





# Welcome

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

Well I think that one of the main stories this month is the announcement from Vossloh AG regarding its intention to sell its Locomotives business unit to Chinese state-owned rolling stock group CRRC. Vossloh Locomotives is based in Kiel, where a new production facility was completed in March 2018. The business specialises in producing small and medium sized diesel and dual-mode locos for light main line and shunting duties. In a statement, Vossloh said that it had 'signed a contract for the sale of its Locomotives business unit, currently reported as discontinued operations, to CRRC Zhuzhou Locomotive Co Ltd. The agreed purchase price is still subject to adjustment at the closing date, depending on the development of various balance sheet positions, and is projected to amount to a low single-digit million figure.' Since 2015, it has sold its Rail Vehicles and Electrical Systems business units to Stadler and Knorr-Bremse respectively. Sale of the Locomotives business to CRRC would mark the Chinese conglomerate's entry into the European rolling stock supply sector. Although CRRC is the world's largest rail vehicle producer by volume, it has only gained a modest foothold in the European market to date with small orders for vehicles produced in China.

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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

An unidentified DB Vectron on a southbound freight, skirts the River Main near Karlstadt. [Paul Quinlan](#)

### This Page

Unikom Tranzit No. 91 53 0 40 0514-2 heads a rake of cereal wagons westbound past Mircea Voda. Note the third loco after the fifth wagon. [Anton Kendall](#)

### Next Page

Lineas Traxx No.186 452 arrives into Amersfoort with the 'Volvo train' from Älmhult (Sweden) to Gent (Belgium). [Erik de Zeeuw](#)





Other news and in Switzerland, Swiss Federal Railways has awarded Deutsche Bahn a contract to refurbish 93 Einheitswagen IV coaches at its Wittenberge and Neumünster workshops from 2020. The first of the EW IV coaches were delivered to SBB in 1981, and they are expected to remain in service until the 2030s. The operator began an SFR90m programme to modernise 203 vehicles in 2017, with 15 being refurbished by Josef Meyer Rail AG in Rheinfelden, 93 by the German national operator and the rest in-house by SBB. The scope of the work includes internal refurbishment, corrosion treatment and repainting.

And remember when we were told that overnight travel by trains was dead? Well Swiss Federal Railways announced on August 19th that it intended to strengthen its long-term co-operation with Austria's ÖBB and expand the provision of both daytime and overnight trains. It was already working with ÖBB to expand the EuroCity service between Zürich, Bregenz and München from four to six trains each way per day from December 2020, in conjunction with the upgrading and electrification of the Lindau – München line by DB Netz. SBB and ÖBB are also in discussion with Czech national operator ČD about increasing capacity on the EuroNight service linking Zürich with Praha via Linz, adding extra couchettes to the all-sleeping car train.

As always a massive 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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Railtalk Magazine Xtra is published by HAD-PRINT a trading name of HAD-IT LIMITED.

HAD-PRINT  
Unit 6, France Ind. Complex  
Vivars Way, Canal Road  
Selby, North Yorkshire  
YO8 8BE



## 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, Rob Boyce, 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, Paul Quinlan, Railwaymedia, Alan Rigby, Bryan Roberts, Neil Scarlett, John Sloane, Stephen Simpson, Laurence Sly, Stewart Smith, Steamsounds, Steve Stepney, Mark Torkington, Gerard van Vliet and Erik de Zeeuw.





 Australia



▶ Aurizon's AC4307 in the old ARG livery rushes through Herne Hill with a mixed freight from Kalgoorlie to Kwinana. Two weeks later this loco was damaged in a collision with a car on a rail crossing and is currently undergoing repairs.

*Colin Gildersleve*

▶ The TransWA Australind is seen just south of Mundijong half way through its journey from Perth to Bunbury. This is the only remaining passenger train on the Western Australian narrow gauge system.

*Colin Gildersleve*

▶ Aurizon's narrow gauge No. S3304 has just passed through some heavy rain near Mundijong and is heading to Kwinana with empty chemical tanks. This train originated from the Worsley Alumina Refinery near Pinjarra.

*Colin Gildersleve*







## Rail Cargo Group gets Circus Roncalli rolling again

Since 1st August, Circus Roncalli has been delighting people of all ages once again as part of its Germany tour. The circus was in Lübeck until 25th August, where it began to travel across Germany. And it has been making this journey on the eco-friendly railways for years.

In order to transport its 1,200 tonnes of circus equipment, the circus relies on the OBB Rail Cargo Group's bespoke carrier and logistics services.

### Roncalli relies on the railways

Circus Roncalli was founded in Vienna by Bernhard Paul in 1976. The circus has been delighting its audiences with its colourful and creative repertoire from the word go, and this has been the cornerstone of the company's 42 years of success. There are many benefits to it travelling by rail. The long 200km+ distances that the circus needs to travel between each host city would be almost impossible to manage if it travelled by road. Roncalli's advance party is ready and waiting at the destination station and gets to work right away on unloading and shunting the old and lovingly restored wagons. Circus Roncalli is one of the last few circus and performing arts companies that still relies on the railways for its logistics needs and places great value on this traditional means of transport. Circus Roncalli is still extremely popular and is travelling across Germany on its "Storyteller: Yesterday, Today, Tomorrow" tour. From Lübeck (01/08 – 25/08/2019), Hannover (30/08 – 06/10/2019), Munich (17/10 – 17/11/2019) and Bremen (23/11 – 15/12/2019).

### 1,200 tonnes of circus spread over 700 metres

Rail Cargo Logistics – Germany has rolled out 50 biaxial flat wagons in order to transport the circus to each of the various performance locations for the entire duration of the tour, which lasts several months. More than 80 wooden circus and performing arts wagons from Bernhard Paul's collection, diverse equipment such as fences and tent tarpaulins as well as small vehicles are transported on 700-metre long block trains with a total weight of around 1,200 tonnes. The charter train carrying the Circus Roncalli equipment was brought from Lübeck to Hannover overnight on 26th-27th August. The following morning, the Roncalli logistics team began unloading. On 8th October, it's time for Circus Roncalli to move on to Munich.



An empty wood chip train to Retz is seen here passing near Platt on August 9th. The train No. 53158 is hauled by two aged OBB Class 1142 engines, Nos. 1142.644 and 1144.612.

*Thomas Niederl*



OBB Class 1063.01 passes the station of Hilm Kematen hauling train No. 72255, a local freight from Waidhofen. Normally, the train has just a small number of wagons but due to track work in Waidhofen, the train conveyed some empty ballast wagons. This station is one of the last un-refurbished stations in the region with no disability accessible passenger corridors or platforms. However the station is staffed by a station master and is unique with a level crossing in the middle of the station which is secured by three barriers. A refurbishment of the station is scheduled to take place during next summer. *Thomas Niederl*



## First painted car body presented for the new Wien metro

The first painted car body for the new Vienna metro was recently presented to the public transport operator Wiener Linien at the Siemens Mobility plant in the Austrian capital. The trains are the city's third metro generation supplied by Siemens and are named "X cars." The first pre-series train is scheduled to be delivered in mid-2020. A total of 34 six-car trainsets are to be built. Wiener Linien also secured an option for an additional eleven trains. The trains are designed for fully automatic operation as well as operation with a driver. Plans call for them to be used fully automatically on the city's new Line U5, which is currently under construction, and with drivers on Wiener Linien's Lines U1 to U4.

Vienna's City Councilor for Public Transport, Ulli Sima, was impressed with the progress being made in production: "The X cars are an important investment for climate-friendly mobility in Vienna. In fact, environmental protection really begins right in the production hall. The new metro trainsets are constructed with up to 90 percent recyclable materials. Their lightweight design, modern LED lighting and especially energy-efficient heating and air conditioning systems ensure even lower energy consumption. With their production at the Simmering plant, the X cars are 'true Viennese,' securing jobs in the region and strengthening Vienna as a place to do business."

Wiener Linien Managing Director Günter Steinbauer noted, "Our metro system will continue to grow over the coming years with the U2-U5 interchange, and the total volume of passengers will increase as well. To handle this expanding volume, we need additional powerful trains. The X cars can be flexibly used throughout the existing network and can run on Lines U1 to U4 with passengers as soon as they receive their operating permit."

Albrecht Neumann, CEO of Rolling Stock at Siemens Mobility: "With the advent of the X cars, we're writing a new chapter in the history of Vienna's metro system – in Vienna, for Vienna. With their state-of-the-art safety features and innovative passenger information system, the trains will set new standards for comfort and sustainability well into the future."

The air-conditioned interior of the trains will be accessible end-to-end and have a bright and pleasing design. Spacious and comfortable multifunction areas will offer plenty of space, particularly for passengers with strollers or extra luggage. Retractable gap bridges at each of the 18 doors on both sides of the train will provide barrier-free access for passengers with restricted mobility. The 111-meter train can carry up to 928 passengers.

Siemens Mobility's innovative digitalized passenger information system "Plus" (FIS+), which was also developed in Vienna and will first be used in the city, will enhance travel comfort and convenience. Information displays located above each door show in real time, before arrival at the next station, the train's planned platform position and a guide to other connections. With this information, passengers already know before arriving at the station where they must go to get to their destination, and passenger flows on the platform are optimized. Special lightweight construction elements in the bodies and bogies significantly reduce the X car's weight and make it particularly light for its class. Electrodynamical braking to a standstill substantially reduces mechanical wear on the brakes and lowers maintenance costs. Low-maintenance, energy-saving LEDs are used for interior and exterior lighting. Following an EU-wide tender in the fall of 2017, Wiener Linien commissioned Siemens to supply 34 fully automatic metro trains for the city. The contract also includes full maintenance of the trains for 24 years and an option on eleven additional trains.

▶ OBB Class 1144.218 stands at Wien Hbf before working train No. D459 17:25 Wien Hbf - Mürzzuschlag on July 18th. *Keith Hookham*



## Rolling Road as part of the 10-point plan

These days high-ranking talks are taking place in Innsbruck on the implementation of the 10-points plan, which the participants had drawn up at the traffic summit at the end of July in Berlin. The Rolling Highway (ROLA) is a part of this plan. By 2021, the capacities of currently 200,000 trucks can be increased to around 450,000 trucks per year.

At the traffic summit in Berlin at the end of July, the participants adopted a 10-point plan to relieve the population of heavy commercial traffic along the Brenner corridor. The positive outcome of the talks was also expressly welcomed by ÖBB. Currently, in the Tyrolean federal state capital, high-level talks are being held about at official level on the implementation of the 10-point plan. The Rolling Highway (ROLAa) has for years been an attractive and effective instrument for the reduction of the traffic burden of the Tyrolean population and is also available as an important solution in the current transit problem via the Brenner Pass. In the 10-point plan, the Rolling Highway is included under point nine "Increase in Rolling Highway capacity between Wörgl and Trento and others". Currently, 18 trains per day are offered per direction on the Wörgl - Brennersee axis and three trains per direction on the Wörgl - Trento axis. With the start of the first run-up phase on January 1, 2020, 21 trains per direction on the Wörgl - Brennersee axis or three trains per direction on the Wörgl - Trento axis will be available daily. At the end of the expansion phase, as of 1 January 2021 there will be 24 trains per day per direction on the Wörgl - Brennersee axis and ten trains per direction on the Wörgl - Trento axis. "New" - from 1 January 2020 there will be a daily train service on the Regensburg - Trento axis and return; from 1 April 2020, the offer will be extended to four daily trains per direction Regensburg - Trento. At the end of the expansion phase as of 1 January 2021, five trains per day will be available in each direction at the Regensburg - Trento axis.

### More than 1,300 fewer trucks on Tyrol's roads every day

All in all, this means that in the final configuration, there will be one ROLA train per hour and direction on the Brenner axle, which contributes to relieving truck traffic on the road. At full capacity on the ROLA, this would mean more than 1,300 lorries per day on Tyrol's roads. As far as rolling stock is concerned, ÖBB's Rail Cargo Group already has 58% quieter wagons in its Austrian freight car fleet and will have converted more than 90% of its Austrian fleet

to quiet brake pads by the end of 2021. The other railways are also quickly equipping their rolling stock. In addition, ÖBB does a lot to prevent or at least minimise noise. Over the past ten years, an average of 16 million euros have been invested annually in noise protection measures.

Throughout Austria, 970 km of noise protection walls and dams have been built along the ÖBB lines. In the province of Tyrol, around 80 kilometres of noise barriers and dams have been built. "The capacities are there. The railways are ready," says ÖBB CEO Andreas Matthä. Implementation of the 10-point plan. "The ROLA is already offering an environmentally friendly transport option for more than 200,000 trucks per year. These capacities can be extended until 2021 to around 450,000 trucks," Matthä continued.



Günther Platter, Governor of Tyrol, also welcomes this positive development: "ÖBB is an important partner for Tyrol in many aspects. ÖBB plays a very important role when it comes to relocation, because without a good, functioning offer for the economy we will not come any closer to the goal of relocation. It is therefore very gratifying that ÖBB has put together an offer within a very short period of time, which creates opportunities for short-term relocation via the ROLA. It is important to me that, in addition to building an ultra-modern, future-oriented and sustainable railway infrastructure with access routes and the Brenner base tunnel, we are already taking measures to relocate, thus making the use of the ROLA by the economy more plannable and attractive. There is no question, however, that the increase in RoLA capacity is only one piece in the mosaic in the fight against excessive transit traffic. I therefore call for the Berlin 10-point plan as a whole - above all the corridor toll - to be implemented as quickly as possible, otherwise there will be no relief for the transit-plagued population of Tyrol and Bavaria.

On July 16th, ÖBB Class 1144.236 stands in Wien Spittelau sidings before making the short journey to Wien Franz Josef to work train No. REX2854 20:05 Wien Franz Josef - Krams.

*Keith Hookham*



 Austria

▶ Wien Tram No. 4018 with trailer 1418 stands at Wien Hauptbahnhof Ost tram stop on a line D service on July 16th. *Keith Hookham*

▶ On July 15th, engine No. D4 of Liliputbahn Wien is seen before working the 15:25 Prater circular service. *Keith Hookham*

▶ Loco No. 1 of Donauparkbahn Wien wait departure time with the 14:25 service from Donua Park on July 15th. *Keith Hookham*





 Austria

▶ OBB Class 1142.707 waits departure time working train No. R2130 18:55 Wien Franz Josef - Gmünd on July 16th. *Keith Hookham*

▶ OBB Class 1144.253 arrives at Wien Rennweg working train No. R2261 18:17 Retz - Wien Meidling on July 15th. *Keith Hookham*

▶ On July 16th, OBB Class 1142.610 is seen working train No. R2842 17:33 Wien Franz Josef - Krems. *Keith Hookham*

















 Belarus



Propelling a long rake of wagons through Vitsebsk Pasažyrski station towards the yard is Co-Co diesel-electric No. TEM1-024/1561.7236. This rebuilt locomotive uses the frames and bogies of a Škoda (type T.669) ČHME3 and is equipped with a CAT (Caterpillar) 3512 DI-TA/2 engine. *Dave Pollock*

Russian Railways (RZD) Transmashholding built Co-Co+Co-Co diesel-electric type 2TE25K-M locomotives Nos. 2TE25K-M-0106(A) and 2TE25K-M-0106(B) equipped with Kolomna 18-9DG engines make a light engine shunt move at Vitsebsk Pasažyrski. *Dave Pollock*

Russian Railways (RZD) type TEP70Co-Co diesel-electric locomotive No. 1504.1601/TEP70-0548 built by Kolomna with a 2A-5D49, 4-stroke V16 engine waits departure from Homiel with International train No. 076BJ, 20:18 to Moskva Belorusskaya, Russia. *Dave Pollock*







## CZ LOKO succeeded in Ukraine. ArcelorMittal will supply four EffiShunter 1600 locomotives to the steelworks.

CZ LOKO achieved a significant export success in early July 2019 when it signed a contract for the delivery of EffiShunter 1600 locomotives with the ArcelorMittal steel group. A total of four machines will operate the Ukrainian plant Krivoy Rog. Delivery of locomotives will take place in the second half of next year and direct financing will be provided by OPT Leasing Ukraine.

“Signing the contract for the delivery of EffiShunter 1600 locomotives is a direct business success of CZ LOKO. Given the need for modernization and diversification, we feel an enormous potential on the Ukrainian market,” said Lubomír Dlábk, head of the CZ LOKO sales team, who led the negotiations at all times.

In this country, it succeeded in the success of 2007, when the Ukrainian railways were delivered locomotive ČME3P-1744, modernized in cooperation with the repair plant in Poltava and which was also the first broad-gauge locomotive modernized by CZ LOKO. Promising negotiations with the Ukrainian railways on the implementation of serial modernization, however, prematurely ended the outbreak of war on the Russian-Ukrainian border.

At the same time, the deteriorated Russian-Ukrainian relations also meant stopping the supply of spare parts from Russia. At the age of the locomotives in operation, this was reflected in their technical condition not only for state railways, but also for private operators such as ArcelorMittal. They operate about 200 locomotives in the largest post-Soviet plant in Krivoy Rog. The large industrial complex, where over 57,000 people were employed at the time of its greatest glory, retains its own iron ore mines, allowing for the acquisition of this raw material independently of price fluctuations from external suppliers.

“The in-house railway network plays a strategic role here not only in terms of direct supply, but also as part of the production process itself. Maintaining stable operation is therefore vital to maintaining production. For this reason, ArcelorMittal decided to purchase EffiShunter 1600 locomotives,” added Lubomír Dlábk.

After delivering modernized ČME3M locomotives and new TEM TMH locomotives, the shunting locomotive fleet in Lithuania and Latvia was almost completely restored, and after the trade relations between Russia and EU countries had cooled, CZ LOKO managed to find another outlet for the 1520 mm track gauge.

AWT Europrinter Class 189.154 speeds a container service through Breclav, heading towards Wien, Austria. *Brian Battersby*



## The first EffiShunter 600 locomotives are in Turkey. They arrived on the tracks, water and road

After a three-week trip, including rail, river and road travel, the first two of the six EffiShunter 600 locomotives arrived in Turkey in the second half of August. At first the locomotives reached the port of Bratislava from where they sailed on the ship to the Bulgarian town of Ruse.

There they were transferred to a low-loader, where they traveled to the largest steelworks in Isdemir, where they were taken over by new owners. Here they will be used for medium-heavy displacement in heavy metallurgical operations. Within three years, İskenderun Demir in Çelik (İskenderun Iron and Steel) plans to increase production by up to 30 percent, and rail transport plays an important role in this.

“Therefore, the purchase of six new EffiShunters 600 became part of this strategy. These Czech locomotives are much more efficient than the Russian and Chinese used so far,” says Michal Schaffer, CZ LOKO Sales Manager responsible for EU and Turkey.

The first two locomotives, designated 723.710 and 711, were manufactured in July and passed all tests. They are equipped with a more powerful internal combustion engine CAT C27 (709 kW). The main frame is mounted on the chassis by means of a flat torna, allowing the passage of arches with a minimum radius of 60 meters. The designers of the CZ LOKO solved the reduced clearance profile in the steelworks by moving the air conditioning system to the driver’s cab and extending the external CCTV system.

“This gives the operator a perfect view in front of the vehicle. The equipment also includes a remote control, in which the locomotive is triggered by an optical warning system. Compared to the standard version, a combined coupler is also provided, allowing the connection of hook and screw type or semi-automatic SA3,” adds Michal Schaffer.

The joint-stock company CZ LOKO exports about 60 percent of its production of locomotives to 18 countries. In Turkey, its customers also include the Erdemir steelworks in Ereğli, where two locomotives 744.704 and 744.705 operate. State Railways TCDD then use two locomotives 741.708 and 741.709 as “rescue” in the Marmaray submarine railway tunnel in case of extraordinary events, such as failure of electric traction.



Photo: Loaded EffiShunter locomotives in Bratislava. ©CZ Loko

LokoTrain dual voltage Class 242.286 is seen being shunted by depot pilot at Breclav.  
*Brian Battersby*



▶ CD Class 362.171 stands at at Praha hl.n. on July 6th working a service to Brno. *Kevin McCormick*



▶ Class 714.219 is seen at Praha hl.n. on July 6th at the head of a 'Cyclovlak' service. *Kevin McCormick*

▶ AWT liveried Class 753.707 and 753.731 are seen stabled at Decin on July 5th. *Kevin McCormick*



OBB Class 1116.267 stands at Breclav with train No. R2320 09:11 Wiener Neustadt - Breclav on July 16th. *Keith Hookham*

## Profitable ČD Cargo actively operates on the European transport market

In the first half of 2019, ČD Cargo, as, the largest rail freight subsidiary of České dráhy, as, made a pre-tax profit of CZK 481 million in accordance with International Accounting Standards (IFRS). The freight segment contributed to the consolidated profit of the ČD Group with a net profit after tax of CZK 270 million. In the first half of this year, the ČD Cargo Group transported 33.4 million tonnes of goods under its own licenses and increased total operating revenues by CZK 377 million, ie by 5.8%.

“In the first half of the year, I appreciate the development of international transportation of coal and other commodities in cooperation with our subsidiaries abroad. We are already able to meet our customers’ needs in Poland, Austria and Slovakia with our own capacities and we are expanding this territory. Combined transport performance is also increasing in cooperation with our subsidiary intermodal terminals, whose capacities are now almost full and revenues from logistics and other ancillary services to rail freight transport are increasing,” says Ivan Bednárik, Chairman of the Board of ČD Cargo, as.

The development of international transport was supported by ongoing investments in the modernization of the locomotive and freight fleet. Ivan Bednárik adds: “Without

a fleet of interoperable locomotives, we would not have had a chance to succeed in the European transport market, so we have expanded our Vectron fleet and will soon include the first Traxx MS3 locomotives. However, our outdated diesel locomotives and load-carrying trucks also deserve modernization. We have purchased the first “JUMBO” fuel tankers, increasing the number of combined transport vehicles and innofreight transports. Deliveries of new high-wall Eanos vehicles were launched in July. For all these investments, we have immediate business use.”

At the same time, ČD Cargo’s performance this year is negatively affected by the higher price of electricity and diesel and the labor market situation, which is reflected in real wage growth. This, together with higher costs of acquisition and external financing of investments, contributed to a slight year-on-year decline in the profit of the freight carrier. “Modernizing the rolling stock fleet and retaining employees in key professions is our priority, but we must invest prudently in them. We already see a decline in transports in some commodities due to the slowdown in economic growth in Europe. In the meantime, we have been able to compensate for this decline in other commodities, but the situation on the transport market is intensifying and we must be prepared by the quality and price of services offered to compete with other carriers in the fight for transport volumes.”



## New wagon in the ČD Cargo fleet

At the end of July, the first group of new Eanos wagons supplied to ČD Cargo by Greenbrier Europe - Wagony Świdnica were put into use in Ostrava

The wagons are designed to transport bulk and piece materials resistant to weather conditions. They will therefore be deployed mainly for the transport of wood or scrap metal.

Technical data ::

Loading width 2,715 mm  
Loading length 14,490 mm  
Loading area 39.4 m<sup>2</sup>  
Loading capacity 82.5 m<sup>3</sup>

The wagons are equipped with side doors on each side. Inside the wagon, 16 securing rings are evenly spread near the floor for attaching piece goods. Of course there are sheeting rings for fixing a cover if needed.

Photo: ©CD Cargo



CD EMU Class 460.024 stands at Prerov working a service to Studenka. *Brian Battersby*



Preserved DMU No. M286.1008 gets underway from a signal check at Praha Liben. *Class47*

## The brake blocks replacement process has started

ČD Cargo has started the brake blocks retrofit process, the aim of which is to replace cast-iron brake blocks on selected wagons. The purpose rests in Noise Reduction and Noise Reduction Requirements according to the relevant interoperability specifications. Composite brake blocks reduce vehicle noise by up to 10 dB. Within this project, ČD Cargo intends to expand its current fleet of “silent wagons” which counts 521 wagons so far and is predominantly made up of new vehicles equipped with brake blocks of Category K. ČD Cargo applied for financial support under Call No. 46 of the Operational Program Transport - Ensuring Interoperability in Rail Transport - replacement of brake blocks for freight wagons .

The total financial support makes a maximum of 50% of the eligible costs while these costs are limited to the amount of CZK 12,000 for one railway wagon. ČD Cargo expects to use the confirmed funds for retrofitting of a total of 12,404 vehicles.





CD Class 163.066 approaches the tunnels at Praha hl.n. with a service from Cercany. *Class47*

## Anniversary of the MalaTrain

On August 7th 2019, the 200th MalaTrain entered Czech territory in Petrovice near Karvin. The train has operated since the end of summer 2017 in cooperation with our subsidiary CD Cargo Poland and since January this year also with ČD Cargo Logistics.

MalaTrain is a regular and fast connection between the Czech Republic and Brest. The train is dispatched once a week, in the case of greater interest of customers it is not a problem to dispatched another train.

MalaTrain is intended for both container transport and conventional wagon shipments. During its operation CD Cargo has transported hundreds of tons of chemical and metallurgical products, bricks and other goods.

Photo: ©CD Cargo









Possibly the only BB22200 in SNCF Fret green livery, No. 22275 leads a CNC container train through Miramas. *Anton Kendall*

## Alstom selected to provide the trains of the future CDG Express line

Alstom will supply 13 trains to the Hello Paris consortium in charge of operating the CDG Express[1]. These new trains, which stem from the Coradia Polyvalent range, will be unique to the CDG Express line, particularly in terms of interior fittings and on-board information, which will ensure an optimal passenger experience.

“Alstom is delighted to support the Hello Paris consortium as part of the CDG Express project. Manufactured in France, this train will be a showcase of French expertise, which millions of passengers will discover when arriving at and departing from Charles-de-Gaulle airport, and it is a source of great pride for all our employees,” explains Jean-Baptiste Eyméoud, Senior Vice President France at Alstom.

220 Coradia Polyvalent trains are in circulation and 50 million kilometres have been covered. Hello Paris has thus opted for optimal passenger experience as well as proven

trains already certified on the French national rail network. The trains will also benefit from the feedback and experience gained from Alstom material operated in Ile-de-France under conditions of high traffic density. This accumulation of experience will ensure the highest levels of availability and reliability as soon as they enter commercial service.

The trains will be entirely designed and manufactured in France. Six of Alstom’s 13 sites in France are involved in the project: Reichshoffen for the design and assembly, Ormans for the engines, Le Creusot for the bogies, Tarbes for the traction, Villeurbanne for the on-board computerised systems and Saint-Ouen for the design and safety equipment. In all, this project represents 400 direct jobs at Alstom and 1,200 indirect jobs in the French rail sector.

[1] Express train line which will link the centre of Paris with the Charles-de-Gaulle international airport





## Alstom has delivered the first Coradia Polyvalent regional trains for Régiolis Léman Express

Alstom has delivered the first five Coradia Polyvalent Léman Express trains for the cross-border CEVA[1] line to the SNCF Technicentre in Annemasse. Five trains will now be delivered each month until the end of November, with entry into commercial service scheduled for 15 December 2019. Since mid-August, Alstom's teams have been supporting SNCF in training drivers for these new trains.

A total of 17 trains from Alstom's Coradia Polyvalent range have been ordered[2] by SNCF, financed entirely by the region of Auvergne-Rhône-Alpes, to run on the Léman Express, Europe's largest cross-border rail network (45 stations, 230 km). The Coradia Polyvalent Léman Express trains contribute to providing a sustainable alternative to the car for the daily commutes of Greater Geneva's residents, as well as a better service to the economic and tourist hubs of the entire region. Today, just 16% of the 550,000 daily cross-border trips are made on public transport. The Coradia Polyvalent Léman Express trains belong to Alstom's Coradia range, of which 348 trains have been sold to 9 French regions[3] as part of the contract awarded to Alstom by SNCF in October 2009. The fleet has already covered more than 50 million kilometres in commercial service.

The trains have been adapted to the specific characteristics of the Franco-Swiss cross-border CEVA line: configured in their suburban version, each 72-metre train can carry up to 204 seated passengers at speeds of up to 140 km/h, in accordance with Swiss certification. Designed to ensure cross-border connections with ERTMS technology[4], Coradia Polyvalent Léman Express trains can run on several types of network voltages[5].

To optimise the fluidity of passenger exchanges and reduce stopping time in stations, the Coradia Polyvalent Léman Express trains are equipped with a full low floor, seven doors on each side, all with bridge plates, and a large reception area on the platforms. Coradia Polyvalent is the first train to comply with the PRM-TSI standard[6].

The interior offers increased comfort thanks to the seats equipped with individual reading lights and electrical sockets and the spaces dedicated to bicycles and luggage. Large windows and reduced noise levels also improve the quality of the journey. The manufacturing of Coradia Polyvalent involves more than 4,000 jobs in France at Alstom and its suppliers. Six of Alstom's 13 sites in France are involved in the project: Reichshoffen for the design and assembly, Ornans for the engines, Le Creusot for the bogies, Tarbes for the traction chains, Villeurbanne for the on-board computerised systems and signalling products, and Saint-Ouen for the design.



▶ Europorte's Prima No. 37527 leads a Fos - Toulouse tank train through Miramas.  
*Anton Kendall*

[1] Cornavin – Eaux-Vives – Annemasse line

[2] Option exercised in July 2015 for the sum of 160 million euros

[3] Including 10 additional Léman Express trains for the Auvergne-Rhône-Alpes region in July 2019 (approximately 70 million euros)

[4] European rail interoperability standard

[5] 25 kV, 1500 V and 15kV for Germany and Switzerland

[6] Technical specifications for interoperability relating to persons with reduced mobility

Photo: ©Alstom/JeanSchweitzer













## Digital logistics chains: Smart wagon upgrade meets the half-way point

DB Cargo is powering ahead with the digitalisation of its freight wagon fleet: the 34,000th wagon with state-of-the-art telematics and smart sensors rolled out of the refitting facility in Seelze near Hanover today. By 2020, the approximately 68,000 wagons in the company's German fleet will all have the digital technology on board – the result of investing a high seven-figure sum.

The GPS and sensor technology bring a range of benefits for DB Cargo's customers. A telematics module, GPS and the use of RFID and NFC tags help the analogue freight wagons join the fully connected digital world. The modernised wagons use mobile telephony to transmit signals during the journey, such as when the wagon starts and stops or sensors detect an impact. This data can help to produce useful information about the load condition, temperature and humidity and about the movement of sensitive cargo inside the wagon. "The smart freight wagons are modernising rail freight transport and making it fit for the future. Our customers are benefiting from more manageable logistics chains, higher-quality transport and predictable arrival times. With these advantages, we want to achieve a lasting shift in traffic onto the environmentally friendly rail freight network and to make our contribution to 'Strong Rail' in Germany and Europe," said Marek Staszek, Member of the Management Board for Production at DB Cargo.

"The value chain at Salzgitter Flachstahl GmbH relies heavily on efficient logistics processes. The digitalisation of our business processes, which is focussing on connectivity, real-time capability, high quality and excellent service, is becoming ever more important. The 'smart freight wagon' is the final piece in the puzzle. The new data will refine and improve forecasts and assumptions as it provides information not just on the consignment but on

quality, too," said Dr Jürgen Harland, Head of Logistics and SCM at Salzgitter Flachstahl GmbH. More information on digitalisation is available at DB Cargo's Amspire Lab website: [amspire-lab.com](http://amspire-lab.com)

Photo: Marek Staszek, Member of the Management Board for Production at DB Cargo (left) and Jürgen Harland, Head of Logistics and SCM at Salzgitter Flachstahl GmbH activate the telematics module (DB AG/Max Lautenschläger)



On August 30th, DB Regio Class 112.153 stands at Lubeck working a service to Hamburg Hbf.  
*Brian Battersby*



## “Happy Bee by TFG”: Transfracht sponsors bee colony



Germany’s bees are steadily declining in numbers. Wild bees are up against a lack of habitats, and even honeybees in the great outdoors are barely clinging to survival. That’s what led TFG to take the unusual step of sponsoring a colony of bees.

For TFG Transfracht, sustainability doesn’t just end with environmentally friendly rail transport. The seaport hinterland logistics specialist has therefore become a bee sponsor as part of the company’s environmental management. The initiative is a way to take a stand against colony collapse disorder and promote the conservation of nature and wildlife. Since early August, TFG has been supporting a colony of bees dubbed “Happy Bee by TFG”.

The TFG colony resides with beekeeper Heinrich Goller in Buxtehude in the Altes Land region. Goller is a member of the German association of beekeepers and has the task of looking after TFG’s bees. Situated near Hamburg on the opposite bank of the Elbe, the site is outstandingly well-suited to its purpose. Ideal living conditions prevail between the geest landscape, marshland and fruit plantations Altes Land is known for. The happy TFG bees will be able to pollinate trees and plants along the wetlands and in Buxtehude’s many green spaces, adding to the city’s environmental diversity.

“It gives us great pleasure to live up to our obligation as a company and to commit to environmental protection in matters great and small by providing a new colony with a safe home,” said Dr Bernd Pahnke, Spokesman of the Board of Managing Directors of TFG Transfracht.

When it comes to green logistics, this logistics provider is setting a strong example. TFG focuses on transporting goods predominantly by rail, which emits roughly 80% less CO<sub>2</sub> than trucks. For those customers that want to go a step farther, TFG offers the DBeco plus option, allowing entirely zero-carbon rail transport. When this option is chosen, 100% of the energy needed to transport the goods is drawn from renewable energy sources.

Class 232.239 is seen stabled at Dresden Hbf on July 1st. *Brian Battersby*





## Bombardier wins contract to supply and maintain 30 FLEXITY trams for Dresden's transport authority

Mobility solution provider Bombardier Transportation and Dresden's transport authority Dresdner Verkehrsbetriebe (DVB), have signed a contract to supply and maintain 30 BOMBARDIER FLEXITY trams, equipped with the Obstacle Detection and Assistance System (ODAS) for preventing collisions. The contract also includes the FlexCare maintenance management system for a 24-year period. The value of the order is 197 million euro (\$219 million US). In addition, an option for ten additional FLEXITY trams and eight more years of servicing and maintenance are included in the contract.

The new FLEXITY trams are wider than DVB's current vehicles and offer significantly greater comfort for passengers with 2+2 seating and large panorama windows. The new trams will be able to carry up to 290 passengers, which is around a 10 percent increase. To allow barrier-free access while using the existing infrastructure, only the portion of the carbody which is above platform level is wider. The new fleet will be delivered by the end of October 2023.

"I am pleased that Dresdner Verkehrsbetriebe is counting on the employees' competence, know-how and the quality of Bombardier's products here in Saxony and that these modern light rail vehicles are being built at the Saxon sites. The future of both factories and Bombardier's long-term commitment are very close to my heart. I am confident that Saxon products will also increasingly prevail in many tenders outside Saxony due to their quality, which combines innovation and sustainability," emphasized Saxony's Minister of Economic Affairs, Martin Dulig.

"We urgently need the new light rail vehicles, which provide larger capacity, in order to offer sufficient space for the rapidly growing number of our passengers," said Andreas Hemmersbach, DVB's Board Member for Finance and Technology. He added, "In a multi-stage selection process, criteria such as technology, price, service and design

were evaluated on a points-based system. Of all the manufacturers, Bombardier offered us the best overall package."

"We are proud to support our long-standing partner and customer DVB in their transport service expansion by supplying our innovative, reliable and air conditioned FLEXITY trams, offering generous multi-purpose areas and the highest safety standards. Our FlexCare maintenance management system not only ensures high availability and reliability, but also guarantees cost security over the entire term of the contract. Hand in hand with DVB, we will carry out servicing and maintenance of these FLEXITY trams together," explained Alexander Ketterl, responsible for the urban transport business at Bombardier Transportation in Germany. Michael Fohrer, Head of Bombardier Transportation Germany, added, "This contract will be carried out at our two sites in Saxony. The carbodies will be produced in our center of competence for carbodies in Görlitz. Final assembly and commissioning will be carried out at our industrial lead site in Bautzen."

More than 4,000 trams and light rail vehicles from Bombardier are already successfully in operation or on order worldwide.



DB Class 245.021 with Autozug heading from Niebüll - Westerland is pictured at Klanxbüll on July 27th. *Gerard van Vliet*





## Rails on rails

Rails from Austria to smooth the way for British trains. DB Cargo is working with the manufacturer to bring the 108-metre-long metal parts safely to their destination. Brexit and its attendant uncertainties are still casting a pall over economic relations between Great Britain and the rest of the EU. But despite that, companies still have to plan ahead. That is why British infrastructure operator Network Rail is currently preparing to bid out a multi-year contract for the supply of rails. Companies that want to take part in the bidding procedure need to prove their ability to deliver long rails.

Austrian rail manufacturer voestalpine Schienen GmbH is partnering up with DB Cargo to tackle this challenge. Currently, voestalpine is conducting test deliveries. The transports begin in Leoben Donawitz, about an hour north-west of Graz. They continue through Calais and the Channel Tunnel to Eastleigh, while completely under DB Cargo's direction. The first tests were successful, and others will follow in the coming months. Regular deliveries at three-week intervals would then begin in April 2020.

Transporting rails to Great Britain by train comes with a set of challenges, says Tim Eberhard, who serves the customer voestalpine for DB Cargo. "The rails are 108 m in length, stretching across six freight wagons. That means they have to bend along with the curves. So we checked the radius of the curves along the route and we also tested what would happen if we stopped in such a bend." During the test transports, the cargo performed in line with expectations: flawlessly.

Since wagons in Great Britain are narrower than their counterparts on the continent, only certain freight wagons can be considered for this application. "We have been trying for a



long time to get these transports, and this time we are confident we can pull it off", explains Eberhard. Rail is the only cost-effective way to transport the long rails.

The destination of Eastleigh is a long-established railway town. A station was built here on the Southampton–Winchester line in the 19th century. Wagon and locomotive manufacturers later set up premises there. Network Rail is headquartered in London and maintains a unit in Eastleigh dedicated to renewing the Wessex route, for which two billion pounds (roughly 2.2 billion euros) have been earmarked over the next five years.

DB IC2 Class 146.565 stands at Leipzig Hbf on July 1st, working a Dresden - Koln service.  
*Brian Battersby*





 Hungary

▶ Budapest Tatra T5C5K tram No. 4340 works a line 56A service to Móricz Zsigmond körtér M. *Kevin McCormick*

▶ Budapest Ganz KCSV-7 trams Nos. 1352 and 1354 are seen at Jaszai Mari Ter - terminus for Tram route 2, July 10th. *Kevin McCormick*

▶ Budapest Ganz KCSV-7 tram No. 1339 seen about to descend to Fovam Ter on route 2, July 11th. *Kevin McCormick*













 Netherlands

▶ Railexperts No. 9901 arrives at Amsterdam CS with the GayPartyTrain from Germany on August 3rd. *Erik de Zeeuw*

▶ Near Boxtel on August 8th, NS Class 186.015 leads an InterCity Service from Eindhoven to Amsterdam. *Erik de Zeeuw*

▶ Tramline 4 in Gay Parade livery departs the Station Square in Amsterdam for a service to Station RAI on August 3rd. *Erik De Zeeuw*





 Netherlands



NS Class 1700 No. 1761 is ready for departure in Amersfoort with the last part of its journey from Berlin to Amsterdam. *Erik de Zeeuw*



On July 9th, the driver of Captrain locomotive No. 203-103 has just coupled up to a rake of empty steel wagons in the shunting yard of station Lage Zwaluwe. *Erik de Zeeuw*

On July 9th, a Rail Feeding Class 189 with a rake of tankers has just crossed the 'Moerdijk Bridge' heading for Germany. *Erik de Zeeuw*



 Netherlands



▶ On July 9th, DB Cargo No. 6426 'Niko' departs Dordrecht with a containershuttle from Kijfhoek to Tilburg. *Erik de Zeeuw*

▶ A DB Cargo Class 189 passes Moordrecht with an aluminum-oxide train from Rotterdam to Žiar nad Hronom in Slovakia on July 18th. *Erik De Zeeuw*

▶ On July 18th, a pair of NS VIRM EMUs cross the bridge over the 'Poldervaart' near Schiedam with a service from Amsterdam to Breda and Flushing. *Erik de Zeeuw*





 Netherlands

On August 3rd, NS DD-IRM No. 9423 is seen ready for departure in Amsterdam CS as train No. IC3939 working a service from Enkhuizen to Sittard. *Erik de Zeeuw*

Crossrail No. DE6311 passes Luissel with a container shuttle from Antwerp (Belgium) to Neuss (Germany) on August 8th. *Erik De Zeeuw*

On August 3rd, FairTrains/Railexperts No. 1304 (ex-NS and HSL Logistik) arrives from the yard into Amsterdam CS with the German carriages of the GayPartyTrain to form a special service for enthusiasts. *Erik de Zeeuw*







Forbudt å ferdes i sporområdet  
DANGER CROSS THE LINE  
Drammensregionen er ansvarlig  
for sikkerheten i dette området







▶ Class 441.746 hauls a southbound passenger train through Beograd Resnik heading towards Velika Plana. *Anton Kendall*

▶ BIH registered 'Kennedy' Class 661.318 (carrying UIC number 92 44 0 661 318-3) lifts a heavy tank train through Beograd Resnik, heading towards Velika Plana. *Anton Kendall*

▶ No. 441-07 (441.907) heads south past Stubline on the Termoelektrana Nikola Tesla private network. *Anton Kendall*







 Romania



CFR No. 91 53 0 410 093-5 leads a stopping train into Mircea Voda. *Anton Kendall*



Cargo Trans Vagon's Class 189.701 approaches Mircea Voda. *Anton Kendall*



CFR MARFA No. 91 53 0 474 012-8 heads west through Mircea Voda with a rake of cereal hopper wagons. *Anton Kendall*



 Romania

Waiting departure from Dej Călători is Class 62 Co-Co diesel-electric locomotive No. 92 53 0 620653-1 RO SNFTC built by Electroputere equipped with Sulzer engine, working train No. IR1746, 05:40 Baia Mare – București Nord. Electric traction will take over at Cluj Napoca.  
*Dave Pollock*

CFR MARFA No. 91 53 0 474 008-6 leads a long rake of 2-axle cement wagons through Mircea Voda. *Anton Kendall*

CFR MARFA No. 91 53 0 474 067-2 hauls a container train through Mircea Voda, heading for the port of Constanta. *Anton Kendall*







 Switzerland

▶ Forchbahn tram No. 51 with trailer 204 and tram 52 bringing up the rear are seen working S18 13:03 Zürich Stadelhofen - Forch on August 2nd. *Keith Hookham*

▶ Dolderbahn rack railway unit No. 2 arrives at the lower terminus station of Römerhof on August 1st. *Keith Hookham*

▶ SBB Historic No. 11411 stands at Göschenen on August 3rd after working train No. 31001 14:50 Erstfeld - Göschenen fitness to run special. *Keith Hookham*



 Switzerland



▶ SBB Class 524.104 stands at Erstfeld before departure on train No. RE4329 14:44 Erstfeld - Chiasso on August 3rd. *Keith Hookham*

▶ VBZ Zürich tram No. 3087 calls at Zürich Messe tramstop on August 1st working line 11 turn 07 to Rehalp. *Keith Hookham*

▶ SBB Re4/4ii No. 11198 arrives at Erstfeld working the Gotthard Panorama Express, train No. PE13 14:10 Flüenen - Lugano on August 3rd. *Keith Hookham*



## Alstom hits a century with the 100th 'Make-in-India' Metro Trainset rolling out of its Sricity facility

Alstom India continues its noteworthy innings in India by rolling out the 100th 'Make-in-India' metro trainset today from its state-of-the-art rolling stock manufacturing facility in Sricity, Andhra Pradesh. The delivery of the centurion trainset to Kochi Metro Rail Corporation Limited (KMRCL) also marks completion of the Kochi Metro order for 25 trainsets by Alstom. Kochi operates a 100% 'Make in India' metro fleet entirely custom-built at the flagship manufacturing facility at Sricity.

The facility was set up as Alstom's first global manufacturing centre for rolling stock in the Asia-Pacific region. This plant commenced operations in November 2013 and delivered its first metro trainset to Chennai Metro Rail Corporation (CMRL) in February 2014. The facility currently employs more than 600 employees and has a production capacity of 240 cars per year. The factory is currently scaling up to double production capacity and also introducing latest industrial technologies.

Till date, Alstom's Sricity facility has made on-time deliveries of more than 420 metro cars for its Indian and international customers. This includes delivering completely indigenous trainsets to metro rail corporations of Chennai, Lucknow, Kochi and Sydney (its first international order).

Speaking on this occasion Alain Spohr, Managing Director for India and South Asia, said "We have hit a century by delivering the 100th trainset. This milestone signifies many things, but most importantly, it is a vote of confidence of our customers in our capabilities to deliver world class, custom-made solutions. This achievement has been possible by our belief in our Indian talent that includes more than 4200 team members working across various locations in India. We are confident to reach greater heights with our commitment to 'Make in India' and aligning our business goals with the country's vision."

In just six years since its commencement, Sricity facility has cemented its position as a manufacturing hub for Alstom's domestic and international clients. The supply chain is close to being 75% domestic to ensure localised manufacturing. Locally, it is also a preferred workplace due to its regular employee development and inclusive programmes with more than 10% of the staff strength being women in various roles as supervisors, planners, engineers etc.

Before end of this year, the facility will commence production for 248 metro cars (31 train sets of 8 cars each) for Mumbai Metro Line 3, 212 metro cars (106 train sets of 2 cars each) for Montreal Metro (Réseau express métropolitain) and 10 more train sets for Chennai Metro, which is already under execution.



## CAF WILL INSTALL LEADMIND SOLUTION IN THE SAUDI RAILWAY COMPANY (SAR)

Saudi Arabian Railway Company (SAR) has awarded CAF the installation of the System to provide real time remote monitoring and CBM (Condition Based Maintenance). The project scope is the supply of real time and advanced analytics functionalities for the 6 trains operating between Riyadh to Qurrayat. The total monitored coaches and locomotives add up to a total amount of 62 coaches and 12 locomotives.

LeadMind is CAF's digital train platform that offers a new generation of connected trains and more competitive services for operators and maintainers through the, aggregation and consistent analysis of railway data ecosystem (trains, operations, maintenance activity, meteo, social media...) to increase availability, reliability and decrease LCC. It is a modular, open and scalable product, customizable to the needs of the client that presents the information in a friendly format to support decision making process.

Remote Condition Monitoring is an essential key towards SAR strategy of shifting to CBM and digitalization. Leadmind will offer the maintenance team vast benefits that will contribute to achieving the company's vision of providing high quality and reliable services. We are delighted to work with CAF and looking forward to installing the System on our passenger trains" (Rashed Alharbi, Project Manager)

With this decision, SAR joins other LeadMind users such as: Euskotren (Spain), Trenitalia (Italy), Metro de Santiago (Chile), Amsterdam Tramway (GVB) (Netherland), Northern Arriva (UK) or Tranvía Zaragoza (Spain), among others, which are already capturing the value on their maintenance activities and offering a much better service to their users through an improved operation and journey experience.

With this project, LeadMind will have in 2020 more than 3.200 cars monitored in 834 Train Units across 23 customers around the world.



## THE CONSORTIUM MADE UP OF THE CAF GROUP AND THE CONSTRUCTION FIRM SAPHIR AWARDED THE JERUSALEM TRAM PROJECT

This project is a PPP (Private-Public Partnership) scheme, and includes the construction of 27 kilometres of new track, 53 new stations and various depots covering the entire stretch of the current Red Line (6.8 kilometres), and the construction of the new Green Line which is 20.6 km long. The contract also includes the design and supply of 114 new Urbos trams for the new Green Line, and the refurbishment of the 46 units which are currently in service on the existing Red Line.

The project scope of the successful consortium will also include the supply of the signalling, energy and communication systems, as well as the operation and maintenance of both lines for 15 and 25 years respectively, with the possibility of extending the term of operation.

The CAF Group's supply part of this project exceeds EUR 500M and consists of the supply of new units and the refurbishment of existing ones, the supply of signalling, energy and communication systems in addition to project integration.

The Group will also have a 50% stake in the SPV company that will manage the operation and maintenance of both lines, the business volume of which is estimated to be circa EUR 1,000M.

The project is expected to be implemented early this year with the new network fully operative by 2025.

It should also be pointed out that the TransJerusalem J-Net Ltd consortium was selected over the other bidding group, which consisted of the companies Shikun & Binui and Egged

(Israel), CRRC (China), Comsa (Spain), Efatec (Portugal) and MPK (Poland).

The tram's Red Line currently extends along 13.8 km with 23 stations distributed on the route, was inaugurated in 2011 and providing transport to over 145,000 passengers on average per day. With the extension of this line and the construction of the new one the citizens of the Israeli city will benefit from a more efficient and complete railway transport network.



## CAF SIGNALLING IS AWARDED CONTRACTS FOR MORE THAN 120 MILLION EUROS IN SPAIN, SLOVENIA AND BULGARIA

Supply of the safety installations for the Mediterranean Corridor in the La Encina-Xàtiva-Valencia section.

ADIF's Board of Directors has resolved, in their meeting held on 31st July, to award the Safety Equipment contract for the Nudo de La Encina-Xàtiva-Valencia stretch of the Mediterranean Corridor to the Thales-CAF Signalling Consortium.

The contract comprises the construction project design, performance of the works, preservation and maintenance of the interlocking facilities, train protection systems, Centralized Traffic Control, auxiliary detection systems, power supply system, telecommunications, and safety and protection facilities, for both the Conventional Line and the High Speed Line, with the introduction of the European ERTMS standard signalling system, Levels 1 and 2.

This project amounts to ADIF's highest investment in Safety Facilities for the last 5 years, and relates to one of the strategic action lines of the Administrator, this being one of the main European Corridors, for freight and passenger transit alike.

The total contract completion time is 36 months, the first 6 of which will be devoted to the drafting and approval of the construction projects, and the performance of the works will extend for a further 30. The contract also comprises 25 years of maintenance for the high speed facilities, and 20 years for the preservation of the conventional network systems.

The award of this project to CAF Signalling, with a total of circa €80 million, will significantly increase the Company's order backlog and reaffirm their position as one of the leading players in the railway signalling sector in Spain.

Signalling and safety systems for the Zidani Most - Sentilj section (Slovenia)

The Slovenian Ministry of Infrastructures has signed a contract with the consortium made up of the companies ISKRA and CAF Signalling for the refurbishment of the signalling and safety systems between the Zidani Most and Sentilj stations on the Slovenian border with Austria.

The scope of the project, co-funded by the CEF programme (Connecting Europe Facility) and ERDF (European Regional Development Fund), includes the design, installation, testing and commissioning of the signalling equipment and systems, replacing the old ISKRA relay interlocks with the CAF Signalling electronic interlocks.

The contract relates to a section of track which extends for 117 km and includes seventeen stations, marking one of the largest investments made in rail signalling in Slovenia in recent years. This is part of the strategic plan of the government to renovate the main lines in the country. The purpose of this plan is to improve both the safety and capacity of the line, in addition to train regularity and frequency whilst reducing maintenance costs.

Signalling and telecommunications systems for the Sofia - Voluyak section (Bulgaria)

The Bulgarian national railways infrastructure management company, NRIC (National Railways Infrastructure Company) has also recently awarded the consortium "ERTMS CA Voluyak DZZD," made up of the Bulgarian company AER and CAF Signalling, the contract to refurbish and modernise the signalling and telecommunications systems on the section connecting the capital city, Sofia with the Voluyak town.

The scope of this project, also co-funded through the CEF (Connecting Europe Facility) funding programme includes the design, installation, testing and commissioning of all the signalling and telecommunications systems (both ETCS L1 and GSM-R), as well as the implementation of new electronic interlocks produced by CAF Signalling on a track stretch of almost 12 km.

The Sofia - Voluyak section includes the Sofia Central, Obelya and Voluyak stations. This is a strategic project for Bulgaria as the safety and signalling systems at Sofia Central Station, the main station and transport hub in the country, will be refurbished.



## TWO NEW CONTRACTS WON BY THE CAF GROUP FOR THE SUPPLY OF NAPLES METRO UNITS AND BUSES FOR THE ROME REGION CONTRACT EXTENSION FOR THE NAPLES METRO

The City Council of Naples which manages the city's public transport, has signed a contract with CAF to extend the supply with a further 7 metro units, which will be added to the 12 units currently being built for the Italian city and that will be operated by the company ANM (Azienda Napoletana Mobilità).

Naples is the most densely populated city in the south of Italy, with approximately 3 million inhabitants residing in the metropolitan area, and has a metro network with two lines (1 and 6).

This extension amounts to approximately €60 million, and was already considered in the framework contract which was initially entered into by both companies in 2016.

Over the last few years, CAF has had strong presence in Italy, with a wide range of vehicles and services, as, aside from being one of the main suppliers for the Rome Metro, for which it has supplied 71 units in the various contracts entered into since 2002, it has also executed other projects in the transalpine country, such as the supply of 12 electric trains for the Northern region of Friuli Venezia Giulia, 5 units for the Puglia region, and the supply of 8 diesel trains for the Sardinia regional lines.



## Siemens Mobility enters new markets for Smartron

**Smartron locomotive can now also be ordered for Bulgaria and Romania**  
**First orders from E-P Rail and PIMK**  
**Authorization already received for first locomotive in Bulgaria**

The Smartron for Bulgaria and Romania operates on the 25 kV AC power system and is equipped with the PZB train control system. The locomotive is delivered in the standard color "Capri Blue."

Siemens Mobility is now also offering its Smartron locomotive in Bulgaria and Romania. The locomotive is available exclusively in a standard preconfigured version, which ensures cost-efficient operation and high reliability for customers. E-P Rail has already ordered four Smartron locomotives for Romania, and PIMK in Bulgaria a total of three. Authorization for placing on the market for the first Smartron in Bulgaria has already been received.

"We've sold more than 25 Smartron locomotives since launching the product in the spring of 2018. The Smartron is a powerful and highly reliable locomotive designed for a specific transport function, making possible a simplified and cost-effective purchase process. Now operators in Bulgaria and Romania can also profit from this concept," said Sabrina Soussan, CEO of Siemens Mobility.

The Smartron has been available in Germany since March 2018 and is based on proven components of the Vectron locomotive, which has already demonstrated its reliability in over 220 million kilometers of service. The Smartron has a 1.435-meter gauge and weighs around 83 tons.





## Stadler delivers further trains to PKP Intercity in Poland

Stadler is being awarded the contract for the delivery of twelve FLIRT type electric multiple units for PKP Intercity. After the expiration of the appeals period, the contract is now legally binding and can be signed.

The Polish railway company PKP Intercity has awarded Stadler the contract for the delivery of twelve electric multiple unit FLIRT trains including the maintenance for 15 years. The period for appeals expired unused on 22 July. This concludes the tender procedure announced in December 2017.

The trains are characterized by high reliability and availability.

The trains belong to the latest generation FLIRT in the long-distance version. Their lightweight, aluminium structure reduces operating, energy and maintenance costs, translating into tangible benefits for the carrier. The vehicles are fully compliant with the Technical Specifications for Interoperability (TSI). The extensive range of interior accessories ensures a highly comfortable journey. Passengers may use first-class and second-class compartments as well as a dedicated lounge bar.



The signing of the contract took place at the Stadler plant in Siedlce, Poland, with representatives of the Polish Ministry of Infrastructure and Stadler Chairman of the Board of Directors Peter Spuhler. The value of the contract, which includes the delivery of the vehicles and the 15-year maintenance, amounts to 270 million Swiss francs.

The contract covers twelve eight-car electric multiple unit FLIRT trains in the long-distance version. The new fleet will complement the series of 20 vehicles labelled ED160, which were delivered to PKP Intercity in 2015. The trains have been operated on the Polish railway network since December 2015, having covered more than 23 million kilometers since then.

The trains have ergonomic seats, modern toilets and an efficient air-conditioning system. They have electronic displays where one may follow route messages, and an advanced passenger information system. Every seat is equipped with a socket and individual lighting. There are also accommodations provided for people with reduced mobility.



## INAGURATION CEREMONY IN MALUNGSFORS

On Tuesday, August 20th, the Västerdalsbanan was re-opened in Malungfors. Freight traffic ceased to and from the city over 20 years ago and has now resumed.

The track has been renovated and trains can now run the route between Malungfors and Rågsveden. During the inauguration ceremony, besides Hector Rail CEO Claes Scheibe, who gave a small speech in front of ca 500 listeners, the Minister of Infrastructure Tomas Eneroth (S), Lena Erixon, Director General of the Swedish Transport Administration, Ylva Thörn, County Governor, Olle Larsson, CEO Fiskarheden and Fredrik Munter, CEO .



Another success, is that we succeeded in placing our Vectron loco 243 exactly behind the pulpit for everyone to view. At approximately 14:00, after the band cutting, Hector Rail opened the track and departed according to the timetable.



## Bombardier confirms three-year services contract for new East Midlands Railway franchise in the UK

### New contract reaffirms long-standing relationships with Abellio and with Eversholt Rail Derby Etches Park depot to maintain Bombardier Class 222s for East Midlands Railway mainline services until 2022

Rail technology leader Bombardier Transportation has announced that it has signed a new Train Services Agreement (TSA) with Abellio and Eversholt Rail for the new East Midlands Railway franchise in the United Kingdom. Under the new agreement until December 31, 2022, Bombardier will maintain Bombardier class 222 diesel-electric multiple unit (DEMU) trains at Derby Etches Park depot for use on East Midlands Railway mainline services. The new agreement follows Bombardier's previous role in maintaining the 125 miles per hour trains for the former East Midlands Trains franchise. The contract is valued at approximately £133 million GBP (\$161 million US, €145 million euro).

Phil Hufton, President, Bombardier Transportation UK said, "We are delighted that we have reached agreement with Abellio to maintain the Class 222 fleet for East Midlands Railway's mainline services. This important contract win is testament to our team at Derby Etches Park and their hard work and professionalism in continually delivering one of the highest performing and most reliable Intercity fleets."

Steve Timothy, Client Relations Director, Eversholt Rail said, "We are pleased to be working in partnership with Bombardier Transportation to support the delivery of our Class 222 trains for the Sheffield – London mainline service to Abellio East Midlands Railway from 19th August".

Under the Train Services Agreement, maintenance of the 27-strong fleet of Class 222 trains will take place at Derby Etches Park depot, where 130 staff are employed, with heavy component maintenance taking place at Bombardier Crewe.



## Stadler announces first ever contract in Turkey for Körfez Ulaştırma, which seals their biggest locomotive purchase

Stadler together with Turkish rail freight operator Körfez Ulaştırma announce the contract for seven hybrid locomotives of the EURODUAL type to be used in rail freight transport services in Turkey, as well as a maintenance agreement for eight years.

Stadler and Körfez Ulaştırma, the logistics affiliate of Turkey's largest refinery Tüpraş, signed a contract for the supply of seven Co'Co' hybrid locomotives of the EURODUAL type, as well as spare parts and a full service maintenance agreement for 8 years. The first locomotive is expected to be delivered by 2021 according to the contract.

These versatile locomotives are the first hybrid locomotives in Turkey. Körfez Ulaştırma will use them in freight transport services combining both 25 kV AC electric and diesel operating modes on lines with high gradient, where a strong traction force is required. The new EURODUAL will be utilized as a single locomotive to haul up to 2000 tons fuel product trains, which will improve the operational efficiency of the Turkish rail operator. The EURODUAL boasts a power range of 2,8 MW in diesel-electric operation and 6,15 MW in electric catenary operation, as well as an outstanding tractive effort of up to 500 kN, thanks to six-powered axles and a state-of-the-art adhesion control system.

Including this contract, the number of locomotives sold from the new generation of Co'Co' locomotives developed and manufactured by Stadler Valencia amounts to 74 units. Körfez Ulaştırma is the first private operator in Turkey to secure a licence for freight transportation, since the government began issuing licenses to use its mainlines two years ago.

Iñigo Parra, Managing Director of Stadler Valencia, emphasised the importance of the project and the advantages of the new platform: "We are proud to expand the market of EURODUAL locomotives to Turkey and appreciate the trust of our client. The agreement corroborates our commitment to the development of this new locomotive family, offering rail operators

numerous economic and environmental benefits."

Tufan Başarır, General Manager of Körfez Ulaştırma said: "We are rapidly growing our resources to increase our share in rail freight market and proud to have sealed the agreement with Stadler, a reputable player of the railway industry. This deal signifies the supply of the first batch of imported locomotives into Turkey for a private sector player. The addition of powerful EURODUAL locomotives in our fleet will support our rail operations, providing us with a strong competitive advantage".





# Consortium of Bombardier Transportation, Orascom Construction and Arab Contractors wins contract to supply and operate two monorail lines in Egypt

Bombardier Transportation, Orascom Construction PLC (NASDAQ Dubai: OC; EGX: ORAS) and Arab Contractors have signed an agreement with National Authority for Tunnels in Cairo to design and build two new monorail lines in Egypt. On completion of the construction phase, the consortium will be responsible for the Operation and Maintenance (O&M) of both lines for 30 years. The total value of the design, build and O&M contract is approximately 3.72 billion euro (\$4.16 billion US). Bombardier Transportation's share is 2.36 billion euro (\$2.64 billion US). Combined, Orascom Construction and Arab Contractor's share of the overall contract is valued at approximately 1.36 billion euro (\$1.52 billion US).

Danny Di Perna, President of Bombardier Transportation, said, "To be selected as the monorail system supplier in Egypt is a great privilege and our fully-automated monorail system is

This project supports Cairo and Egypt to enable fast, sustainable comfortable and above all safe transportation for millions of people every year in the dynamic Cairo metropolitan area. The first monorail line will extend 54 km from East Cairo to the New Administrative Capital. The second line will be 42 km long to connect 6thOctober City to Giza. These are the first mass transit links to connect Greater Cairo with New Capital City and 6 October City and will greatly improve mobility for Egyptian citizens. The two lines will be able to transport around 45,000 passengers per hour in each direction when ultimate capacity is reached. With operating speeds up to 80 km/h, the journey time for the new Capital City will be around 60 minutes (for 54 km line) and around 42 minutes for 6 October City (42 km line).

Orascom Construction will design and build all infrastructure and civil works, including stations, guideway structures and new depot buildings.



Bombardier will design, supply and install the electrical and mechanical (E&M) equipment for the two lines including 70 four-car BOMBARDIER INNOVIA Monorail 300 trains (280 cars), BOMBARDIER CITYFLO 650 signalling and automatic train control technology, the Operation Control Centre, communication systems, platform screen doors and fare collection, power supply / power distribution systems as well as switch beams and depot equipment. It will also provide the overall E&M system integration, project management, systems

the smart mobility solution for Cairo's urban future." He added, "Our INNOVIA Monorail 300 technology has proved to be a game changer in the industry, as it allows fast construction of high capacity transit lines at lower costs. With its advanced technology, unmatched safety features and attractive aerodynamic design, this proven platform will dramatically improve the quality of life for millions of residents by significantly reducing their daily commuting time as well as reducing traffic congestion and its impact on the city."

Osama Bishai, Chief Executive Officer of Orascom Construction PLC, commented, "We continue to play an integral role in the development of Egypt's infrastructure, and are proud to be part of this prestigious project to build mass transportation across Cairo, the New Administrative Capital, Giza and 6th of October City. We are very pleased to collaborate with our international partner Bombardier and our local partner Arab Contractors on this project, which highlights our strength in the transportation sector and emphasizes our position as the partner of choice for international contractors in Egypt, particularly on challenging projects."

engineering and integration, test and commissioning for the trains and signalling as well as operations and maintenance of the vehicles and wayside systems.

Monorail systems are perfect for congested cities needing a fast and cost-effective to build mass transit solution and the INNOVIA Monorail 300 system provides flagship performance in driverless operations. The compact, elevated system enables easy urban integration into existing infrastructure, and its iconic aesthetics and attractive infrastructure will help to shape Cairo's identity as a modern thriving city.

The INNOVIA Monorail 300 system has been operating in Sao Paulo, Brazil, since 2014 and is currently under construction in Bangkok, Thailand and Wuhu, China.

From the UK

## Summer in the South West

Yes it's that time of year again when the Railtalk regulars venture on their summer holidays to the South West of England and the coast of Devon in particular. Whilst the roll out of the IEP fleet seems complete, there does seem to be a surprising number of HST 'Castle' sets to enjoy. A new addition to the area are the Class 165s formally from the London area.

▶ CrossCountry power car No. 43384 stands alongside Great Western's No. 43153 at Plymouth on August 1st. *Richard Hargreaves*

▶ Freightliner's Class 66 614 and 66 571 head along the sea wall at Dawlish on August 3rd with a ballast, heading towards Newton Abbott. *Richard Hargreaves*

▶ On August 7th, power cars Nos. 43040 and 43198 head along the sea wall at Dawlish with an Exeter bound service. *Richard Hargreaves*





## From the UK

# Summer in the South West



On August 2nd, Great Western Railway 7800 Class No. 7827 'Lydham Manor' heads out of Paignton with a service to Dartmouth.  
*Richard Hargreaves*

On July 31st, Class 802 111 passes Dawlish Warren with a Penzance bound service.  
*Richard Hargreaves*

Class 800 303 heads along the seawall at Dawlish on August 7th with a London Paddington - Plymouth service.  
*Richard Hargreaves*





