





# Welcome

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

Back from the Railtalk annual holiday to the South West of England, where the dreaded IEPs are being introduced, it was interesting to speak to both enthusiasts and passengers regarding them. The majority of passengers see them as modern and clean and much easier to get on/off as their is no 'slam door' to be concerned about. Obviously the majority of enthusiasts don't like them as there is nothing to beat an HST. Question is - did we think the same when the HST replaced the Class 50s or the Westerns?

August is always a quiet month for railway news, and this month is no exception, but there have been a few interesting developments. Firstly, one of the ERT485 Pendolino trainsets which Trenitalia uses in Italy is on its way to Greece for testing with a view to possible future deployment on the Athens – Thessaloniki route. Ongoing upgrading projects including the 54 km new alignment between Tithorea and Lianokladi have raised the maximum line speed on the Athens – Thessaloniki corridor to 200 km/h, offering the potential for a journey time of 3 h 20 min. However, Greek operator Trainose – which is now owned by Trenitalia parent FS Group – lacks suitable rolling stock. The dual voltage trainset1 is being delivered by rail, and will then be used for testing and driver training.

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## Submissions & Contributions

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

**Photographic Contributions**  
All Photographic contributions should to be sent to us via email, post or via the members section page on our website. Contact addresses are provided to the right or on the next page.  
  
All images ideally should be provided at a resolution of at least 2048px x 1536px at 150dpi.

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### Front Cover

Ceske Drahy Class 362.113 hauls a Praha hl.n. - Brno service through Praha Klanovice. *Paul Godding*

### This Page

Aurizon's No. P2509, in the old ARG orange livery, leads Nos. P2506 and P2517 both in the latest Aurizon yellow livery into the Port of Geraldton with loaded Ore hoppers for unloading for export. *Colin Gildersleve*

### Next Page

Stabled in the station sidings at Västerås is Statens Järnvägar (SJ) Type Rc6 Bo-Bo 15KV AC electric locomotive No. 1367 / S-SJ 91 74 106 1367-8 built by ASEA. *David Pollock*





Meanwhile in the Netherlands, news that the Dutch main line network is ‘almost full’, ProRail the national infrastructure manager issued the stark assessment in its annual update on proposed path allocations for 2019. It added that there would be ‘little point’ in trying to add more infrastructure as there was ‘no room for that’ across the country. Looking ahead, the infrastructure manager believes that more capacity can be squeezed out through the deployment of intelligent timetabling tools, particularly aimed at freight trains which often require short notice paths or changes to booked workings. From 2020, the national working timetable will be specified to the nearest 6 sec rather than whole minutes, which ProRail believes will ‘help it better deliver the public timetable’.

And finally whilst the UK struggles with disputes regarding the retaining of Guards on the trains, news from Japan where East Japan Railway Co. has set up a team to develop plans for driverless operation. Trains would initially run with an onboard supervisor able to intervene in the event of an emergency, but in the longer term unattended operation is planned. JR East envisages that driverless operation could help to mitigate staff shortages arising from the ageing workforce, and also reduce costs on loss-making rural lines. I’m sure ASLEF and the RMT can’t wait for this to happen.....

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

**David  
Editor**

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## With Thanks

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 Australia



▶ Pacific National's Nos. NR96 and NR43 take an afternoon intermodal freight from Perth to Sydney, seen here passing through Midland.  
*Colin Gildersleve*



▶ Aurizon's No. Q4012 in old ARG livery passes through Midland with a train of containerized lead from a minesite at Leonora in Western Australia.  
*Colin Gildersleve*



▶ Aurizon's No. PA2819, the only one of its class in Western Australia, passes through the loop at Wellard with a consist of chemical tanks.  
*Colin Gildersleve*







 Czechia

▶ CD Cargo's Class 130. 028 heads through Praha Klanovice with a mixed rake of wagons heading from Praha Liben to Kolin. *Paul Godding*



▶ Regiojet's Class 814.128 stands at Mlada Boleslav Mesto, working a service to Mlada Boleslav. *Paul Godding*



▶ Regiojet's Class 162.114 approaches Olomouc with a Praha bound service. *Paul Godding*



## ČD Cargo increases its share in the domestic and European transport market

ČD Cargo, as the largest subsidiary of České dráhy, as and a member of the ČD Group, which deals with rail freight transport, realized a profit before tax in accordance with international accounting standards (IFRS) of CZK 620 million for the first half of 2018.

The freight transport segment contributed a net profit after tax of CZK 350 million to the consolidated result of the ČD Group.

For the first half of this year, the ČD Cargo Group carried on its own license a total of 33.5 million tons of goods, which is 1.3 million tons more than in the same period of last year.

“On the domestic transport market, we managed to increase the market share by 3% y/y. Current statistics show that no such volume progress has been recorded by any of our competitors. At the same time, the positive trend of the growing volume of our own transports in ČD Cargo continues in Poland and our trains are increasingly seen in Austria, Germany and other countries. Active trade policy and expansion of the ČD Cargo brand abroad, which are the pillars of our long-term strategy, contributed to CZK 330 million year-on-year increase in revenues from the core business,” said Ivan Bednárik, Chairman of the Board of Directors of ČD Cargo, as.

Negatively, ČD Cargo's results are influenced by a stronger CZK / EUR exchange rate and the rise in electricity and diesel prices, which was partly offset by savings in other cost

items. In line with the concept of renewal and sustainability of the railway rolling stock park, the company has invested more money in the renewal, upgrading and maintenance of its locomotives and trucks.

Ivan Bednárik adds: “We have done a lot of honest work over the past few months and have concluded a number of important contracts to fulfill this concept. This concerns, for example, the purchase of electric interoperable locomotives Vectron and Traxx MS3, the purchase of platform wagons and tanks. We also strengthen high-walled cars in a total of 1,000 units, half of which we are upgrading and buying another as a new one. We will also modernize our most popular diesel locomotive 742 series, which we also want to add several modern locomotives for the shift and light track service. Priority is also the implementation of ETCS, where we are currently helping SŽDC with its corridor testing and finalizing competitions for equipping our locomotives with this European system.”

For the planned volume of investments, it is also necessary to provide additional external financing. ČD Cargo took advantage of existing favorable conditions on the financial markets and on July 20, 2018 it issued seven-year bonds with a nominal value of CZK 1 billion. “We are prepared to invest significant resources in our core business even at the cost of lower economic performance over the coming years as it is an investment in our competitiveness and the future of rail freight transport as such,” adds the chairman of the board.

▶ OBB Class 1216.239 hauls an intermodal working through Prerov. *Paul Godding*



## We transported Gottwald

In August of this year, ČD Cargo several times transported the Gottwald GS 80.08 T railway crane for customers Swietelsky Rail and Strabag Rail. This 8-axle and 128-ton heavy machine has a maximum lifting capacity of 80 tons; with a maximum extension of 13.5 meters over the buffers, its lifting power is almost 28 tonnes.

A characteristic feature of this type of crane is the counterweight that extends depending on the weight of the lifted load, the width of the support and the angle of rotation from 2 to 6.5 meters from the center of the crane.

The name Gottwald has no connection with the Czech “working-class” president, but with the German manufacturer MANNESMANN DEMAG GOTTWALD GmbH.

Photo: © CD Cargo



One of the new Regiojet TRAXX locos, Class 386.201 speeds through Praha Klanovice with a service from Praha hl.n. *Paul Godding*



## ČD Cargo is expanding its interoperable locomotive fleet

At the turn of 2018/2019, ČD Cargo will purchase four more locomotives, which will augment the eight locomotives of the same series that it already operates.

In 2019 and 2020, the interoperable locomotive fleet of the Czech leading rail freight carrier will be expanded even further with the addition of 10 Traxx MS3 locomotives. On the basis of a contractual option open until 2022, the number of these locomotives may be further increased with the supply of up to 40 more locomotives. This is an upgraded product of the successful Traxx MS series, of which more than 2 250 engines have already been sold.

The interoperable locomotives will be operable in the Czech Republic as well as in all the neighbouring countries and in Hungary; this group of countries may be further expanded to include Slovenia and Croatia. Chief Executive Officer of ČD Cargo, Tomáš Tóth adds: “The acquisition of these interoperable locomotives supports ČD Cargo’s strategy of expanding onto foreign markets. We are currently licensed to operate in Poland, Austria, Slovakia and Hungary, and the appropriate fleet will enable us to fully exploit these licenses, while in some countries the deployment of modern locomotives is a prerequisite. We have identified a number of international transport routes on which these locomotives can be deployed immediately to meet our customers’ requirements for the implementation of a complete transport route with just one locomotive.”

These are the state-of-the-art locomotives with high traction power and operating speed, which conform to current European trends and allow heavy trains to be hauled over long distances. It goes without saying that they feature the European Train Control System (ETCS) and the camera system, GSM-R, etc.

“The purchase of these modern locomotives is fully in line with our approved policy for the renewal and sustainability of rolling stock,” says Tomáš Tóth, adding: “Our aim is to eliminate idle times when locomotives swap, streamline transport on long-haul routes and also help to free up capacity on heavily used lines on the SŽDC network. In the future, we plan to gradually decommission less reliable and technically obsolete locomotives and replace them with modern and refurbished engines that, besides meeting the required parameters, are also more environmentally friendly due to greater efficiency and regenerative braking.”

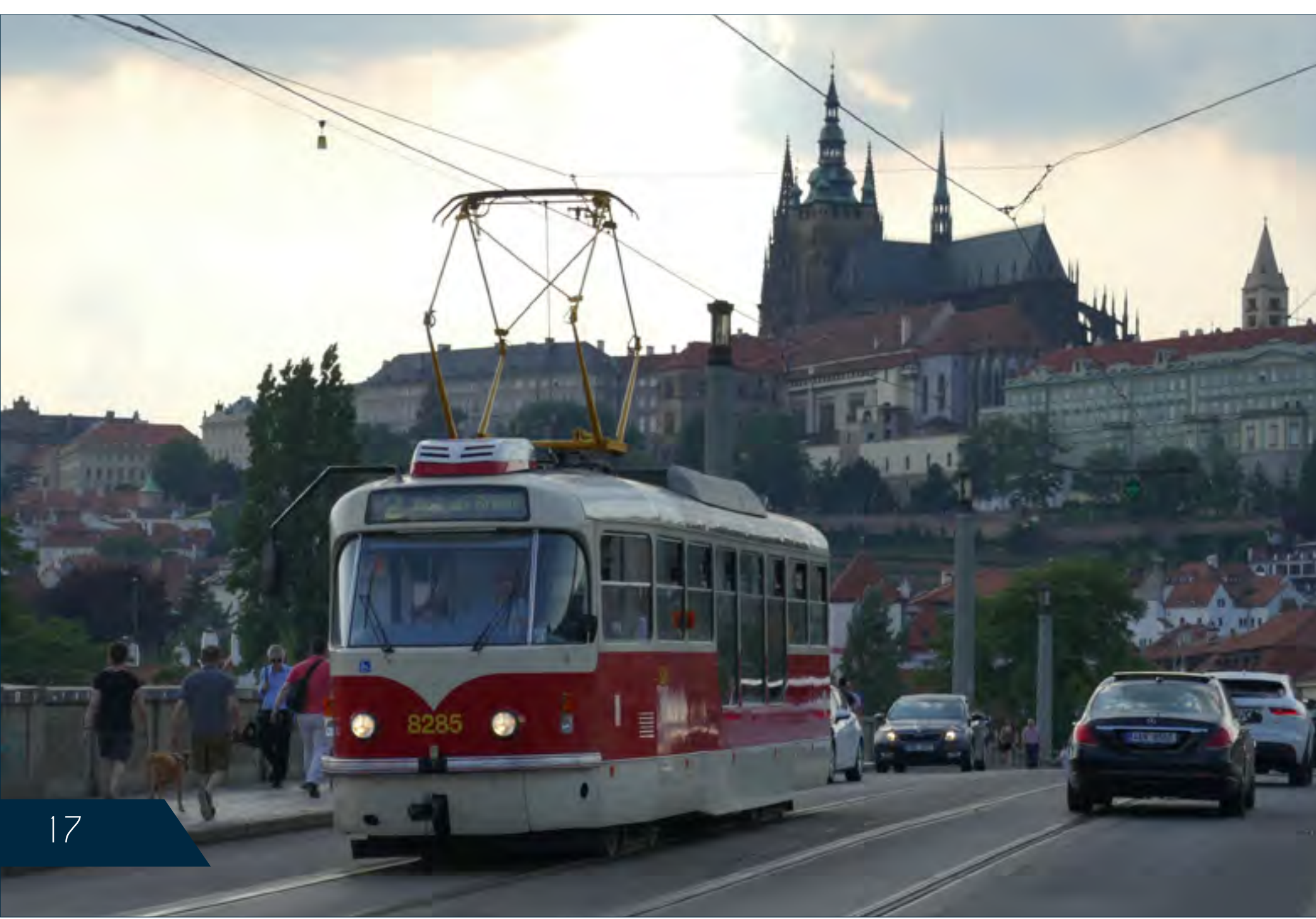
The locomotives acquired by ČD Cargo will provide a very strong competitive advantage on the Czech and European markets, given the price terms for the new locomotives to be delivered by both manufacturers, their delivery terms and currently very favorable financing conditions.

Romanian built Class 748.538 is seen stabled with an engineers train at Ricany. *Class47*





▶ KŽC Class 810.381 and trailer stand at Praha Masarykovo. *Stearnsounds*



▶ Prague driver training tram No. 5520 passes Újezd. *Stearnsounds*

▶ Tatra built Prague tram No. 8285 crosses Mánesův most with a line No. 2 service to Nadrazi Branik. *Stearnsounds*



## Thanks from the Sklopísek Střeleč company

On 24th of July 2018, a saloon car was added to the pair of regular trains Pn 64200/64201 from Libuň to Řetenice, where was held a meeting of the management of Sklopísek Střeleč company.

The train arrived at the destination of Řetenice on time, despite the complications caused by engineering works. The management of AGC Flat Glass Czech were ready to greet the train there. Part of the delegation went on a sand unloading tour with most members of the delegations discussing further cooperation and delivery of sand from Libuň to Řetenice.

The fact that the whole event was successful is evidenced by an email of thanks received by ČD Cargo's Head of the Operational Unit in Mladá Boleslav.

Photo: © CD Cargo



Regiojet (StudentAgency) train No. RJ103309:21 Praha Hlavní Nádrazí - Wien Hauptbahnhof, (Austria) calls at Břeclav with haulage provided by Siemens Vectron MS quad voltage 1.5/3kV DC, 15/25kV AC Bo-Bo electric Class 193.276 provided by European Locomotive Leasing.  
*David Pollock*

















## Alstom to supply 5 extra Citadis trams to Bordeaux Metropole

Alstom is to supply 5 additional Citadis trams to Bordeaux Metropole for a total amount of nearly 14 million euros. This order comes in addition to a tranche of 25 trams currently being manufactured on Alstom's site in La Rochelle.

These new trams, 44 metres long, are identical to those of the previous orders and are intended to reinforce the multi-line transport offer of the city of Bordeaux from 2019. They can accommodate between 218 and 300 passengers each, the equivalent of more than 3 buses. Alstom's Citadis trams offer optimal on-board journey quality with a fully low floor, air conditioning, a video monitoring system and audio-visual information. Up to 98% recyclable, Citadis trams help to preserve the environment.

Since its entry into service in 2003, the Bordeaux tramway system transports almost 280,000 passengers every day on its three lines. With Phase III adopted in 2009, the network will consist of 4 lines (line D is scheduled to open in 2019), representing a cumulative total length of 79 km. The Citadis tram has completely transformed the city and is popular with the inhabitants, who appreciate its speed and comfort of use. With 130 Citadis, Bordeaux Metropole will have one of the largest tram fleets in France, ordered in four tranches since the year 2000.

"We are very happy that our historic customer Bordeaux Metropole has once again placed its confidence in us. We delivered the first tram of the current order to our customer in May 2018, and the next four will be delivered and enter commercial service in September," said François Papin, Alstom site manager in La Rochelle.

All the Citadis trams (33 and 44 metres) for Bordeaux Metropole are equipped with the innovative ground-level power supply system APS, which has also been incorporated

into the tramway systems of cities such as Reims, Angers and Dubai.

Bordeaux Metropole was the first customer to rely on Alstom's new power supply solutions, which represent an alternative to conventional catenary power supply. Besides APS, other new technological innovations are available to reduce energy consumption and preserve city centres: SRS, an innovative ground-based static recharging system, Citadis Ecopack, batteries and super capacitors. The trams will be manufactured at six Alstom sites in France: La Rochelle for the design and assembly, Le Creusot for the bogies, Tarbes for the traction equipment, Villeurbanne for the on-board electronics, Vitrolles for the APS and Saint-Ouen for the design.

Photo: ©ALSTOM Transport/Richard Nourry



▶ SNCF Transilien No. 27352 pushes an outer suburban service out of St. Lazare.  
*John Sloane*







▶ Europorte liveried No. 1026 stands at Mantes La Jolie. *John Sloane*



▶ ASNCF Infrastructure Class 60 in yellow together with Nos. 75062, 26016, 17016, 27344, 15021 in the background are seen at Acheres. *John Sloane*



▶ Ile de France liveried EMU No. 226 departs St. Lazare. *John Sloane*



## Siemens Mobility presents new Vectron Dual Mode locomotive

Siemens Mobility will be presenting a new locomotive at the InnoTrans 2018, the world's largest trade fair for railway technology. The Vectron Dual Mode can be operated as both a diesel and electric locomotive. On electrified sections of track, the new locomotive is powered by electricity to save fuel and reduce maintenance costs. The locomotive can be switched to diesel mode on non-electrified sections. The Vectron Dual Mode concept enables operators to increase their sustainable value throughout the locomotive's lifecycle. The locomotive has been designed for freight transport in Germany and can be ordered from the end of September 2018.

"The Vectron Dual Mode combines the best of two worlds: It has a powerful diesel engine and is also equipped for electrical operation. Wherever there is an overhead power line, the locomotive runs quietly without emissions, saving fuel and maintenance costs. With the Vectron Dual Mode, we have developed a sustainable, environmentally friendly and highly cost-effective alternative to conventional diesel locomotives," says Sabrina Soussan, CEO of Siemens Mobility.

Germany's rail network is currently around 60 percent electrified, and the new locomotive from Siemens Mobility can also operate through gaps in the electrified sections, eliminating the need to change locomotives. At the same time, conurbations and major cities, where there is often an electrified rail network, are spared emissions.

The Vectron Dual Mode is based on proven Vectron components. The new locomotive has a gauge of 1,435 mm and weighs 90 metric tons. The locomotive is designed to operate on a 15-kV AC electrical system and is equipped with the PZB train protection system. Regardless

of its operating mode, the locomotive develops a rating of 2,000 kW at the wheel rim. The Vectron's diesel tank holds 2,500 liters of fuel. The locomotive's top speed is 160 km/h.

Siemens Mobility will be presenting the Vectron Dual Mode as an interactive model at the InnoTrans 2018. The company will once again be showcasing its products and solutions in Hall 4.2 and in the outdoor exhibition area.



SRS tram No. 48 stands at Friedrichshagen about to depart for Rüdersdorf on May 22nd.  
*Steamsounds*



 Germany



BVG Berlin train No. 1543 is seen passing Köpenick Rathaus. *Steamsounds*



VPS Bahn Mak 1700BB No. 1702 heads through Vienenburg with a rake of box wagons. *Steamsounds*



DB Class 182.018 waits departure time at Berlin Hbf with an RE1 service to Frankfurt(Oder). *Steamsounds*







60,5t  
35,0t  
8m'  
4t

▶ Harzer Schmalspurbahnen dampflokomotive No. 99.236 is seen in the early evening sunshine on the shed at Wernigerode. *Stearnsounds*



▶ HSB Nos. 99.7247 and 99.222 are seen on the shed at Wernigerode. *Stearnsounds*



▶ Evening at Wernigerode and Nos. 99.234 and 99.7240 rest after the day's work on the Brocken. *Stearnsounds*







## An entire circus takes the train

The much loved, famous Circus Roncalli is on tour again, making the eyes of young and old light up with delight. The circus company, based in Germany, relies on the tailor-made carrier and logistics services of the Rail Cargo Group for the transport of 1,200 tons of circus equipment by rail.

From the 18th of August to the 2nd of September 2018, the renowned, traditional circus was performing in the outdoor area of the Olympiaworld, in the Tyrolean capital of Innsbruck. Year after year, the German circus company Roncalli, which was founded in 1976 by Bernhard Paul in Vienna, captivates its audience. The company relies on the railway to transport its circus equipment. It is one of the few remaining circus entertainment companies to still attach great importance to this traditional transport route for its logistics. Many of the advantages speak for themselves. For instance, it would prove extremely difficult to master the at least 200 kilometres, which separate the individual hosting cities from each other. One challenge has been the tight schedule and the extremely complex loading and unloading process. A smooth running process, precisely planned logistics concepts, sector-specific know-how as well as our employees' wealth of experience make it possible for everything to be at the right performance location at the right time. The Roncalli team are in place at the destination station ahead of time, ready to begin unloading and manoeuvring the lovingly restored trailers.

1,200 tons of circus across 700 metres

duration of the tour, which will last several months. More than 80 wooden circus and show trailers from the Bernhard Paul collection, various equipment such as fences and tarpaulins, as well as smaller vehicles are transported on a block train, with a total length of 700 metres and weighing around 1,200 tons.

During the night of 15th August 2018, the special train with Circus Roncalli equipment arrived in Innsbruck. The Roncalli logistics team started unloading according to schedule at 8am. The historic circus trailers were safely pulled up the loading ramp with an old Hanomag tractor so that those famous lines could be heard again: "Clear the ring for Circus Roncalli!"



Photo: The 700 metre long circus train on the way to its performance destination. © ÖBB/Johann Kapferer

TRB Class 110.469 approaches Köln Hbf with the National Express RB 48 Ersatzzug on June 5th.  
*Steamsounds*



▶ Zittauer Schmalspurbahn Nos. 99.731 and 99.760 stand at Bertsdorf with trains for Kurort Jonsdorf and Kurort Oybin. *Steamsounds*

▶ Zittauer Schmalspurbahn No. 99.731 runs round its train at Kurort Jonsdorf. *Steamsounds*



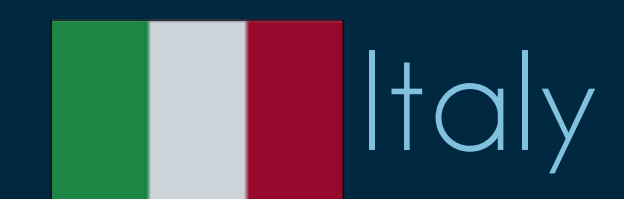












Former FS Nos. 225.051 and 225.069 are seen at Bibbiena Yard. *John Sloane*



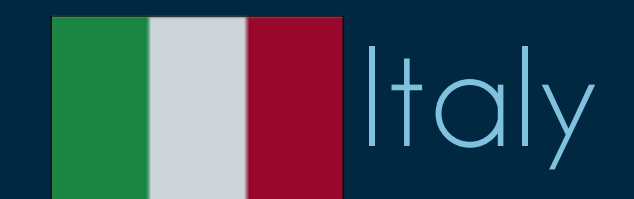
4w electric loco No. E6 built in 1950 stands in the yard at Arezzo Pesciola. *John Sloane*



Former FS Nos. E626.311 and E626.223 are seen at Arezzo Pesciola. *John Sloane*







Former FS Ale EMU No. 940.049 sits outside Arezzo Pescaiola station. *John Sloane*



Trenitalia Class E464.455 stands at Pistoia station with a train from Florence. *John Sloane*

Bo-Bo electric locos Nos. EDz 17 and EDz 13 are seen inside Arezzo Pescaiola depot. *John Sloane*



Preserved Class E656.023 sits outside Pistoia historic depot. *John Sloane*



Former FS No. E626.006 is seen parked at Bibbiena station. *John Sloane*



Breda 1940 built ALn railcar No. 556.2331 stands at Pistoia historic depot. *John Sloane*



## How We Made the Netherland's Sprinter Light Train More Inclusive for Passengers

Dutch national railway operator, Nederlandse Spoorwegen (NS), has enlisted the help of a Bombardier-Siemens consortium to upgrade their fleet of 131 Sprint Light Trains. The Sprinter trains are currently being fitted with a range of amenities to make them more accessible to the visually impaired and passengers with limited mobility.

To make them more inclusive and accessible, Bombardier-Siemens services technicians equipped the train with a large wheelchair-accessible toilet and a sliding step at the door as well as two dedicated places for wheelchairs with an emergency button nearby. In addition, engineers added a tactile information system, like braille, so visually impaired passengers can easily navigate their way throughout the length of the train. They even found space to accommodate two more of the Netherland's ubiquitous bicycles.

These upgrades were carried out in close collaboration with Dutch advocacy groups Ieder(in) (Everyone(in)) and Oogvereniging (Eye Association), who were involved in the process from design to testing. Once the upgrade is fully complete, NS's Sprinter fleet will offer the highest level of accessibility and even more comfort, meeting the needs of their entire passenger base, regardless of their physical ability.

The first two trains are already running on NS's timetable with a third to soon follow. These three will operate until the end of the year to gather valuable passenger feedback that will be used to determine if and what further renovations are needed. The upgrade work is being carried out at Talbot Services in Aachen, Germany, a former Bombardier Transportation site where a share of the fleet was originally built. The Bombardier-Siemens consortium



will continue to upgrade two trainsets at a time, a process that takes just around two weeks. Moving forward, passengers in the Netherlands will gradually see more and more upgraded trains with the complete upgrade project for the full 131 trains expected to be finished by the end of 2021.

NS Class 1700 No. 1741 arrives at Amersfoort.  
*Steamsounds*













On August 11th, tourist tram No. 1180 runs on the Statenlane working a service to the museums in The Hague. *Erik de Zeeuw*

On August 14th, NS Traxx Class E186.021 departs The Hague working an Intercity Service to Eindhoven. *Erik de Zeeuw*

On August 18th, SHM steam locomotive No. 7742 (built in 1914 by Schwartzkopff in Berlin) is seen being lubricated with oil before working a service to Medemblik. *Erik de Zeeuw*



















ÖstgötaTrafiken type X61 Alstom built 4-section Bo-Bo-2-Bo-Bo 15kV AC EMU No. S-OT 94 744 610 205-7 / 61205 is seen stabled on the centre tracks at Norrköping Central. *David Pollock*

The Engelsbergs Norberg Järnvägshistoriska förening (ENJ) heritage railway association operates between Ängelsberg & Kärrgruvan. Seen here at Kärrgruvan are two preserved Statens Järnvägar (SJ) Y7 type DMSOL single car DMUs Nos. ENJ2 Y7 1255 'Nils Petter Lantz' and ENJ1 Y7 1156 'Torsten Olsson'. *David Pollock*

Statens Järnvägar (SJ) / Tågakeriet i Bergslagen ASEA built 2-car type X14G-B 15KV AC EMU No. 3190 'Cajsa Warg' makes a shunt move out of the carriage sidings at Västerås station. Formed of (DTSOL) S-ABTR 94 74 500 3190-3 and (DMSO[P]) S-ABTR 94 74 400 3190-6. *David Pollock*









On July 17th, ASEA built No. 1308 / 91 74 000 1308-7 S-GC 15KV AC type Rc4 Bo-Bo electric locomotive of Green Cargo (SJ group) is stabled at Boden Central. *David Pollock*



Green Cargo (SJ group) Type Td diesel-electric Bo-Bo locomotive No. 376 / 92 74 000 0376-4 built originally by Kalmar Verkstad and Nohab and rebuilt by Bombardier and equipped with 4 stroke MTU RV 4000 R43 engine stands in the sidings at Piteå. *David Pollock*

Green Cargo (SJ group) Bombardier built TRAXX F140 AC2 15/25KV AC Bo-Bo type Re electric locomotives Nos. 1432 / 91 74 000 1432-5 S-GC and 1428 / 91 74 000 1428-3 S-GC wait to depart Boden Central after running round a consist mainly of empty bogie steel wagons bound for Luleå. *David Pollock*







▶ A pair of Hector Rail locomotives stabled at Långsele. Class 243.113 Siemens built Vectron and No. 142.106 'STARK' built by SGP (Simmering Graz Pauker) and a former OBB Class 1142 machine. *David Pollock*



▶ Preserved Statens Järnvägar (SJ) railcars wait to depart Faringe with the 13:09 to Uppsala Ö on the Uppsala-Lenna Järnväg 891mm gauge preserved railway operated by the SRJmf society. Formed (DMSOL) 885A type YBo5p, (DMSOL) 809A type YBo5p) and (DTBSO) 2109A type UBFo3yp. *David Pollock*

▶ Storstockholms Lokaltrafik SL2220, 08:31 ex Sodertalje Hamm arrives into Uppsala Central. This Alstom built Coradia Nordic Class X60 is a six section Bo-Bo-Bo-2-Bo-Bo-Bo 15kV AC EMU, unit No. 6016. *David Pollock*







Blue liveried FEC No. 435 passes St. Augustine whilst making it's way back to Bowden Yard on June 25th. This is FEC local train No. 905 which runs weekdays from Bowden to Bayard and St. Augustine. *Laurence Sly*

FEC Nos. 803, 801 and 427 pass St. Augustine whilst working train No. FEC107-24 from Bowden to Hialeah on June 24th. *Laurence Sly*

FEC Nos. 813 and 814 pass St. Augustine whilst working train No. FEC226-24 23:00 Miami Hialeah - Jacksonville Bowden on June 25th. *Laurence Sly*







▶ Nos. 1605 and 1602 shunt the yard at Fenandina Beach on July 2nd whilst No. 1810 is stabled to the right. This is 3/4 of the First Coast Railroads fleet. *Laurence Sly*



▶ Georgia Central Railroad's Nos. 1800, 2069 and 1714 are seen stabled by the yard in Savannah on June 29th. *Laurence Sly*



▶ FEC Nos. 803 and 801 cross the marshes north of St. Augustine whilst working train No. FEC226-25 from Miami to Jacksonville on June 26th. *Laurence Sly*





## Alstom to start Wi-Fi installation on Pendolino trains

On August 28th, PKP Intercity signed a contract with Alstom for the installation of Wi-Fi devices in Express InterCity Premium (EIP) trains originally manufactured by Alstom. The first Pendolino trains with access to the free wireless internet will be on the tracks later this year. The contract amounts to PLN 31.7 million and, in addition to Wi-Fi installations, also includes maintenance for 5 years.

### Higher travel comfort

According to customer satisfaction surveys carried out by PKP Intercity, travelers decide on the Express InterCity Premium offer primarily due to high security and comfort of travelling. Passengers appreciate the guarantee of seats, easy access to the power socket, comfortable armchairs and the possibility of using the special Silence Zone. Trains are also adapted to the needs of disabled people, as well as provide a comfortable journey for families with children. Soon, EIP passengers will also be able to use the free wireless internet.

“The railway sector has been radically changing in recent years. Our objective is for it to be safe, comfortable and timely. We endeavour to reach this goal through the comprehensive investments carried out both in terms of railway infrastructure and rolling stock. All in order to have a fully modernized and modern railway in Poland by 2023. The plan consists of a number of contracts carried out annually by entities of the PKP Group. One of them is the contract for the installation of Wi-Fi devices in 20 Pendolino trains, based on which the first EIP trains with the wireless Internet access will be in use later this year” - says Andrzej Adamczyk, Minister of Infrastructure.

“The installation of wireless internet in the EIP depots will start in September. In August this year pilot tests of Wi-Fi devices in Pendolino were successfully carried out. Pendolino trains will enrich the number of trains equipped with Internet access. At this point, the Wi-Fi network is

available in 171 PKP Intercity cars and 40 combined sets (PesaDart, Flirt3). The carrier plans that by the end of 2018 Wi-Fi will be available in 200 conventional cars and this number will be constantly increased” - adds Andrzej Bittel, Undersecretary of State in the Ministry of Infrastructure.

“Today’s contract is another step towards improving the quality of services delivered to our clients. We are making every effort to ensure our passengers with comfortable environment on each stage of their journey. Internet access in the public space is one of the most commonly expected standards of the 21st century and therefore we are providing it in more and more trains and train stations” – says Krzysztof Mamiński, President of the PKP S.A. Management Board.

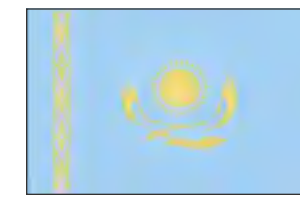
### Assembly details

Alstom teams in Warsaw will be responsible for the installation of Wi-Fi devices in Pendolinos (ED250). Under the agreement, the company will create a Wi-Fi installation project team, as well as will ensure the delivery and maintenance of these devices and training of PKP Intercity staff.

“Works related to the installation of Wi-Fi devices will be carried out in such a way that the ED250 vehicles can carry out planned circuits, according to the timetable. We also care about the fact that the implementation of wireless internet will be fast and efficient. We will pay particular attention to the installation on the first two trains in order to make sure the introduced system solutions are of a proper functioning” - says Marek Chraniuk, President of the PKP Intercity Management Board.

As part of the contract between PKP Intercity and Alstom, which simultaneously will provide the service of a telecommunications operator, an appropriate data entrustment agreement will also be concluded. Thus, user data will be secured in a proper and compliant manner with the current law on the protection of personal data.

“Alstom is pleased to be entrusted the installation of Wi-Fi in Pendolino trains. We know that Polish passengers are waiting for it and we are sure that it will increase their comfort and satisfaction with the journey. It is also important for us that our client will have a rolling stock meeting the highest European standards” – said Lesław Kuzaj, President of Alstom in Poland.



## Phosphorus for Germany

Collaboration between DB Rail Services Czech Republic and DB Schenker for new traffic to Kazakhstan

DB Schenker, DB Rail Services Czech Republic and DB Cargo Poland are now connecting Almaty, the largest city in Kazakhstan, with Wittenberg in central Germany. The new connection begins in Almaty, from where the wagons travel through Kazakhstan, Russia and Belarus to the Belarussian-Polish border near Brest. In Brest, the containers are reloaded from broad gauge to standard gauge wagons. On the Polish and Czech side, CD Cargo takes over the transport, and the train divides into different wagon groups at Ostrava.

A group of three wagons is then taken to Česká Třebová, where they are attached to the regular train to Leipzig-Engelsdorf. DB Cargo takes over this train at the German border. From Leipzig Engelsdorf, the wagons are sent on to Lutherstadt Wittenberg-Piesteritz and delivered to the recipient. The return trip of the empty containers, the preparation of the CIM consignment note and forwarding to the individual companies involved in the transport is coordinated jointly. Throughout the process, there is a constant exchange of information with DB Schenker, the principal carrier. This is to guarantee that the containers arrive safely and on schedule.

### Tailor-made complete solution

The communication between DB Schenker, DB Rail Services Czech Republic and the DB Cargo customs department is particularly helpful in transport planning, for example in clarifying customs matters so as to ensure there are no problems when the train is handed over at the German-Czech border. This works thanks to good planning and close collaboration, says Paul Reipen, customer advisor for DB Rail Services Czech Republic: “Both DB Schenker in the Czech Republic and DB Rail Services Czech Republic recognise the growing necessity of providing the customer with complete, tailor-made solutions.

The successful planning and implementation of this transport concept tailored to the customer’s individual requirements necessitates open communication, mutual trust and close collaboration between the business partners. That was exactly what we were able to put into practice along with DB Schenker, thus providing the customer with an optimal transport solution.”





## Special CZ LOKO vehicles are now operating at the Sofia metro

At the end of August, two special vehicles with the MUV 74 MS designation were produced in Sofia, Czechoslovak company CZ LOKO. In the Bulgarian capital, the Metropolitan Sofia transport company will be deployed in the subway maintenance line. The first vehicle is equipped with a work platform for access to the overhead contact line, the other with a standard hydraulic hand and a snow removal plow, as the underground path leads partly and over the surface. During September, staff training will take place in Bulgaria and the two “muvek” will be put into operation.

“Transport companies are an important segment of our business interests and we have a lot to offer them. In addition

to all-purpose motorized trucks with all possible extensions and platforms, it is also possible to use the EffiShunter 300 lightweight locomotive locomotives. They are designed for the operation of trains when tunnels and metro lines are maintained,” says Jan Kutálek, sales director of CZ LOKO.

The displacement dieselelectric locomotive EffiShunter 300 has been ordered in CZ LOKO this year by Metro Warszawskie, a transport company operating underground transport in the Polish capital. The company will use it at the depot at Kabaty Station for technological service between the maintenance halls. At the same time, it will serve as a down payment in the event of a power outage and the subway cars would be stuck in the tunnel.

After a major contract for the supply of 50 special vehicles MUV 75 for the Czech Railways Infrastructure Manager SŽDC, now CZ LOKO with its specials has penetrated into Bulgaria and is seeking entry into other markets of the European Union.



## ČD Cargo's couchette cars on the train to Banat

As in the previous year, ČD Cargo provided Bc and Bcee couchette cars to create a special train set, which left Prague on August 14th with passengers travelling to the Banat Festival. The whole set consists of 18 cars, while ČD Cargo provided eight cars.

The destination of Balkan Express is the Romanian Orsava. The half-kilometre long set started its journey back to the Czech Republic on August 19th.

The 6th edition of the Banat Festival is held this year to support the Czech community living in the Transylvanian Carpathians.





## ÖBB and Siemens Mobility sign framework agreement for passenger coaches for Austria

Austrian Federal Railways (ÖBB) and Siemens Mobility have signed a framework agreement for the delivery of day and night trains with a total of up to 700 passenger coaches over the next five years. The agreement has a total volume of more than €1.5 billion when all of the agreement's services have been called up. At the signing of the agreement, ÖBB placed its first call for eight nine-car trains for day service and 13 seven-car trains for night service. The Viaggio coaches will be operated with ÖBB's current fleet of Siemens Taurus locomotives. Commissioning of the first trains is planned for 2022. The passenger coaches will be manufactured at the Siemens factory in Vienna, Austria. The framework agreement can also be extended beyond 2023 by ÖBB.

"With the new trainsets for day and night service, ÖBB is systematically continuing its campaign to further enhance passenger comfort. With the additional trains for the Nightjet, we'll be underpinning our leading role in overnight travel in Europe," said Andreas Matthä, CEO of ÖBB-Holding AG.

"Being awarded one of Europe's largest passenger coach tenders shows that our Viaggios are the benchmark for modern long-distance transport. They are based on over 160 years of passenger coach experience. Viaggio passenger trains offer great flexibility across borders as well as state-of-the-art passenger comfort – combined with low maintenance costs and high operational availability," said Sabrina Soussan, CEO of Siemens Mobility.

The contract covers the delivery of all types of passenger coaches, including cab cars, multipurpose cars, first- and second-class cars, as well as sleeping and couchette cars. The trains will be operated in Austria, Germany, Italy and Switzerland. If needed, there is an option to equip the coaches for use in Croatia, the Czech Republic, Hungary, Poland, Slovakia and Slovenia.

The basic variant for daytime transport is designed as a low-floor coach with extra-wide doors to facilitate quick and comfortable boarding and alighting. The daytime trains have a seating capacity of 520, while the night trains offer 100 seats and 160 couchettes. The trains are fully equipped to accommodate passengers with limited mobility. The Viaggio coaches offer improved energy efficiency, achieved through such features as LED interior lighting, air conditioning with a heat pump function in both cooling and heating modes, as well as a fresh air supply regulated by the CO2 content in the interior air. The Viaggio trainsets allow highly flexible configurations that cover all operating requirements.



## Stadler is Named Preferred Bidder to Supply 71 Trains for Wales & Borders

Stadler wins another major contract in the United Kingdom. Wales & Borders order 36 three-car CITYLINK tram-trains and 35 FLIRT trains from Stadler for a total of 71 trains.

Thirty-six CITYLINK three-car tram-trains will operate from Cardiff to Treherbert, Aberdare and Merthyr Tydfil. Relying on 25 kV as well as battery power, these trains will bring back on-street running to Cardiff for the first time in 70 years.

The remaining 35 units will be of the FLIRT type, 11 of which will be diesel-operated and used on South Wales Metro services to Maesteg, Ebbw Vale and Cheltenham. The other 24 units will be tri-mode, capable of running on diesel, overhead electric wires and battery power. The tri-mode fleet consists of seven three-car and 17 four-car trains.

Coming on-stream in 2023, the 24 tri-mode trains will be used on routes linking the Vale of Glamorgan and destinations north of Cardiff. They will be powered by electricity to the north of Cardiff, and diesel to the south, providing a cross-city connection.

The use of batteries on tram-trains and tri-modes is an innovative and cost-effective solution that will provide a fully electric, environmentally friendly service north of Cardiff by enabling "smart electrification" on the infrastructure.

"Smart electrification" will enable a fully electric service to be provided while minimising infrastructure costs and the need for costly modifications to 55 of the bridges along the routes, particularly north of Caerphilly.

The Stadler fleet will mean more new trains and a major improvement in passenger experience, assisting Transport for Wales' work in delivering Welsh Government's vision for transport in Wales. Trains will be longer and have more seats, which have been ergonomically designed to maximise passenger comfort. Each seat will be fitted with power sockets. Other state-of-the-art features include air-conditioning

throughout and wide passenger information screens, providing customers with up-to-the-minute travel information. Noise and vibrations will be kept to a minimum, with the new trains quieter than the current ones. Other benefits include additional space for

up to six bikes on each train and level boarding to assist with prams and mobility scooters.

Stadler already has a considerable presence in the UK. As well as our locomotives, there are 12 Variobahn trams at London in Croydon, delivered in 2012. Seven tram-trains have been in operation on the Sheffield Supertram network since last year. These tram-trains are very similar to those successfully forming the centre-piece of the public transport system in Chemnitz, Germany. In 2019, 58 new Stadler trains will be introduced on the Greater Anglia network, and 52 will enter service in the Liverpool City Region by 2020.

Ralf Warwel, sales director at Stadler Rail, commented: "Stadler is very proud to have been chosen to supply this unique and innovative fleet of rolling stock for the Wales and Borders franchise. The introduction of new rolling stock in South Wales will be appreciated by passengers not only because of the high levels of comfort but also thanks to the use of the latest battery power technology. This new technology, when rolled out nationwide, will bring the industry one step closer to being carbon neutral."

Economy and transport secretary, Ken Skates said: "Through our £5bn investment in rail services we are introducing innovative, cost effective and environmentally friendly travel solutions that have the needs of our passengers right at their heart. Stadler's tram trains will make up an exciting part of our new rail offer in South Wales and I look forward to their introduction." James Price, chief executive, Transport for Wales, commented: "We're at the beginning of an exciting new journey as we transform our transport network and deliver a new vision for transport, with the people and places of Wales at the heart of our mission. Stadler's rolling stock will play a key role in in this transformation."

Transport for Wales Rail Services is operated by Keolis Amey Wales Cymru. Colin Lea is mobilisation director. He concluded: "We would like to thank Stadler for working extremely hard with us to design trains which will enable the innovative South Wales Metro solution. "This will transform the passenger experience and enable 100 per cent electric running on the valley lines north of Cardiff. This power will be sourced from renewable energy and 50 per cent of that from within Wales. These superb trains will help us cut journey times, provide far more capacity and will put Wales at the forefront of 'smart electrification' technologies."





## EffiShunter 1000 from CZ LOKO conquers the European market



The CZ LOKO joint stock company has completed the delivery of five EffiShunter 1000 locomotives to the Italian company MERCITALIA Shunting & Terminal, belonging to the national carrier Gruppo Ferrovie dello Stato Italiane. Under the original name Serfer Servizi Ferroviari (Serfer), the tender for five shunting locomotives had been announced.

“The implementation of this contract has both strategic and symbolic value for CZ LOKO. Although CZ LOKO has supplied almost 60 locomotives in the Italian market, it has always a modernization. Now, for the first time, it has succeeded in succeeding with a new build that meets the demanding European standards of the TSI. This proved to prove that the new concept of CZ LOKO vehicles will stand in the harsh competitive struggle that exists in the field

of locomotive development and production. And symbolically the locomotive is 744.10 5-8 thousand product of the modern history of the company,” added Josef Gulyás, CEO of CZ LOKO. The official handover of the entire series took place in Turin on 11 June. Physically, however, the locomotives were delivered to the depot in Udine, where the operating staff was also trained. These locomotives will be used mainly in the shifting service of important logistics centers in Milan, Ravenna and Livorno. This is related to the main activity of the new operator, which is to provide a shift in the parent holding and contractually to external customers. From the end of 2018, it plans to deploy locomotives in service.

The operation in Italy is linked to a number of adjustments according to the specific legislation and the specific requirements of the customer. The locomotives are now equipped, for example, with the BL3 fire and security system. These modifications, together with the TSI certificate, eventually allowed the Italian National Railway Safety Agency (ANSF) to grant the EffiShunter 1000 type approval for the entire network shunting service run by the Rete Ferroviaria Italiana (RFI) National Infrastructure Manager. It was important to obtain both type approval from the Railway Authority and an internationally recognized TSI certificate issued by the Railway Research Institute as a Notified Body. It is this key document that enables accelerated approval in all countries of the European Union. It demonstrates the compliance of the EffiShunter 1000 product line with the major European standards.

“Thanks to this, it is no longer necessary to carry out authorization procedures in individual countries, but only within the framework of national specificities,” explains Josef Gulyás. EffiShunter 1000 is a modern four-axle locomotive with asynchronous power transfer (AC / AC). Thanks to the individually controlled traction engine performance, it achieves high performance, reducing consumption, operating costs, emissions and noise at the same time. The maximum speed is 100 km / h, but the drive design satisfies speeds higher. CZ LOKO plans to build a new foundation for its production portfolio on the EffiShunter 1000 platform, which will replace the modernization of older locomotives in the future. One of the Italian EffiShunters, 744.105-8, will be inaugurated in Berlin at the international railway trade fair InnoTrans 2018 as the thousands produced rail vehicle in the modern history of CZ LOKO. The subsidiary of CZLOKO Italia, which develops business activities, ensures availability of spare parts and works for more than 60 locomotives from CZ LOKO production.



## Siemens is awarded contract for streetcars in Orange County, California

New order will bring eight S70 low-floor streetcars to the OC Streetcar project

Siemens Mobility has announced that it has been awarded a contract from the Orange County Transportation Authority (OCTA) for eight streetcars. The contract includes spare parts and tools, and comes with the option to purchase up to 10 additional streetcars at a later date. Siemens will provide systems support and training to operators and maintenance technicians once the vehicles are delivered, expected early 2021.

“As cities are growing, so is the need for reliable public transportation,” said Michael Cahill, president of Siemens Rolling Stock in the U.S. “Our streetcars provide great transportation options for cities looking for expandable-use vehicles that can be upgraded to interact with today’s – and tomorrow’s -- latest technology.”

The new OC Streetcars will be zero-emissions and based on the flexible and proven Siemens S70 light rail vehicle platform that is being used in mass transit and regional services linking suburbs to cities, such as in Houston, Charlotte, San Diego, Portland and the Twin Cities. The S70 design has also provided reliable operation in inner-city areas such as Salt Lake City and Atlanta, which is utilizing digital rail analytics as one of the “smartest” streetcar operations operating in the country today.

Siemens streetcars are playing an increasingly important role in helping regions address high-traffic congestion and bridge existing gaps in transportation. In the case of Orange County, they will sustainably link downtown areas with key business and government districts. The OC Streetcar will primarily serve Santa Ana’s central business district, which includes county and local government offices and courthouses in the Civic Center. It will also connect with many OCTA bus routes and Metrolink regional/commuter rail. According to OCTA, the streetcars are expected to carry more than 7,300 passengers per day within their first year of operation.

As ridership needs grow, these streetcars can also be converted to meet any rising demand for light rail transit operation. Unlike light rail transit systems that mainly run on tracks separated from the roads, streetcars run on rails set into the road surface and therefore share the road with private motor vehicles. Streetcars offer an attractive alternative to traveling by car or bus due to higher speeds, running parallel with road traffic and serving short local routes with frequent stops. The double-articulated, bidirectional vehicles provide utmost efficiency, and the fully accessible low-floor design enables passengers to board and exit comfortably without any obstructions.

These zero-emissions streetcars are being built by more than 1300 Siemens employees in Sacramento, California.



From the UK

## Summer in the South West

As regular readers will know, the Railtalk team take their summer break in the south west of England and this year was no exception. With many IEPs coming on stream, could this be the last year for the HSTs along the sea wall with services from London Paddington?

▶ On August 2nd, ROG's Class 37 800 hauls power cars Nos. 43170 and 43189 past Dawlish Warren with a 0Z84 Doncaster to Laira move.  
*Richard Hargreaves*

▶ Whilst many Great Western DMUs have transferred to Northern, Class 150 207 has headed in the opposite direction. The now Great Western unit is seen near Starcross with a Paignton - Exmouth service.  
*Richard Hargreaves*

▶ On July 25th, Inter-City liveried power car No. 43002 on the rear of a Plymouth bound service passes the beach at Dawlish.  
*Richard Hargreaves*







From the UK

## Summer in the South West



At the Dartmouth steam railway, Great Western Railway 7800 Class No. 7827 'Lydham Manor' runs round its train at Kingswear.  
*Richard Hargreaves*

Whilst most freight has disappeared from the rails in recent years, the Moorswater tanks continue to operate, seen here passing Dawlish with Class 70 810 in charge. *Richard Hargreaves*

The future..... IEP Class 802 101 speeds through Dawlish on July 25th with a test run. Love them or hate them, these units are here to stay.  
*Richard Hargreaves*



