

# 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 sees a selection of photos from a night shoot at Barrow Hill, a fascinating place to visit with plenty of steam, diesel and electric locos, both operational and preserved. Thanks to Ian Furness and the staff at Barrow Hill for a really enjoyable time, and organising it outside normal opening hours. It is a shame that certain other organisations that we have contacted about doing the same sort of thing were less than co-operative.

Well I've finally got round to booking a trip to Czech in April, and this time it is by rail and not by air. Taking advice from Gary Smith, who has done the same trip earlier this year, I can honestly say that although the cost is just slightly more, and the time taken to get there is considerably longer than flying, the prospect of stopping off in Brussels, Dresden and a couple of other places along the way really does make up for it. However as I am writing this, I have just received an email regarding a new Elipsos service from Paris through to Barcelona, so it looks like I have my next trip sorted already! Once again thanks to everyone who have sent us photos this month, and as I have said many times before, please do keep sending the photos in to us wherever you are, and if you are going on holiday, don't forget to pack 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 Kozlowski, Derek Neesham, Roger Williams, Mark Bearton, Andy Pratt, Gary Smith and John Hitchen.*

Front Cover: Bernina railcars Nos. 56 and 53 approach Punt Muragl Staz with the 10:45 St Moritz - Tirano, January 4th. [Mark Pichowicz](#)

This Page: On October 13th, CD Class 854.217-7 and unpowered 80-29.207-5 are seen between Bělá u Staré Paky zastávka and Stará Paka. [Pavel Šturm](#)

## Contact Us

Editor: David  
david@railtalkmagazine.co.uk

Co Editor: Andy Patten  
editor@railtalkmagazine.co.uk

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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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Ge 6/6ii No. 706 approaches  
Punt Muragl with the morning Pontresina  
- Landquart freight, January 4th. [Mark Pichowicz](#)



A very chilly looking DB Class 143.070-1  
is seen at Rostock Hbf. before working S3  
train No. 33579, the 14:08 Rostock - Gustrow on  
January 15th. [Keith Hookham](#)



On February 8th, Alstom Co-Co No. E-1405  
has just arrived into Gare Casa Voyageurs  
from the North, believed to be hauling the train from Tangier.  
*John Hitchen*



On a cold and frosty December  
12th, MRCE Dispolok No. ER20-008  
is seen stabled at Chalupki. [Pavel Kopec](#)



DB Class 101.090 is seen departing Rostock Hbf.  
on the rear of train No. IC2376, 05:45 Stuttgart -  
Stralsund Hbf., January 15th. [Keith Hookham](#)



A row of withdrawn shunters are seen dumped in a siding at Melano Marischio on November 8th. Locos are Nos. 216.0035, 214.4043, 214.4026, 214.4286 and 214.4302. [Laurence Sly](#)



Gare Casa Voyageurs station pilot, a Brush Traction shunter, Bo-Bo, No. DM604 shunts the empty stock on February 8th. [John Hitchen](#)



Top Right: Unlike tropical fruit, this Czech 'Banana', or so nicknamed Class 150.224, is untouched by frost and heavy snowfalls, as it heads in the direction of Prague at the head of train No. Ex128 'Hradcany' seen here in Vsetin on 17th January. [Ivo Rušák](#)



Bottom Right: A Class 150/2 seems comfortable in the frosty mist as it is seen working the Ex127 'Fatra' express in the direction of Slovakia in the Becva river valley between the stations of Jablunka and Vsetin on January 29th. [Ivo Rušák](#)



Below: Najbert liveried Class 460.062 is seen heading train No. 3207 from Jablunka to Vsetin on February 21st. [Ivo Rušák](#)



PKP No. EP09-027 is seen awaiting departure  
from Bohumín on February 10th  
with a Eurocity service to Warsaw. [Pavel Kopec](#)



HZ Class 2044.016 waits to depart  
Varazdin with train No. 590 to Cakovek on  
November 22nd. [Laurence Sly](#)



The Wuppertal Schwebebahn  
unit No. 16 is seen near Vohwinkel.  
*Steamsounds*



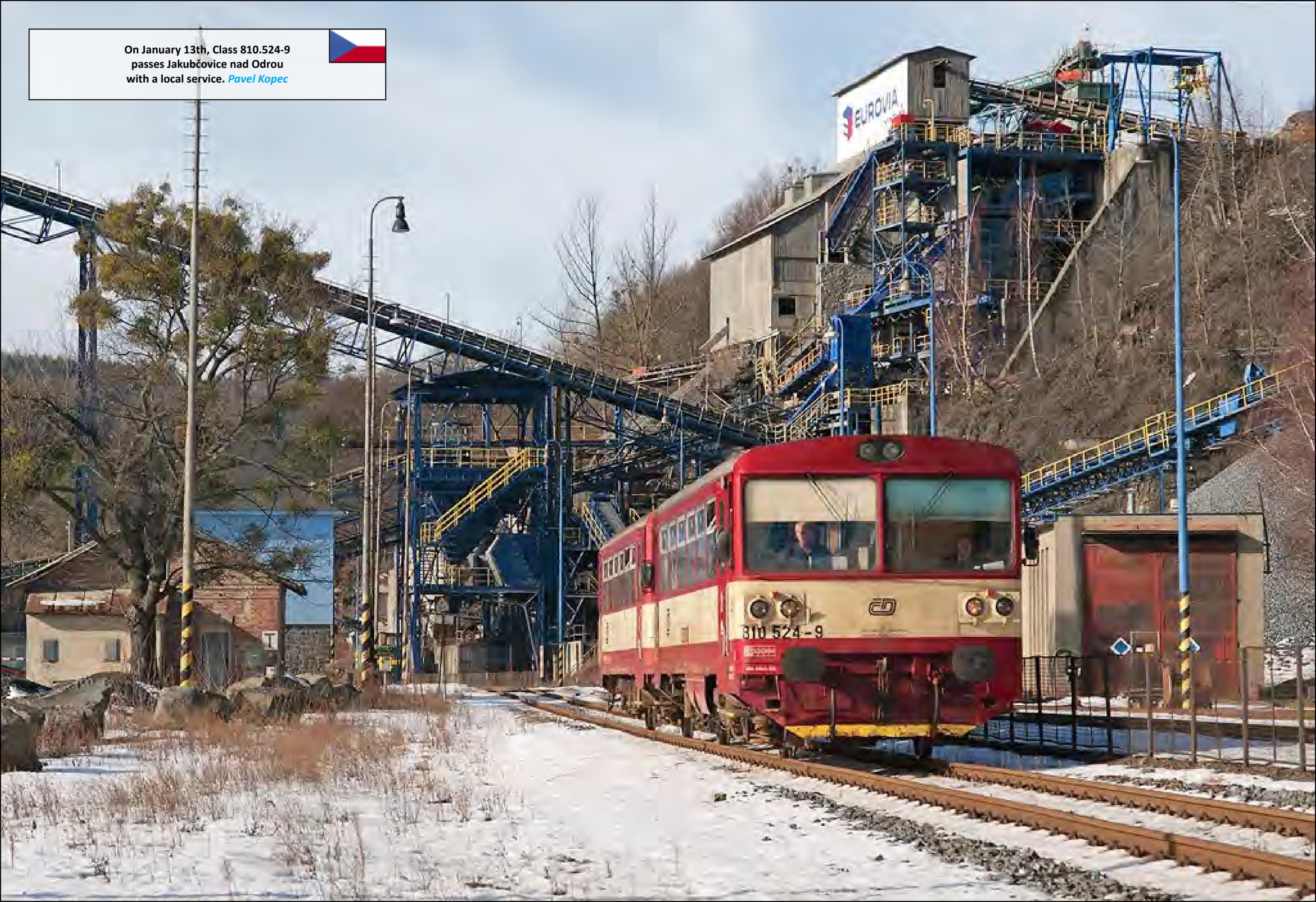
At Gare Casa Voyageurs on February 8th, ex SNCF loco  
No. E-1313 awaits its stock for the 17:20 departure  
to the South. [John Hitchen](#)



DB Class 111.031 stands at Garmisch-Partenkirchen  
with a train for Innsbruck. [Steamsounds](#)



On January 13th, Class 810.524-9  
passes Jakubčovice nad Odrou  
with a local service. [Pavel Kopec](#)



Top Right: A Class 560 is seen working stopping train No. Os4728 from Chrlice to Brno Hln. on July 9th. [Ivo Rušák](#)



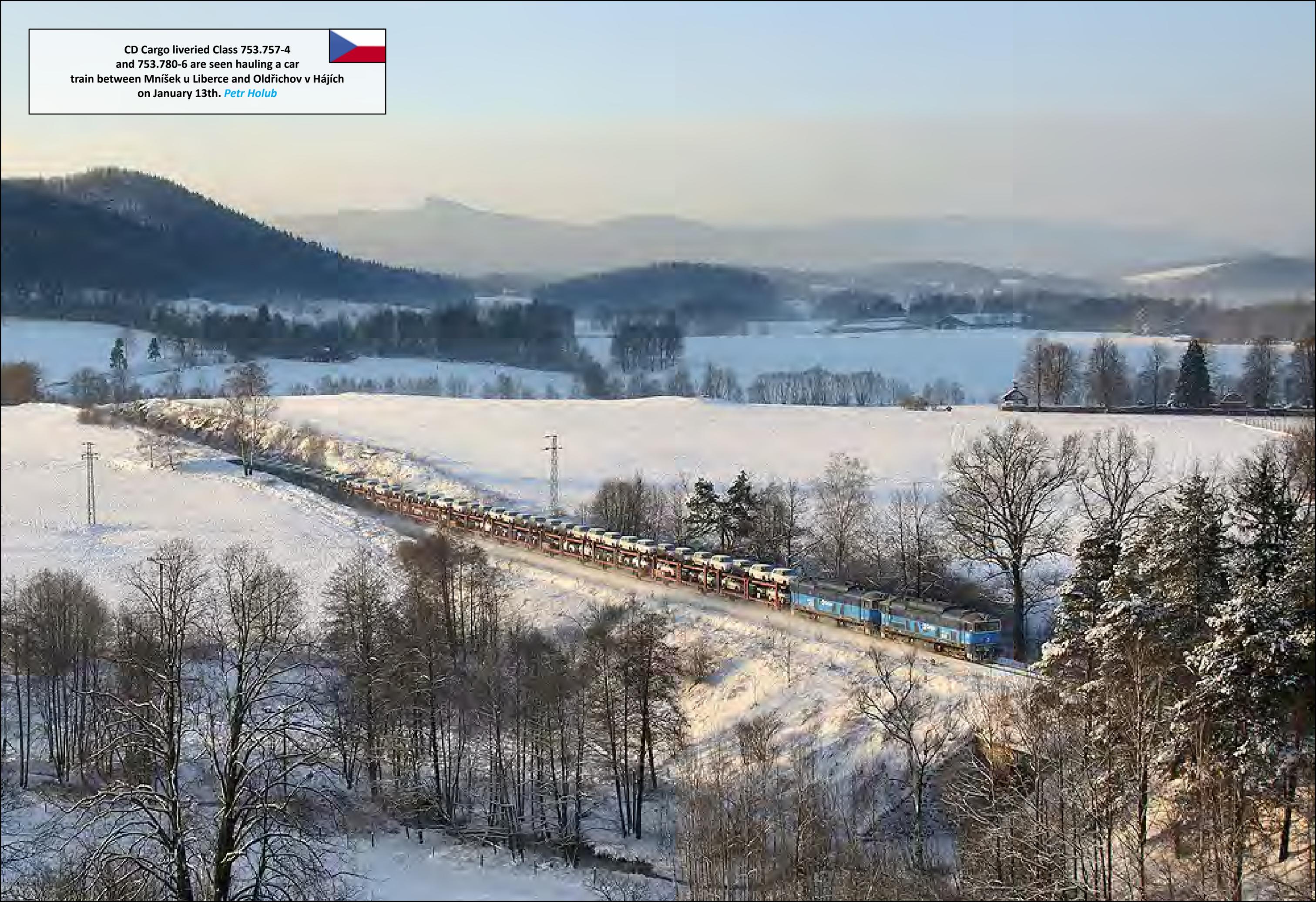
Bottom Right: A CD Class 460 heads alongside the river as it works stopping train No. Os3203 between Vsetin and Usti on July 24th. [Ivo Rušák](#)



Below: CD Class 380.015 heads the fast train No. R624 'Portas' from Vsetin to Prague as it is seen passing Vsetin Jablunka on June 15th. [Ivo Rušák](#)



CD Cargo liveried Class 753.757-4  
and 753.780-6 are seen hauling a car  
train between Mníšek u Liberce and Oldřichov v Hájích  
on January 13th. [Petr Holub](#)



CD Class 754.044-6  
hauls a lone first class coach between  
Jedlová zastávka and Svor on January 27th. [Petr Holub](#)



Top Right: The Hungerburgbahn runs from Innsbruck connecting at Hungerburg with the Nordkettebahn cable cars to Seegrube and Hafelekarspitz This is an aerial view of the Hungerburgbahn bridge over the River Inn. [Steamsounds](#)



Bottom Right: The attractive entrance to the Hungerburgbahn station at Hungerburg. [Steamsounds](#)



Below: A Hungerburgbahn train is seen arriving at Hungerburg station. [Steamsounds](#)





Despite having no booked work since the December timetable change, Ge 4/4i's still occasionally make an appearance. This is No. 603 seen returning to Bergün with empties between sledge trains to Preda.

*Mark Pichowicz*





A westbound ICE is seen ready to depart Berlin Hauptbahnhof. [Steamsounds](#)



SNCF BB No. 7353 is seen between  
Banyuls-sur-Mer and Cerbere on  
September 19th. *Tomáš Kubovec*



ARG's No. Q4013 with the previous nights very late running Kalgoorlie to Perth mixed freight passes by some vineyards in the Swan Valley on the outskirts of Perth. [Colin Gildersleve](#)



Top Right: CD Class 380.010 is seen working train No. Ex521 'Vsacan' from Jablunka to Promet as it passes Vsetin on February 1st. [Ivo Rušák](#)



Bottom Right: Comboios de Portugal DMU No. 0456 is seen working the 12:41 Faro to Lagos, leaving Meia Praia halt, January 29th. [Martin Hill](#)



Below: CD Class 150.225 is seen working service No. Ex126 'Fatra' from Zilina to Prague as it arrives into Vsetin. [Ivo Rušák](#)



Top Right: A CD Class 380 speeds through the countryside near Jablunka with express train No. Ex520 'Vsacan' from Vsetin to Vesnik on January 29th. [Ivo Rušák](#)



Bottom Right: On January 29th, Comboios de Portugal DMU No. 0465 working the 14:00 Lagos to Faro is seen leaving Meia Praia halt. [Martin Hill](#)



Below: On February 25th, Class 380.012 heads train No. Ex521 'Vsacan' between Jablunka and Vsetin. [Ivo Rušák](#)





ARG's No. S3307 speeds through  
the hot and dry West Australian countryside  
with loaded Bauxite for the smelter at Kwinana.

*Colin Gildersleve*





Ceske Drahy's Class 749.121-0  
is pictured between Jílové u Prahy  
and Luka pod Medníkem on February 16th.

*Pavel Martoch*



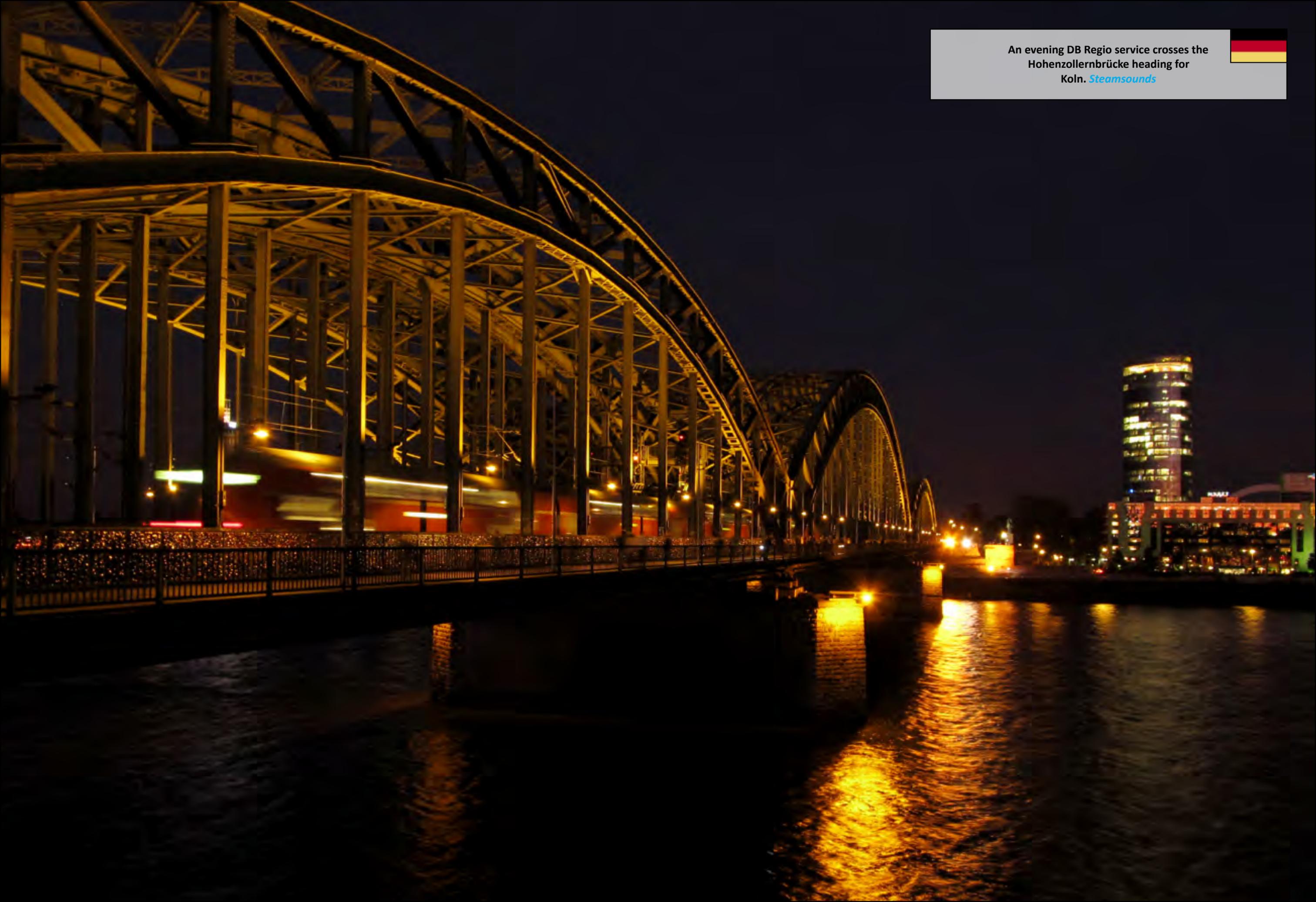


HSB Steam loco No. 99.7234 passes a down train on the climb to the Brocken. [Steamsounds](#)



VBG Zurich tram No. 2077 with trailer No. 2408 on  
Route 9, Diagram 12, is seen at the terminus  
station of Hirzenbach before departing on 13:22 to Heuried,  
February 14th. [Keith Hookham](#)





An evening DB Regio service crosses the  
Hohenzollernbrücke heading for  
Köln. *Steamsounds*



Top Right: The Drachenfelsbahn is a rack railway line in the North Rhine - Westphalia region of Germany. The line runs from Königswinter to the summit of the Drachenfels mountain at an altitude of 289 m (948 ft). [Steamsounds](#)



Bottom Right: Drachenfelsbahn steam loco No. 2 is seen plinthed outside the station at Königswinter. [Steamsounds](#)



Below: Drivers eye view on the Drachenfelsbahn at Königswinter, as the train approaches the middle station - Schloss Drachenburg. [Steamsounds](#)



ZSSK Class 183.006-6 is  
seen heading a container service through  
Vsetaty. [Class47](#)



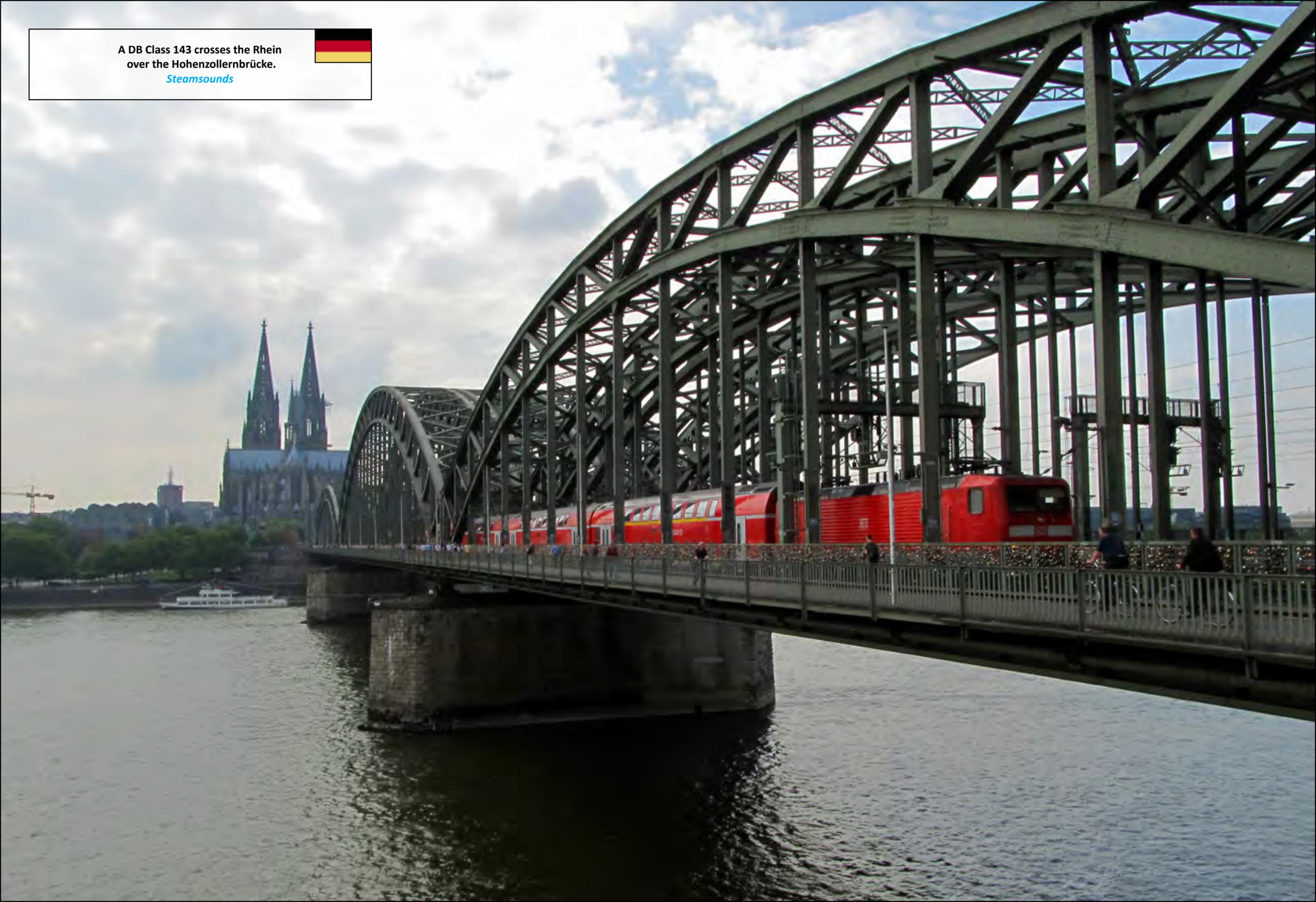
SNCB AM96 EMU No. 529  
is seen departing Brussels Midi.  
*Class47*



A DB Class 143 crosses the Rhein  
over the Hohenzollernbrücke.



*Steamsounds*



SNCF TGV Réseau (TGV-R) No. 4514 is seen upon arrival into Brussels Midi with a service from Paris.

*Class47*



E.402 039 and E.402 041 are seen stabled  
outside the shed at Firenze.

*Laurence Sly*





With the Atlantic Ocean in the background,  
an Alstom tram is seen at Ain Diab Plage,  
in Casablanca, Morocco on February 8th.

*John Hitchen*



Kirnitzschtalbahn tram No. 25 is seen  
at Bad Schandau. [Steamsounds](#)



## Bombardier Delivers E464 Locomotive Number 688 to Trenitalia



Trenitalia operates the largest single vehicle-type fleet in Europe and the biggest ever in the history of the Italian State Railways. The E464 locomotives in service have already covered more than 630 million km, that's four times the distance between the sun and the earth

Rail technology leader Bombardier Transportation's latest E464 locomotive has left its manufacturing site in Vado Ligure to enter revenue service, strengthening regional passenger railway operations in Italy. With this delivery, Trenitalia owns a total of 688 E464 locomotives, the largest single vehicle-type fleet in Europe.

The delivery of this locomotive confirms Trenitalia as one of the leading railway operators in Europe. It is among the first to benefit from significantly reduced operational and maintenance costs by acquiring such a large and homogenous fleet.

Luigi Corradi, General Manager of Bombardier's Vado Ligure site, said: "The success of the E464 locomotive, which is generating full customer satisfaction, is largely due to the close and fruitful collaboration between the teams of Bombardier and Trenitalia. Our highly committed employees have worked together very closely since the earliest stages of product development through our innovative manufacturing process in Vado Ligure."

"The E464 locomotive today stands as the confirmed highest performer among all of Trenitalia's fleets. If we continue the current successful collaboration between manufacturer and operator during maintenance services, we are confident we can further improve its performance and maximise its life time," Corradi added.

The Bombardier-built E464 locomotives form the backbone of regional passenger services in 14 regions of Italy: Piedmont, Marche, Emilia Romagna, Trentino - Alto Adige, Tuscany, Puglia, Liguria, Lombardy, Campania, Sicily, Calabria, Lazio, Friuli Venezia Giulia and Veneto. They have covered more than 630 million km already – equivalent to four times the distance between the sun and the earth – proving their superior performance and availability.

With a maximum power of 3.5 MW and a top speed of 160 km/h, the E464 locomotive is particularly well known for its high levels of reliability, availability and serviceability over its entire life cycle.

Bombardier is collaborating closely with Trenitalia again in the design and manufacture of the Frecciarossa 1000 high speed train. By doing so, the two companies aim to replicate the E464 locomotive's levels of excellence with the latest generation high speed train, which is close to starting dynamic tests in Italy.

Bombardier is the largest producer of locomotives in Europe and the world's largest manufacturer of electric locomotives. The company's portfolio covers all market segments, from heavy-haul to very high speed passenger rail. Bombardier has sold around 4,000 locomotives to date.



## Pars nova presents a modernised railway carriage for long-distance travel



The company Pars nova, a member of the Škoda Transportation Holding, has recently presented a prototype of a type modernised Bdmpee 2nd class passenger carriage for Ceske Drahy. The carriage is intended for express trains and Eurocity connections travelling at speeds of up to 160 km / h

The carriage underwent a Comprehensive Modernisation and Reconstruction of its interior. A Bmee type compartment carriage dating from the late 1980s was converted into a type Bdmpee open carriage with 80 seats and space for large luggage, including bicycles. The carriage features many new amenities, including floors, wall panelling, windows, seats, lighting, audio-visual and information system and closed-system toilet. The carriage is air-conditioned, and passengers will be able to use 230V electrical outlets for charging small electronic devices.

Other technical units were modernised as well, such as Microsoft GP 200 undercarriages, magnetic brakes and new electrical armatures. "We will gradually deploy these carriages mainly on express and Eurocity trains, the thesis will be express trains on the Prague - Olomouc - Ostrava - Žilina route and international fast trains from Prague to Munich," explains Jeřeta George, director of ČD's Department of Long-Distance and International Transport.

The prototype of the modernised passenger carriage will undergo the necessary tests, including tests at the circuit at VUZ Velim. Czech Railways expects to deploy the first carriage for test operations no later than option in mid-2013. The company Pars nova, a member of the Škoda Transportation Holding, has until mid-2014 to modernise 40 carriages.

The contract is worth CZK 695.6 million (c. EUR 27.3 million).

## Alstom to provide 34 light rail vehicles and maintenance services for Ottawa



Alstom has finalised a contract to provide 34 light rail vehicles and 30 years of maintenance services to the Rideau Transit Group (RTG) consortium that was selected to design, build, finance, and maintain the first line of the Ottawa Light Rapid Transit (OLRT) system worth over €1.5 billion (2.1 billion Canadian dollars). Alstom's portion of the contract is worth approximately €400 million.

The new Citadis Spirit that Alstom is launching in the North American market will have many features that accommodate Ottawa's particular needs. Designed in a high capacity version, it will be able to operate in extreme winter conditions. It will also benefit from a top speed of 100 km/hour (65 mph), reducing travel time between suburban areas and the City Center. As all Alstom trams, it will have a full low-floor accessibility and onboard bicycle storage. Alstom will build the vehicles in America and assemble them in Ottawa.

Ottawa will rely on its state-of-the-art 12.5 kilometre Light Rapid Transit system which will provide service to the downtown area via 13 stations and a 2.5 kilometre tunnel. Construction of the project will start in the next few months and the system is expected to enter full service in spring of 2018.

"This project marks the successful entry of Alstom into the North American Light Rail Vehicle market. Alstom will bring its experience as the market leader in tramways. The Alstom Citadis Spirit light rail vehicle is very flexible and can be adapted to the needs of other cities across North America." said Guillaume Mehlman, Alstom Transport North American President. Alstom has produced 1,600 Citadis tramways for 40 cities all around the world. They transported 4.8 billion travellers (2 million per day) and ran over 400 million kilometres. Alstom's Citadis-Dualis tram-train – with a configuration similar to that of Ottawa – has been operating for nearly two years in the Nantes suburbs and more recently in the city of Lyon at a speed of up to 100 km/h. In addition, the company has proven experience developing public private partnerships that enable local communities to finance such projects in a fiscally efficient and competitive manner. Taken together, these proven capabilities—combined with the company's extensive manufacturing and service footprint in North America—put Alstom in an ideal position to deliver efficient, modern and proven solutions to communities pursuing light rail transit projects.



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## Alstom to provide Amsterdam 5 additional metro trainsets



Alstom has received an order for five additional metro trainsets from the municipality of Amsterdam, Netherlands. The order, worth around €42 million, is an option of the contract signed in 2010, which included 23 Metropolis for the metro network of the Dutch capital. The additional metro trainsets will be delivered to Amsterdam during the second half of 2014.

The order is part of an ambitious public transport policy adopted by the municipality of Amsterdam, the City region and the operator, GVB, to expand and modernise the metro network. It includes the introduction of additional metro trainsets, the creation of a new North-South line and the modernisation of the existing network and the North-South line with a new CBTC Signalling & Control system, awarded to Alstom in 2012.

The Amsterdam metro belongs to Alstom's Metropolis range. Composed of 6 cars, it allows for easy entry and exit thanks to large doors (8 doors per car), gangways between the coaches, a continuous low floor and longitudinal seating to improve passenger flow. Wheelchair facilities are installed in two multipurpose spaces. In addition, dynamic travel information, connection communication, surveillance cameras and transparent interiors will improve passenger safety and comfort. The metro meets the strongest fire safety requirements.



The Amsterdam metro ceiling is 230 centimetres high – 20 centimetres higher than standard metro ceiling. Due to the extra length of the new metro trains (116 metres compared with 37 metres), the train will be able to carry 960 passengers, doubling its current total transport capacity.

The noise reduction equipment installed on board makes this metro one of the quietest in the world and the lighting system of the trainsets uses exclusively sustainable LED technology. The train can run at maximum speed of 80 kph and is equipped for driverless automatic transport. Fully interchangeable, the metro trainsets are capable of operating on existing metro lines and future ones such as the North-South line still under construction. With this additional order, the total amount of new metro trainsets for Amsterdam is now of 28.

The metros will be produced in Alstom's Katowice site in Poland.

## Alstom and its Russian partner TMH are successfully testing the 2ES5 freight electric locomotive



Alstom and its Russian partner Transmashholding (TMH) are taking tests on their jointly developed 2ES5 freight locomotive prototype at the Novochoerkassk Electric Locomotive Plant. The testing will include inspection, start up and commissioning of all systems and components using both static and dynamic tests; the final tests will be executed on the Russian Railways testing ring. The procedure will ensure smooth, safe operation of the 2ES5 under real conditions. A second prototype will be provided to accelerate the test process.

The 2ES5 is the second train developed by TRTrans, a 50-50 joint venture of Alstom and TMH, after the EP20 dual-system passenger electric locomotive. The two models share the same platform and 75% of their parts, enabling significant cost and maintenance savings.

The 2ES5 relies on advanced engineering solutions, including a traction drive with asynchronous traction motors - a first for a Russian AC cargo locomotive -, individual voltage inverters, oil free piston-type compressors with air drying and cleaning units, microprocessor control and fault detection system. The key 2ES5 components will be manufactured in Russia.

With the new locomotives, Russian railways can significantly increase their freight capacity, boost energy efficiency and reduce operating and maintenance costs due to wider service intervals. In addition, the new locomotives provide the highest level of ergonomics and safety for the operating crews, who benefit from features such as climate control and impact-absorbing units.

The contract, signed on May 30th 2011, includes the supply of 200 2ES5 electric locomotives to the Russian railways. Deliveries of the locomotives will start at the end of 2013. According to the contract, 2ES5 electric locomotives will be supplied to Russian Railways until 2020 at least. The locomotives will be operated in Eastern Siberia and Far East regions.

## Alstom participates in the Line 5 (Lilac) expansion project in São Paulo, Brazil



As part of a consortium, Alstom has been awarded a contract worth approximately 20 million euro by Sao Paulo Metro to provide auxiliary systems for the extension of Line 5 (Lilac). The expansion will start in 2013, with the first station, 'Adolfo Pinheiro', to be inaugurated by the end of the year, and is expected to end in 2015.

Line 5, in service since 2002, has six stations linking Capao Redondo to Largo Treze and serves more than 22 thousand passengers per hour. With the addition of 11 new stations, the line will have a total of 17 stations and will allow passengers to connect with two other lines: Line 1 – Blue (Jabaquara-Tucuruvi), at Santa Cruz station, and Line 2 – Green (Vila Prudente – Vila Madalena), at Chácara Klabin station.



Alstom will be responsible for supplying the main ventilation system for the stations and tunnels of the new line passage, which will be very important to ensure passenger comfort and safety.

## Stadler wins order for the delivery of 48 FLIRTs in Hungary



Stadler Rail has won a tender for the delivery of altogether 48 electric multiple units to Hungary. The public procurement was issued jointly by Hungarian State Railways MÁV and Austrian-Hungarian regional operator GYSEV in November 2012. The result of the tender was announced on 26 February, the delivery contract will be signed by the parties during the next 30 days. Within the frames of the contract Stadler will deliver 42 FLIRT units for MÁV and 6 units for GYSEV. The new four-part trains will be single voltage low floor vehicles with a seating capacity of 200 and a maximum speed of 160 km/h. The last train will have to be delivered by Stadler by Autumn 2015.

The current EMU tender is now the 3rd in row that Stadler wins in Hungary. The company received the first order in the country in 2005 for the delivery of 30+30 vehicles, which was followed by a successful tender participation in 2012 on a public procurement issued by GYSEV for the delivery of 4 EMUs. After the delivery of the current batch, altogether 112 FLIRT units will be operating in Hungary. The FLIRT has a very good reputation in the country, as the 60 existing vehicles have been operating with a very high availability in the last 6 years.



The successful market presence of Stadler in Hungary is paired with a series of investment too. Since the market entry Stadler established a maintenance centre in Pusztaszabolcs and an aluminium welding factory in Szolnok, having invested altogether EUR 40 million in the country and created around 400 workplaces. In line with this progress the company is currently conducting an expansion in the capacity of its aluminium carbody welding unit, and also establishes a centre in Hungary for the revision of train bogies.

As a result of these developments, Stadler will create around 200 additional workplaces and thus employ altogether 600 people in Hungary soon. A significant part of the production of the current trains will also be made in the factory of Stadler in Szolnok. The allocation of exact activities regarding this project is currently being decided.

## DB's long-distance transport goes green: as of April 2013 at least 75 per cent of all journeys will be powered by renewable energy sources



Environmental protection is taking on a new dimension at Deutsche Bahn (DB), which will offer its regular customers and frequent travellers a special service beginning 1 April 2013. Some five million BahnCard and season ticket holders who take DB's ICE, Intercity and Eurocity trains will be able to travel exclusively using green electricity at no extra charge. All business travellers registered for the bahn.corporate program will also travel CO2-free on long-distance Deutsche Bahn trains. This service will triple the percentage of renewable energy sources in long-distance DB transport.

"A project like the energy turnaround only comes around once a century. For it to be a success, we must work together. There is a lot of dormant potential in the transport sector, which we can tap using alternative fuel technology and green electricity. I support Deutsche Bahn in its quest to transition to 100 per cent renewable energy sources by 2050. By assuming a pioneering role, Deutsche Bahn is making an important contribution to the energy turnaround," said Federal Minister of Transport Dr. Peter Ramsauer.

Beginning in April 2013, at least 75 per cent of all long-distance journeys in Germany will be powered exclusively by electricity from renewable energy sources. If there is enough demand from customers, DB will even be able to achieve a much higher percentage. DB is positioning itself well ahead of airplane and car travel in terms of emissions per passenger in long-distance transport. For its customers, travel will be even more environmentally friendly than travel by long-distance coach thanks to the new offer.

"This step is a quantum leap in the direction of further expanding our lead as an eco-pioneer ahead of other modes of transport," said Dr. Rüdiger Grube, Chairman of the Management Board and CEO of Deutsche Bahn. "Not only are we making a substantial contribution to environmental protection, we are also offering our most loyal customers real value added – and we're covering the cost."

In addition to new customers who purchase a BahnCard or season ticket for long-distance transport, as of 1 April 2013, current BahnCard and ticket holders will also automatically benefit from the new offer. These customers do not need to take any action. All of their long-distance journeys will automatically be switched to renewable energy sources and the corresponding green electricity will be supplied to the traction current grid. DB will cover the costs of the offer. Accompanying passengers and children or grandchildren of BahnCard holders who are entered on the ticket will also travel using 100 per cent green electricity at no extra charge.

Customers who purchase single tickets without a BahnCard discount (normal price or Sparpreis saver fare) or a group ticket with a departure station and destination in Germany will be able to make their train travel even more environmentally friendly beginning 1 April 2013. For an added charge of one euro per person and direction, these customers will be able to travel on long-distance trains using 100 per cent green electricity with the Umwelt-Plus product. Part of the surcharge will be used for the new plant bonus, which funds projects to expand renewable energy sources in Germany.

"We give every customer the opportunity to play an active role in climate protection," said Ulrich Homburg, Member of the Management Board of Deutsche Bahn responsible for Passenger Transport. "Every additional purchase of a BahnCard or season ticket and every additional Umwelt-Plus ticket sold brings us and our passengers one step closer to our goal of long-distance transport powered exclusively by renewable energy sources."

DB guarantees all customers of the new offers that the electricity for average journeys made will be purchased from 100 per cent renewable energy sources specifically for these journeys and will be physically supplied to the traction current grid. This electricity will replace the same amount of conventional traction current mix. By purchasing electricity directly from renewable sources, DB is preventing any CO2 emissions at all for these long-distance journeys. An independent testing organisation reviews the calculation.

## Stadler wins commuter train order in Moscow



Stadler Rail has won the tender by Russian rail operator Aeroexpress for the delivery of 24 double-decker multiple-unit trains. These trains will be used on the commuter railway lines running between the centre of Moscow and the three airports. The order is worth a total of around EUR 350 million and will be processed partly at the new Stadler factory in Minsk and partly in Switzerland. The Minsk factory is currently under construction and will start service in autumn 2013. The order also includes an option for 13 more trains.

Aeroexpress is ordering 16 four-carriage and 8 six-carriage double-decker multiple-unit trains from Stadler, which are to be delivered by the end of 2016. Peter Spuhler, owner and CEO of Stadler Rail Group, is pleased about the order: "This second order from Russia is an important milestone for us. After winning a first order from Russian rail vehicle manufacturer Transmash Holding a year and a half ago, this order represents a breakthrough in the Russian market for Stadler."



### Impressive dimensions

The new trains will be based on the established Stadler KISS. However, the sheer size of the Russian models makes them different from the KISS vehicles produced to date. The track gauge is 1,520 millimetres (compared to 1,435 millimetres in Western Europe). While the trains in Western Europe are normally 2,800 millimetres wide, the new double-deckers are 3,400 millimetres wide. With a height of 5,240 millimetres (compared to 4,500 millimetres in the West), the vehicles are considerably larger all round.

The trains are designed to cope with the specific Russian climate, which can range from -50 degrees Celsius to +40 degrees Celsius and in this respect are based on the FLIRT vehicles delivered to Finland, Norway, Estonia and Belarus. The trains will have a speed of 160 km/h and have comfortable, bright interiors in two classes (business and economy). The carriages are made from lightweight aluminium, which makes the vehicles much lighter than the traditional steel carriages. The reduced weight means that the train operator can make significant energy savings on everyday services.

## Huge demand for online tickets - More than 100,000 "meineÖBB" User



In September 2012, ÖBB launched a new ticket shop in the market. In just four months, more than 1 million tickets have already been sold through this system, and 107,500 people were registered with the service "meineÖBB" for simplified ticket buying. The ÖBB are following the huge demand of their passengers to switch to online and mobile tickets which in the past three years has increased by 55%. With each ongoing update of the ÖBB ticket shop it is further adapted to the needs of customers.

### Easier and faster to find the best ÖBB ticket

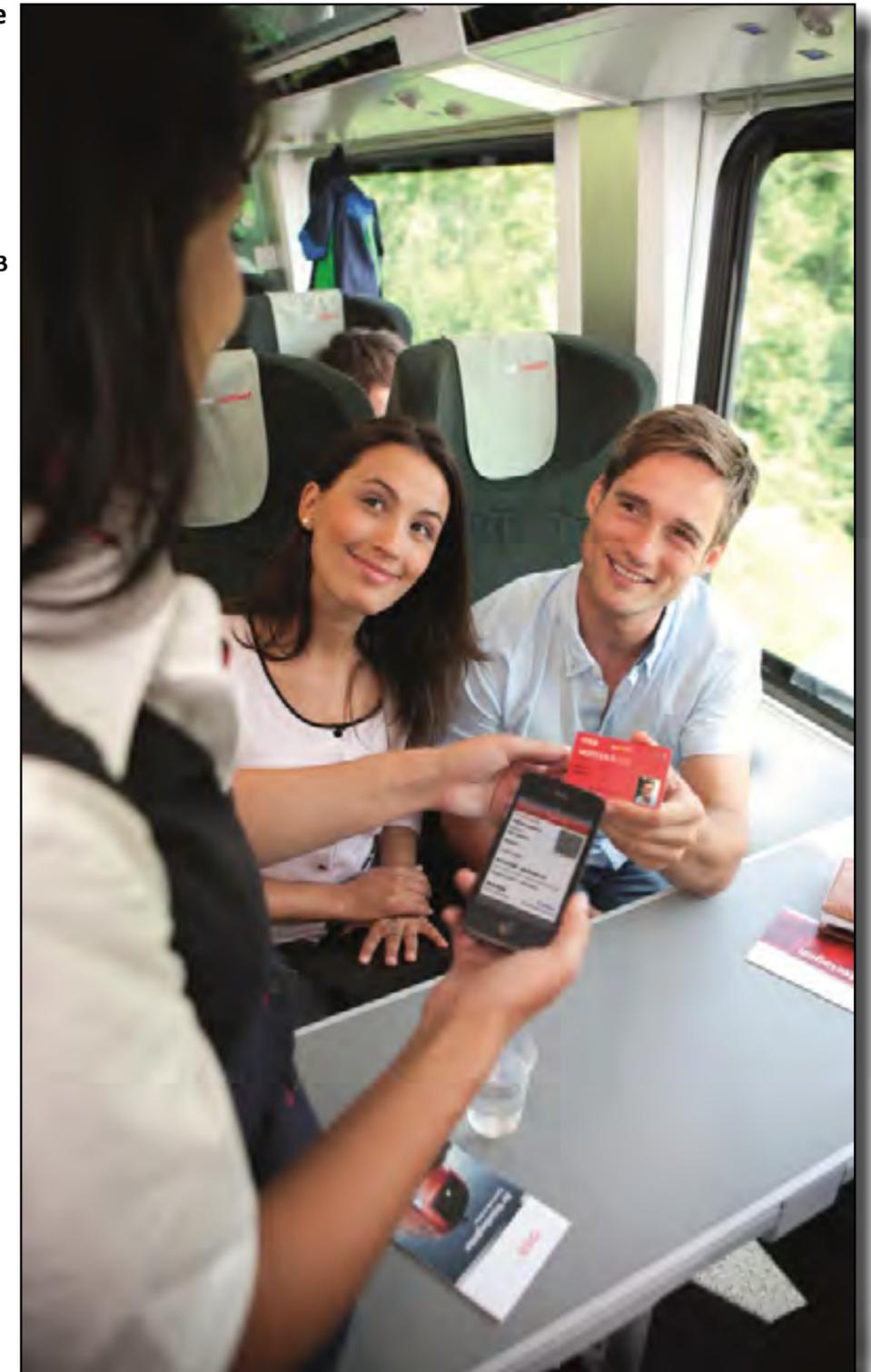
The ticket shop offers customers, according to the traveller data directly and automatically to new ÖBB tickets. It is also always displayed the lowest priced ÖBB ticket for the desired journey.

With the ticket app for iPhones and Android smartphones a whole new booking possibility for ÖBB domestic tickets has been added. In the "meineÖBB" section you have the ability to store securely important information, such as name, discount card, payment information or frequently used connections.

Therefore the purchase of tickets is simplified because their customers do not have to re-enter data.

Before the first day of validity, most online standard tickets are cancelled and re booked free of charge, if the customer has not yet moved to generate the PDF or print the ticket at the machine, etc.

Photo: Over 1 million bookings on ÖBB ticket shop. ©ÖBB



## Stadler is producing 28 regional trains for WestfalenBahn on behalf of Alpha Trains



Stadler Pankow GmbH is producing a total of 28 regional trains on behalf of Alpha Trains. As of December 2015, 15 FLIRT trains will be operating the Emsland line and 13 KISS trains will be running the Mittelland line for WestfalenBahn. With the contracts officially signed, this was announced by the companies today in front of journalists in Osnabrück. WestfalenBahn won two European tenders in 2012 and secured a 15-year transport contract from the Landesnahverkehrsgesellschaft Niedersachsen (LNVG) and its partners.

“The modern KISS electric double-decker multiple-unit trains are to be used in Lower Saxony for the first time,” explains Michael Daum, Director of Stadler Pankow GmbH, who also points out that Stadler FLIRT multiple-unit trains have been successfully used in North Rhein-Westphalia since 2007. “We are pleased to be able to produce more FLIRT and KISS trains for Alpha Trains and WestfalenBahn, and this order extends our previous commitment to modern, environmentally friendly public transport. What sets the trains apart is their efficient energy extraction and recovery levels of over 20%.”

“We are pleased that we – in conjunction with Stadler and our partner banks – have succeeded in providing WestfalenBahn with a competitive offer to support them in their newly acquired Emsland and Mittelland services,” explains Shaun Mills, Chief Executive Officer of Alpha Trains. He goes on to say that “with the purchase of modern Stadler rail vehicles and the takeover of the entire residual risk by Alpha Trains, WestfalenBahn has the flexibility it needs to react dynamically and yet economically to fast developments in the regional rail market.”

“The new multiple-unit trains replace the current red double-decker trains with locomotives and will offer our customers more space, comfort and safety,” adds Rainer Blüm, Managing Director of WestfalenBahn. “Mobility-impaired people and cyclists can benefit from the fact that the entrances are largely barrier-free and there are many carriage areas which can be accessed without steps. There will be large information screens to keep passengers better informed. All the carriages will also be fitted with video surveillance systems.”

“The best way to get ahead of the competition in regional rail services is to use modern, comfortable trains,” explains LNVG Managing Director Hans-Joachim Menn, pointing out that the LNVG often provides the winning bidders with new vehicles from their vehicle pool. But this is not always possible for larger railway networks, especially those crossing national borders. Menn, whose company spends nearly EUR 300 million annually on the order of the local transport trains between the Ems and the Elbe, emphasised that, against this backdrop, it was important that three capable partners shouldered the financing, procurement and production of the new trains together.

The 15 single-decker four-carriage FLIRT electric railcars have been designed specially for the Emsland line (RE 15) from Münster to Emden via Rheine, Lingen and Leer. The railcars can be coupled easily and the capacity thus quickly adapted to fluctuating demand. One or two railcars are operated on a permanent basis, providing up to 430 comfortable seats – including up to 30 in 1st class – up to four toilets and plenty of bicycle spaces – up to 84 in summer and up to 48 in winter. Step-free and therefore barrier-free entry is possible at all modernised stations, including Münster, Emsdetten, Rheine, Leschede, Lingen, Meppen, Haren, Dörpen, Papenburg, Leer, Emden Hbf and Emden Aussenhafen, with sliding steps providing assistance at all other stations.

The 13 double-decker six-carriage KISS railcars are designed for the Mittelland lines RE 60 (Rheine–Osnabrück–Minden–Hannover–Braunschweig) and RE 70 (Bielefeld–Herford–Minden–Hannover–Braunschweig). “The new double-decker trains will allow us to offer high capacities of 626 seats across all trains, including 34 in 1st class,” explains Rainer Blüm. “This means that, for the customers, there are no differences between the two lines or between scheduled and relief trains.” The trains have four toilets and at least 30 bicycle spaces in summer and up to 18 in winter.

All 28 railcars are characterised by their high speed, with maximum speeds of 160 km/h, and low energy consumption. Comfortable seating distances, sockets, air conditioning and all sorts of luggage stowing options all add up to increased passenger comfort. Each of the 28 railcars has multiple toilets, including one designed for persons of restricted mobility in line with the latest regulations.

## SCOTTY mobil electronic timetables now have improved functionality



ÖBB now offers a new version of its electronic timetable information SCOTTY mobil for all Blackberry and Java mobile phones (for example, Nokia) to download. The update brings more comfort during the timetable. The Java version of SCOTTY mobil runs on all popular mobile phones.

In addition, there are separate SCOTTY apps for Android and Apple smartphones. ÖBB also has a SCOTTY app for Windows 8, and the iPad. The Windows 8 app has been since launch in October 2012 been downloaded 12,000 times. The new iPad app recorded since December 2012, more than 15,000 downloads.

“We will improve the information available to our customers continuously. By SCOTTY update for BlackBerry and Java phones, the mobile timetable information even easier,” said Birgit Wagner, Executive Director of the ÖBB-AG.

### Fast and easy

Saved connections can now be accessed with optional current data, also the download management is now more efficient and makes the app faster: Downloads are only plans that the user requests it. These are then available - as before - ready and offline. There is also a substantial change in the memory management of app. Stored information is now divided into the following categories: connection favorites, saved schedules and a profile of the prestigious connections. Moreover, the route information subscription via RSS feed are now restricted to individual states.

All information about SCOTTY mobil can be found at: [www.oebb.at/scotty](http://www.oebb.at/scotty)

## The penultimate RegioSpider (RegioShuttle RS1) railcar has arrived in the Czech Republic, and is heading to the Liberec Region



Following completion of relevant technical and safety testing and processing other formalities related to the operation it will be located at the depot in Liberec. From there it will operate out on the various tracks with other cars of the RegioSpider type. In the future, an extension of their operations to the Liberec - Czech Lipa line is planned. The last car of this type will be delivered by the end of February also to the depot in Liberec.

Czech Railways in the Liberec region operates one of the youngest vehicle fleets in the Czech Republic and Central Europe with an average age of under 10 years. In operation these are particularly completely new units of the RegioSpider (Regio-Shuttle RS1 Stadler Rail) type, of which there will be 19 of these in operation in the Liberec region. In addition, there are in operation or currently being upgraded Regionova Class 843 series diesel cars manufactured between 1996 and 1997.

RegioSpider units offer modern, bright, air-conditioned interior, comfortable seats, textile covered rests with the head and hands, large spaces to accommodate strollers and bicycles. Cars are wheelchair accessible, low-floor and allow easy wheelchair users, passengers with prams and people with reduced mobility (elderly, small children). At selected sites are 230 V outlet for powering small electronics passengers. The toilet is wheelchair accessible with a closed system. They also feature modern audiovisual information systems.

## Station Strasshof shines in new splendour



Investment of around € 29 million to create modern, user-friendly, accessible transport station

After a construction period of less than two years the station at Strasshof shines in new splendour. The renovations to the train station to the requirements of a modern, customer-friendly and accessible transport station, have been completed.

Federal Minister for Transport, Innovation and Technology Doris Bures said :  
"Strasshof was one of the first stations in Austria, in existence for more than 170 years and this station has not only a long history, but also very much a future. More and more people in Austria are starting to use the train as an alternative to the

car. By investing in modern railway stations and in the expansion of routes and by the intelligent combination of private and public transport, we provide a modern, efficient and environmentally friendly transport system. "

For Governor Erwin Pröll of the modernized station in Strasshof it is another step to make the location of Lower Austria more attractive. "In recent years we expanded the main routes by road and rail. Now it's about the people on these main axes to connect as we provide a good link between the private and public transport. This includes modern stations, to ease the transition from road to rail." said the Minister.

Also important is that there are plenty of park and ride facilities and there is currently a large expansion campaign with the aim being to increase the number of parking spaces from the current 32,000 to 50,000 in Lower Austria by 2025.

Photo: The new modernized station at Strasshof. ©OBB



## Barrow Hill Night Shoot

On February 1st, the Railtalk team attended a 'night shoot' at the Barrow Hill roundhouse. A cold but excellent evening and many thanks to the Barrow Hill crew and Ian Furness from WNXX for organising it.

This Page: Having resided at Long Marston for many years, Class 20 057 has arrived at Barrow Hill for overhaul, seen here in the platform awaiting space in the depot for repairs to commence. [Class47](#)



The NRM's Class 71 No. E5001 is seen inside the roundhouse, alongside it is Class 33 108. [Andy](#)



A general view of the yard where several locos were positioned with lights on for photographs. Closest to the camera is Class 20 107 with Class 37 503 behind it. The line up along the far side of the depot are all DRS locos awaiting disposal. [Andy](#)



The AC loco groups Class 82 008 is seen in the company of Class 07 013, Class 40 145 and Class 56 006. [Andy](#)





A selection of steam locos arranged around the turntable including LNER J17 Class No. 8217, USA Class 62 0-6-0T No. 30075, and GNR Class C1 No. 251. [Andy](#)

HNRC owned Class 37 521, still in EWS livery is seen alongside  
DRS owned, and also in EWS livery, Class 37 401.

*Andy*



Undergoing attention are Class 03 066 and Class 05 No. D2587,  
whilst just to the right of this pair is LNER A2 No. 60532  
'Blue Peter'. [Andy](#)



EW&S liveried Class 37 503 stands in the yard alongside  
HNRC liveried Class 20 311. [Andy](#)



Another loco from the HNRC fleet is BR Blue liveried  
Class 20 107, seen in front of Class 37 521. [Andy](#)



Finally the Class 56 loco group's Class 56 006 stands in the yard at Barrow Hill. [Andy](#)





DB Class 143.825 is seen arriving into Urzig with a DB regio service on August 25th 2007. *Brian Battersby*



Trenitalia Class E656.027 is seen heading  
through Venice light engine on August 26th  
2003. [Brian Battersby](#)



DB all over advertising liveried  
Class 101.096-6 is seen at Salzburg Hbf with a  
Munich bound service on June 24th 2004. [Class47](#)

