

# Railtalk | Magazine *xtra*

Issue 95x | August 2014 | ISSN 1756 - 5030



# Railtalk | Magazine xtra

Issue 95x | August 2014 | ISSN 1756 - 5030

## Contact Us

Editor: David  
david@railtalkmagazine.co.uk

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

## Contents

- Pg 2 - Welcome
- Pg 3 - Pictures
- Pg 55 - News and Features
- Pg 64 - From the UK
- Pg 74 - From the Archives

## Submissions

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

[entries@railtalk.net](mailto:entries@railtalk.net)

Please include a detailed description and credits.

Railtalk Magazine Xtra is published monthly by  
Railtalk Group. © Railtalk 2014



Welcome to Railtalk Magazine Xtra, which complements the main Railtalk magazine and features photos and news items from around the world.

The months really are flying by, I can't believe its August already and certainly in the UK at least, the nights are getting darker and as I am writing this, the summer sunshine has disappeared. This month I travelled to the south of England for a short break and discovered several places well worthy of a visit, along with the ever excellent sea wall at Dawlish where every day just produces something different. I also visited this month the DRS open day, which certainly drew the crowds, although I suspect that most people went specifically to see the brand new Class 68 locos. After the co operation of train companies with the Tour de France that I mentioned in the UK last month, it is somewhat re-assuring to see that, in the UK at least, it was back to business as usual with trains full and standing on the East Coast route due to cancellations and a steam loco ban in some areas (even after heavy rain) whilst not in others. Just shows what a bizzare country I live in at times.

Our from the UK this month features the DRS open day, which as I have already mentioned drew huge crowds even though the weather wasn't too great. A good show never the less and I'm sure that they raised quite a bit of money for charity, but why are they the only company to hold an annual open day ?? Anyway 'till next month and as always keep sending in the photos. If you are going on holiday please 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: Ken Abram, BVT, Brian Battersby, Mark Bearton, Mark Bennett, Steve Dennison, Dave Felton, FrontCompVids, Paul Godding, Carl Grocott, Richard Hargreaves, Dave Harris, Stuart Hillis, Keith Hookham, Richard Jones, Anton Kendall, Steve Madden, Phil Martin, Mike Morant, Chris Morrison, Gerald Nicholl, Chris Perkins, Mark Pichowicz, Andy Pratt, Gary Smith, Laurence Sly, Railwaymedia, Steamsounds, and Steve Thompson.

Front Cover: On July 9th, train No.3WB3 from Pt. Kembla to Brisbane carrying steel products, passes Telegraph Point behind 4000hp GE's Nos. NR91, NR98, and NR64. [Mark Bennett](#)

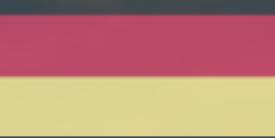
This Page: DR No. 52.8134 accelerates away from Worms heading for Alzey during the 2014 dampfspektal. [Mark Pichowicz](#)



# Pictures



Private operator Trainsport (being part of the German R.A.T.H. Group) is running on a regular basis the Vauxhall train from the Polish Vauxhall plant at Gliwice to Zeebrugge. Here we see it between Hasselt and Aarschot on its way to the Belgian seaport on May 31st. [BVT](#)



On May 28th, DR No. 52.4867 stands at the little used terminus at Bundenthal - Rumbach during the 2014 dampfspektal. [Mark Pichowicz](#)



During May, Czech 'Grumpies' were working the Ceske Budejovice to Praha service for a couple of weeks. Here Class 749.264 is working the late running train No. R1249, 15:10 Ceske Budejovice to Praha service at Krasovice on May 20th. [Class25](#)



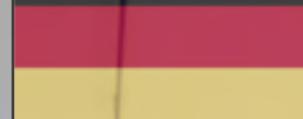
3000hp EMD's Nos. 8255 and 8171 work Pacific National's train No. 4621 Newcastle to Grafton bulk cement service. Seen here passing through Telegraph Point and a remnant of steam age infrastructure, July 5th. Mark Bennett

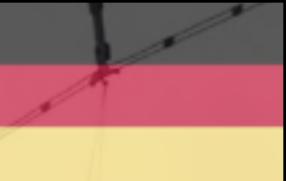


A Renfe Class 465 Civia EMU awaits its next duty on a suburban service at the Estació del Nord in Valencia. Steve Dennison



KVB U-Bahn unit No. 2331 on line 18, turn 42, is seen at  
Köln Poststrasse on May 13th. Keith Hookham





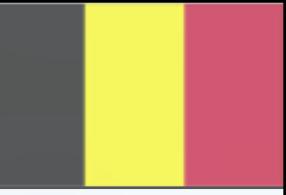
Old and new at München Ost on June 30th as Class 218.433 on the left works train No. RB27059, 16:57 München Ost - Mühldorf and on the right, brand new Class 245.008, is seen working train No. RE27013, 16:26 München Hbf - Mühldorf.

Keith Hookham

On May 29th, former DB Class 217.012 draws a shuttle to Dieburg out of the museum at Darmstadt Kranichstein.  
Class 218.105 can be seen on the rear of the train.

Mark Pichowicz





Local freight traffic has always been a great photo subject, but in Belgium such trains are rare. One that still operates runs from the industrial zone at Tessenderlo to Muizen. On June 3rd No. 7717 is seen with a 'heavy' load to Muizen passing Langdorp. [BVT](#)



DB Class 115.383 is seen hauling an ECS move through Duisburg Hbf on May 13th. Keith Hookham



Alex Class 223.070 waits at München Hbf to form train No.  
ALX84172/84182, 17:13 to Lindau/Oberstdorf on June 30th.

Keith Hookham



SBB Historic Be4/7 No. 12504 is seen working train No. 33011, 08:25 Luzern - Erstfeld at Arth-Goldau on June 7th.  
Keith Hookham



On June 7th, BLS Class 420.505 is pictured waiting for its next working at Erstfeld. Keith Hookham





On June 8th, train No. 1WM2, from Pt. Kembla to Melbourne passes Cullerin in Southern NSW, conveying steel products and hauled by Pacific National units Nos. NR37, AN8 and NR76. [Mark Bennett](#)



SBB Historic Ae 3/5 No. 10217 is seen at Olten on June 6th  
working train No. 33011, 06:44 Olten - Luzern.

Keith Hookham



During the 2014 Dampfspektakel, DB Class 141.228 departs  
Darmstadt Kranichstein museum with a shuttle train to  
Dieburg. Mark Pichowicz





Swiss preserved diesel No. 18814 is pictured at Rielasingen before working train No. R2, 11:20 Rielasingen - Etzwilen on June 8th. This Swiss preserved line in the north of the country is hoping to get the line re-opened all the way to Singen in Germany. Rielasingen is the current end of the line about 4 kms short of Singen.

Keith Hookham

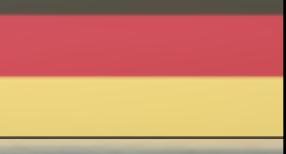




Above: On May 14th, HSB 0-4-4-0T No. 99.5901 is seen in the forest near Schierke with a Traditionszug. [Stemsounds](#)

Left: HSB(DR) 2-10-2T No. 99.7241 is seen being checked over prior to departing Schierke on May 16th. [Stemsounds](#)

Main: Taken from the summit, DR No. 99.236 is seen on the way to the Brocken, May 16th. [Stemsounds](#)



Above: On May 19th, MRCE Dispolok No. ES 64 F4-086 (Class 189.986) is seen stabled at Mönchengladbach Hbf. [Stemsounds](#)

Right: A DB ICE service arrives into Köln Hbf, as viewed from the Köln Triangle observation deck on May 18th. [Stemsounds](#)

Main: A Hamburg Hochbahn U3 train is seen arriving at Landungsbrücken on May 12th. [Stemsounds](#)





Brienz Rothorn Bahn No. 11 (Steck built Diesel-hydraulic Class Hm2/2 loco) is seen at Brienz Rothorn before working train No. R6, 11:15 Brienz Rothorn - Brienz BRB on June 27th. [Keith Hookham](#)





On June 25th, at BHP Billiton's Pilbara Iron Ore network in North West WA, EMD SD70 No. 4424 and GE Dash 8 No. 5655 lead an MT train at South Hedland on the Finucane Island branch. These trains are 248 cars long, with 2 more mid train helpers 124 cars back, and weigh over 35,000 tonnes loaded with a top speed of 75 k/ph. Mark Bennett





A busy scene at the passing point below Brienz Rothorn.  
On the left is diesel No. 10 ascending on train No. R7, 10:45

Brienz BRB - Brienz Rothorn. In the middle is No. 11  
descending on train No. R6, 11:15 Brienz Rothorn - Brienz  
BRB and on the right is steam loco No. 14 (built in 1996 by  
SLM) on an additional service to Brienz Rothorn due to  
the volume of customers travelling. [Keith Hookham](#)



Amtrak F59PHI No. 453 powers the Pacific Surfliner train No. 769 (09:25 San Diego - Santa Barbara) past San Clemente on July 16th. [Laurence Sly](#)

Usually based in Lyss, Switzerland, Pacific No. 01.202 visited Germany for the 2014 Dampfspektakel, it is seen here at Pirmasens Nord with a circular trip from Neustadt.

Mark Pichowicz





DB Class 143.090 is seen at Köln Hbf on May 19th  
with an RB working to Koblenz Hbf. [Stemsounds](#)

Amtrak F59PHI No. 460 passes San Clemente whilst  
working Pacific Surfliner train No. 768, 06:48 Santa Barbara  
- San Diego on July 16th. [Laurence Sly](#)



1924 built, Ae 3/5 No. 10217 passes Zäziwil with a Langnau I.E. to Konolfingen shuttle train during an event to mark the 150th anniversary of Konolfingen station. Mark Pichowicz



Coaster F40PH No. 2101 passes Del Mar whilst working  
Coaster train No. 655, 16:27 San Diego - Oceanside  
on July 16th. Laurence Sly





AWT's Class 753.708 leads another class member along the River Elbe at Usti nad Labem with a loaded coal train. Andy



Above: DB Class 928.529 is seen at Bestwig on May 19th leading an RE service to Hagen. [Stemsounds](#)



Left: DR Class 99.236 is seen stabled at Wernigerode on May 14th. [Stemsounds](#)

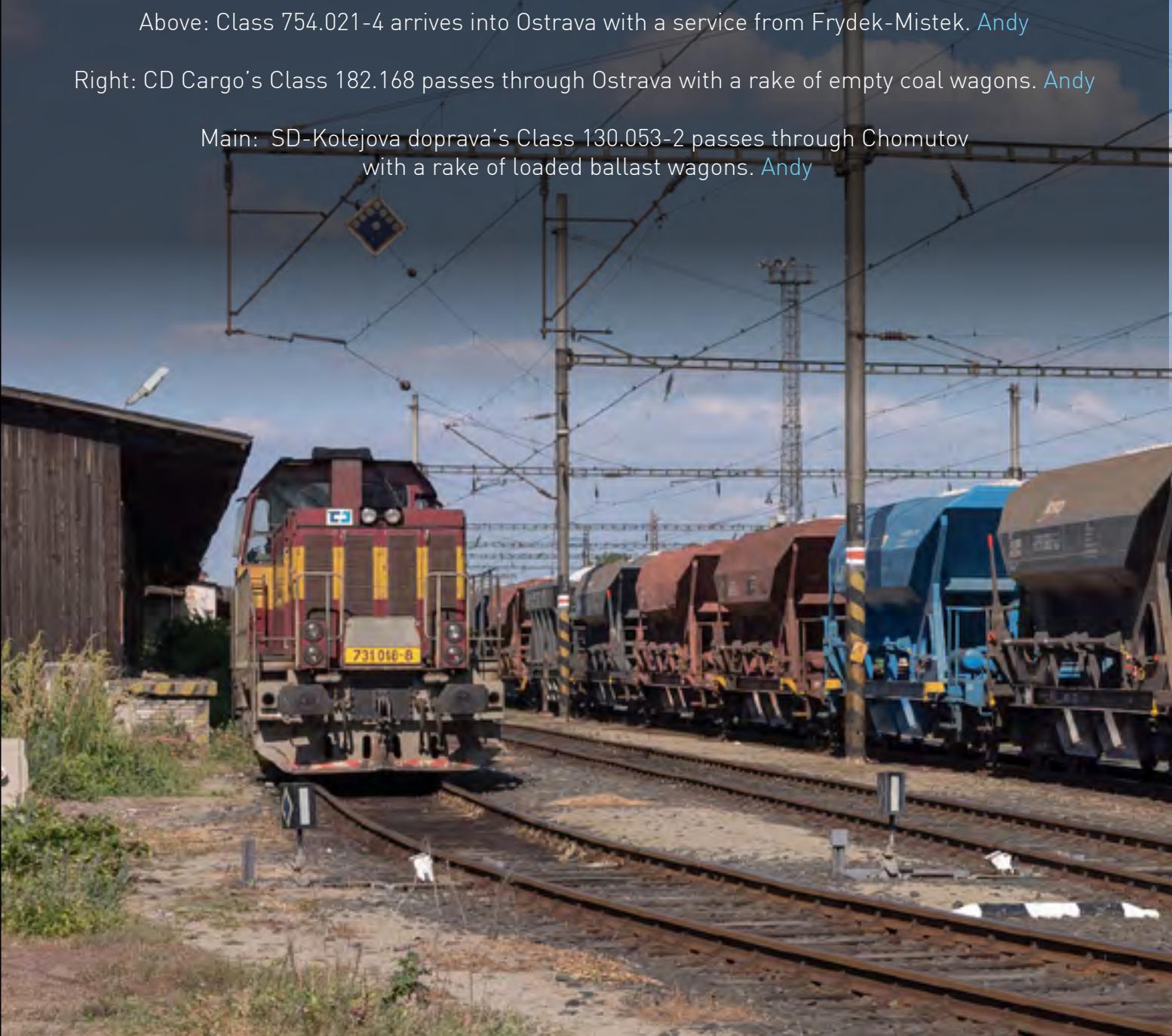
Main: DB Class 612.043 is seen working an RE service to Warburg as it departs Arnsberg on May 19th. [Stemsounds](#)

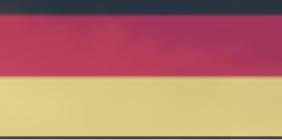


Above: Class 754.021-4 arrives into Ostrava with a service from Frydek-Mistek. [Andy](#)

Right: CD Cargo's Class 182.168 passes through Ostrava with a rake of empty coal wagons. [Andy](#)

Main: SD-Kolejova doprava's Class 130.053-2 passes through Chomutov with a rake of loaded ballast wagons. [Andy](#)





HGK's Class 185.630 passes through  
Hunfeld with a lengthy oil train.  
Paul Godding

AWT's Class 740.552-5 leads another Class 740 through Ostrava hl. n. with an empty coal train. [Andy](#)



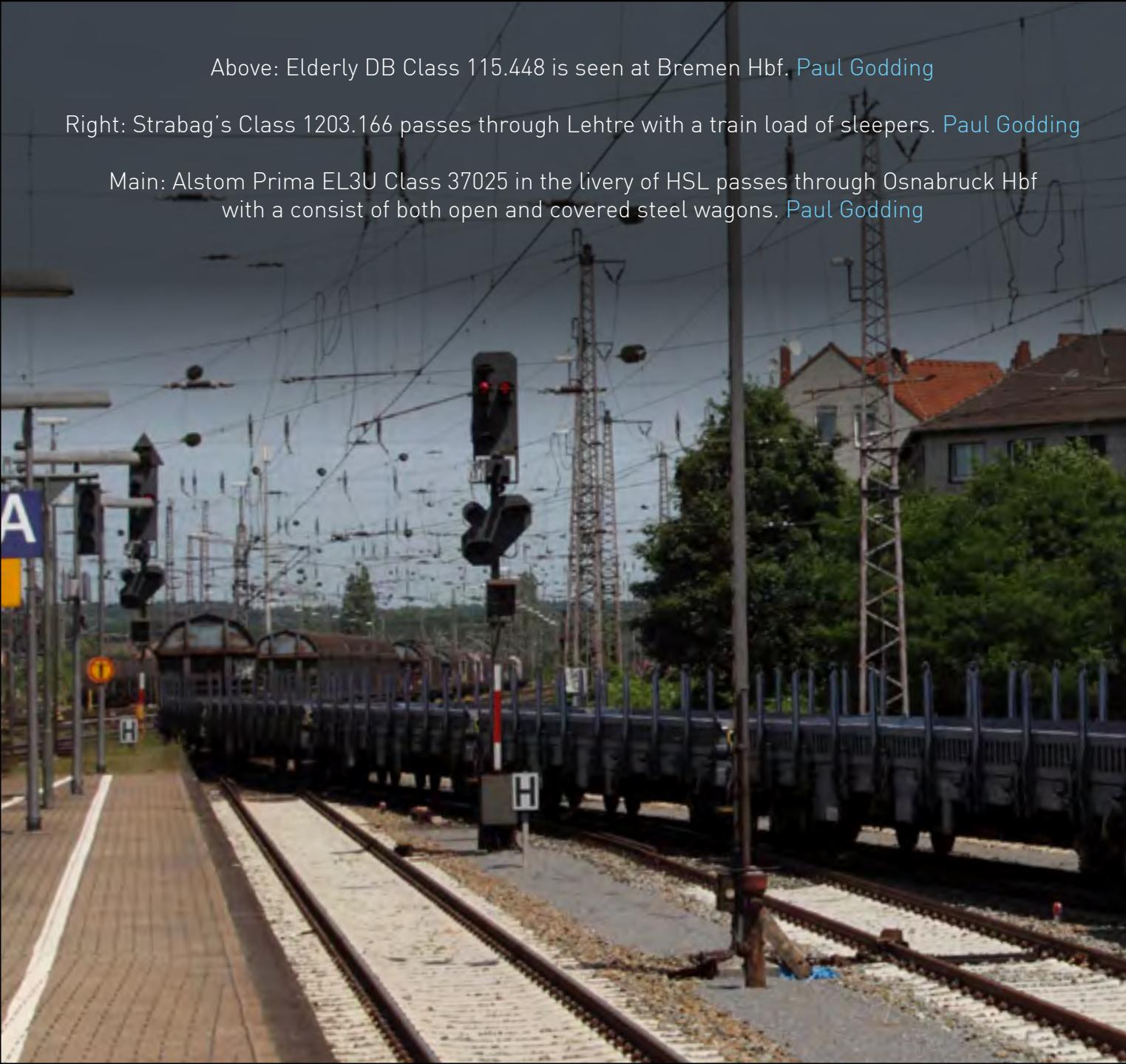


Above: Elderly DB Class 115.448 is seen at Bremen Hbf. [Paul Godding](#)



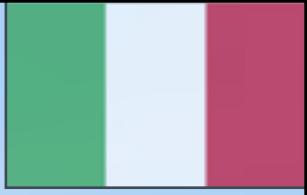
Right: Strabag's Class 1203.166 passes through Lehtre with a train load of sleepers. [Paul Godding](#)

Main: Alstom Prima EL3U Class 37025 in the livery of HSL passes through Osnabrück Hbf with a consist of both open and covered steel wagons. [Paul Godding](#)



Class E402.171 passes Borgarello whilst working train No.  
EXP13370, 17:40 Alessandria - Hamburg motorail.

Laurence Sly



OBB's Class 1116.108 passes through St. Valentin  
with a train of oil tanks, heading for Linz. [Class47](#)



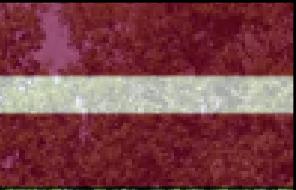
Accident damaged CD Cargo's Class 742.250 is seen at Breclav, looking like one end has already been repaired.

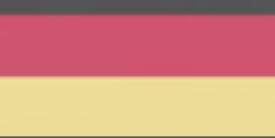
Class47



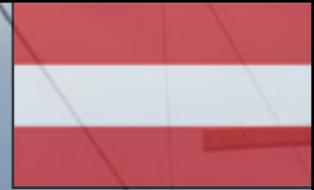
Belarus Class 2TE10-3608 heads east at Ludvikova in Latvia  
with a train of empty oil wagons bound for its home country.

Mark Bearton





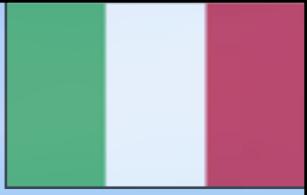
DB engineers vehicle No. 726.004 passes  
through Bremen Hbf. Paul Godding



ÖBB Class 1116.097 arrives at Innsbruck Hbf with train No. OIC961 from Bregenz to Wien Westbahnhof. Steamsounds

Trenitalia Class E444.077 passes Borgarello whilst working  
train No. IC677, 14:59 Ventimiglia - Milano Centrale.

Laurence Sly



ZSR's Class 362.004-4 arrives into Zilina  
with train No. R612 from Košice to Bratislava hl. st.  
Stemsounds

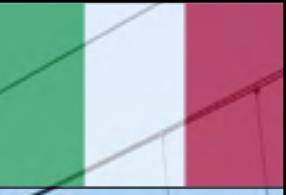


Class 2M62-1233 heads south at Spungeni, Lithuania on the soon to be doubled mainline from Riga to Krustpils. The second line is now in place from the end of the double track electrified section at Aizkraukle through to Krustpils station, just signalling work etc needs to be completed.

Mark Bearton

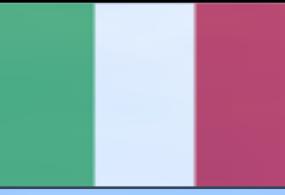


Class E652.175 hauls a southbound cargo train  
through Locate Triuzle. Laurence Sly



Trenitalia's Class E652.097 hauls a northbound  
intermodal train past Borgarello.

Laurence Sly





Above: TSO's Class V216 No. 182.608 hauls a rake of tatty looking Railion branded wagons through Bremen Hbf. [Paul Godding](#)



Right: EVB Mittelweserbahn's Class 140.761 passes through Lehrte with a rake of loaded car transporters. [Paul Godding](#)

Main: Press liveried Class 140.037 heads a loaded car train towards Ahlten. [Paul Godding](#)





An immaculate FS Class E652.010 passes Borgarello whilst hauling a southbound intermodal train. [Laurence Sly](#)

Lithuanian Class 2M62-0536 approaches  
the yards at Radvilkilie. [Mark Bearton](#)





Nord Cargo's Class E483.101 passes  
Borgarello with a southbound freight train.

Laurence Sly



OBB's Class 2143-072 is seen tripping wagons at Sigmundherberg on May 21st. [Class25](#)



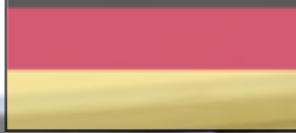
Trenitalia Class E444.070 passes Locate Triulze whilst  
working train No. IC673, 16:05 Milano Centrale -  
Livorno Centrale. Laurence Sly

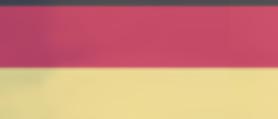
At the VUZ Velim test centre Class 124.601-6 is seen heading round the circuit with a NS coach on test. [Class47](#)



SSB No. 1002 arrives into Stuttgart Marienplatz on Line 10 from Degerloch on the rack railway.

Keith Hookham





## Alstom obtains all German homologations for 91 new regional trains

Alstom has obtained all homologations by the German Federal Railway Office for its 91 Coradia Lint regional trains half a year prior to their scheduled start of operations. 63 trains will be operated by vlexx GmbH and the other 28 trains which are owned by Landesnahverkehrsgesellschaft Niedersachsen will be operated by erixx GmbH. All 91 diesel multiple units are expected to enter operation as scheduled in December 2014.

"We obtained the homologations for the vehicles in close partnership with the 'Eisenbahn-Bundesamt'. This is an outstanding performance that underlines the efficiency of the reforms for the faster homologation of railway vehicles, which were introduced a year ago. Working alongside the customers, we now have to focus on a punctual commissioning of the vehicles", says Martin Lange, Managing Director of Alstom Transport in Germany.

The 63 trains to be operated by vlexx, which can reach speed of up to 140 km/h, will link the regional network in Rhineland - Palatinate and Hesse with the regions of Rheinhessen, Nahe and Westpfalz with the metropolitan regions Rhine-Main and the centers of Mainz, Rüsselsheim and Frankfurt as well as Frankfurt Airport and Saarland. The contract, worth around 300 million euro, was signed in September 2012.

The 28 trains operated by erixx will be used on the diesel network in southeast Lower Saxony. These diesel multiple units, which also have a top speed of 140 km/h, will serve the lines Hanover - Hildesheim - Bad Harzburg, Uelzen - Braunschweig - Wolfenbüttel - Vienenburg - Bad Harzburg/Goslar and Lüneburg - Dannenberg. The order, worth around 120 million euro, was granted in December 2011.

Since 1998, Alstom has sold 770 Coradia Lint regional multiple units in Germany, Denmark, Netherlands and Canada. The trains are developed and constructed by Alstom in Salzgitter, Germany.



A Hannover Tram passes by outside the Hbf. [Stemsounds](#)

## Hong Kong Tramways, is celebrating its 110th anniversary.

The legendary historical tram network consists of a 16-km line serving 120 stops and transporting 210,000 passengers daily (75 million passengers per year) in the densest corridor of the island of Hong Kong. Hong Kong Tramways uses 163 double-decker train cars driven by 330 conductors, with 630 employees in total.

Hong Kong Tramways is the last double-decker tram network and one of the world's most frequented tramlines. Since its inauguration in 1904, it has maintained its competitiveness within the city's extraordinary transport infrastructure despite direct competition from a modern subway line and dozens of bus lines. It is the mode of transportation that is the least expensive, the least polluting and the least consuming of Hong Kong's limited space. It also operates with no public subsidy.

The tram holds a special place in the heart of Hong Kong citizens and is considered a city landmark, classified among the legendary tramways by National Geographic and a recipient of the Certificate of Excellence in 2014 from travel site Tripadvisor.

Since 2009, Transdev RATPDev has undertaken a program to improve service in close consultation with users and the government. Among the most visible elements are 38 new "Signature" trams, fully produced in its Hong Kong depot; the new RFID technology operating and control support system; the "NexTram" real time traveler information system, accessible via smartphone apps, QR codes, internet or LED displays at major stops; the establishment of less disruptive and quieter maintenance methods such as for rail renovation. Transdev RATPDev continues to implement operational and technical changes, upgrading customer service and improving frequency, comfort and safety.

To celebrate its anniversary, Hong Kong Tramways organized a series of free public events that have already attracted more than 200,000 people. These included film screenings in its depot, interior and exterior decorations of many trams, a photo and short story contest on Facebook, the complete redesign of four trams during design week (restaurant tram, school tram, darkroom tram and musical tram), concerts aboard the tram for the Music Festival, displays of poems in trams, painting exhibitions at tram shelters, publication of a book containing unusual or moving stories regarding its staff and illustrated by a famous designer and open house days at the depot. The program culminated with a July 18 anniversary ceremony attended by numerous prominent Hong Kong personalities.



## Alstom and Transmashholding obtain certification for their electric locomotive 2ES5 in Russia

Alstom and TMH 2ES5 locomotive have just obtained the certification, confirming its compliance with Russian mandatory safety norms. By 2020, 200 units will be delivered to the customer, Russian Railways (RZD). The first ones should enter commercial service during autumn and will start operating in Siberia along winter time.

Developed by TRTrans, the engineering centre jointly operated by Alstom and Transmashholding (TMH), the 2ES5 electric locomotive is Russia's first mainline freight AC1 locomotive with asynchronous motors. Production of the key components, including traction equipment, is localized

in Russia and the locomotives themselves are manufactured at TMH's Novocherkassk Electric Locomotive Plant.

"The 2ES5 electric locomotive is our second product jointly developed with TMH after the EP20 passenger electric locomotive, currently the fastest in Russia, able to run at up to 200 km/h. The new freight electric locomotive is based on a modular principle and its design will provide the customer with the most advanced engineering solutions in terms of security, control systems, power consumption and driver comfort," said Thibault Desteract, Senior Vice-President of Alstom Transport in Russia and CIS.

The advanced design of the locomotives enables a significant increase in time between overhauls, ensuring a dramatic reduction in maintenance costs.

The 2ES5 locomotives will be operated in the Eastern regions of Russia, on the Baikal-Amur Mainline, which is now being upgraded as part of a government programme.



## First new tram named after nurse award winner



Award-winning children's nurse Julie Poulter has unveiled her name on the first of Nottingham's new trams at a special ceremony. Julie, a children's orthopaedic nurse specialist at the Queen's Medical Centre, amassed the most votes in a special award scheme organised by Nottingham University Hospitals NHS Trust and sponsored by NET.

In recognition of her devotion and care for patients, her prize was to have her name carried on one of the new Citadis trams for the next 12 months and Julie is set to perform the unveiling ceremony at the Station Street tram stop. NET Marketing Manager, Jamie Swift said: "It's a fantastic occasion and Julie's name will be on the very first of our new Citadis trams. This is due to enter public service shortly as we gear up for the introduction of a new, more frequent service timetable."

"We are proud to have supported the awards which recognised the fantastic contribution nurses and midwives make to our community and, over the year ahead, this special tram will be a constant reminder of their commitment and dedication."

Julie said: "It was such a surprise to win Nurse of the Year – let alone have my name on a tram! It's such a big honour and I can't quite believe it's happened. It's really special to have this recognition, not just for me, but for my colleagues at the Nottingham Children's Hospital and my family. They are all really excited."

Jenny Leggott, Director of Nursing and Midwifery at Nottingham University Hospitals, said: "Queen's Medical Centre will become the first hospital in the country to have a tram service which will greatly improve access to our hospital for our patients, visitors and staff. We are immensely proud of Julie's achievements and seeing her name on the tram means we can celebrate our nurses and midwives with the local community and people of Nottingham."

In total, 22 Citadis trams will be added to the existing tram fleet as part of the network's expansion and Michael Anderson, Project Director for NET Phase Two contractor, Taylor Woodrow Alstom said: "We're very pleased that after several months of commissioning and testing, the first of the trams will soon be in public use." Julie is the sixteenth in an honourable line of Nottingham notables who have had trams named after them, including legendary characters and local heroes such as Robin Hood, Brian Clough, Torvill and Dean, and volunteer Homestart heroine Mavis Worthington.

Councillor Jane Urquhart, Nottingham City Council's Portfolio Holder for Planning and Transportation, commented: "I'm delighted that a dedicated nurse such as Julie has her name emblazoned on the first of Nottingham's new Citadis trams to come into service." Julie won her award for the devotion and care she has demonstrated over many years as an orthopaedic nurse caring for children, and I am equally delighted to hear that her son is thrilled to see a new tram named after his mum. "Giving passengers their first chance to ride on the new Citadis tram is a big moment for NET Phase Two, as well as a big moment for Julie and her family."

In keeping with tradition, NET is developing its plans to name all of the 22 new trams and over the coming months members of the local community will have the chance to nominate some of the people who they would like to see recognised. Jamie added: "This is Nottingham's tram network and it's important we celebrate the contribution certain individuals have made to our city. Whilst there are some obvious candidates, we'll be working with others, such as branches of the local media, to get more local people involved in the nominations process."



An Eusko Tren narrow-gauge electric units that operate in the Basque region of France/Northern Spain is seen in Amara station, the main station in San Sebastian, Spain. [Martin Hill](#)

## The new Alstom train Jazz has been delivered to the Regione Piemonte to reinforce its regional transport



On Friday July 18th, at the Torino Porta-Susa railway station in Turin, the new train Jazz was delivered to the Regione Piemonte. Jazz is the latest born of the Coradia Meridian family produced by Alstom Italia and commissioned by Trenitalia for the Italian regional transport.

The ceremony of delivery took place in the presence of: Alstom Ferroviaria Spa Ceo and President Pierre-Louis Bertina, Alstom Italia President Antonino Turicchi, FS Ceo Michele Mario Elia, Trenitalia Ceo Vincenzo Soprano, the President of Regione Piemonte Sergio Chiamparino, Transport Regional Assessor Francesco Balocco, the Trenitalia Director of Regional Passengers Department Francesco Cioffi and Trenitalia Director for Piemonte Gregorio Pascal Laurent.

The new trains for Piemonte belong to the 70 regional trains order awarded by Trenitalia to Alstom in November 2012 after a public tender, for a total amount of about 450 mln euros. All the trains will be delivered within 2015.

# Alstom delivers the first two metros built in Asia for LTA in Singapore



Alstom Transport JV SATCO has delivered the first two driverless metros of 42 new metros ordered by Singapore's Land Transport Authority (LTA) in February 2012 (the company's largest contract in Asia Pacific).

These are the first metros to be manufactured in Asia for LTA in Singapore – proximity being of key importance to Alstom – but also SATCO's first involvement in the detailed and 3D design of the trains and production for export. The metros are estimated to be in operation by mid 2015.

The new trains, which belong to Alstom's Metropolis range, are part of LTA's efforts to enhance existing rail capacity for the coming years. Out of the 42 trains, 18 trains are aimed at the North East Line (NEL) of the network while the Circle Line (CCL) will receive the 24 trains. This will improve fleet capacity by 60-70% on both lines.

"Alstom's world-class facilities in France and Shanghai ensure that these trains are made to the highest quality standards and expertise. We are proud to play a part in Singapore's world-class rail infrastructure and look forward to collaborating further with LTA in the future," said Filippo Scotti, Alstom Managing Director East Asia Pacific. Alstom's sites in Valenciennes, France and Shanghai Alstom Electrical Equipment Co. Ltd (SATEE) were also involved in the design and production of the trains.

Alstom's Metropolis range, currently in use around the world, is based on a proven technology which offers efficiency, flexibility and reliability. One in four metros worldwide is an Alstom metro.



A couple of SNCF X73000 single car DMUs pass at Montsempron-Libos on the Perigueux - Agen line. [Martin Hill](#)

## Maximum speed for the new KZ4AT passenger locomotive

KZ4AT, the new passenger locomotive for Kazakhstan, manufactured at EKZ, the Alstom, Transmashholding (TMH) and Kazakh Railways (KTZ) joint venture, ran for the first time during testing at its maximum speed: 200 km/h. This milestone, attained by the first of the 95 passenger locomotives ordered in March 2010 by KTZ, is significant: KZ4AT will allow train sets to run for the first time in Kazakhstan at 200 km/h and thereby reduce by 3 hours the journey time between Almaty and Astana, respectively the country's old and new capitals.

KZ4AT is being developed in the same manner as the KZ8A freight locomotive, 19 of which have already been in circulation in the north of the country since December 2013. Produced by EKZ, Alstom, Transmashholding (TMH) and KTZ joint venture, it is benefitting from Alstom technology, such as traction systems, as well as components built by Alstom-TMH in Russia.





## ÖBB orders a further nine Railjet units

**Order worth approx. 145 million euros**

**ÖBB fleet grows to 60 Railjets in total**

**Deployment planned for the western route and the route to Venice**

Austrian Federal Railways (ÖBB) is ordering a further nine Railjet trains from Siemens, with delivery of the seven-car units planned for December 2016. The order is worth around 145 million euros in total. ÖBB already operate 51 Railjets across Austria, Germany, Hungary and Switzerland. The new units will run on the Vienna-Salzburg western route and be equipped to operate in Italy, being deployed on the route to Venice, for example. Final assembly of the Railjets will be completed at Siemens' plant in Vienna, while the bogies will come from the company's plant in Graz.

"Quality is a decisive factor for us and our customers who will benefit immensely from the modernization of our train fleet with another nine railjets. Thanks to the increased profitability in passenger services, we are able to make this investment on our own and are thus investing in even greater customer satisfaction", explains Christian Kern, CEO of ÖBB.

"Our Railjet is the hallmark of more than 160 years of Siemens' experience in the passenger coach industry. Our Vienna plant is home to the Siemens' World Competence Center for the development and manufacture of passenger vehicles, so we are especially delighted that ÖBB have once again placed their trust in us and expanded their Railjet fleet to no less than 420 cars", said Jochen Eickholt, CEO of Siemens Rail Systems.

The technical design is based on the service-proven Viaggio Comfort type intercity vehicles, and the trains meet all the requirements for international high-speed rail operation. The standard configuration for the new trains consists of four different types of vehicle: a driving trailer with business and first class seating; a bistro car; and five open-salon type cars for economy class, one of which has a zone for families with children as well as a multi-purpose area. There is an area available to disabled passengers in the bistro car, which wheelchair users can access, via a platform lift fitted to the carriage entrance, with the aid of the train's crew. All cars are fully air-conditioned.

The new trains are equipped with the Ecojet package, composed of LED lighting and an energy-optimized air-conditioning system that uses CO<sub>2</sub> sensors to detect the number of passengers in the carriage and adjusts its output accordingly. A Siemens research project concluded that this package could save ÖBB more than five million euros of its annual energy costs for operating the current Railjet fleet.

Railjets are propelled in push-pull mode by a Taurus locomotive, and each unit is 186 meters long, or 205 meters with the locomotive included. The trains are designed to travel at speeds of up to 230 km/h.

# Rail Cargo Group and Innofreight rely on cooperation in the development of innovative car concepts for rail freight



DR steam loco No. 99.7240 is seen departing Schierke on May 17th. [Stemsounds](#)

## Alstom delivers the Málaga metros new signalling system in Spain



Alstom has commissioned the new Málaga Metro signalling system on lines 1 and 2 which officially entered into service on 30th July. It is based on Alstom's Urbalis 400 CBTC, a train control system using radio communication which allows real time information about the location of the trains and improves substantially line operability and safety.

The scope of the contract includes a complete Urbalis solution: the CBTC, state-of-the-art wireless local area network (WLAN) for train control, Smartlock 400 interlocking, trackside equipment, and Automatic Train Supervision. Urbalis is a flexible solution with a low lifecycle cost (LCC) that can meet the requirements of light transit and metro networks, at different levels of automation.

The Málaga metro is the twenty-fifth metro system in the world and the third metro system in Europe to incorporate the Alstom service proven CBTC solution. The first two were installed on the Milan Metro line 1 in operation since 2010 and on Lausanne metro in operation since 2008.

Compared to other conventional systems, Urbalis 400 uses wireless communication technology, making it possible to substantially increase the number of trains per hour. Independent of fixed trackside signalling, Urbalis 400 reduces the distance between trains with intervals of just 90 seconds.

This system enables a swift response to any incident in service or increases in traffic on the metro network. Wireless communication technologies are emerging as standard on all rail transport systems, both urban, suburban and main lines.



With the joint development and implementation of new wagon and envelope concepts, Rail Cargo Group and the Innofreight forwarding set GmbH on an optimization of the European rail freight transport. The use of the specially developed special container provides the ability to provide customers with optimal equipment to meet the special requirements of each segment are available. In combination with new protected by several patent applications InnoWaggon - a universal 80ft container wagon lightweight - can be tailored transport solutions to be adapted quickly to new demands of market and customers.

### Strengthening partnerships for common European-wide innovation

The signing of a cooperation agreement between Rail Cargo Logistics Austria, as part of the Rail Cargo Group, and Innofreight has been implemented. At the same time a licensing agreement for the production and exclusive rental of the InnoWaggons by Rail Cargo Wagon was signed between Rail Cargo Wagon and Innofreight.

The core of the agreement is the joint marketing of rail transport and combined rail and road transport for all non-transportable goods - especially building materials, hardware, ores, gypsum, coal, coke, round timber, slag, gravel and sugar beet. "The aim is on the one hand, the implementation of new rail services and on the other hand increasing the efficiency of existing logistics solutions partner by the joint distribution of traffic using Innofreight container systems and InnoWaggons" said Rail Cargo Group Board Reinhard Bamberger. "Due to the bespoke development of logistics solutions, such as the vote of the container to the needs of the customer, we want as Rail Cargo Group, to convince our customers with top services and modern equipment and expand market share, especially in the focus markets" says Bamberger.

By using the technological advantage of Innofreight container systems and InnoWaggons in conjunction with the logistics services offered by each of the partners to further internationalization of the partner services is achieved.

The cooperation is to establish itself in the course of national and international pilot projects for different industries and reference customers in the market and cause an even stronger, joint market subsequently.



## Bombardier to Deliver 22 Additional Francilien Trains for STIF and SNCF in France

**The Francilien fleet is currently the best performing fleet in Ile-de-France**

**A modern commuter train perfectly suited to densely populated urban areas**

Rail technology leader Bombardier Transportation has announced that SNCF has exercised an option for 22 additional Francilien commuter EMUs. The order, co-financed by STIF, the Ile-de-France transportation authority, and SNCF, is valued at approximately 162 million euro (\$218 million US). It is part of the initial 2006 contract with SNCF for up to 372 trains for the Ile-de-France. With this order, a total of 194 Francilien trains have been ordered.

The 22 additional trains will be delivered by the end of 2016 and will be rolled out on SNCF Transilien lines H and K in order to complete the fleet modernization and continue to increase the level of passenger comfort and punctuality. At present, 136 Bombardier Francilien trains operate from the Paris stations Gare du Nord, Gare de L'Est and Gare Saint Lazare.

The Francilien's outstanding performance ensures a high level of customer satisfaction in terms of reliability and quality. According to SNCF, nine out of 10 Line H passengers are satisfied with the service, as a result of the improvement of transportation conditions, punctuality, on-board information and comfort. Line H, which operates with a Francilien fleet, has the Transilien SNCF network's highest punctuality rate of 95%.

More than 300 Bombardier employees are fully dedicated to the Francilien. Bombardier is delivering three trains per month, with an unprecedented level of delivery quality recognised by the customer. This is also thanks to suppliers and subcontractors who did their best to follow the pace in terms of delivery and quality. The tightly knit cooperation between SNCF and Bombardier teams, both at project and commissioning levels, is key to this outcome.

Bombardier's Crespin site recently won the 2014 SNCF Prize for best site and builder. "Due to the current pressure on the SNCF Transilien network, our clients STIF and SNCF demand high levels of reliability and performance to ensure smooth transportation for around three million commuters daily,"

said Laurent Troger, President, Western Europe, Middle East and Africa, Bombardier Transportation. "This ultra-modern, spacious, highly automated train is designed to solve such capacity and punctuality challenges in highly densely populated areas. It also has won the hearts of passengers, who appreciate its comfort and contemporary design on board."

The Francilien commuter train is an extra-large, articulated, "tube" style train that provides exceptional space for passengers, allowing wide seats and especially wide doors to increase the ease and speed of passenger flow. Each train consists of seven or eight carriages in a single unit and it can also be operated as a double or triple unit. The capacity of the trains will vary from 800 to 1,000 passengers, depending on the configuration and layout. The new train is designed for maximum comfort, safety and security and is based on Bombardier's proven technology already in commercial service, such as BOMBARDIER FLEXX Compact bogies and BOMBARDIER MITRAC Converter, drive, and train control and management system.

## More than one billion passengers in Germany in the first half of 2014

The number of passengers riding Deutsche Bahn trains rose again in the first half of 2014. DB also reported its best punctuality rates in years. It made progress in internet reception on trains and in digital services for customers. Chairman of the Management Board and CEO of DB, Dr. Rüdiger Grube, was also able to report strong business figures at the 2014 Interim Results Press Conference: "From a financial standpoint, the first six months of the year were positive. Deutsche Bahn is back on an upswing, in terms of both revenues and EBIT. Punctuality also developed nicely. 95.6% of Deutsche Bahn's passenger trains reached their destinations on time from January to June."

Revenues in the first half of the year rose EUR 361 million, or 1.9%, to EUR 19.73 billion. Earnings before interest and taxes (adjusted EBIT) increased 6.9%, or EUR 70 million, to EUR 1.09 billion. Net capital expenditures made heavy gains of 15.6%, rising EUR 249 million to EUR 1.85 billion in the first six months. "All in all, we are in a better position after the first half of the year than expected," said CFO Dr. Richard Lutz. "But there is no reason for us to be euphoric. We are still facing many challenges. Increasingly intense competition in our markets, infrastructure funding in Germany and the collective bargaining negotiations currently in progress remain key concerns for us and for our future economic success."

Rail passenger transport achieved a new passenger record in the first half of 2014. The number of passengers riding DB trains in Germany rose 10 million year on year, slightly surpassing the one billion passenger mark. Volume sold in rail passenger transport fell somewhat, by 0.4%, to 42.9 billion passenger kilometres (pkm). The business unit also saw its bus ridership increase in Europe, by 10 million passengers or 1%, to 1.06 billion in the first half of the year. Volume sold in bus transport declined, however, by 1.5% to 4.2 billion pkm.

Volume sold in rail freight transport rose 489 million metric ton kilometres (tkm) in the first six months to 52.1 billion tkm, an increase of 0.9%. All business segments in the Logistics business unit experienced considerable growth. The number of consignments in European land transport increased 3.6%, while air freight volume rose 2.6%, ocean freight saw gains of 8.5% and contract logistics turnover increased 8.9%.

Volume produced in the rail network rose again after falling in the previous year. It was up 1.1% to 517 million train-path kilometres in the first half of the year. Of that amount, non-DB operators produced 127.3 million train-path kilometres, continuing to increase their share. They now account for 24.6% of volume produced in the rail network.



Wuppertal Schwebebahn No. 17 is seen at Wuppertal Oberbarmen. [Stemsounds](#)

## PRASA and Gibela unveil the finalised design of their new commuter train



Alstom Design & Styling Department worked in unison with PRASA's designers to achieve the final look of the train. "In the case of PRASA, the design of the train is inspired by South Africa's rapid advancement towards increased modernity and technological progress." explained Alstom Design & Styling Director, Mr Xavier Allard.

Alongside this milestone, the first group of Gibela's newly hired South African engineers is being trained, over an 18-month period, in train technology in various Alstom facilities in Europe. In Lapa, Brazil, preparatory work has begun in the Alstom plant where the first 20 trains will be manufactured and where the assembly of the first vehicle will start in the coming weeks.

**The project achieves its first milestone and now advances at full speed towards the manufacture of the vehicles.**

The final design of the new X'Trapolis MEGA commuter train to be delivered by Gibela to PRASA was unveiled during Africa Rail, in the presence of the Minister of Transport, Ms Dipuo Peters and PRASA Group CEO, Mr Lucky Montana. Among the features of the train which were finalized were its interior and exterior outlines.

Since the contract for the supply of 600 trains came into force, PRASA and Gibela have finalized the so-called "Design Review" and it will now be possible to commence with the manufacturing phase.

"The project is running at full speed and we have successfully completed the first important milestone," said PRASA Group CEO Mr Lucky Montana.

"The PRASA and Gibela project teams worked together with a very positive spirit of collaboration. Thanks to Alstom's advanced technology the review was done quickly and efficiently," explained Gibela CEO Marc Granger. Alstom is equipped with a 3D "virtual reality" room which allows the showcasing and review of all the features and configurations of the train in real scale 3D imagery. Engineers can examine the train details or view specific parts in their actual size and can better judge how components will fit into the final product in the context of the design calculations.



## From the UK



## DRS Crewe Open Day

On July 19th, DRS held its annual charity open day at its Gresty Bridge depot in Crewe. With plenty of new Class 68s to be seen and some old favourites, we just had to go along and have a look.....

Brand new Vossloh build Class 68 008 'Avenger' stands inside the main maintenance shed at Crewe. [Alex Thorkildsen](#)

Class 47 818 and Class 57 010 stand in the yard, with one of Crewe's other famous landmarks in the background, the Mornflake Oats factory. [Class47](#)



DRS also has a fleet of special coaches normally used for carrying staff and security when transporting nuclear waste. This is former MK2 BSO No. 9424. [Class47](#)



Unique liveried Class 90 034, a DB Schenker loco hired to DRS for the purpose of operating with Virgin Trains' Pretendolino set. Brian Battersby



The current workhorses of the DRS fleet, Class 37s,  
Nos. 37 405, 37 419 and 37 682. Class47



Rebuilt from Class 47s, Class 57 011 and 57 311 are seen undergoing maintenance. The Class 57/0s were former Freightliner locos whilst the 57/3s were rebuilt to haul Virgin Trains' Pendolinos during diversions along non-electrified lines. [Class47](#)



Another one of the new fleet, Class 68 002 was outside and powered up. [Michael Lynam](#)



One of the oldest locos in the DRS fleet, Class 20 309 stands next to ex Eurostar/EPS loco Class 37 606. [Class47](#)

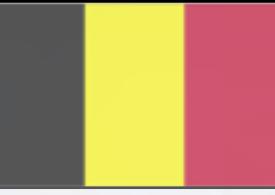




Unlike previous years, there was just one solitary Class 66 on display. Class 66 429 is seen here looking rather grubby. Brian Battersby



Former Network Rail's Class 57 312  
is seen inside the main workshop at Gresley Bridge.  
Brian Battersby



A pair of Belgian Class 53s, Nos. 5305 and 5302 pass through Namur with a steel train, on June 20th 2006.

Paul Godding



In the former Yugoslavia on May 17th 1967, a selection of steam locos are pictured being prepared for the days work at Belgrade shed. [Dave Felton](#)



A scene that has changed very little since this photo was taken. Czech Class 122.047 heads a loaded coal train through Vsetaty on June 28th 2006. Well, perhaps the lineside vegetation is a little better kept nowadays!. Class47

