

Railtalk Magazine Xtra

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Railtalk Magazine *Xtra*

Welcome to the Railtalk Magazine Xtra, which compliments the main Railtalk Magazine and means that we can put even more pages together every month. As always in Xtra, we focus on life outside the UK, and once again we have some excellent shots from around the world. Our “From the UK” section this month has a look at the Tyne and Wear Metro, probably not to everyone’s liking, but it is a rail system and it is unique in the UK in that it shares tracks with the main rail network.

Brrr, as I write this the dark nights and cold dull days make me think of leaving these shores and finding warmer weather, but as we are only a couple of weeks away from the shortest day, I’m sure that the weather will improve soon. It has been very quiet in the UK this month, the dull weather seems to keep everyone indoors, and having looked at some of the photos that I’ve taken this month who can blame you. I can’t believe that another year has passed and we shall soon be in 2013, a huge thank you to everyone concerned with the magazine in 2012, to all our contributors and readers, it only remains for me to say, Merry Christmas and a Happy New Year, wherever you are in the world. Lets hope that 2013 is just as good, but please, please, please can we just have a bit more sunshine!

As always thanks for all the great photos sent to us this month, please do keep sending them in to us wherever you are and if you are going on holiday or just for a day out, don’t forget to take the camera.

David

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. This issue wouldn’t be possible without: Colin Gildersleve, Steve Madden, Brian Battersby, Paul Godding, Richard Hargreaves, Pavel Kopec, Tomáš Kubovec, Martin Grill, Martin Válek, Mark Pichowicz, Richard Weber, Filip Štajner, Pavel Šturm, Bea Želtvayová, Petr Holub, Pavel Martoch, Honza Štofaňak, BVT, Ivo Rušák, Zdeněk, MirKo, Libor Hyžák, Keith Hookham, Jaroslav Charvát, Matouš Vinš, Martin Hill, Steve Dennison, Ian Leech, Anton Kendall, Laurence Sly, Colin Hart, John Coleman, Steamsounds, David Mead, Piotr Kozłowski, Derek Neesham, Roger Williams, Mark Bearton and Andy Pratt.

Front Cover: A Jungfraubahn EMU is seen waiting for passengers at Kleine Scheidegg before heading to the Jungfrauoch, September 16th. [Steamsounds](#)
This Page: On September 11th, SNCF BB No. 526145 leads the 16:20 Strasbourg to Nancy along the rather wet Marne au Rhine Canal at Steinbourg. [Mark Bearton](#)

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Submissions

Pictures, articles and news can be entered through the forum, or by email to us at:

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine Xtra

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A Wengenalpbahn EMU is seen
descending from Kleine Scheidegg to
Grindelwald on September 16th. [Steamsounds](#)



On November 18th, Belgian Railways
Siemens EuroSprinter ES60U3 Class 18 No. 1875 is
seen at Brussels Midi on the rear of a service from
Oostend. [Class47](#)



CD Cargo Class 742.307-2 and
742.424-5 are seen at Mlada Boleslav on
October 14th. [Class47](#)



Top Right: Trainkos Nohab No. 007 powers past the rolling stock compound at Fushe Kosove on it's way to Prishtine with train No. 760, the 05:32 Peje - Prishtine on October 11th. The train is formed of ex Austrian OeBB stock. [Andy Pratt](#)



Bottom Right: OBB diesel railcar Class 5047.090 is seen in Wien Sud Bahnhof on August 18th. [Brian Battersby](#)



Below: A Wengenalpbahn EMU is seen on the last part of the descent to Lauterbrunnen, September 19th. [Steamsounds](#)



Top Right: With the mountains behind forming a spectacular backdrop, Trainkos Nohab No. 005 basks in the autumn sun waiting departure time with train No. 4200, the 12:10 to Prishtine on October 11th. [Andy Pratt](#)



Bottom Right: CD Class 754.051 receives some fitters attention to its engine at Decin on October 16th. [Class47](#)



Below: 1964 vintage Class 62 No. 6260 is seen at Brugge on an Infrabel ballast train, November 18th. [Class47](#)



Bombardier Traxx Class E186.231 (NS No. 2839)
is seen at Brussels on November 17th, with a service
from Rotterdam. This Netherlands Railways loco was hauling a complete
rake of ex OBB Austrian coaches. [Class47](#)



SBB Re 4/4ii No. 11296 heads downhill towards
Basel as it passes through Pratteln on September 12th.

Mark Bearton



Top Right: Class 661.219 is seen at Kicevo on October 10th having just arrived and just run round train No. 662, the 08:05 from Skopje. This train picked up the 3 freight wagons at Dorce Petrov and ran as a mixed train through to Kicevo. To attach these wagons to the rear involved shunting the coaches into the sidings to attach the wagons, all carried out with the passengers on board. In winter this train is also steam heated, giving the opportunity to ride on a steam heat mixed train. [Andy Pratt](#)



Bottom Right: Trainkos Kennedy No. 002 powers a freight train past the mosque at Fushe Kosove on the line towards Peje, October 11th. [Andy Pratt](#)



Below: Slovakian engineers unit No. MVTV 02-06 is seen at Bratsilava on August 12th. [Brian Battersby](#)



Former DB Class 142.110-6, now in private hands,
approaches Repten with a train of tanks from
Cottbus Yard on July 23rd. [Steve Madden](#)



Several rakes of new NMBS/SNCB Class AM08
Siemens Desiro Mainline EMUs are seen awaiting
delivery at Brugge on November 18th.

Class47



On July 23rd, PKP Class SU46 No. SU46-032 is seen working the daily express from Berlin to Wroclaw through Dissenchen (Germany). This loco took over the train from a DB Class 143 at Cottbus. [Steve Madden](#)



Xrail's Class 66 No. DE6307 is seen at Brugge
on November 18th with a short intermodal working.

Class47



Ceske Drahy's Class 111.031 is seen at Praha hl.n. preparing the sleeper stock for one of the overnight services on October 15th. [Class47](#)



Looking rather rough, Slovakian Class 701.020-0
is seen in Bratislava on August 18th.

Brian Battersby



Top Right: OBB Class 1116.165 is seen at Wien Meidling on August 18th with a rake of double deck Wiesel stock. [Brian Battersby](#)



Bottom Right: In rather faded OBB livery, Class 1116.139 'Johann' is seen stabled at Wien on August 18th. [Brian Battersby](#)



Below: In glorious sunshine veteran OBB Class 1144.021 is seen in between duties at Wien Sud Bahnhof, August 13th. [Brian Battersby](#)



Vattenfall 'Crocodile' No. 1277 propels
its train of coal across a level crossing at
Neuendorf. [Steve Madden](#)



FS Bo-Bo heavy diesel shunter No. D145.1025
shunts wagons in the yard at Terni
on November 8th. [Laurence Sly](#)



PKP Class ST43-258 and SM42-1145 (in the new PKP Cargo livery) pass over the level crossing at Laski with loaded steel wagons from Czerwiesk Yard to Guben Yard, July 24th. [Steve Madden](#)



Locos Nos. D214.4091, D345.1052 and E632.007
rest between duties around the turntable at
Torino Smistamento, November 6th.



Laurence Sly



East-West owned Class 232 No. 232.303-8
departs Wegliniec Yard with a long mixed
freight train. [Steve Madden](#)



The immaculately preserved
No. E.656 023 in old FS livery is seen on Pistoia
depot, November 7th. [Laurence Sly](#)



Top Right: OBB Class 1142.667, 1014.007, 1142.696, 1142.704, 1142.700, and 2143.037 are seen lined up on Wien Meidling depot, August 18th. [Brian Battersby](#)



Bottom Right: OBB Class 4020 EMU No. 4020.236 is seen departing Silberwald on August 18th. [Brian Battersby](#)



Below: A Gornergrat Bahn train is seen approaching the summit, with the magnificent Matterhorn as a backdrop, September 23rd. [Steamsounds](#)



On November 18th, SNCB Class 11 No. 1191 is seen on Gent depot. These elderly locos work from here on peak services Monday to Friday.

Class47



Slovenske Class 541-020 works a Villach -
Ljubljana passenger service through
Villach Warmbad, Austria on June 27th.

Anton Kendall



DB Class 233.233-6 is seen working a short
engineers train through Genshagener
Heide. [Steve Madden](#)





Slovenske Class 541-015 heads a rake of French registered grain wagons through Ljubljana.

Anton Kendall



Top Right: MZ Kennedy waits to depart Hani I Elezit (Deneral Jankovic) station in Kosovo with train No. 891, the 07:10 Prishtine to Skopje on October 12th. The train is restarting from here formed of a single Macedonian Railways coach. The stock from Prishtine having terminated at Kacanik, with a rail replacement bus forward to the Kosovan frontier station. [Andy Pratt](#)



Bottom Right: Nohab No. 459.021 is seen working Mercia Charters 'The Pre-Emptive Strike' Railtour over the lake at Makler on October 14th. [Steve Madden](#)



Below: On October 16th, privately owned SD Class 714.706-6 crosses the river at Usti nad Labem with what can only be described as a staff outing. The loco stopped at this point whilst everyone disembarked and took photos.



Very bizarre indeed! *(well it would be in the UK, I'm not so sure in the Czech Republic, where everyone seems to have a much friendlier attitude towards the railways).* [Class47](#)



Top Right: A DB tunnel rescue train, headed by No. 714.009 (the former DB 212.257), rests at Fulda Hbf. [Anton Kendall](#)



Bottom Right: CD Class 771.137-7 drags a Class 240 out of Ceske Budejovice yard on October 15th. The overhead lines were switched off as part of the station refurbishment. [Class47](#)



Below: 3F Logistics Class 740.634-1 heads into Usti nad Labem hl.n. on October 16th. [Class47](#)



Top Right: On October 11th, Trainkos Nohab No. 007 takes in the afternoon sun on the depot at Fushe Kosove, before collecting the stock to form train No. 761, the 16:30 Prishtine to Peje. [Andy Pratt](#)



Bottom Right: The new order at Giessen, Germany as HLB have recently taken over operations from DB on the Fulda - Limburg (Lahn) route, here represented by Alstom Lint Class 648.018-9 on July 14th. An older HLB unit, Stadler GTW Class 646.414-2 (which comprises a powerpack in the middle of the unit), sits beside it. [Andy Pratt](#)



Below: AWT liveried and operated Class 741.505-2 along with another member of the class head through Kralupy nad Vltavou on October 16th with a rake of cement tanks. [Class47](#)



On October 17th, HZ Class 1141.221 waits to
depart Zagreb whilst working train No. 4056 to
Ogulin. [Laurence Sly](#)



SBB Ae 6/6 No. 11430 leads a rake of
loaded tanks through Pratteln, Switzerland.

Anton Kendall



Fiat built Class D445.1136 receives
attention inside the shed
at Cremona on November 10th. [Laurence Sly](#)





Bergbahn Lauterbrunnen–Mürren BDe 4/4
No. 21 is seen near the terminus at
Mürren heading back to Grütschalp, September 16th.
Steamsounds



Top Right: BLS Class 465 RE loco No. 465.017-2 leads a BLS Class 425 loco on an Italy - Limburg (Lahn) empty clay working through Pratteln, Switzerland.

[Anton Kendall](#)



Bottom Right: SBB Re 4/4" No. 421.376-5 heads a mixed freight through Killwangen-Spreitenbach, Switzerland. [Anton Kendall](#)



Below: Class 661.219 is seen at Skopje station on October 12th, having just arrived with train No. 891 from Pristina in Kosovo. Currently there is just one train a day in each direction between the Former Yugoslav Republic of Macedonia and Kosovo, formed of a single passenger coach. [Andy Pratt](#)



ÖBB Class 1216.001-8 hauls a loaded
SITFA car working through Villach Warmbad,
Austria, heading into Italy. [Anton Kendall](#)





SBB Re 4/4" No. 11309, one of the few remaining examples still in green livery, leads 3 classmates through Killwangen-Spreitenbach, Switzerland. [Anton Kendall](#)



On September 21st, at Rigi Kulm, two trains
to Arth Goldau and Vitznau pass on
adjacent tracks. [Steamsounds](#)



Schynigge Platte Bahn 1914 built He 2/2
No. 14 is seen at Schynige Platte on
September 18th. [Steamsounds](#)



HZ Class 2044.001 waits to depart
Zagreb with train No. 3016, the 19:25 to
Kotoriba on October 17th. [Laurence Sly](#)



On October 14th, AZD Praha liveried
Class 749.039-4 is seen at Praha Vrsovice
ready to work the Sunday afternoon service to Tanvald,
whilst Class 380.003-4 stands alongside. [Class47](#)



Vogtland Desiro DMU No. VT06 is seen
departing Decin hl.n. on October 16th.

Class47



Top Right: Having arrived into Plzen on October 15th, Alex liveried Class 223.061 is seen ready to work the next service back to Munchen Hbf. [Class47](#)



Bottom Right: Class 661.219 departs Skopje station on October 10th with the ECS from train No. 663, the 12:18 from Kicevo. Note the wagons on the rear, the open wagon having been picked up at Jegunovce and the Cargowagon at Dorce Petrov. Under the station canopy in the background the DMU to Kocani awaits departure time at 15:20. The Kocani line sees just one train a day in each direction with an additional service to Skopje on a Sunday evening returning to Kocani in the early hours of Monday morning.



[Andy Pratt](#)

Below: MZ electric No. 441.754 enters Skopje station in the low early morning sun on October 13th with the ECS to form train No. 336 the 08:20 to Beograd.



The two coaches are from Serbian Railways and this Macedonian loco will work as far as Tabanovci where a Serbian loco will take over.

[Andy Pratt](#)



Top Right: An SNCF 3-car Class 72XXX DMU is seen at Mussidan on October 10th working the 11:34 service Périgueux and Limoges. Attached to it just in sight at the rear is a 2-car example. [Martin Hill](#)



Bottom Right: At Lalinde on the Bordeaux/Bergerac - Sarlat line the trains usually cross as the line is single track. On October 2nd the 10:00 to Bordeaux (having originated at Sarlat) is seen comprising of an elderly X2200 series DMU No. 2231. [Martin Hill](#)



Below: On October 2nd at Lalinde on the Bordeaux/Bergerac - Sarlat line, the unit working the 16:08 to Sarlat is a rather superior Bombardier B81XXX series example. [Martin Hill](#)



Wien Tram No. 1444 passes the station at
Wien Meidling on August 18th.

Brian Battersby



Oostend Kustram No. 6017 is seen
outside the railway station on
November 18th. *Class47*



Harzer SchmalspurBahnen (IG-HSB) Kleinbahnromantik weekend

The Harzer SchmalspurBahnen (IG-HSB) staged their Kleinbahnromantik weekend with various special workings, mainly over the Selketalbahn based on Gernrode in the Harz Mountains in Germany recently and as can be seen, the conditions were fantastic.

This Page: 0-4-4-0T No. 99-5906 explodes from the cover of the forest into the bright autumn sunshine as it approaches Alexisbad with an IG-HSB charter on October 20th. [Andy Pratt](#)

News and Features



IG-HSB Kleinbahnromantik weekend

Top Right: 1897 built Mallet lok 0-4-4-0T No. 99-5902 approaches Elend station on the Harzquerbahn on October 19th with an IG-HSB chartered special from Quedlinburg - Brocken.

[Andy Pratt](#)

Bottom Right: Captured in the autumn colours of the Harz forest at Eisfelder Talmühle station on October 19th, 1897 built Mallet 0-4-4-0T No. 99-5901 and 1939 built 2-6-2T No. 99-6001 take water before running round their train and departing towards Quedlinburg. This was a mixed ECS and freight working in preparation for an IG-HSB charter the following day. [Andy Pratt](#)

Below: 1897 built Mallet 0-4-4-0T No. 99-5901 on passenger on No. 99-5906 on freight stage a parallel departure from Alexisbad on October 20th. These two locomotives boast a combined age of 209 years. [Andy Pratt](#)



IG-HSB Kleinbahnromantik weekend

Top Right: 2-6-2T No. 99-6001 and 0-4-4-OT No. 99-5901 run around the balloon at Stiege on October 19th in order to continue their journey from Wernigerode to Quedlinburg with a mixed freight and ECS working to position stock for an IG-HSB charter the following day. [Andy Pratt](#)

Bottom Right: 0-4-4-OT No. 99-5901 climbs the last few metres of the gradient towards Sternhaus Ramberg station on the Selketalbahn against a backdrop of autumnal colour on October 20th heading an IG-HSB chartered freight. Running through the Selke Valley, the line from Gernrode to Sternhaus Ramberg climbs 209m over a distance of 7km. [Andy Pratt](#)

Below: 0-4-4-OT No. 99-5906 catches the early morning sun as it approaches Gernrode with an IG-HSB charter from Quedlinburg - Alexisbad on October 20th. This 1918 built lok is the youngest of the 4 surviving Harz Mallets, being a mere 94 years old. [Andy Pratt](#)





T678.016 (ex Class 775.016) is seen in the Bratislava Transport Museum on August 14th. [Brian Battersby](#)





New KitzSki train comes to Vienna



Together with the Bergbahn AG Kitzbühel, ÖBB is bringing in the coming winter season for the first time with the new KitzSki train. From 29th December 2012 it will operate a direct train for winter athletes every weekend from Rosenheim to Kitzbühel and back again.

Train customers in the greater Vienna area can test the new KitzSki train already and at the same time feel the unique atmosphere between the Hahnenkamm and Kitzbühel Horn, one of the most modern ski resorts in the Austrian Alps. At a festive train inauguration on Praterstern station, the new mobility partnership was presented by Josef Burger, Chief Bergbahn AG Kitzbühel and Klaus Garstenauer, director for local and regional public transport.

Four weeks of KitzSki train on the suburban rail network of the federal capital is on the way. The design of the Bergbahn AG Kitzbühel branded, 69-meter-long talent transport set has a capacity of 199 seats. The practical low-floor entrances allow an accessible, easy entry and exit. Air conditioning, comfortable seats, air suspension and noise insulation, thus making the trip into a comfortable travel experience.

Anyone who feels the desire to experience the benefits of the great all-round service of KitzSki train in winter sports use in Kitzbühel itself can do so from the end of December. From 29 December 2012 to 3rd March 2013 the direct train runs every Saturday and Sunday for the KitzSki fans from Greater Rosenheim - via Kufstein and Wörgl - back easily, hassle free, fast and environmentally friendly to Kitzbühel and again.

“In order for the winter sports enthusiasts can enjoy their skiing day right, there are the railway and ski ticket with a special service equal the train. Arrived in Kitzbühel-Hahnenkamm, it goes without congestion, parking space and no waiting at the cash directly into the ski,” says Klaus Garstenauer, director for local and regional traffic.

“Because KitzSki and ÖBB sustainability mean business, we have created this special mobility variant for KitzSki guests to life. We offer not only a special service, but also make a significant contribution to environmental protection,” said Josef Burger, Chief Bergbahn AG Kitzbühel.

Alstom will supply 14 additional metro trains to STIF and RATP for the Paris line 14



The transport authority of Ile-de-France region STIF and the Paris metro operator RATP have ordered 14 additional MP05 metro trains to Alstom Transport, for a total amount of €127 million, funded at 100% by the STIF. The new trains are intended for line 14 of the Paris metro as part of the northbound extension of the line to Mairie de Saint-Ouen station. Deliveries will begin in 2014 and end in 2015.

MP05 metro which is part of the Alstom's Metropolis range provides easy access for all. Its full low floor and end-to-end wide aisles, as well as the three large automatic doors per car, make for more efficient passenger flow at stations and for easier accessibility for persons with reduced mobility.

In terms of comfort, large bay windows provide space inside the metro train, while the highly colourful interior makes the journey even more

enjoyable. Cooled ventilation renews the air and maintains a constant temperature. The installation of Alstom's traction system ONIX coupled with the optimization of the bogies, reduce electrical and mechanical noise and limit vibration.



Cameras and microphones linked to the control centre reinforce safety on board the trains. This option is part of the contract signed on 20 October 2005 between RATP and Alstom, which involved an initial firm order for 49 trains. As of today, 42 of these first trains have been delivered and have covered more than 2.2 million kilometres. MP05 trains are designed and manufactured in France at the Valenciennes plant. Alstom Transport's other four facilities involved in the project in France are Tarbes for traction chains, Ornans for engines, Le Creusot for bogies and Villeurbanne for the on-board IT system and passenger information systems. The project brings 800 direct and indirect jobs to Alstom and its French suppliers.

Alstom-led consortium to supply 15 metro trains to Trensurb for the Porto Alegre Metro line 1



Alstom, in a consortium with CAF Brazil, FrotaPoa, has been selected to supply 15 metro trainsets to the Company of Urban Trains of Porto Alegre Brazil, Trensurb. The total amount of the contract is worth around €94 million of which over 80 million to Alstom. With this order, Trensurb will see its metro fleet increased by 60%. The trains which are intended for Metro line 1 of Porto Alegre are scheduled to be delivered for the soccer World Cup in 2014.

Alstom will execute just under 90% of the contract and supply the major part of the metro trains. The bogies will be supplied by CAF Brazil.

The metro for Trensurb is part of Alstom Metropolis range. Made of stainless steel, the 15 train-sets can accommodate up to 1,000 passengers. Four large automatic doors per car and wide gangways will enhance the fluidity and accessibility for all passengers especially those with reduced mobility.

Each car is fitted with a high-performance air-conditioning system with automatic temperature control to enhance passenger and driver comfort. The Metropolis train is also equipped with a passenger information and communication system including CCTV for increased security.

To optimize the fleet's maintenance and maximize its availability, the metro is implemented with Traintracer a system developed by Alstom which allows fault monitoring in real time. The life expectancy of the Metropolis trains is 30 years.

The metro trains will be manufactured at Alstom Transport's facility in Lapa, Brazil which counts 450 employees.

DB commissions its first fleet of hybrid shunting locomotives



MEG (Mitteldeutsche Eisenbahngesellschaft) provides shunting and marshalling services for Dow Olefinverbund GmbH in Schkopau using environmentally friendly, low-noise locomotives manufactured by Alstom.



MEG, a subsidiary of DB Schenker Rail, is now operating four new Alstom hybrid shunting locomotives at Dow's ValuePark® in Schkopau. With the acquisition of these new vehicles, MEG became the first company in Europe to run a fleet of hybrid electric vehicles in the rail freight sector.

The new locomotives are all equipped with Alstom's Train Tracer technology – a remote data transmission system that enables a vehicle's technical status to be monitored centrally. They are also fitted with the latest generation in vehicle and traction control systems. A fifth hybrid locomotive has been ordered and is scheduled for delivery at the end of 2012. The lease agreement for the current fleet (with its lease-end purchase option) runs until 2018.

"Our goal is to be the leading 'Green Transport and Logistics' provider. By deploying this new sustainable shunting technology, DB Schenker is helping Deutsche Bahn meet its 2020 climate protection targets. The new environmentally friendly vehicles are not only much quieter; they also cut fuel by 40 % and emissions by 60 %. We see ourselves as pioneers, paving the way for the introduction of this new technology in the shunting business," said Alexander Hedderich, CEO of DB Schenker Rail.

"Rail networks not only connect people and places; they also allow us to change track when it's time to move off in a new direction," says Hartmut Heilbronner, Logistics Director at Dow. "Sustainable road and rail-based transport technology is one such important new direction and is one of the greatest challenges currently faced in Germany and around the world. Dow has a range of innovative products designed to meet these challenges. Today we're connected not just by business and commercial ties, but by a common responsibility to work towards transport technologies that are both environmentally compatible and conserve natural resources."

"We're pleased that our innovative hybrid locomotive concept is now entering its final phase," says Klaus Hiller, Head of Services and Locomotives at Alstom Transport in Germany. "In 2010 we signed a long-term testing agreement with DB and MEG and we're now entering the next phase in which half of the shunting operations at the site will be carried out using Alstom's fully tested hybrid technology."

The hybrid technology can be used for all types of shunting operation. When operating normally, the locomotive draws its tractive power from a set of batteries. The batteries are recharged by a 250 kW diesel generator, though the diesel engine can also be used for traction. The locomotive can deliver a maximum power of 600 kW. The traction units have very low noise emission levels and their low fuel consumption makes them energy efficient and environmentally friendly. The vehicles are manufactured in Stendal.

Back in 2010, DB Schenker Rail, MEG and Alstom agreed to subject the Alstom hybrid shunting locomotives to long-term testing as part of the DB Green Logistics Programme. MEG plans to completely replace its fleet of conventional shunting locomotives with hybrid vehicles.



Alstom's Citadis high-capacity tramway in the spotlight



Inauguration of the T5 tramway line in Lyon

On Saturday, 17 November 2012, Bernard Rivalta, President of the Transport Union of the Urban Area of Lyon (SYTRAL), Gérard Collomb, Senator and Mayor of Lyon, and Hubert Peugeot, Vice-President, Sales, Alstom Transport France, inaugurated the T5 tramway line serving the urban area of Lyon. On the occasion, they unveiled two Alstom Citadis high-capacity trainsets, delivered in a record time of 16 months (compared with the usual average of 20 months). The trams will run on the T3 tramway line starting in December 2012.

With the inauguration of Line 5, the urban area of Lyon now boasts a fleet of 85 Citadis tramways, the third largest in France, made up of 32- and 43-metre trainsets.

Alstom's Citadis tramway offers a quality on board experience and optimal comfort thanks to an integral low floor, air-conditioning, video-surveillance systems and information conveyed via announcements and screens. One of the newly unveiled trainsets features a special outer covering developed by the designer Vincent Leroy – a French designer. The covering is based on the concept of the mirror trainset implemented in 2006 for the inauguration of the T3. The concept has been updated with chrome ellipses to express movement, speed and fluidity.

Citadis is helping to promote the economic dynamism of the French regions. The tramways for the urban area of Lyon are designed and assembled at the Alstom plant in La Rochelle. Other operations take part in the production process, including the Villeurbanne site with nearly 700 employees in charge of on-board information systems, as well as the Ornans site for motors, the Le Creusot site for bogies and the Tarbes site for electric and electronic traction equipment. Alstom Transport projects have generated 27,000 direct and indirect jobs with French suppliers: 80% of the company's procurement is supplied by 4,600 firms located in France.

To date, more than 1,600 Citadis tramways have been sold to nearly 40 cities in the world. The trams have carried more than 4.7 billion passengers and demonstrated their reliability operating across more than 400 million kilometres.



Alstom to Modernize Two Massachusetts Bay Transportation Authority Rail Fleets



Two contracts globally worth approximately €170 million



Boston's Massachusetts Bay Transportation Authority (MBTA) has awarded Alstom Transport two rail fleet modernization contracts with a combined value of approximately €170 million. These contracts will be executed at Alstom's rolling stock manufacturing facility in Hornell, New York. Both projects are scheduled to begin immediately.

The first project includes the full modernization of 86 articulated light-rail vehicles operating on MBTA's Green Line, which dates back to the 1980s and transports more than 200,000 passengers daily from Boston's downtown city center to the surrounding suburbs. The cars will be outfitted with new interior surfaces and with new propulsion and climate control systems. The first modernized Green Line cars are scheduled for delivery in late 2013. For the second project, Alstom will refit 74 bi-level MBTA commuter rail cars. Works include the overhaul of the brake system components on each vehicle, the installation of new operator control screens, passenger information displays, interior seating, dynamic signage, and upgraded door control mechanisms. A pilot set of 10 bi-level cars will arrive in Hornell in late 2012 and the first modernized cars are scheduled for return to Boston in late 2013. Production will reach a maximum rate of 4 cars per month. Alstom's production site in Hornell is the largest of its kind in the United States. The site includes an engineering department as well as car assembly, propulsion and bogie plants. The maintenance division, "Train Life Services," also ensures parts supply, fleet renovation and condition-based programs.

Guillaume Mehlman, President of Alstom Transport North America stated. "To-date, Alstom has successfully modernized more than 5,000 passenger rail cars across the USA. The know-how and dedication of Alstom teams will give these time-tested rail cars a new lease on life and offer MBTA's passengers superior on-board comfort." The Massachusetts Bay Transportation Authority operates the fifth largest network in the United States serving approximately 1.3 million passengers each weekday. The MBTA operates subway, light rail, bus, commuter rail, paratransit, and ferry boat services across eastern Massachusetts.

Bombardier VLocity DMU Cars Boost Fleet in Australia



Repeat order of 40 cars expands high-performing VLocity DMU fleet
New vehicles increase capacity and further improve services for
Melbourne's commuters

Public Transport Victoria (PTV) has ordered 40 additional Diesel Multiple Unit (DMU) cars of the successful VLocity design from rail technology leader Bombardier Transportation. The order is valued at approximately \$206 million AUD (166 million euro, \$216 million US).

Bombardier will provide 19 additional intermediate cars to convert existing two-car train sets to three-cars sets and supply seven additional new three-car train sets. This will result in a total fleet of 58 three-car Bombardier VLocity trains.

Operated by V/Line Passenger, the VLocity fleet has been in service since 2005 linking regional centres to Melbourne. In that time, the VLocity trains have contributed to a 120 per cent patronage increase thanks to their 160 km/h performance and passenger comfort as well as their class leading levels of reliability and availability. The VLocity DMUs have been designed in Australia and are manufactured at Bombardier's Dandenong site. The trains feature the

BOMBARDIER MITRAC control system and Bombardier-built bogies as well as up to 70 per cent local content including the stainless steel carbodies.

"The VLocity fleet has provided excellent service for the people of regional Victoria," said Ian Dobbs, Chief Executive Officer of PTV. He added: "Increasing the fleet will allow greater capacity on our regional network as we get ready for the opening of the Regional Rail Link in 2016."

The Regional Rail Link will create capacity for an extra 23 suburban and 10 regional services during each morning and evening at peak times, allowing an extra 54,000 passenger trips each day.

Dan Osborne, Managing Director, Bombardier Transportation Australia, added: "PTV's decision to purchase more VLocity units further reinforces the excellent performance of the VLocity fleet. These vehicles are designed and built in Australia using local expertise and the local supply chain."

In order to sustain economic growth while ensuring the health and quality of life of citizens, cities the world over are looking for smarter and more environmentally friendly forms of mass transit compared to the historic dependence on individual car transportation. Bombardier Transportation is at the forefront of developing cost-effective technologies that improve total vehicle performance to move more people and goods than ever before efficiently within and between urban centres.



Alstom Renfe-operated intercity high-speed trains successfully reach 2.5m km mark



Alstom's "Lanzaderas 2" (S/114) high-speed trains, operated by Spanish Railway Company Renfe, have successfully travelled 2.5 million kilometers with excellent results in terms of reliability, on-time performance and service. Since they were first introduced into commercial operation in June 2011, the trains have caused zero delays. The 13 trains, connecting Madrid to Segovia in 27 minutes (68 km) and to Valladolid in 65 minutes (179 km), have already carried more than 2 million travellers.

Based on the Alstom Pendolino platform, "Lanzaderas 2" intercity high-speed trains run at a commercial speed of 250 km/h on medium distances and comply with European interoperability specifications (TSI). The trains were designed to meet the performance required to combine full-speed operation on high-speed lines and intercity services, including frequent stops and short dwell times in stations, as well as excellent availability and total safety.

The "Lanzaderas 2" (S/114) Pendolino-platform-based train is a new generation of the non-tilting "Lanzaderas 1" (S/104) version developed to meet Renfe's needs. It features improved comfort, video entertainment system, plugs at all seats, and additional doors. Technical improvements include power traction units, the braking system and the on-board control and diagnosis system. The bogies retain all of the characteristics developed for Pendolino, excepting the tilting system, in order to reduce track wear and the costs of track and train maintenance.

On the outside, the train features a remarkable frontal shape. This new "nose", being one of the train's main characteristics, provides improved aerodynamics and acoustic performance, while concealing a collision-protection system with very high capacity for impact energy absorption.

The 13 trains ordered by Renfe were designed and built by Alstom Transport Spain at the Santa Perpètua facility in Barcelona. Also designed by Alstom, the signaling systems were integrated at the company's engineering and services center in Madrid.



Alstom's Hornell Facility Takes Delivery of First MBTA Rail Cars



Some came by road, others by rail.... But as of this week, Alstom's manufacturing facility in Hornell, New York has taken delivery of the first cars from two rail fleets that will be modernized under recently announced contracts with Boston's Massachusetts Bay Transportation Authority.

The first car to arrive via flatbed truck in early-October was an articulated light-rail vehicle from the MBTA Green Line fleet. An additional Green Line vehicle is scheduled to make its way to Hornell during the week of December 3rd.

On Tuesday, November 27th, five MBTA bi-level commuter cars were carried into Hornell by a Norfolk Southern diesel locomotive.



"Having these vehicles on-site has generated a lot of enthusiasm for our team here in Hornell," commented Mark Darrow, Managing Director for the Hornell Site. "With assembly ramping-up on the first modernized PATCO test cars, we have a seasoned engineering team already hard at work on MBTA. Everyone from the designers to our skilled craftspeople are giving their all to deliver a top-notch product back to MBTA's riders."

The Hornell facility has modernized more than 5,000 passenger rail vehicles for U.S. customers, making it one of North America's leading fleet overhaul service providers. At approximately 750,000 square feet, the Alstom facilities located throughout the town of Hornell comprise the largest passenger rolling stock manufacturing site in the United States.

Photo: MBTA Bi-level commuter cars carried into Hornell by a Norfolk Southern diesel locomotive.

Adif laboratory tests performed between Barcelona and Figueres



Adif has started technical validations phase of infrastructure and superstructure of the high speed line from Barcelona Sants station to Figueres. Thus, Adif laboratory trains are already circulating around the section of the new high-speed connection between Barcelona and the French border.

To achieve the set of scrutineering intended, Adif trains have been equipped with control systems for auscultation generation of track and catenary which also test the communications systems and ERTMS GSM-R or lateral signaling.

Furthermore, ADIF and RENFE are conducting technical validations for running passenger trains on the Barcelona-Figueres by testing the performance and behavior of this material on the infrastructure and communications and integration and train-track support system ERTMS. These tests are performed with units from the series 103, and is be provided by the commercial service on this line. So far, there have been more than 20,000 km of satisfactory tests on the stretch between Mollet - Figueres, together with TP Ferro in the international section. The total mileage was made possible through the efforts of experts from the Ministry of Development and its companies as they are being made every day, including weekends and holidays, and daytime and evening hours.

The optimal advancement of technical tests and other actions currently being undertaken in the Barcelona-Figueres section reaffirms the unequivocal and unwavering commitment of the Government of Spain to commission the international high-speed connection with France in the early months of 2013.

Consortium headed by Siemens to automate Crossrail tunnel in London



New train route scheduled to carry 200 million passengers per year across London, by 2018

Siemens will supply the signaling and control equipment for the 21 kilometer long Crossrail tunnel in London, linking up the local transport system to the suburban regional services of Network Rail. For the first time in the world, a solution is being used that ensures uninterrupted train movement between a mass transit system and a mainline system. The project company “Crossrail” has placed an order with the consortium made up of Siemens and Invensys. The business is worth a total of around 60 million euros. Commissioning of the overall line is scheduled for the end of 2018.

In the Crossrail tunnel, the trains will be governed by means of radio Communications-Based Train Control (CBTC). On the westward long-distance route the European Train Control System (ETCS) Level 2 is installed; the eastward direction features the local Train Protection Warning System (TPWS). Dynamic switchover between the three control systems will ensure smooth integration of the differing lines.

For the core part of the line, Siemens will install the radio-based control system Trainguard MT with Automated Train Operation (ATO), the operations control system Vicos and the

radio transmission system Airlink, including the integration between ETCS, TPWS and CBTC. The consortium partner Invensys will provide the interlocking equipment, along with components for outside facilities, and will attend to installation. Supply of in-vehicle units, as well as a service agreement, will be the subject of separate contractual terms.

Beneath the center of the metropolis, the 21 kilometer long rail tunnel will constitute a twin-track East-West connection, linking the Great Western Main Line at its present terminus, Paddington station in West London, with the Great Eastern Main Line at Stratford station in East London.

The tunnel is the centerpiece of the London Crossrail project comprising a roughly 118 kilometer long line from Maidenhead and Heathrow in the West to Shenfield and Abbey Wood in the East. As of 2018, up to 24 trains per hour are scheduled to travel along the core network, carrying 200 million passengers per year and easing the load on the London Transport system.

DB Schenker: Common Consignment Note Successfully Tested on Rail Shipment between China and Germany



More process improvements and more time savings • rail’s competitiveness enhanced

DB Schenker has successfully tested the use of a common consignment note for rail freight shipments between China and Europe. The first container train dispatched from China by DB Schenker under a common consignment note has arrived in Germany.

Once the procedure is introduced on regular services, it would then be possible to assure the customer of a shorter journey time. Trains currently arriving in Duisburg from Chongqing in China’s hinterland require 18 days for the journey – which is half the time required when shipping freight by sea. DB Schenker provided the service for a consumer electronics manufacturer who has been sending container trains for two years now from Chongqing along the approximately 11,000 kilometer route through China, Kazakhstan, Russia, Belarus and Poland to Germany.

DB Schenker and the rail operator YuXinOu (Chongqing) Logistics Co., a joint venture, had joint overall responsibility for the preparation and completion of this test. Together with Trans Eurasia Logistics GmbH, a joint venture between Deutsche Bahn and RZD, DB Schenker has been pushing for the introduction of a single consignment note for the entire journey and will now be one of the first companies able to use this procedure on this route.

“The shorter transit time that is now possible will give new impetus to the Eurasian Land Bridge and allows us to recommend ourselves to our customers as an innovative, strong and reliable partner,” says Dr. Karl-Friedrich Rausch, Member of the Management Board of DB Mobility Logistics AG responsible for the Transportation and Logistics Division.

On the test run from China to Europe, it has been possible to demonstrate how a common consignment note is designed to work, since the complete information required for the transit and receiver countries en route must also be included on the new common consignment note when it is issued in China.

As a result, the examinations and supplementary data, which are currently required for the European sections of the route, in addition to the transcription of the consignment notes, will in future be eliminated. This means that time spent at border crossings can be significantly reduced, with a corresponding reduction in provision and transit times. This will benefit the entire sector and enhance rail’s competitiveness. The simplification of freight documents similar to the situation in air and ocean freight is one of the most important measures now being introduced to further reduce the journey time significantly between China and Europe.

Until now, two separate consignment notes have been required for rail shipments of this kind. The simplification also opens up the possibility of using an electronic consignment note in future.

Alstom awarded 2-year maintenance services contract for 12 High Speed trains by Turkish State Railways



Alstom has signed a contract worth around €22.3 million with Turkish State Railways (TCDD) to provide 2-year maintenance services on 12 high speed trains. In commercial operation since 2009, the trains operate between Ankara and Eskisehir (245 km), as well as between Ankara and Konya (310 km).

The high speed trains are expected to cover 10 million kilometers in the two years of the contract. The maintenance will be carried out at TCDD’s maintenance depot in Ankara.

The contract scope includes preventative and corrective maintenance, daily visits as well as daily interior and exterior cleaning. It also includes heavier maintenance tasks, as well as repairs of potential damages during operation. By awarding the maintenance contract to Alstom, TCDD will be benefiting from more than 20 years of experience that Alstom has in high speed train maintenance, and more than 30 years of experience in design and manufacturing.

“Many projects have been executed with TCDD since Alstom came to Turkey around 60 years ago. Yet this contract is unique as this is the first one for high speed trains maintenance. We are pleased to bring TCDD our long and international experience in this field. We are grateful of our client’s renewed confidence and will work diligently to meet its expectations” declared Arda Inanc, Managing Director of Alstom Transport Turkey.

Alstom has been committed to the development of Turkey’s railway infrastructure for more than 60 years providing rolling stock, infrastructure, information systems, services and turnkey solutions.

Tyne and Wear Metro

The Tyne and Wear Metro, also locally known as the Metro, is a light rail system in North East England, serving Newcastle upon Tyne, Gateshead, South Tyneside, North Tyneside and Sunderland. It opened in 1980 and in 2007–2008 provided 40 million public journeys on its network of nearly 48 miles. It is operated by DB Regio Tyne & Wear Ltd (a subsidiary of Deutsche Bahn) on behalf of Nexus. The Metro is usually described as Britain's first modern light rail system. It can be considered a hybrid system, displaying elements of light rail, heavy underground metro, and longer-distance, higher speed suburban and interurban railway systems. The Metro consists of two lines, the Green Line, which runs between Newcastle Airport and South Hylton via Newcastle upon Tyne city centre, Gateshead and Sunderland and the Yellow Line, which runs between St James and South Shields via North Shields, Tynemouth, Whitley Bay, then looping back on itself and going south via the city centre to Gateshead and Jarrow.

This Page: Metrocars Nos. 4056 and 4035 approach Simonside with train No. 126, heading for South Shields on November 24th. [Alex Thorkildsen](#)





Metrocars Nos. 4070 and 4016 stand in the frost at Pelaw with train No. 112 to South Hylton, waiting for the road to join the Durham Coast Mainline. [Alex Thorkildsen](#)

Metrocars Nos. 4017 and 4059 stand at platform 1 of Bank Foot station on train No. 105, en-route to South Hylton.

Alex Thorkildsen



On June 28th, after a heavy rain storm, the entire Metro system was completely shut due to flooding. This is a view of Regent Centre station showing just how deep the water level was.

[Alex Thorkildsen](#)



Another shot taken on June 28th, after heavy rain
had caused flooding on the Metro. This is the view from Bridge No.
1096, between Ilford Road and West Jesmond.

Alex Thorkildsen



It is quite rare on the system to see single car units, however due to a fault on Metrocar No. 4026, it was seen in platform 1 of South Gosforth Station on November 1st awaiting a visit to the depot. Junction replacement work can be seen going on in the background. [Alex Thorkildsen](#)



Track repairs and renewals recently undertaken include this work at South Gosforth Junction on October 28th, where sleepers which have been in place since the Tyneside Electric System, have been ripped out of the ground and the new ballast for the 'Out Line' has been laid. [Alex Thorkildsen](#)



A few days later and another shot from the junction replacement at South Gosforth shows that the new trackwork has been laid and just requires connecting up and final adjustments.
Alex Thorkildsen



From the Archives



On September 19th 2003 an SNCF TER Class 72XXX unit is seen in Geneva having arrived with a cross border service from Lyon. [Class47](#)



A pair of SNCF X 4630 Caravella series
DMUs with No. 4691 leading are
seen at Lyon Perrache on September 19th 2003. [Class47](#)





SBB Re 4/4 II No. 11141 in Swiss Express livery
is seen at Geneva on September 19th 2003.

Class47

