





Welcome

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

Winter is nearly here and the dark nights and dull grey days that we have in the UK at the moment certainly make photography difficult, but I'm delighted to say that once again we have an excellent selection for you this month from around the globe.

News from Europe this month includes the first EffiLiner 3000 electric locomotive to be produced by CZ Loko through an extensive rebuild of an ex-SNCB Class 12 was handed over to open-access operator IDS Cargo in a ceremony at Praha Libeň station on October 26. Now designated Class 365, the 3 kV DC/25 kV 50 Hz locomotive has been rebuilt with new cabs, brakes, traction equipment and electronic controls, retaining only the bogies and bodysell.

One thing that certainly will attract more and more attention, subject to it being successful, is the fact that Niedersachsen transport authority LNVG has announced an order for Alstom to supply 14 hydrogen fuel cell multiple-units, with options for 33 more. The initial batch of units are to be deployed on Weser-Elbe services between Cuxhaven, Bremerhaven, Bremervörde and Buxtehude. The contract has been awarded to a consortium of Alstom and hydrogen supplier Linde through a negotiated procedure,

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Submissions & Contributions

Railtalk Magazine Xtra, a Magazine written by the Enthusiast for the Enthusiast. So why not join the team. We are always looking for talented Photographers and Writers to join us at Railtalk. Be it though Pictorial Submissions or via a written article featuring an event or Railtour, we greatly appreciate any contributions to the magazine however big or small.

Photographic Contributions

All Photographic contributions should to be sent to us via email, post or via the members section page on our website. Contact addresses are provided to the right or on the next page.

All images ideally should be provided at a resolution of at least 2048px x 1536px at 150dpi.

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Front Cover

OBB Class 1142.586 and 1142.688 working train No. SDG54703 are seen near Micheldorf on September 15th.
Thomas Niederl

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TFT - the former FS Class 341.1063 stands in Calbenzano P-Way yard, north of Arezzo on September 5th. *John Sloane*

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2M62 No. 0952 sits awaiting departure from Lviv with train No. 141 to Vorokhta after an engine change from electric power on September 19th. *Mark Torkington*





because LNVG wishes to use fuel cell vehicles in preference to diesel units and believes Alstom is currently the only company in the world which can offer suitable rolling stock that is fully-developed for passenger use. Is Hydrogen the future?

A worry for French rail travellers though as former Air France CEO Spinetta is to assess future of the French rail sector. In a letter addressed to Spinetta on October 12th, the Prime Minister Philippe draws attention to the low level of use of regional rail services outside Ile-de-France and to the 'ongoing crisis' of the freight sector, where traffic levels are 40% down on those in 2000. Philippe also highlights the financial disarray affecting the railway business, which threatens its future. *(Now in my opinion the fact of so many strikes and not knowing what trains are running on strike days means that I avoid France for travel at all times, so perhaps a reliable timetable and workforce might be a start - Ed)*

This months 'From the UK' is the recent Class 31 event at the Nene Valley Railway, I can't believe that these locos are now 60 years old.

As always thanks for all the excellent photos, please keep sending them in, and remember if you are going on holiday, don't forget to take your camera.

David
Editor

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With Thanks

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: Ray Anslow, Brian Battersby, Mark Bearton, Mark Bennett, Tim Blazey, Keith Chapman, Julian Churchill, Nick Clemson, Derek Elston, Mark Enderby, Tim Farmer, Dave Felton, FrontCompVids, Paul Godding, Richard Hargreaves, Keith Hookham, Colin Irwin, John Johnson, Anton Kendall, Jyrki Lastunen, Ken Livermore, Michael Lynam, Peter Marsden, Phil Martin, Denzil Morgan, Thomas Niederl, Peter Norrell, Chris Perkins,

Mark Pichowicz, David Pollock, Andy Pratt, Railwaymedia, Alan Rigby, Neil Scarlett, John Sloane, Stephen Simpson, Laurence Sly, Stewart Smith, Steamsounds, Steve Stepney, Mark Torkington, Andrew Wilson and Erik de Zeeuw.



Rail over road - RCG score with special technology

Rail Cargo Group's project participation kick starts railway campaigns and shows how container transports can be handled without a terminal. With the goal of even faster and more effective HGV transport of container goods from factory to train, Fritsch, Chiari & Partner ZT GmbH (FCP) is currently pursuing a project aimed at promoting Combined Transports which can operate without the need for a terminal. The project's first test transport was completed at the beginning of October with the technically sophisticated MOBILER system of the Rail Cargo Group (RCG) – the goods transport division of ÖBB.

The project

The number of container transports both in Austria and abroad is constantly expanding. That's why rapid and straightforward container handling from HGV to rail lies at the centre of the "Combi Coop II" project supported by Austrian Wirtschaftsservice GmbH and operated under the leadership of FCP. Within the Southern Burgenland region, which has seen a sharp increase in the transport of goods by rail since 2013, specific transportation cases are being examined for their profitability using state-of-the-art Combined Transport systems. The market-orientated project aims specifically at showing companies without their own rail connection the benefits that are associated with Combined Transport by rail in terms of cost, transport and environmental impact. The project makes an active contribution to the railway campaign in this area, particularly regarding the shifting of goods transports from road to rail, and can act as a model for other regions.

The test run

During the test transports, the project managers rely, among other things, on the logistical expertise and modern equipment of RCG: Thanks to the special container

movement system enabled by MOBILER technology, MOBILER containers can be transferred between HGV and railway wagons quickly, without fuss and almost anywhere – by a single individual, without needing any external assistance or expensive terminal equipment, such as cranes. This is made possible by a special hydraulic lift and feed device. A railway station with an appropriate loading siding and team track is sufficient. For this project the deployment of the MOBILER system, which has since established itself on the market, took place in Rechnitz/Oberwart district in Burgenland for the waste disposal company Stipits Enstorgung GmbH. This involved MOBILER HGVs bringing several containers directly to the location of the waste disposal company, where the containers were loaded with waste paper and cardboard boxes. The MOBILER lorries HGVs then drove the short distance to Oberwart railway station and transferred the containers onto the railway in a matter of minutes. Following the successful test run, further test transports are planned using MOBILER technology. Additionally, the fast and versatile container movement system of RCG should in future continue to be used in the region, as the test transport impressively demonstrated how companies can benefit from additional capabilities regarding the transportation of goods by rail through efficient container handling.

FCP – Ideas become reality

The company focuses on services regarding infrastructure, planning, project management, supportive testing, general planning, research and "BauKG" (law on construction site coordination). We place particular importance on innovative ideas and optimal support of our clients, who we support 100 percent on the basis of our knowledge and integrity. Our priorities include ensuring maximum quality as well as adhering to delivery dates and costs. The lasting protection of the environment also holds a high priority within the scope of what we do. It's our way of contributing to the preservation of the opportunities of future generations.

On the 'Pyhrnbahn' Linz to Selzthal line, OBB Class 1142.636 with train No. SDG54703 from Wien Zvbf. - Graz Vbf. is seen near St. Pankraz on September 14th. *Thomas Niederl*













21:53 СЕБЕДА 23 СЕНТАБРЬ

№ поезда	Направление	№ поезда	Прибытие	Отправление	№ вагона	Класс
3/П	БЕЛАРУСЬ-МИНСК	2159	23	1		
28	БРЕСТ-МОСКВА	ГЛВ 2202	2223	6	3	
257	МИНСК-БАРАЊОВИЧЫ		2202	5А	3	
2	МИНСК-МОСКВА	ГЛВ	2206	1	1	
3/П	МИНСК-СТАВЦЫ		2211	11А	5	
715	ГОМЕЛЬ-МИНСК	ХВ. 2215		3	2	
3/П	МИНСК-ПОЛОДЧЭНО		2216	24	1	
3/П	ОСИПОВИЧЫ-МИНСК	2223		10	5	
87	МИНСК-РИГА	ГЛВ	2226	1	4	
3/П	СТАВЦЫ-МИНСК	2230		11	5	

Мініцкія
Police →

499

LISINSKI

München Hbf

Salzburg Hbf-Villach Hbf-

Jesenice-Ljubljana- Dobova-

Zagreb GK







Maria Theresa embarks on a journey

In mid-October, a new product appeared in the offer of the ČD Cargo carrier. The train connecting the cities of Brno and Budapest was named after the Austrian Archduke and the Bohemian and Hungarian Queen Maria Theresa. The first test train departed on its way from Brno to Budapest on Friday, October 13, 2017. The carriers of ČD Cargo and Rail Cargo Hungary cooperated on the train, all coordinated by CD Cargo Slovakia.

The train will be dispatched from the two terminal stations three times a week, and the distance of 350 km between the two cities will take about 7 hours. There is, in both destinations, a direct connection to the container terminals, of course, ensuring the dispersion of consignments further on in Hungary and vice versa in the Czech Republic.

Photo: © CD Cargo



Withdrawn CD Cargo Class 751.144 is seen on the scrap line at Ostrava on September 23rd.
Class47







Celebrations of the 10th anniversary of ČD Cargo were successful

On Friday, October 6, 2017, the 10th anniversary of the founding of the ČD Cargo joint stock company took place in the SOKV Ústí nad Labem area. The event was attended by about two thousand visitors.

The celebration was also attended by Minister of Transport Mr. Dan Ťok and ČD CEO and Chairman of the Supervisory Board of ČD Cargo Mr. Pavel Krtek.

Historical and contemporary rail vehicles were exhibited in the SOKV area, with Vectron Class 383.006 being the greatest attention with a new advertising livery. Visitors were able to get acquainted with the repair facilities with guided tours. Historical cars were also on display and small visitors were entertained by a ride on a historic sledge or a shunting locomotive. Also interesting was a demonstration of SŽDC firefighters in action.

There were great thanks to all the organizers for the successful celebration



Class 749.107 arrives at Ledcecko on September 24th with a Zruc nad Savavou to Praha hl.n. Sunday service. *Class47*







The Government and Alstom present an update on the commitments made to maintain the rail and industrial activities at the site of Belfort

On October 26th, Bruno Le Maire, Minister of Economy and Finance, Elisabeth Borne, Minister for Transport attached to the Minister of State and Minister for the Ecological and Inclusive Transition, and Henri Poupart-Lafarge, Alstom Chairman and CEO, convened at Belfort the national committee in charge of monitoring the commitments made for the maintenance of this industrial site. This third convening of the monitoring committee brought together local and national trade unions, as well as the relevant elected representatives.

In terms of contracts, SNCF Mobilités' order of 15 Euroduplex TGV trainsets to extend and modernise its train fleet on the Atlantic corridor was approved by the company's Board of Directors on 23 February 2017, and notification given to Alstom. In parallel, SNCF Réseau confirms its need for 20 emergency locomotives. The contract specifications will shortly be submitted to its Procurement Commission for a call for tender that could be launched at the end of the year. The contract should be awarded at the end of 2018. Finally, the State, SNCF Mobilités and the AFITF signed the financing agreement for the 30 TET/TER Regiolis trains on 27 February. SNCF Mobilités notified Alstom of the order in April. The first deliveries from the Reichshoffen site are scheduled for autumn 2018.

Regarding Alstom's commitments, the plan to make Belfort the European centre of reference for locomotive maintenance continues: the Services activity currently employs 70 people and has workload for the next 3 years, thanks in particular to a contract for the mid-life overhaul of 30 locomotives. In addition, Alstom has already invested nearly 1 million euros in the development of a new industrial building dedicated to maintenance, which is now nearing completion, and its connection to the rail tracks. The State, local authorities, SNCF Réseau and Alstom have provided additional funding of 852,000 euros for the electrification of the plant's test track, which is currently under construction.

Alstom continues to invest in the development of the new Prima H4 locomotive platform. More than 100 people from the Research and Industrialisation departments are currently involved in its development. The State will continue to support Alstom in the development of the new platform, both through the support of the ADEME, decided last autumn and representing 4 million euros, and through export markets on which the company can position itself. After an initial commercial success in Switzerland with an order for 47 Prima H4 locomotives

from SBB in November 2015, Alstom is carrying out extensive work to promote the new platform. In addition, key milestones have been reached in the development of the TGV 2020 as part of the innovation partnership between Alstom and SNCF, in which Alstom is investing 30 million euros at Belfort. More than 60 people from the Engineering and Industrialisation departments are working on defining the specifications for the new generation of TGV power cars. Given the opportunities for renewal of the French TGV fleet, the TGV 2020 is a crucial issue for the sites of Belfort and La Rochelle, as well as for the entire French industry. The TGV business model in particular needs to be redesigned and reinforced. This is the motivating factor of the work begun by the Government and whose conclusions will be delivered in January 2018.

Regarding the diversification of the site, Alstom has begun programmes focusing on automatic locomotive operation and fuel cells.

Lastly, the Belfort site has invested 3 million euros in modernising its industrial facilities, particularly in relation to the industry of the future. The Government and the Chief Executive Officer of Alstom are delighted to have achieved several major milestones in the continuity plan for the rail activities of the Belfort site, and will continue to pay close attention to its implementation.

Bruno Le Maire reaffirmed the State's commitment to maintain Alstom's industrial site at Belfort: "The commitments made in the context of Alstom's merger with Siemens guarantee the sustainability of this site. Beyond this, the State will work closely with the new entity to ensure the competitiveness of the site and its outlets in France and abroad. The Belfort site must be at the heart of the development of the TGV of the future: it is the best guarantee for the future." Elisabeth Borne highlighted the work begun by the Government to build an ambitious rail strategy for the country: "The rail industry needs a clear, long-term perspective on the strategy of rail transport. The work we have begun will secure future SNCF orders and Alstom's load plan." Following the convening of the national monitoring committee, Henri Poupart-Lafarge, Alstom Chairman and CEO, said: "Today, we were able to confirm that Alstom and all the stakeholders are fully dedicated to securing the technological leadership and industrial future of the Belfort site. We are investing in developing the power cars of the TGV of the Future as well as in our Prima H4 locomotive platform, while continuing our sales efforts in France and internationally. In parallel, we are continuing to develop the Belfort site as a European centre of reference for locomotive maintenance, and to build the future of the site by diversifying its activities."

► Akiem No. 27178M stands amongst several older classes at Dijon Perrigny. *John Sloane*







DB: Fifty percent less CO₂ emitted by 2030 • Long distance transport to use 100 percent renewable power starting in 2018

DB sets new climate protection target ahead of UN Climate Change Convention in Bonn • DB's CEO Lutz: "Rail travel equals climate protection"

Deutsche Bahn has set itself a new, ambitious climate protection target. "By 2030 we will have reduced specific CO₂ emissions worldwide by at least fifty percent. This is a major step toward becoming a completely climate-neutral group, which we will be in 2050," said Dr. Richard Lutz, Chairman of the Management Board and CEO of Deutsche Bahn, in Berlin ahead of the United Nations Framework Convention on Climate Change taking place in Bonn on November 6-17, 2017. "Rail travel equals climate protection. Rail is already the most climate-friendly mode of transport and we are continuing to expand this environmental advantage. Nothing less than the future of successive generations is at stake. That is why we are amplifying our efforts and responding actively to climate change and its impact."

The next milestone is being targeted by DB Long Distance, in that every passenger will travel using 100 percent renewable power on and after January 1, 2018. As a result, some 140 million passengers annually will travel entirely CO₂-free. Previously, this was only the case for holders of BahnCards or monthly and annual passes and passengers who had paid an

additional euro for green energy on each leg of their journey. Since 2013, DB Long Distance has invested around 100 million euros in sustainable wind and hydroelectric power purchased in addition to regular energy. Deutsche Bahn intends to increase the share of power it uses from renewable sources in all of its rail operations (local, regional, long distance and freight), from 42 percent currently to 70 percent by 2030.

It was already a goal under the DB2020+ Group strategy to reduce CO₂ emissions by 30 percent by 2020, relative to 2006 levels. The tangible and constant increase in renewable energy's share in the traction current mix in particular is expected to lead to further reductions.

Deutsche Bahn has now launched the "Das ist grün" ("This is green") marketing campaign. More than 100 projects, addressing such wide-ranging topics as green long distance travel, biodiversity conservation and biodegradable workwear, are being presented in publications, at stations and on trains. By these means, DB is demonstrating the ecological nature of its products and services in all their diversity for the first time.

DB Class 155.087 hauling empty cartics southbound towards Seelze Yard, passes Dedensen Gummer. *Alan Rigby*











 Germany



▶ Sunrail's Class 140.002 heads northbound through Dedensen Gummer with a loaded car train from Seelze Yard. *Alan Rigby*



▶ MRCE Vectron Class 193.855 hauls an Altman car train southbound through Hanover Linden. *Alan Rigby*



▶ MWB's Class 182.912 heads southbound through Hanover Linden with a southbound container working. *Alan Rigby*



 Germany

▶ OBB loco Class 1116.260, hauling SBB stock is seen at Hamburg Hbf. *John Sloane*



▶ DB Netz Class 111.059 hauls a test train through Hamburg Harburg on September 8th. *Mark Enderby*

▶ Former Westerland loco, Class 223.011, hauls a rake of car carriers through Hamburg Harburg on September 8th. *Mark Enderby*



 Germany

DB Class 151.160 and 151.062 approach St. Goarshausen with a rake of coal wagons, heading southbound. *John Sloane*



DB Class 155.087 with a rake of empty car transporters, heads eastbound through Dedensen Gummer. *John Sloane*

DB Class 112.145 stands at Hamburg Hbf working an RE70 service to Kiel Hbf. *John Sloane*





DB Class 218.830 and 218.813 pass through Nuremberg on September 9th. *Brian Battersby*



DB Class 101.022 stands at München Hbf having arrived with train No. IC1269 from Karlsruhe Hbf. *Stearnsounds*

DB Class 218.326 arrives at Kaufbeuren with train No. IC2084 from Oberstdorf to Hamburg Altona. *Stearnsounds*





 Germany

▶ SNCB Class 186.203 hauls a southbound tank train through Kaub. *John Sloane*



▶ Class 185.589 hauling a rake of tanks, heads east through Buchen on September 5th. *Mark Enderby*

▶ On September 7th, DB/GreenCargo No. EG3105 heads south through Schleswig with a mixed load from Denmark. *Mark Enderby*





 Germany

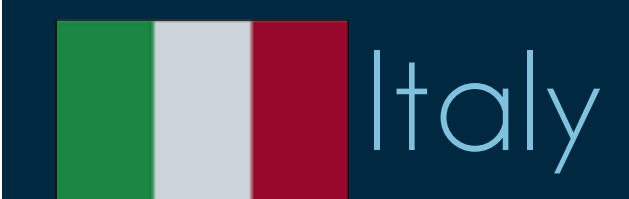
▶ On September 5th, DB Class 151.095 and 151.116 haul ore empties through Lunenburg, heading to Hamburg. *Mark Enderby*

▶ SLG - Spitzke Logistik GmbH No. V100-SP-001 (former Class 202.846) heads west through Dedensen Gummer with an engineers train. *John Sloane*

▶ Wiener Lokalbahnen Class 1216.950 heads a freight north through St. Goarshausen. *John Sloane*







FS Mercitalia Rail Class 652.166 stands at Pisa on a freight from the Livorno direction on September 11th. *John Sloane*

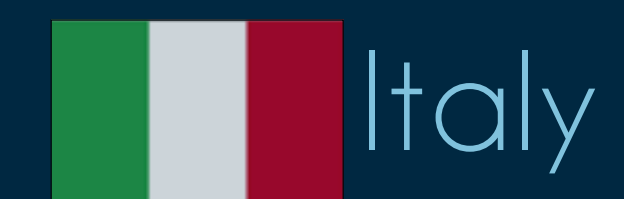


On September 12th, a clean Class 402.130 calls at Pisa Centrale with a Grosseto to Milan IC service. *John Sloane*

Trenitalia's Class 402.105 calls at Pisa Centrale on a Reggio di Calabria to Lourdes pilgrimage train on September 13th. *John Sloane*







Bombardier Celebrates Opening of New Rail Maintenance Depot in Contship's Italian Rail Hub in Melzo, Milan

New Melzo maintenance depot to strengthen Bombardier's rail services offering with rapid, 24/7 maintenance capability
Growth of Logistics and Rail Business District is a joint investment with Contship Italia

Rail technology leader Bombardier Transportation is celebrating the official opening of its new 300,000 square meter rail maintenance depot in Melzo, Italy in the Rail Hub Milano (RHM) logistics district. The state-of-the-art depot will support locomotives and rolling stock with rapid assistance and further enhance the growth of the Milan Logistical Business District. The event was attended by railway operators, customers and public institutions and organised with the partnership of the owners of Rail Hub Milano, Italian logistics company Contship Italia. Pierre Cicion, Head of Services Middle East, Africa and Italy, Bombardier Transportation said, "The Melzo depot will enable Bombardier to strengthen its services offering by providing rapid response to locomotives that need urgent support. The workshop is engineered to offer "pit-stops", high-turnover, brief and frequent on-site operations. Bombardier estimates the site will be able to manage around 400 locomotive maintenance operations per year. This number can be further increased by taking over international operators which use in-

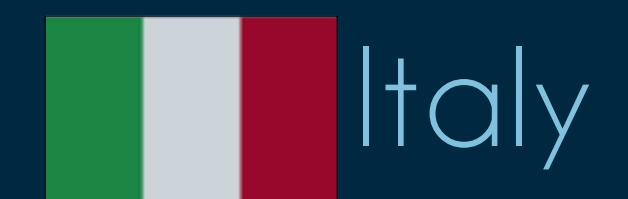
house assistance abroad."

Sebastiano Grasso, Group Managing Director, Business Services, Contship Italia described the facility's importance, saying, "The Melzo, Liscate and Vignate areas near Milan are developing into a powerful logistics region able to support and add value to the nation's manufacturing industry. The shared investment in Melzo depot with Bombardier has enhanced this intra-European and intercontinental crossroads with a powerful, rapid-reaction maintenance capability. This not only keeps trains rolling, but also lowers environmental impact by limiting the logistical reliance on freight trucking." The depot will offer standard services with preventive and corrective maintenance activities and the goal of guaranteeing 24/7 service. Melzo's new 300,000 square meter intermodal terminal features 12km of rail track with four tracks matching international standards and measuring 750m, another three tracks measuring 550m and 12 tracks used as junctions and for external parking.



FS Class E402.109 approaches Pisa with a Grosseto to Milan train on September 11th.
John Sloane





FS Class 445.1083 stands at Florence SNM station with a service to Siena on September 10th. *John Sloane*

Trenitalia Class 464.518 arrives at Pisa Centrale with a train from Florence to Livorno on September 11th. *John Sloane*

Class E464.455 calls at Pistoia on September 8th with a train from Florence. *John Sloane*





Alstom presents the first Pendolino high-speed train for NTV, in Italy

Alstom and NTV jointly inaugurated on 3 October the first of twelve Pendolino high-speed trains ordered by the private Italian operator in 2015 and 2016. This train is part of Alstom's Avelia family of high-speed trains which also includes AGV.Italo train previously purchased by NTV. The ceremony took place at Expo Ferroviaria in Milan (Italy) in presence of Graziano Delrio, Minister of Infrastructure and Transport of Italy, Luca di Montezemolo, Chairman of NTV and Flavio Cattaneo, CEO of the company.

Latest evolution of the Pendolino high-speed trains, the new ruby red Avelia Pendolino for NTV, Italo EVO, was presented for the first time to the public before coming into operation in early 2018. These trains, in addition to the existing fleet of 25 AGVs, will bring up the NTV fleet to a total of 37 Avelia trains.

Italo EVO train can reach maximum speed of 250 km/h. It consists of 7 coaches, totalling 187 meters, and features a futuristic and emblematic nose which ensures a high level of aerodynamics and safety for the driver. The train is equipped with a distributed traction system designed with high level of braking efficiency and regeneration. Moreover, its eco-design and the use of recyclable materials at construction phase make it environment-friendly and highly sustainable. The interior configuration provides high comfort and improved passenger experience. The major innovation of the train compared to previous generations of Pendolino is its full compatibility with the very latest 2014 TSI regulations

established by the European Union. This EU standard contributes to guaranteeing high levels of safety and efficiency.

The trains are produced at Alstom's sites in Italy. The Savigliano site is responsible for the design and the manufacturing of the trains. The other sites involved are: Sesto San Giovanni (Milan) for the design and production of the traction systems, and Bologna for the signalling systems. The maintenance work will be carried out at the site in Nola (Naples), which is currently responsible for maintaining the .Italo trains.



Trenitalia's Class E402.035 waits to depart Trieste Centrale on August 20th whilst working train No. ICN35400, 20:40 to Roma Termini.
Laurence Sly





On September 26th, R-NET tram No. 5047 (Siemens Avenio) heads across 'The Hofweg' in The Hague. *Erik de Zeeuw*

Vectron MS certified for the Netherlands

Vectron certified in a total of 18 countries
Connection to the entire Rhine-Alpine Corridor

The multisystem variant of the Vectron locomotive received certification by the Dutch safety authority ILT on September 21, 2017 for operating in the Netherlands. With this authorization, the Vectron now has access to the ports in the Netherlands and has reached an important milestone to serve the entire Rhine-Alpine Corridor with Austria, Germany, Italy, the Netherlands and Switzerland. 121 of the previously sold Vectron locomotives can now be operated in the Netherlands.

To date, 33 customers have chosen the Vectron for their fleets and ordered over 600 locomotives. The 330 Vectron locomotives currently in service have already covered a total distance of 90 million kilometres. With its certification in the Netherlands, the Vectron can now be operated in a total of 18 European countries. The locomotives have previously been certified to operate in Austria, Bulgaria, Croatia, Czech Republic, Finland, Germany, Hungary, Italy, Norway, Poland, Romania, Serbia, Slovakia, Slovenia, Sweden, Switzerland and Turkey.







PKP Intercity Class EP07-376 wait departure time at Gdynia working a TLK service to Szczecin. *Tim Farmer*



PKP 2-8-2 No. Pt47-65 waits time at Grodzisk Wielkopolski working the 16:11 Wolsztyn to Poznan regional service on September 23rd. *Tim Farmer*



On August 23rd, Class SM42-349 stands at Hel with the 09:39 departure to Gdynia. *Tim Farmer*















Slovenia



SZ Class 541.016 and OBB Class 1216.145 are seen at Ljubljana on September 11th.

Brian Battersby



Slovenske železnice 2 car DMU Nos. 715.101 stands at Ljubljana station on September 11th.

Brian Battersby



Slovenske železnice Class 643.028 is seen stabled at Ljubljana on September 11th.

Brian Battersby



 Switzerland

▶ On September 20th, BLS EMU Class 535.119 passes Speiz Ghei with an RE service to Bern. *Paul Godding*

▶ SBB Class 450 028 passes Eglisau on September 21st working a S9 service to Uster. *Paul Godding*

▶ Class 465.017 passes Einigen whilst working Railcare freight train No. 63680 from Brig to Niederbottigen on August 23rd. *Laurence Sly*









 Switzerland

▶ Heading to Zurich HB, SBB Class 511.028 passes Eglisau on September 21st. *Paul Godding*



▶ SBB Class 620.008 passes Kiesen whilst working freight train No. 50260 from Ardon to RBL E-Gruppe on August 23rd. *Laurence Sly*

▶ SBB Class 189.996 prepares to depart Brig on September 22nd. *Paul Godding*





 Switzerland

DB Class 185.097 and 185.123 haul a rake of ferrywagons through Sissach on September 23rd. *Paul Godding*

Basel tram No. 5010 is seen at Bahnhof SBB Basel on September 24th. *Paul Godding*

Basel tram No. 151 heads along Munchensteinstrasse working a line No. 11 service to St. Louis Grenze. *Paul Godding*





 Switzerland

▶ BLS Class 485.010 passes Einigen on August 23rd whilst working a RoLa train from Freiburg to Novara. *Laurence Sly*

▶ SBB Class 460.044 has just arrived at Zürich HB with train No. IR2130 from Konstanz. *Stearnsounds*

▶ SBB Class 620 030 heads an engineers train through Killwangen Spreitenbach. *Paul Godding*





RhB ABe 4/4s Nos. 51 and 53 are seen stabled at Poschiavo. *Stearnsounds*



RhB Tm 2/2 No. 114 waits in the rain to do some shunting at Scuol-Tarasp. *Stearnsounds*

Class 474.014 and 189.108 pass Kiesen on August 24th whilst working SBB Cargo train No. 43685 from Singen to Domodossola. *Laurence Sly*











Alstom presents Coradia Stream to two major customers in Europe – NS and Trenitalia

On October 3rd, Alstom unveiled Coradia Stream – the latest generation of Coradia regional trains – to its first customers: NS, the Netherlands national railway operator and Trenitalia, the Italian railway company. Coradia Stream is a high-performance low-floor electric multiple unit for regional and intercity transport, developed for the European market.

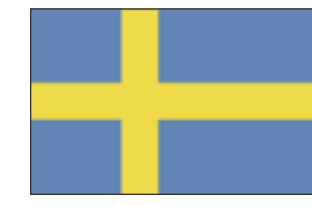
“We are very proud to present today in two different European countries two versions of this train, for intercity transport in the Netherlands and for regional traffic in Italy. With its improved modularity, new passenger experience and weight savings, Coradia Stream opens a new chapter in the commercial success story of the Coradia regional range spanning more than 30 years. The name we have chosen for this train reflects its true spirit: fluid, dynamic, fast and light”, said Wolfram Schwab, Vice President for Regional & Intercity trains.

The first order for 79 Coradia Stream was placed in July 2016 by NS. Called Intercity Next Generation (ICNG) by the operator, the trains will run on the Amsterdam-Rotterdam-Breda line and on the Den Haag-Eindhoven corridor at a maximum speed of 200 km/h. They will enter commercial service from 2021 on. 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). NS revealed this morning to a large public the design of the future ICNG trains through a full-scale model.

At the same time, a full-scale model of the Coradia Stream for Trenitalia was unveiled at Expoferroviaria, a railway exhibition taking place in Milan from 3 to 5 October. Named Pop by the Italian operator, this train has been designed for operation in the different Italian regions.

Highly modular, the Coradia Stream for Trenitalia offers a wide range of easily combined interiors, liveries and accessories. Every region can easily customise its trains using an interactive configurator. This solution is adapted to different configurations and capacity needs for regional and suburban transport. Trenitalia awarded Alstom with a frame contract to supply 150 Coradia Stream trains in August 2016. Alstom will start delivering the first batch of 47 trains in early 2019.

Coradia Stream has been designed by an international team of six nationalities and is the result of a close collaboration between Alstom’s sites in Belgium, France, Germany, Italy and Poland.



CAF SIGNS NEW CONTRACT FOR ADDITIONAL TRAMS IN STOCKHOLM

The transport company SL AB (Storstockholms Lokaltrafik), operator of the transport network of the Swedish capital, has entered into a contract with CAF for the supply of an additional 12 trams for its transport network. Accordingly, the total number of units produced by CAF over the past few years for Stockholm will now amount to 42 trams. The current operation amounts to approximately €37M, and the units are scheduled for delivery in late 2019.

In 2010, CAF signed the first contract with the Swedish transit operator for the production of 15 Units. This contract included an option to purchase up to 121 additional trams, as part of a programme to develop the sustainable transit model being developed by the city. Subsequently, this contract was extended on two occasions: firstly for the supply of a further 7 trams which are already providing revenue service together with the first 15, and then a second, more recent extension, in the first half of this year, with a new extension of 8 units which are currently under production.

The new contract signed in October consists of the supply of 12 trams. Two trams are made of 4 modules and will run on the Lidingöbanan line to increase service frequency. The remaining ten units will comprise of 3 modules and will increase the Tvärbana line capacity. The extension of this line is scheduled to be in operation in 2021. Accordingly, this contract will provide various solutions to meet the requirements and demands of the various zones of the Scandinavian city’s passenger transit network.

These trams belong to the URBOS platform, one of the biggest selling vehicles on the European market, which guarantees high reliability and is designed based on state-of-the-art environmental standards. The trams will be bi-directional low floor units for optimum accessibility, with a top speed of 90 km/h. They will also be fitted with cutting edge comfort and safety equipment. Specifically adapted to withstand extreme weather conditions in this Nordic country, the units are designed to endure extremely low temperatures (as low as -40°C).

This is a particularly significant contract for CAF as it bears out the trust placed in CAF by the Swedish operator in a demanding market where commitment towards collective transportation and the environment are both deciding factors. It should also be pointed out that CAF trams are a benchmark in the international market and are already running in a significant number of cities around the world such as Budapest, Edinburgh, Belgrade, Kaohsiung, Freiburg, Besançon, Nantes, Houston, Cincinnati, Birmingham or Sydney.



A plaque displayed at Bratislava hlavná stanica, refers to a dark past . *Martin Miller*



HECTOR RAIL SIGNS A FULL-SERVICE PROVISION CONTRACT WITH MGW

On July 12th, Hector Rail and mgw Service signed a five-year full-service provision contract. The two parties will be collaborating to deliver a comprehensive maintenance strategy for Hector Rail's growing modern fleet. Maintenance operations are due to start in January 2018.

"We are thrilled to have won this important contract. It demonstrates confidence in our growing and effective company and it reinforces mgw Service as a high-quality maintenance provider in Sweden. Through this successful partnership with Hector Rail, mgw Service will go on developing maintenance services that will continuously improve fleet performance and availability," said Michaël Lautenbach, Managing Director of mgw Service.

"I am very pleased that we have been able to expand our relationship with mgw service. By working in partnership, I am convinced that we will further develop Hector Rail's commitment to innovation by developing new, more efficient maintenance practices and facilities that, alongside our investment

in 20 new Vectrons, will create a fleet of highly dependable modern locomotives," said David Knowles, Managing Director of Hector Rail.

Going forwards, mgw Service will be responsible for the maintenance of Hector Rail's growing modern fleet. This will include the Vectron 243, Taurus 242 and Traxx 241 as well as the ongoing maintenance of the 441 locomotives.

Both parties will be working together closely to drive the reliability, availability and overall performance of these locomotives and ensure full coverage in all Hector Rail operating regions. As Hector Rail continues to grow and invest in a new fleet, this partnership will take on even greater importance for both parties.



Alstom to supply 22 extra Citadis trams to Rabat

Alstom has signed a contract with the Rabat-Salé transport company STRS (Société des Transports de Rabat-Salé) for the supply of 22 Citadis trams that will run on the entire network, including on the new sections of the two existing lines. The contract is worth approximately 45 million euros.

Since their entry into service in May 2011, the number of users of Rabat-Salé's two tramway lines has steadily increased, with over 150 million passengers transported to date. To meet the growing need for mobility, STRS has decided to add 7 km of line to the existing 19 km and increase its existing fleet of 44 Citadis trams by ordering 22 additional trams from Alstom.

"We are delighted by this new order, which reflects the shared trust between Alstom and STRS. We are also proud to continue supporting the development of sustainable mobility in the urban area of Rabat-Salé through ecological urban transport systems," said Brahim Soua, Managing Director for Alstom in Morocco.

The Citadis trams for Rabat-Salé, 32 metres long, will be coupled to enable them to transport up to 606 passengers. Low flooring throughout the trams as well as 12 side doors facilitate passenger circulation and accessibility for all, in particular mobility-impaired passengers. Their design, customised for perfect integration into the architecture of the city, will be the same as that of the vehicles already in circulation. The Citadis trams will be designed and manufactured in La Rochelle, France. The other French sites involved in the project will be: Le Creusot for the bogies, Villeurbanne for the on-board electronic equipment and passenger information systems, Tarbes for the power modules and circuit-breaker boxes and Saint-Ouen for the design. And, in Italy, the Sesto site will supply the traction system.



Alstom's team in Morocco will ensure after-sales service.

Present in Morocco with 350 employees, Alstom is a true industrial partner, accompanying the country in the development of its rail infrastructure. In this way, Alstom has contributed to numerous key national projects, such as the delivery of Citadis trams to the cities of Rabat and Casablanca, and 12 Euroduplex trains for the high-speed rail line that will link Tangier to Casablanca. The group has also supplied 20 locomotives from its Prima range to ONCF and is responsible for the maintenance of 47 locomotives. At its unit in Fez, Alstom produces harnesses and electrical cabinets that power its European factories and are installed on trains exported worldwide.

After delivery - scheduled 26 months after the date of the contract's entry into force - the trams will be subjected to static and dynamic tests at the customer's site.



Reveal of the livery of Alstom's Avelia Liberty high speed trainsets for Northeast Corridor

The livery of Alstom's next generation high speed trainset, Avelia Liberty, which will run on Amtrak's Northeast Corridor (NEC) has recently been revealed.

The design of the new livery is articulated around the overall shape of the train, in the characteristic Amtrak blue, red and white colours, with an additional touch of grey on the front. With its eagle-eye well-positioned under the drivers' cabin, and continuous white streak that runs along the window area of the cars, Alstom's Avelia Liberty livery provides characteristic and easily recognizable identity for the new trainsets.

The 28 new high speed trainsets will replace the existing Acela trainsets, thus increasing passenger capacity, providing more frequent service, minimizing journey times, and improving operating costs and energy efficiency. The new trainsets will be manufactured at Alstom's 160 year-old historic site in Hornell, NY. They will be maintained in the depots of Amtrak in Boston, New York and Washington, D.C. under a specific Technical Support and Spare Supply Agreement (TSSSA) with additional support from Alstom's sites in New York, Delaware and Illinois for a period of 15 years, with an option for an additional 15 years. Alstom and Amtrak announced the contract for the 28 Avelia Liberty and the TSSSA in August 2016.

The Avelia Liberty is the latest development of Alstom's high-speed train range Avelia. The new trainset will be able to carry up to 33% more passengers than the current Acela trains. The trainset configuration includes an innovative compact power car and nine passenger cars, with the possibility of three more being added if demand grows. The train is capable of travelling at speeds up to 186 mph, but will initially operate at a maximum speed of 160 mph based on NEC track speed limits. Additionally, each concentrated power car is equipped with Alstom's pioneering Crash Energy Management system.

Another key feature is the train's articulated architecture, which provides greater stability and passenger comfort while enhancing safety. The train also includes Alstom's innovative Tilttronix™ anticipative tilting technology, which allows the train to manoeuvre curves safely and more comfortably at high speeds.

In nearly 40 years, Alstom has sold more than 1,100 Avelia high speed trains around the world and equipped over 300 more with its technology. As of today, Alstom's Avelia high-speed trains have covered over 4 billion miles in 20 countries and transported 4 billion passengers.



ŠKODA TRANSPORTATION GROUP WILL DELIVER NEW TRAMS TO FINLAND

Transtech Oy, a subsidiary of Škoda Transportation, will supply possibly up to 65 new modern vehicles for the Finnish City of Tampere. The vehicles will operate on a newly built track, which will be taken into use in 2021. The City of Tampere ordered nineteen modern ForCity Smart Artic trams, including full service. The contract is worth 104 million EUR.

“The third largest Finnish city, Tampere, is ordering nineteen ForCity Smart Artic trams for the first stage of the newly emerging tram network. Additionally the agreement includes a three stage delivery option in total up to 46 vehicles more. The new order confirms that we are doing well in Finland - at the end of August this year, VR Group (Finnish Railways) exercised an option for twenty double-decker passenger cars. At the end of last year Helsinki City Transport exercised an option for twenty trams for Helsinki and an agreement to deliver 29 trams for the new “Raide-Jokeri” line connecting Helsinki and Espoo was signed. Our subsidiary Transtech has remarkably improved the utilization rate of its production capacity thanks to this, and it turns out that this acquisition fits wonderfully into our strategy of increasing our market share in Western markets,” Zdeněk Majer, Vice President of Škoda Transportation and Chairman of Transtech.

There are currently 33 ForCity Smart Artic trams operating in Helsinki, Finland, out of the total of 89 vehicles ordered. The first two trams were delivered to the transport company in Helsinki back in 2013, and they were subjected to demanding tests in operation. Other vehicles bear the Škoda Transportation logo since 2015, after it purchased a controlling stake in Transtech.

“For Tampere we chose a modern, proven technical solution suitable for difficult arctic conditions, combined with attractive commercial conditions. The vehicle for Tampere is based on proven solutions that we have acquired during the development of vehicles for Helsinki. Last year and this year we have obtained contracts worth almost 400 million EUR

in Finland alone, allowing us to stabilize the company and concentrate on export orders,” says Lasse Orre, CEO of Transtech Oy.

The bi-directional three-part ForCity Smart Artic Tampere tram has a normal gauge of 1 435 mm, it is a fully low-floor tram and it can accommodate 264 passengers (4 people/m²). The vehicle also offers barrier-free access for wheelchair users and prams. The all-wheel drive and robust chassis and axle design enables trouble-free operation in challenging climatic conditions.





Alstom ships the first additional train for Line 1 of the Metro of Lima, Peru

Alstom is shipping the first metro for the additional order for Line 1 of Lima metro. In 2016, Alstom has signed a contract with Graña y Montero Ferrovías for the supply of 20 additional trains and 39 cars in order to increase Line 1's fleet. The train left the factory of Santa Perpetua, Barcelona to go to the port of Santander where it will set sail to Peru. 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. Thanks to the new metro cars, the headway will be reduced to 3 minutes thus increasing the capacity to 48 000 passengers per hour.

The Metropolis for Lima features large doors, low floor, extra wide seats and gangways between the coaches. Additionally, dynamic information displays and an interior design favouring natural light will improve passengers' safety and comfort.



DB Schenker will provide warehouse and transport solutions for Hitachi Rail Europe

DB Schenker UK is delighted to announce that it has secured a long term contract with Hitachi Rail Europe to manage the central warehousing and spare parts distribution for Hitachi's Intercity Express Programme (IEP) in the UK. DB Schenker is providing warehouse and transport solutions for a wide range of parts, from smaller consumable items, to 8 Tonne bogies and generator units, that are in excess of 5m x 2m in length. DB Schenker will support Hitachi Rail Europe's Train Maintenance Centres, fulfilling orders to sites at London, Bristol and Doncaster. In addition, two new sites are due to join Hitachi Rail Europe during 2018, the first at Bounds Green in London, the second in Edinburgh. DB Schenker will manage two main warehouses for Hitachi as part of this contract, a southern central warehouse located in London and a northern central warehouse, which is planned for completion in 2018, and will be located in or around the Doncaster area. The contract with Hitachi Rail Europe was signed in the spring 2017 and signals the start of a significant scale partnership between the organisations, which sees both parties invest in facilities and equipment.

Commenting on this contract, Simon Bruce, Contract Logistics Director, UK and Ireland at DB Schenker said; "This is an incredibly dynamic, challenging and exciting new business award for DB Schenker and we are pleased to have a true partnership with such a prestigious organisation such as Hitachi Rail Europe.

Jack Commandeur, the COO at Hitachi Rail Europe added: "Our Operational Team are proud of what we have achieved so far in partnership with DB Schenker, establishing a central distribution centre for spare parts. The IEP trains for the Great Western Main Line and East Coast Main Line will transform the experience of many millions of fare paying customers, so it is essential that the storage and distribution of spare parts to our Train Maintenance Centres is well managed.



HECTOR RAIL SIGNS NEW CONTRACT WITH COLLICARE LOGISTICS

On the 20th of September Collicare Logistics and Hector Rail AB exchanged and signed a 3 year contract which start on the 16th of October. The 2 companies will work together to connect 2 remote locations with an efficient and fast new route.

"The train will go directly from Italy to Norway, and it will offer the fastest transit time in the market, says Ronny Nordmark, Development Manager in ColliCare. This means fast, price efficient and predictable shipping of our customers goods."

"We choose to invest in a rail service now to offer the most price efficient transport from Italy to Norway. In addition, this is the most environmentally friendly method for transporting goods. We wish to keep focusing on the environment, and this train is definitely a step in that direction," says Nordmark.

"We are very pleased to build this new relationship with Collicare logistics and support them in their operations. Our flexibility and approach to finding workable routes and solutions has enabled this high-speed connection to emerge and we very much look forward to starting up." says David Knowles, MD Hector Rail AB

Hector Rail will provide support in the transport of general freight cargo from Parma, Italy to Rolvsøy, Norway. From Rolvsøy the hab-wagons will be unloaded then transported to Gotenburg, the locomotive will travel back to Basel, Switzerland in preparation for the next route. This contract will be for 1 weekly train that runs from Friday to Monday.



ŠKODA TRANSPORTATION WILL DELIVER NEW TRAMS TO BULGARIA

Škoda Transportation has won a contract for the supply of thirteen modern trams for Sofia. The capital of Bulgaria will receive ForCity Classic trams, which are already operating in Miskolc, Hungary, and Konya, Turkey. The contract is worth approximately 610 million crowns.

“The new, highly comfortable vehicles for Sofia are opening up new doors to this ever-evolving market, to which we have yet to deliver our trams. Additionally, after Prague, Bratislava, Riga and Helsinki, it is the fifth capital city of an EU country where Škoda vehicles are operating. Thanks to this, passengers will be able to travel in our trams in almost one fifth of EU’s metropolises, and I think this is a reason to be proud of the Škoda brand and the entire Czech industry,” says Tomáš Ignačák, Chairman of the Škoda Transportation Board of Directors.

In the competition, Škoda won over the Polish company Pesa, which has delivered several dozens of vehicles to Sofia in the past. The price includes thirteen trams, as well as the supply of spare parts and training of staff at the local transport company. The Sofia transport company will use European grants for the purchase.

“The new ForCity Classic trams for Sofia are designed with the same concept as those manufactured for Eskişehir, Turkey. Among other things, they differ in the track gauge, which is 1009 mm in Sofia. The vehicles are fully air-conditioned and 100% low-floor. At a capacity of 5 persons/m², one tram can accommodate almost 200 people. The maximum speed of the trams is 70 km/h,” says Olesea Lachi, Sales Area Manager of Škoda Transportation, and she adds: “The trams for Sofia can be operated with a track gauge of 1009 mm, as well as a standard track gauge of 1435 mm, for which Škoda Transportation is prepared to produce a similar tram, if the customer is interested.”

Škoda Electric, a subsidiary of Škoda Transportation, has delivered fifty low-floor articulated Škoda 27 Tr vehicles worth 700 million crowns in recent years. Moreover, since 2010, thirty more 26 Tr trolleybuses are operating in Sofia to the satisfaction of the carrier and the passengers. New Czech trolleybuses can also be seen in other Bulgarian cities - Burgas, Varna, Stara Zagora and Pleven. Škoda has delivered a total of over 500 trolleybuses to Bulgaria in the past.



Alstom presented first passenger locomotive for Azerbaijan

Alstom has recently presented its first Prima M4 passenger locomotive for Azerbaijan Railways (ADY) in Belfort, France. Ten Prima M4 (AZ4A) passenger locomotives are being manufactured on this site as part of a contract awarded by ADY in 2014.

With around 3,000 km of track, the Azerbaijani railway network is an important link between the Black and Caspian Seas and between Russia and Iran.

“We are very pleased to deliver our first multi-purpose Prima locomotive to Azerbaijan and become a part of ambitious projects to increase transit link between the Black and Caspian Seas and between Russia and Iran. This technologically tailor-made product is the result of a solid relationship of trust between Alstom’s and ADY’s project teams”, said Bernard Peille, Alstom Managing Director for Western and Central Asia Cluster.

The locomotives will operate under both 25 kV AC, 50 Hz for the East-West corridor and under 3 kV DC for the North-South corridor. The AZ4A passenger locomotive is based on the Alstom Prima modular platform designed to provide operators with the most suitable solutions for passenger and freight services. It is one of the most versatile, in terms of applications, electric locomotive in the world. Prima AZ4A is able to run at 160km/h in passenger service with longer runs between maintenance and repair, reduced power consumption as well as reduced locomotive maintenance costs and enhanced fleet management efficiency. The AZ4A is a Prima M4 locomotive developed on the basis of the Azerbaijan Railways technical requirements and in compliance with GOST standards and specifications. The locomotive has a cutting edge traction system based on Alstom technology. It requires minimum maintenance and provides a high reliability level and low lifecycle cost thanks to its modular design.





WEST MIDLANDS TRAINS LTD SELECTS CAF FOR THE PROVISION OF NEW ROLLING STOCK FOR THE WEST MIDLANDS FRANCHISE

CAF has been selected by West Midlands Trains Ltd, a joint venture of Abellio, Japan East Railway Company, and Mitsui & Co Ltd, for the manufacture, supply and maintenance of new trains for the recently awarded West Midlands franchise. This win forms part of a near £1bn investment into the franchise which will roll out over the coming years.

This circa €200m order is for the manufacture and supply of Diesel Multiple Units (DMUs), consisting of 12 x 2 car trains and 14 x 4 car trains to support replacement of the existing fleet and the expected growth of passenger journeys to the towns and cities around Birmingham.

The new trains will provide passengers with a much improved travelling environment, with air conditioning, free WiFi and in-seat power sockets provided as standard.

Richard Garner, CAF's Business Development Director for UK and Ireland said: "This is fantastic news and builds upon recent success in securing contracts to supply new trains for the Northern and TransPennine franchises. This opportunity consolidates CAF's position as one of the leading manufacturers of trains in the UK market and is a fabulous achievement in CAF's centenary year"

Financing of the new trains is being led by Infracapital and Deutsche Asset Management. The trains will be leased to the new West Midlands rail franchise, as is standard practice.

Chris Grayling, Secretary of State for Transport said: "We are delivering the biggest rail modernisation programme for over a century. West Midlands passengers will see longer, more frequent trains, faster journeys and a more reliable service for passengers. This is part of a huge

investment happening up and down the country and will make a real difference to passengers. This investment reflects our commitment, and that of train operators, to put passengers at the heart of everything we do."

Dominic Booth, Managing Director of Abellio UK said: "We are delighted to award this work to CAF, which means we are now overseeing £3bn of investment into 1700 new carriages across all our franchises. It is great news that so many of these trains will be produced in the UK. As a company, we are committed to working with the government to strengthen the British economy and deliver thousands of high-quality jobs over the coming years."



Brighten winter months with a Eurostar trip to Lyon's Fête des Lumières

Eurostar is opening ticket sales to Lyon during the weekend of the city's iconic Fête des Lumières, where buildings, streets and squares are lit up with over 70 spectacular light installations.

From Friday 8th September, bookings are available for 7th December from £55 each way, with journey times from just five hours via a simple connection in Lille or Paris,

allowing travellers to trade London's dark winter evenings for bright lights and magical scenes in Lyon. Beyond the lights, Lyon makes an ideal winter break destination. France's capital of gastronomy is home to some of the best restaurants in the country, set around an historic old town providing the perfect backdrop for a stroll to work up an appetite. In contrast, the recently developed 'Confluence' district is the newest neighbourhood alongside the riverbanks, providing a vibrant urban centre to explore.

With quick and convenient check-in, a seamless city-centre to city-centre journey, and a generous baggage allowance, Eurostar is the ideal way to travel to mainland Europe. Passengers travelling on the new e320 train can sit back and unwind in more spacious surroundings and enjoy free wi-fi and over 300 hours of entertainment – all streamed straight to their phone, tablet or laptop.

For more information or to book Eurostar tickets visit www.eurostar.com or call the Eurostar contact centre on 08432 186 186.



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Stadler wins the first service contract for the FLIRT trains in Norway

Erik Røhne, chairman of NSB Gjøvikbanen, and Jürg Gyga, Executive Vice President of Stadler, recently signed a maintenance contract for ten FLIRT trains for a period of three years. For Stadler, this is the first maintenance contract for the FLIRT fleet in Norway. The existing maintenance facility „Lodalen“ in Oslo will be adapted for maintenance on the FLIRT Gjøvikbanen fleet. Starting 1st January 2018, Stadler will perform first line maintenance for ten FLIRT of NSB Gjøvikbanen. NSB Gjøvikbanen is a daughter company of the state owned operator NSB (Norges Statsbaner). In 2008 NSB had purchased the first 50 FLIRT at Stadler and will expand their fleet to 125 trains until 2020, which makes the NSB fleet one of the biggest FLIRT fleets of Stadler. These trains are specially designed to cope with Norwegian winter conditions with temperatures as low as -40° Celsius. Stadler was able to win the maintenance contract for the ten FLIRT operated by NSB Gjøvikbanen through public procurement processes and will undertake the maintenance until the end of 2020, with the option to extend the duration of maintenance.

The maintenance package will be modelled after MTR Express in Sweden, where

Stadler is responsible for full service maintenance and has delivered an availability of 100% during daily peak times over the last two years. The first line maintenance, for which Stadler will be responsible, includes preventive and corrective maintenance. The maintenance, for which Stadler will employ local maintenance experts, will be performed in the newly adapted facility „Lodalen“, which is located close to the city centre of Oslo.

This first maintenance contract for FLIRT in Norway is of great value to Stadler, since it enables Stadler to expand its service market presence. Stadler already performs full service for bybanen's light rail fleet in Bergen and has in its Service Region Nordic additional service sites such as Stockholm (SE), Tillberga (SE), and Aarhus (DK).

Jürg Gyga, Executive Vice President of Stadler responsible for the Division Service added: „We are very happy that we have succeeded in this tender. This is another important milestone in our future focus markets Norway and the Nordic Region, with the contract we are proud to deliver a great availability. I am looking forward to start soon together with NSB Gjøvikbanen and to perform excellent service to the passengers.“



Alstom commences production at India's first electric locomotive manufacturing facility

On October 11th, Alstom commenced production at its greenfield electric locomotive manufacturing facility in India. Located at Madhepura, in the state of Bihar, it is Alstom's first electric locomotive manufacturing facility in the country, set to transform the heavy freight transport landscape in the country. Commencing production on schedule, the construction of the plant is a remarkable achievement in the construction of greenfield facilities in the country. The Prima T8 (WAG12) locomotive, which will be produced in this new factory, is part of Alstom's Prima range of locomotives and has been specially adapted for Indian network. The first two car body shells have already arrived at Madhepura and will be soon fitted and assembled at the plant. The first locomotive will be ready for roll-out early next year. The first 5 locomotives by 2019 followed by 35 locomotives by 2020, 60 in 2021, and by 100 every year till the target of 800 is completed.

A true embodiment of government's 'Make in India' vision and built to the highest standards of quality and safety, this facility is part of a joint venture between Alstom (74%) and Indian Railways (26%). Spread across 250 acres, it currently employs 70 people, with plans to ramp it up at a rate of 25% every year till it reaches full capacity. The facility also aims to employ local youth, basis the required skill sets, to support socio-economic development of Madhepura.

Commenting on this feat, Jean-Francois Beaudoin, Senior Vice President Asia Pacific at Alstom said, "The E-loco project is one of the most prestigious projects for Alstom worldwide and this feat, therefore, is a commendable achievement for the entire company. The facility is a multimillion euro investment by Alstom and is a proof of our commitment to infrastructure development in India. In order to make a difference in this market, we need local expertise, competitive manufacturing capacity and close relationships with our customers. The commencement of production at the plant is a perfect testimony to our strategy to develop and grow a localized ecosystem to bring wide reaching benefits for railways and the community at large."

Headquartered in Bangalore, Alstom's current manufacturing footprint in India includes its metro rolling stock manufacturing facility at Sricity, component manufacturing facility at Coimbatore with the latest addition being e-loco manufacturing facility at Madhepura. For the e-loco project, the company is also setting-up two maintenance depots at Saharanpur (Uttar Pradesh state) and Nagpur (Maharashtra state). In addition, it also has a rolling stock and signaling design and engineering centre in Bangalore. This extensive footprint is enabling Alstom to expand its portfolio and deliver bespoke products and solutions to meet the growing needs of customers in India and other global markets.



Key Milestone in the New Trains Project as Engineering Staff Transfer to Stadler from Merseyrail

Stadler has taken over the entire maintenance responsibility of the current fleet of Merseytravel. The employees – maintenance workforce and exterior cleaning team – from Merseyrail's engineering department move over to Stadler, builders of the new Merseyrail trains set to enter service by 2020. The transfer officially took place on 1 October 2017. Stadler was awarded the contract to build and maintain the new fleet of 52 metro trains for the Liverpool City Region at the end of the year. The total value of the agreements, including the depot construction work, amounts to £700 million.

Stadler Service in Liverpool employs the maintenance staff undertaking various train maintenance activities on behalf of Merseyrail. The main maintenance location is Birkenhead North depot where the daily running maintenance, unit repairs and planned heavy overhauls are undertaken. In addition daily on train cleaning activities are completed on nights. The main train stabling depot at Kirkdale holds approximately 30 trains every night where the majority of the on board train cleaning activities are completed in addition to external train cleaning through the train wash plant. There are then additional out based train cleaning and maintenance activities that take place around the network at stations. This transfer of staff is one of the stages in the process to introduce the new trains. A few weeks ago, Warrington-based BAM Nuttall started the enabling work for the new depot at Kirkdale, with construction beginning in October.

Hein van der Schoot, Managing Director Stadler Service UK, said: 'The transfer of the entire maintenance business of the current fleet is a significant development in this project, and we welcome each and every one of them to our organisation. Moving people from one company to another is a highly sensitive task. Rest assured, we are committed to handling it carefully and are working hard to make the transition as smooth as possible. We look forward to welcome our new colleagues in the Stadler family.'

Jan Chaudhry-van der Velde, Merseyrail's managing director, commented: 'The transfer of our engineering and depot staff to Stadler is another significant milestone towards the delivery of new trains in 2020. I would like to place on record Merseyrail's heartfelt appreciation for the achievements of this group of staff during the time they have been looking after our fleet of trains – many of these people have been part of the Merseyrail workforce since the company's inception. While I wish them well with their new employer, Stadler and Merseyrail will be working very closely in future.'



Bombardier MOVIA Fleet to Double Capacity on Singapore Downtown Line

Rail technology leader Bombardier Transportation has completed the delivery of 141 new BOMBARDIER MOVIA Metro cars for Singapore's underground Downtown Line (DTL), part of its mass rapid transit (MRT) network. The opening ceremony of the final phase of the DTL was attended by the Singapore Coordinating Minister for Infrastructure and Minister of Transport, Mr. Khaw Boon Wan together with other Government representatives and senior officials from LTA. "We greatly appreciate the tremendous effort from our team, our joint venture partner Changchun Bombardier Railway Vehicles Co. Ltd, and especially the trust and support from our long term strategic partner the Land Transport Authority of Singapore, in delivering this latest batch of metro cars on time and on quality" said Jayaram Naidu, Head of South-East Asia, Bombardier Transportation.

The highly efficient MOVIA vehicles previously delivered for DTL's Phase 1 and 2 have performed with a high level of reliability. The additional metro cars will increase potential ridership to 500,000, doubling the capacity on the total 42-km of the DTL. The new trains will operate on the third phase of the line to open, the 21-km, 16-station section connecting the north-west and eastern areas to Singapore's Central Business District and Marina Bay. The 276-car

order was delivered in three stages: 24 cars for Phase 1 which entered passenger service in 2013; 111 cars for Phase 2 starting service in 2015 and this Phase 3 entering service on 21 October 2017.

The delivery of the DTL vehicle contract is an exemplary international export project for Bombardier with Project Management and Train Control & Management System (TCMS) from Singapore, engineering from Germany, bogie design from the United Kingdom, propulsion from Sweden and vehicle manufacturing and assembly in China. For the first time in Singapore, Bombardier will introduce four passenger vehicles fully integrated with the Automatic Track Inspection (ATI) System. This automatically alerts the operator and triggers work orders for anomalies found during train operation and on the power rail while in passenger service. Bombardier has been active in Singapore since 1987 delivering its extensive portfolio of mobility solutions. In addition to the DTL contract, Bombardier has delivered a total of 32 BOMBARDIER INNOVIA 100 automated people mover vehicles for the Bukit Panjang Light Rail Transit System (BPLRT), all equipped with the BOMBARDIER CITYFLO 550 automated rail control system, spread across two contracts.



From the UK

Nene Valley Railway

To celebrate the 60th anniversary of the Class 31 locomotive, a special event was held at the Nene Valley Railway in October. The event featured 8 of the remaining survivors of the class including both preserved and ones still in main line service.

- ▶ Class 31 108 departs from Orton Mere with a Wansford bound service. *Class47*
- ▶ DCR's Class 31 452 departs Ferry Meadows, heading towards Wansford. *Class47*
- ▶ BR Blue Class 31 459 and EWS liveried Class 31 466 cross the River Nene at Wansford on October 14th. *Richard Hargreaves*



From the UK



Former Network Rail's Class 31 465 stands on Wansford shed during the event on October 14th. *Richard Hargreaves*

Class 31 No. 5580 arrives at Orton Mere with a 'local' service to Wansford. *Class47*

EWS liveried Class 31 466 speeds through the countryside heading from Wansford to Peterborough, seen here near the marina at Orton Mere. *Class47*







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From the Archives



France

SNCF BB No. 72057 calls at Auray with the 09:24 Quimper - Paris Montparnasse service on June 1st 1971. *John Sloane*