 are seen stabled at Svilengrad near the Turkish border on July 6th. [Chris Perkins](#)



Belgium: A rather tired looking SNCB AM75 EMU, No. 851, passes through the depths of Antwerp Central station on June 22nd. [Keith Chapman](#)



Switzerland: SBB Re 4/II Nos. 11108 and 11116 are seen at Zurich with the 09:47 Basel - St. Gallen. [FrontCompVids](#)



PKP CARGO already owns 9 out of 15 modern multisystem locomotives



Since Monday, July 25th, the PKP CARGO fleet has increased by three more multisystem locomotives of Siemens Vectron. The biggest Polish carrier uses them for connections outside of the country. Each of nine modern engines that have been commissioned by PKP CARGO from the producer so far is admitted to work in Poland and five other countries of EU: Germany, Czech Republic, Slovakia, Austria and Hungary. Another three similar

locomotives will be commissioned by PKP CARGO in August, and the commissioning of the last three out of 15 that will be able to operate additionally in the Netherlands, is planned to be completed by the end of June 2017.

“New Vectrons are constantly on the move, we use them to one hundred percent” says Jaroslaw Klasa, Member of the Board of Operations of PKP CARGO. “Multisystem locomotives allow us to move trains from Poland to some of the European Union countries on our own, without the necessity to change the traction on the border. That means optimal time of transport and a higher level of customer’s service” adds Jaroslaw Klasa.

Another three Vectrons will be collected by PKP CARGO this August.

The Siemens Vectron locomotives are signed in PKP CARGO as EU46 series. The side numbers of the three recently commissioned locomotives are 507, 509 and 510. Until recently they had been garaged by PKP CARGO in roundhouse in Czechowice in Silesian Voivodeship, together with three other locomotives from the same series, with side numbers 508, 511 and 512, which PKP CARGO will commission in August. Until the first three Vectrons were commissioned from Siemens this January, PKP CARGO had owned one locomotive and leased the other nine. Using mostly leased trains for foreign connections allowed the biggest Polish operator to be fast and flexible in his reactions to the rapidly changing conditions and to receive permission to lead train traffic on their own in 9 EU countries. Now, PKP CARGO has a stabilized level of the usage of multisystem locomotives. Under such circumstances, purchasing is the most favourable option. The contract for purchase of 15 Siemens Vectron multisystem locomotives was signed by PKP CARGO in September 2015. PKP CARGO is the biggest railway carrier in Poland. Besides freight transport, PKP CARGO Group provides complex logistic services, which contain dispatch, terminal service and railroad sidings, and duty service. It also repairs and maintains rolling stock.



First new train for Limburg rolls into Stadler workshop

On July 15th, the first train for the Limburg public transport concession rolled into the Stadler workshop in Blerick. This spectacular occasion marked a milestone in the implementation Arriva and Stadler have shown to around 150 guests. They were the first to be given the opportunity of making acquaintance with the new trains which are due to come into service on 11 December this year in the province of Limburg. In addition to the presentation of the trains, the new maintenance contract was signed.

Over the next 15 years, Stadler will be responsible for the maintenance, servicing and cleaning of the new trains in their workshop in Blerick. Chair of the Arriva Netherlands board, Anne Hettinga said: "I'm extremely proud. I'd like to pay a huge compliment to those responsible for ensuring that these brand new trains will be running on the tracks in Limburg from 11 December onwards. We're really looking forward to that! This roll-in shows the contracting authority and customers alike that we are on schedule with the implementation. Likewise, they can see for themselves at first hand that the trains meet all the statutory requirements and additional features offered."

More legroom and wide doors

During the roll-in, guests were given a guided tour of Stadler's workshop and were able to inspect the new train. The new fleet consists of 36 trains of the FLIRT type. 15 units consisting of 2 rail cars with 4 doors, 13 units consisting of 3 rail cars with 5 doors (from December 2017) and another 8 units consisting of 3 rail cars with 3 doors (from 2020). Some features of the train include: additional legroom, wide doors, a closed toilet system, leather upholstery in First Class compartments and wall sockets.

Maintenance contract

The maintenance contract was signed during the roll-in as well. Hein van der Schoot from Stadler Nederland, and Anne Hettinga, from Arriva Nederland signed an agreement with a term of 15 years. In the Blerick workshops the whole fleet of Arriva will be maintained by the experienced team of Stadler. Hein Van der Schoot: „We are very pleased that we can take over the maintenance of our new trains for Arriva and like this the service for the entire fleet of the Limburg concession. The teams of Arriva and Stadler have already proven that they work optimally together and provide great performance. It will be a carefully balanced interaction between Arriva's timetable and Stadler Services' planning We guarantee reliability and availability by high quality service.“



Bulgaria: Former Anglia locos Class 86 234 and 86 235 are seen undergoing refurbishment in Koncar works, Sofia on July 9th for use with Bulmarket. [Chris Perkins](#)

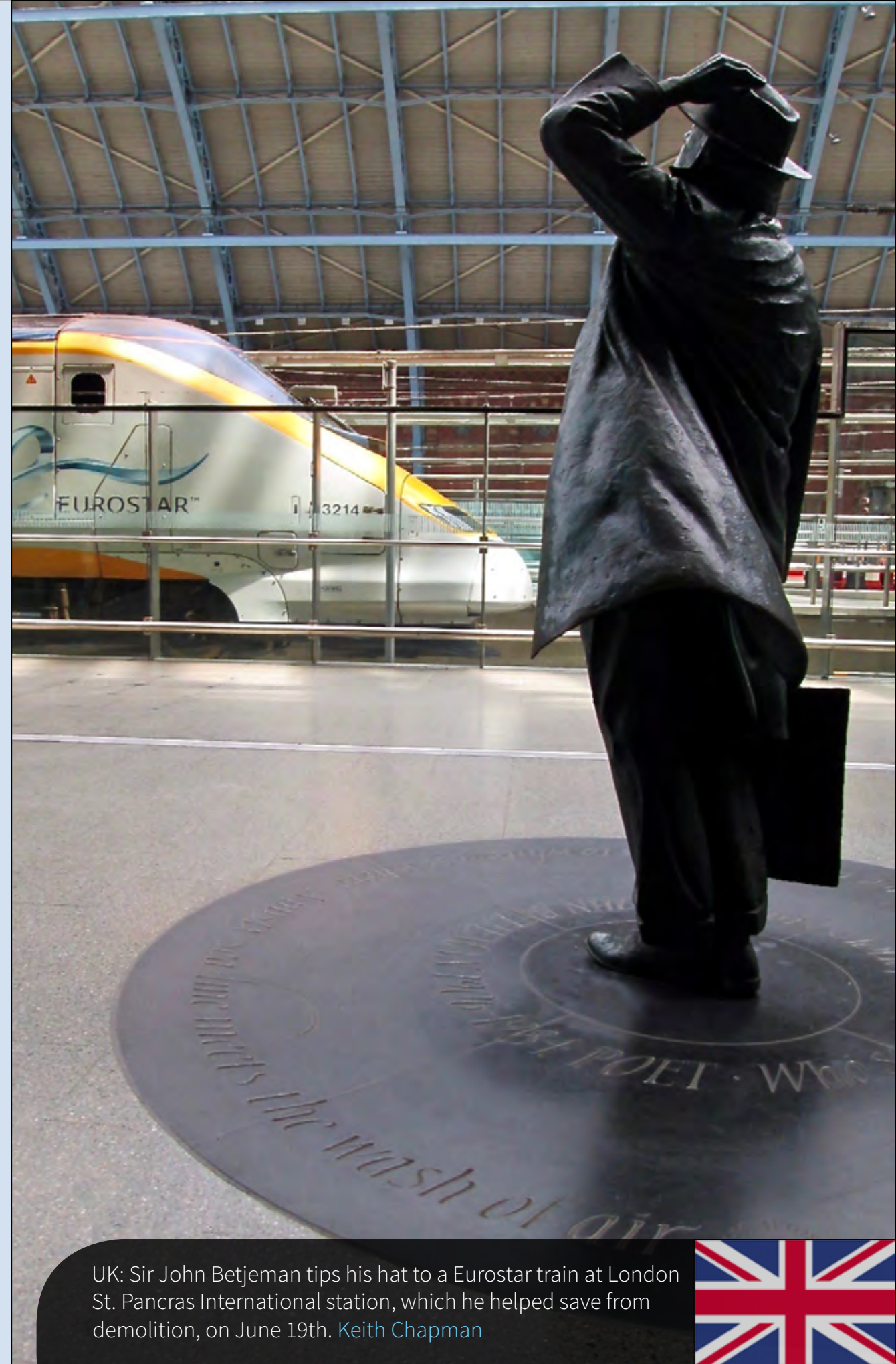


Interesting Diverts in South Bohemia



There have been complications for both railway undertakings and its customers in July in South Bohemia, but a bonus for railfans with opportunity's to shoot freight trains on lines that are not regularly operated.

There have been some interesting trains on the route between Veselí nad Lužnicí - České Velenice - Gmünd where diverted train's have been running due to the continuous lockout on the Austrian route between Linz - Summerau. On the Czech side, freight trains have been headed by, amongst others, Class 749 and 751 locomotives, nicknamed "Bardotka" or "Cloudy". Normally on this line there are only feeder trains operated, but block trains have made an interesting change. The successful operation of these diverted trains shows that ČD Cargo is flexible and a reliable train operator. Photos: © CD Cargo



UK: Sir John Betjeman tips his hat to a Eurostar train at London St. Pancras International station, which he helped save from demolition, on June 19th. [Keith Chapman](#)



From the UK - DRS open day 2016

DRS's Flagship event took place on Saturday 23rd July 2016 at their Gresty Bridge Depot in Crewe. The annual event raises money for charitable causes and this year they announced that a record braking £21,000 was raised.

Preserved locos on display included Class 55 No. D9009 'Alycidon' and Class 40 No D213. [Brian Battersby](#)



One of the stars this year was the unveiling of Class 37 424, recently refurbished at RVEL Derby and newly named 'Avro Vulcan XH558'. [Nick Clemson](#)



One of the Northern Belle liveried Class 57s, Class 57 305 'Northern Princess' was on display. [Brian Battersby](#)



..... And as they normally operate as a pair, the other Northern Belle Class 57 was also at the open day. Northern Belle duties being undertaken by Class 68s for the day. Nick Clemson



Formerly owned by DRS, but now owned by Locomotive Services Ltd., Class 47 501 'Craftsman' was on display at the event. [Brian Battersby](#)



Another naming over the weekend and another former DRS loco, Class 47 712, now in Scotrail livery was renamed 'Lady Diana Spencer'. [Brian Battersby](#)



Re-engined and rebuilt Class 47 loco No. 57 007 is one of several of the class that DRS operate. [Brian Battersby](#)





Another rebuilt Class 47, this time into a Class 57/3 originally for Virgin Trains and nicknamed 'Thunderbirds' now operated by DRS. [Brian Battersby](#)



The queue to have a look inside Class 68 020 was substantial all day, pity for anyone wanting a photo of it. [Nick Clemson](#)



From the Archives

Belgium: Carrying a General Motor type 12-567C engine, SNCB Class 62 No. 6238 stands at Voroux on June 25th 2001. The loco was one of a class of 81 built by BN/ACEC in the early 1960s.

Paul Godding



Austria: OBB Class 2016.039 is seen marshalling stock at a busy
Wien Westbahnhof on February 22nd 2006. [Class47](#)



Austria: Siemens built Class 2070.056 is seen shunting carriages at St. Polten on February 22nd 2006. [Class47](#)

