Railtalk Magazine *Xtra*

Issue 110x | November 2015 | ISSN 1756 - 5030

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Submissions

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entries@railtalk.net

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From the Editor...

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

With Autumn fading and Winter fast approaching, thoughts obviously turn to next year and what trips to plan. Well with the continuing reduction in Germany of it's Class 218 loco hauled services, then this has to be a main feature of 2016, but I have also learnt that in the summer months of next year in Czech Republic, then there is to be a service from Prague to Rakovnic via Beroun hauled by preserved/heritage locos. This is also one to keep an eye out for. The Class 67xxx diesel turns out of Strasbourg also seem to be on the decline, the same as in many other countries I'm sure, with quite a few 'modern' units trains replacing the more enthusiast friendly loco and stock.

As I write this, there has just been an announcement that Vossloh (the builders of the DRS Class 68s in the UK) have sold their Rail Vehicle business to Stadler, we hope to bring you more on this next month. .

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. These issues wouldn't be possible without: Mark Allatt, John Aldborough, John Balaam Robert Bates, Brian Battersby, BVT, Mark Bearton, Mark Bennett, Tim Blazey, Mart Brouwers, Steve Dennison, Tim Farmer, FrontCompVids, Paul Godding, Richard Hargreaves, Dave Harris, Brian Hewertson, Martin Hill, Keith Hookham, Colin Irwin, John Johnson, Anton Kendall, Colin Kennington, Michael Lynam, David Mead, Jeff Nicholls, Chris Perkins, Mark Pichowicz, Andy Pratt, Tim Proudman, Railwaymedia, Laurence Sly, Gary Smith, Steamsounds, Mark Torkington, Tim Ward and Andrew Wilson.

Front Cover: Renfe Class 252-050-0 powers the 13:48 Valencia Nord to Albacete Intercity service through La Encina station in the province of Alicante on September 20th.
Steve Dennison

This Page: SNCF 'en voyage' liveried Nos. 67578 and 67419 are seen departing Lucon working the 08:17 Toulouse - Nantes.
FrontCompVids

Pictures

Metra Rail's EMD F40PHM-2 No. 191 passes No. 196 as it departs Chicago with an outbound Metra train on August 11th.
Laurence Sly

SBB Cargo Class 420.178 passes Wassen whilst hauling a train of tanks. Laurence Sly

CD Cargo ‘Laminates’ Class 240.053 and 240.057 roll into Kutna Hora with a rake of tanks. The locos arrive with ‘pans down’ as there is a voltage change here and they will be dragged off this train and pushed back through the neutral section. Class47

At La Rochelle, SNCF diesel locos Nos. 67542 and 67475 are pictured working the 08:17 Toulouse - Nantes service.
FrontCompVids

On August 21st, M61.017 waits for a path towards Tapolca at Zánka-Köveskál whilst working the 09:40 from Budapest-Déli.
Tim Farmer

Kambly liveried Class 465.004 pushes train No. RE4362 07:57 Luzern-Bern away from Wolhusen. Mark Pichowicz

On September 24th, Bahn Touristik Express Class 217.002 runs light engine through Regensburg Hbf. Class47

SBB Re 4/4ii No. 11327 rounds the Wattinger curve at Wassen with a northbound postal train. Mark Pichowicz

CRW operated Class 740.595 and 740.722 are seen awaiting a clear path at Poprad Tatry, hauling a rake of oil tanks.
Class47

On August 21st, Class 478.324 and 628.307 are pictured stabled at Sárvár. Tim Farmer

At the Rügensche Kleinbahnen in Rugen, Dampflok No. 99.4011-5 takes a break between services. Mart Brouwers

Looking rather tired, ZSSK Cargo Class 183.017 stands at Kosice having arrived hauling a very lengthy rake of coal wagons. Class47

SBB Re 4/4 Nos. 11181 and 11141 head south along the upper level at Wassen with the Venice Simplon Orient Express.
Mark Pichowicz

Slovakian Express Group's Class 242.557 stands amongst a gathering of Class 240 'Laminates' at Breclav. Class47

At Mirimas, SNCF BB No. 22257 working the 09:18 Lyon Part Dieu - Marseille passes No. 67565 hauling a heavily graffitied driving trailer No. 331. FrontCompVid

Former DB ‘Ludmilla’ No. 651.002 (Class 232.543) arrives at Sárvár working the 09:05 Szombathely – Keszthely service on August 22nd. Tim Farmer

SNCF BB's Nos. 67554 and 67436 arrive at Quimper with the 14:55 service from Bordeaux. FrontCompVids

QR National No. 5042 leads 5003 through Victoria Street with a loaded coal working towards Kooragang. Anton Kendall

SNCF TGV Nos. 821 (310241) and 4551 stand in a very sunny Marseille St. Charles on August 25th. Brian Battersby

A view of Thale Hbf, semaphore signals and highly ornate signal box. Steamsounds

H-Start Class 431.174 working a service from Boba is seen passing 431.188 at the junction station of Zalaszentiván on August 22nd. Tim Farmer

Working the recently introduced service from London St. Pancras International, Eurostar No. 3212 (and 3211) are seen at Marseille on August 23rd. Brian Battersby

Standing in for unavailable ‘Mallet’ No. 99.5906, No. 99.7243 is pictured working the second steam diagram on the Selketalbahn. Steamsounds

Harz-Berlin-Express DMU No. HEX VT807 stands at Thale Hbf having arrived with a service from Quedlinburg. Steamsounds

AWT's Class 753.724-4 is pictured stabled on the outskirts of Beroun. Class47

DB Class 422.518 EMU arrives at Essen Hbf with an S9 service from Hagen Hbf. Steamsounds

Dampflok No. 99.7243 calls at Gernrode before continuing to Quedlinburg. Steamsounds

DB Class 143.568 departs from Neuweid with an RB27 service for Koblenz Hbf. Steamsounds

Pacific National No. 9019 leads 9034 and 9002 on an empty coal working from Kooragang down the grade at Metford.
Anton Kendall

On August 22nd, SZ Class 664.106 has arrived at Pragersko working train No. EC246 'Citadella' from Budapest. The diesel is replaced with an electric loco here for the final leg into Ljubljana. The section between Hodoš and Pragersko is currently being electrified and will bring to an end the Class 664s booked passenger workings. Tim Farmer

On August 6th, Go Transit's MPI MP40PH-3C No. 628 pushes Go train No. 909 08:38 Oshawa - Toronto Union past Scarborough.
Laurence Sly

On August 25th, an Ortec shunter is photographed stabled at Aleo Alumina Gardanne. Brian Battersby

On August 24th, DB Class 115.350 prepares to leave Horb working the 15:50 Stuttgart – Zurich IC service. Tim Farmer

Pacific National No. TT08 leads 9207 and TT104 on an empty coal working from Kooragang down the grade at Metford.
Anton Kendall

SBB Re 4/4 Nos. 11237, 11368 and 11369 pass Biaschina whilst working freight train No. 69121 to Chiasso Smistamento.
Laurence Sly

On August 25th, DB Class 120.113 stands Stuttgart Hbf whilst working the 07:58 service to Zurich. Tim Farmer

SBB Re 4/4ii No. 11304 passes Wassen whilst working train No. IR2315 08:04 Basel SBB - Locarno. Laurence Sly

On August 25th, SBB Cargo Class 421.392 calls at Zurich with the 13:16 service to Munich, which it will work as far as Lindau.
Tim Farmer

DB Class 189.006 approaches Pirna working a mixed freight from Dresden through to Decin. Class47

SBB Re 4/4ii No. 11302 approaches Gurtnellen whilst working train No. IR2316 07:10 Chiasso - Basel SBB. Laurence Sly

SBB Re 4/4ii No. 11149 approaches Gurtnellen whilst working train No. IR2323 to Locarno. Laurence Sly

Crossrail's Class 185.599 and another Class 185 approach Gurtnellen whilst working train No. 40125 from Zeebrugge to Milano Smistanto. Laurence Sly

Super power as Crossrail's Class 185.578, 185.594, 185.600 and 185.599 approach Gurtnellen whilst hauling an intermodal train to Zebrugge. Laurence Sly

Pacific National No. TT127 works an empty coal working from Kooragang down the grade at Metford. Anton Kendall

A southbound SBB intermodal train passes Lavorgo with Re 4/4ii No. 11348 and Re 6/6 No. 11680 providing the traction.
Laurence Sly

SNCF 4 car DMU No. 76671 is seen stabled at Aix Du Provence on August 25th. Brian Battersby

CD Cargo Class 122.004-5 hauls a rake of fuel tanks into Velke Osek. Paul Godding

SBB Re 4/4ii No. 11348 leads Re 6/6 No. 11680 past Faido whilst hauling an intermodal train. Laurence Sly

CD Cargo's 'Laminates' Class 240.048 and 240.065 arrive into Havlickuv Brod with a mixed freight working, whilst 742.044 performs station shunting duties. Paul Godding

In a timeless scene, CD Cargo's Class 742.399 is seen waiting time at Okrisky with a short goods working to Jihlava.
Paul Godding

SBB Re 4/4ii No. 11179 approaches Capolago whilst hauling an engineers train. Laurence Sly

ZSSK Class 754.010 is seen at Kosice enjoying a rest prior to working the next service to Zvolen. Class47

BLS Class 485.018 and 485.007 pass Gurtnellen whilst hauling a Milano bound container train. Laurence Sly

SBB Re 6/6 No. 11684 and Re 4/4ii No. 11329 approach Gurtnellen whilst working train No. 42027 from Cologne to Gallarate. Laurence Sly

BLS Nos. 182 and 175 approach Gurtnellen whilst working a train of scrap metal from Emmenbrücke to Lecco. Laurence Sly

SBB Cargo Class 620.086 and Re 4/4 ii No. 11345 approach Gurtnellen whilst hauling intermodal train No. 40126 Chiasso - Basel. Laurence Sly

KZC owned No. T478.1215 (Class 749.253) is pictured waiting to depart from Jirkov on September 19th whilst working the NFP Railtours ‘North Bohemian Rambler’. Andy Pratt

CFR Class 60.1532-5 is seen stabled near Pyce station, Bulgaria.
FrontCompVids

At Bucuresti Nord, Class 60-0938 is seen having arrived with the 06:30 service from Pitesti. FrontCompVids

A CD Cargo ‘Gogglefest’ at Kralupy nad Vltavou on September 21st, as Class 755.001 and 755.002 are stabled on the depot while 753.755 arrives with a short freight. Andy Pratt

At Bucuresti Nord, Regiotrans' ex SNCF Fret electric loco No. 25581 is seen stabled. FrontCompVids

Popular with British enthusiasts, V200.033 arrives at Essen Hbf on August 29th with the 'Eisenbahnfreunde Witten' organised special to Bremerhaven. There was enough British interest in this train to fill the leading coach with UK cranks. Andy Pratt

HZ passenger loco No. 2044.006 approaches Podrute working train No. 790 the 15:12 Zagreb - Varazdin. Andy Pratt

FS Trenitalia Class E656.435 passes Cervo whilst working train No. EC139 08:07 Nice Ville - Milano Centrale on September 18th. Laurence Sly

Serbian Railways, ZS No. 444.014 has just arrived at Nis and disgorges passengers from any available door of it's single coach train. Andy Pratt

HZ passenger loco No. 2044.016 leads a dead 2044.002 through the level crossing at Podrute with the heavily delayed 09:30 Zagreb - Varazdin service. Andy Pratt

The Dampfbahn Fränkische Schweiz runs between Ebermannstadt and Behringersmühle in Bayern. In this photo, Dampflok No. 4 departs Behringersmühle station, the decoration on the front of the smokebox being in honour of the Lok Führer who was working his last train that day. Andy Pratt

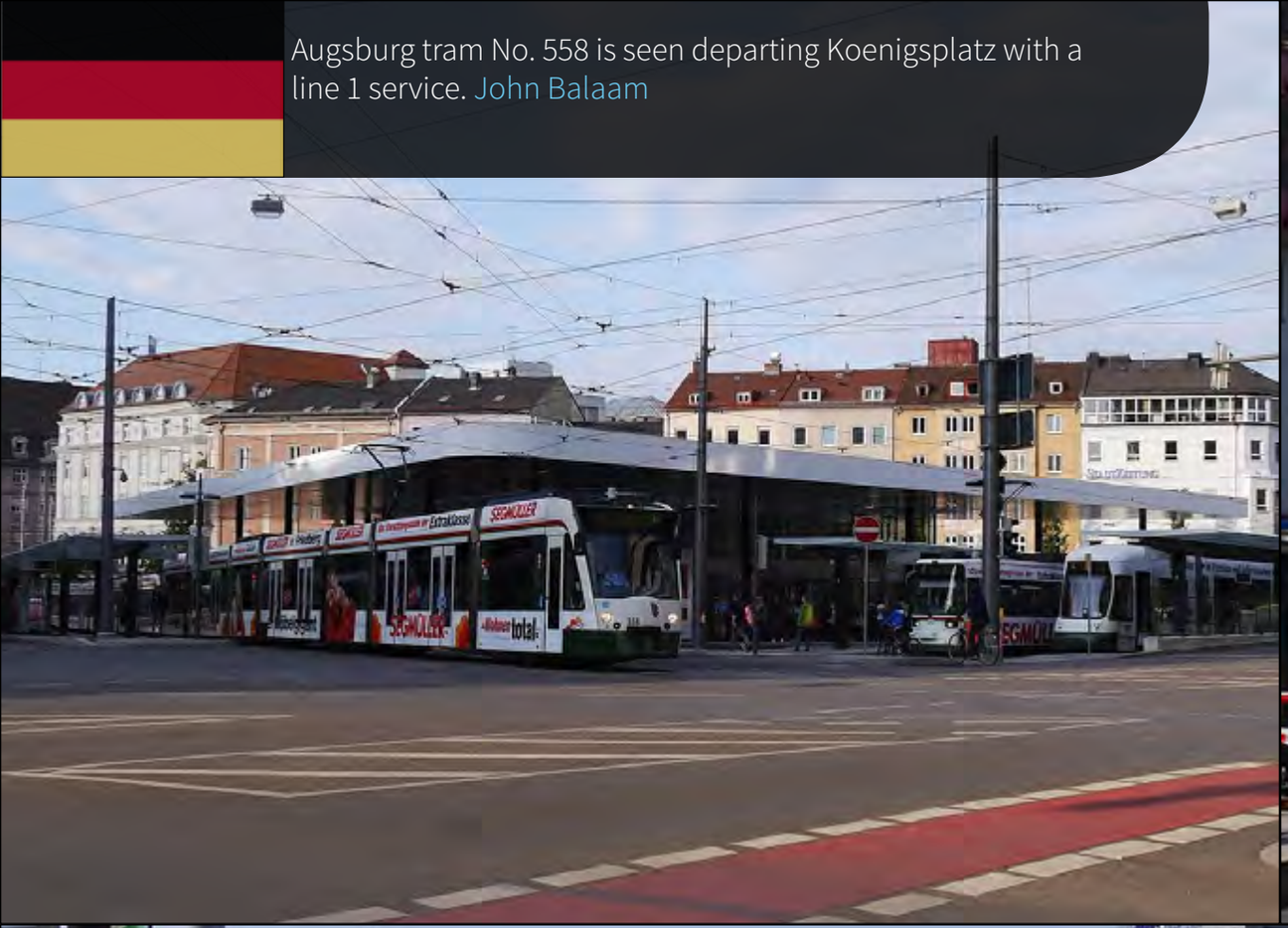
SBB Re 4/4ii No. 11345 and Class 620.086 pass Gurtnellen working an intermodal service. Laurence Sly

On September 24th, Alex liveried Class 183.004 stands at Regensburg Hbf, working a Prague to Munich service.
Class47

A Düsseldorf tram is pictured crossing the Oberkasseler Brücke. Steamsounds

DB Class 425.030 working an RE8 service to Koblenz Hbf, approaches Bad Honnef with the Drachensfel in the background. Steamsounds

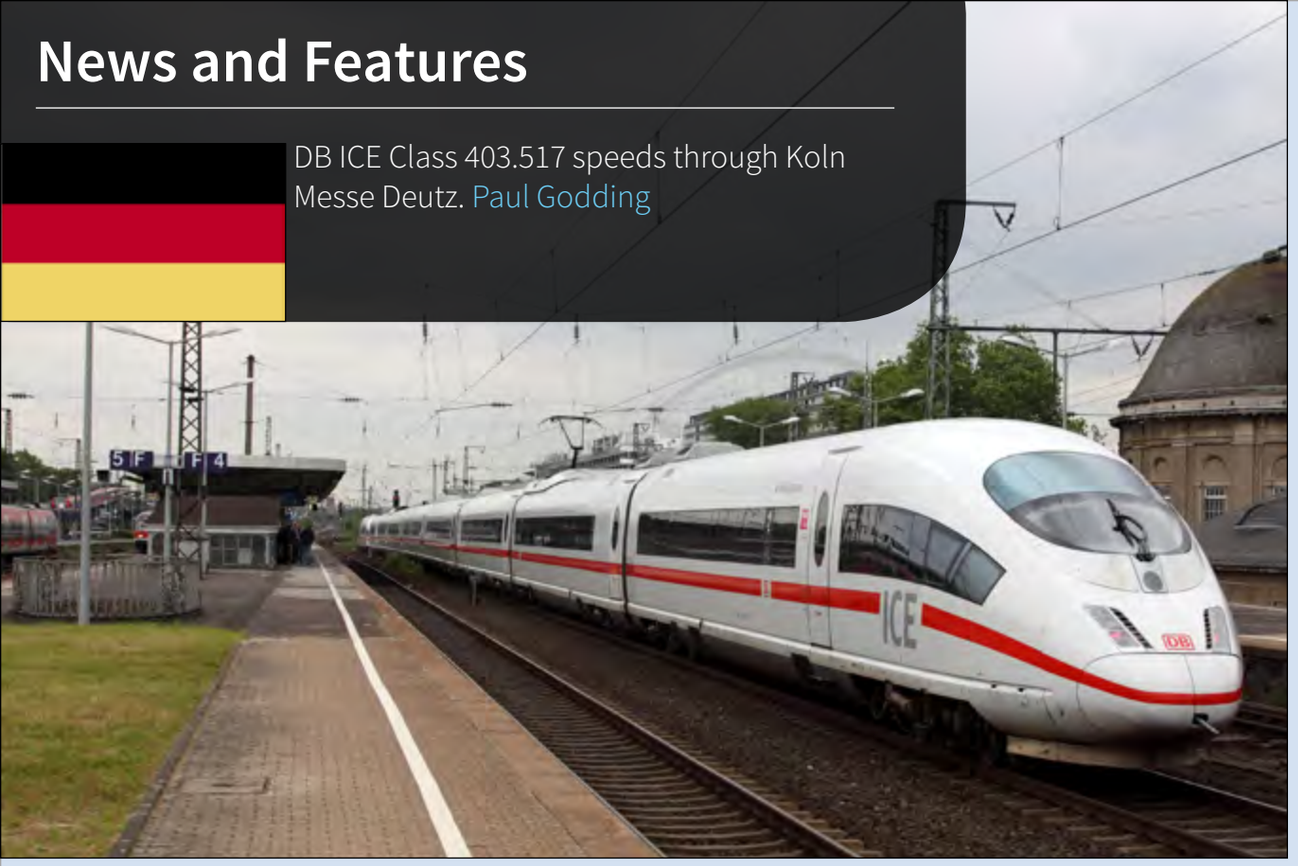
Augsburg tram No. 558 is seen departing Koenigsplatz with a line 1 service. John Balaam



Mannheim tram No. 5637 working a line 1 service to Rheinau Bf calls at Tattersall. John Balaam

Mannheim trams Nos. 5639 and 5708 call at Bismarckplatz. John Balaam

News and Features



DB ICE Class 403.517 speeds through Koln Messe Deutz. Paul Godding

Bombardier to Supply Eight Regio 2N Double-Deck EMUs for Midi-Pyrénées Region

On October 1st, Rail technology leader Bombardier Transportation announced that the French National Railway Company (SNCF) has exercised an option for eight additional Regio 2N double deck electric multiple units. The order will be financed by the Midi Pyrénées region and is valued at approximately 56.5 million euro ($63.3 million US). This additional order is part of an option included in a contract signed in 2010 with SNCF to provide up to 860 trains for various French regions. The Midi Pyrénées Region ordered ten Regio 2N in December 2013, and this new order will increase the region's fleet to 18. Delivery will take place between 2017 and 2019. Altogether, ten French regions have ordered a total of 209 Regio 2N. To date, Bombardier's Crespin site in Northern France has delivered a total of 45 well-performing trains to six French regions. Since commissioning in October 2014, the Regio 2N fleet, based on the BOMBARDIER OMNEO double-deck EMU platform, has traveled over a million kilometers in service.

Passengers riding in the Regio 2N will benefit from the train "tube"-style architecture. It features a large number of comfortable seats, indirect lighting, electrical sockets, air conditioning and a passenger information system. The Regio 2N is also known for its low operational costs and energy savings of about 20% per passenger. This is in part thanks to BOMBARDIER ECO4 technologies such as the BOMBARDIER MITRAC Permanent Magnet Motor which captures electrical energy used during braking

Alstom and NTV sign a contract for the purchase of Pendolino trains and maintenance

On October 29th, Flavio Cattaneo, CEO of NTV, and Pierre-Louis Bertina, Managing Director of Alstom Transport Italy, signed a contract worth €460 million for the purchase of 8 Pendolino high-speed trains, along with 20 years of maintenance. The new trains will expand the operator's existing fleet and offer additional high speed journeys to its passengers. The first trains are scheduled to be delivered in 2017.

This award, which was made on the basis of a long and rigorous selection process, fully satisfies NTV's requirements for flexible trains capable of providing excellent performance on both conventional and high-speed lines. The Pendolino high-speed trains ordered by NTV will be used to complement the existing fleet of 25 AGV .Italo trains. As a result, the new trains will be able to extend high-speed journey options to a rapidly growing number of passengers.

The Pendolino model destined for NTV can reach a speed of 250 km/h and is part of Alstom's Avelia range, which includes Alstom's high-speed and very high-speed trains across the world. The 187-metre-long train will be composed of 7 cars accommodating around 500 passengers. The interior configuration will provide high comfort and improved passenger experience.

Pendolino train is environmental-friendly with high level of recyclability and reduced CO2 emissions. Moreover, its optimized distributed traction system enhances efficiency and acceleration and regenerates energy while braking. The train will be compatible with the latest 2014 TSI Common conditions and regulations established by the European Union and which contribute to guaranteeing high levels of safety and efficiency. The train features improved crash protection and an aerodynamic front end.

The trains will be produced in Italy. The Savigliano site (Cuneo) will be responsible for the design and the production of the trains. The other sites involved are: Sesto San Giovanni (Milan) for the design and production of the traction systems, and Bologna for the signalling systems. The maintenance work will be carried out at the site in Nola (Naples), which is currently responsible for maintaining the .Italo trains.

SNCF BB No. 22333 is pictured stabled at Paris Gare du Nord.
John Balaam

Siemens builds factory for trams in Turkey

Siemens is investing in the growth market for urban public transport and is building a new assembly factory for trams in the Turkish city of Gebze, near Istanbul. By localizing manufacturing and the supply chain in Turkey, the company expects even better chances for winning tenders as well as substantial cost advantages for international orders. The rail industry is increasingly depending on international production networks. This is particularly true for the tram business, which is facing changed competitive conditions. Siemens is already cooperating with local manufacturing partners in Turkey on a project basis. The first vehicles are scheduled to be produced in the new factory beginning in 2018. Siemens is investing around 30 million euros in the new facility.

The business with urban rail transportation is currently growing at around three percent a year. Along with the traditional producers, many new suppliers from Eastern Europe and Asia are pushing into the tram market and are primarily benefiting from lower manufacturing costs. Numerous established suppliers already have production facilities outside of Western Europe for supplying the world market. Siemens intends to secure its competitiveness in the tram market with its own factory and a local supply chain in Turkey. The company has developed and successfully marketed modern vehicle platforms in recent years. “Our Avenio series trams have already proven themselves in some countries. We are now aiming at building on this success in the global market. We have the best chances of succeeding here with a factory in Turkey,” said Jochen Eickholt, head of Siemens’ rail business.

Alstom delivers the 100th Regiolis train

Alstom has delivered the 100th Regiolis, destined for the Midi-Pyrenees region in France. After 18 months of use, the Regiolis trains have travelled over 4.5 million km, demonstrating a level of reliability surpassing the objectives set by SNCF. The first Regiolis trains entered commercial service in Aquitaine, Alsace, Lorraine and Midi-Pyrenees in April 2014.

Working to ensure this reliability and the proper daily functioning of the material in complete security are the technicians of the Alstom After-Sales Service teams, today deployed at 11 client sites. They place their competencies at the service of SNCF and the French regions with a focus on two main missions: to train SNCF agents how to drive the Regiolis train, and to ensure corrective maintenance of the train in commercial service during its warranty period. The After-Sales Service teams are supported by the PMCO team based at the Alstom site of Reichshoffen, which has a depot dedicated to the management of consignment stock containing 14,000 spare parts and 1,300 references. The required parts are dispatched to the places that need them in under 24 hours. In parallel, the Reliability experts of PMCO monitor the state of the trains in real time thanks to TrainTracer, an on-board predictive maintenance system developed by Alstom.

Regiolis is part of Alstom’s Coradia Polyvalent range. Thanks to its flexible architecture, it can be adapted to the needs of every organising authority as well as different types of use: suburban, regional and intercity. It comes in three lengths (56, 72 or 110 metres) and offers optimal comfort for passengers, whatever the length of the journey. Regiolis is both ecological and economical, thanks to its low energy consumption and reduced maintenance costs. Thanks to the ongoing homologation programme of Regiolis, as of March 2015 SNCF and the French regions can operate their trains in multiple units of three and four, allowing them to be flexible and adapt to dense traffic or rush hour when the number of passengers can reach over 1,000.

To date, 13 regions in France have ordered 243 trains of which 192 Regiolis for the regions, 17 cross-border trains between France and Switzerland (CEVA) and 34 Intercity trains, destined to replace the Corail trains.

Alstom chosen to equip the City of Nice with its latest innovations

Following a meeting held by the tenders committee over the selection of the tram manufacturer for the East-West line of the Nice Côte d'Azur tramway, Alstom Transport has been chosen to supply the trams of the future tramway line. The contract award represents a new step in this key developmental project. Launched on 7 November 2014, the call to tender involved the supply of 19 tramsets, each one 44 metres long, energy charging equipment and purchase options for 18 extra tramsets to cover the needs of the East-West tramway line, as well as the extension of the line into the Plaine du Var region.

The contract, worth 91 million euros, involves the supply of 19 Citadis X05 tramsets, the latest generation of Alstom trams, and its innovative ground-based static charging solution. The order includes options for 3 to 18 supplementary trams, their energy charging systems and their maintenance for a period of 12 years. Alstom's Citadis X05 trams will circulate on the new lines 2 and 3 of the Metropolis Nice Côte D'Azur network, for which Alstom equipped line 1 in 2007.

Unlike Line 1, the distinct feature of the new tramway line ordered by the Metropolis Nice Côte d'Azur is the absence of a catenary over the entire surface section of the route, with regular charging inside the station. This feature satisfies the wish to integrate the new tramway line into the urban environment while preserving the city's architectural heritage.

The delivery of the first trams is scheduled for summer 2017 with entry into service on the East-West Line scheduled for 2018. The line will be 11.3 kilometres long, of which 3.2 kilometres in tunnels.

Special features of the trams

Alstom is responsible for the design and manufacture of the trams, which will be 44 metres long with a capacity to hold 300 people. Alstom's Citadis X05 tram, the latest model in the range, draws on the latest technology for a renewed passenger experience: increased comfort with 40% windows, LEDs for soft, homogenous lighting, spacious individual seating, and journey information displayed on extra-large screens. Double doors throughout the entire length of the tram ensure increased accessibility. Passenger security is ensured through a real-time video surveillance system, emergency hatches in the case of emergency evacuation and fireproof materials. The innovations of Citadis X05 have also been designed for ease of use: passenger capacity has been increased by 10%, the exchange ratio in the stations has been increased by 20%, preventive maintenance costs have been reduced by 20% and the length of life of the wheels has been increased. Finally, Citadis X05 helps to preserve the environment as it is 98% recyclable, consumes 30% less energy and recuperates energy produced during braking.

SRS, the ground-based static charging technology, combined with the Citadis Ecopack energy storage system

Alstom will also implement its new ground-based static charging solution SRS, which allows the tram to charge safely and automatically in under 20 seconds while stopped inside the station. The trams will be equipped with Citadis Ecopack, an onboard energy storage device, to guarantee autonomy between two charging points. SRS builds on the operational and security standards of the proven solution APS (the trams of Bordeaux, Reims, Dubai). With this technology, the future trams of the East-West tramway line will be able to recharge at every station as passengers get on and off, without extra stopping time.

Seven of Alstom's 12 sites in France are involved in the development of the tramway system for the Metropolis Nice Côte d'Azur: La Rochelle for the conception and assembly of the trams, Le Creusot for the bogies, Ornans for the motors, Tarbes for the traction, Villeurbanne for the onboard electronics and passenger information systems, Vitrolles for the ground-based static charging solution and Saint-Ouen for the design.

Christian Estrosi, Deputy-Mayor of Nice, President of the Metropolis Nice Côte d'Azur:
"As a fervent advocate of French industry, I am particularly pleased that a French company has been selected for this contract, for which the call to tender was launched in November 2014. Renowned for the quality of its projects and its capacity for innovation, Alstom was able to propose competitive solutions adapted to our requirements, of which the first was the absence of an overhead catenary over the entire surface section of the line, allowing our tram to blend into its environment without disruption. In the coming months, I will be launching a public consultation to make the final decision regarding the design of the trams, which will circulate from west to east, then on Line 3."

Jacques Beltran, Vice-President Sales and Marketing, Alstom Transport France: "This project will be a true technological showcase and we are proud that the Metropolis Nice Côte d'Azur has renewed its confidence in Alstom. We have presented our latest solutions, based on proven systems, to ensure that lines 2 and 3 reflect the ambitions of the region: innovative, unique, in harmony with their environment and a reference in terms of sustainable mobility."

Zillertalbahn diesel loco No. D13 stands at Jenbach with a service to Mayrhofen. John Balaam

Het Spoorwegmuseum

At the museum in Utrecht, 4-4-0 loco No. 107 greets the visitors.
Mart Brouwers

Het Spoorwegmuseum

Train No. 273, a Mat ‘46 2-car EMU built by Werkspoor in the Netherlands in 1952. They were known as Muizeneus (Mouse’s Nose) because of yellow whiskers which were painted on the front for decoration. Keith Chapman

NS Class 2400 diesel-electric freight loco No. 2498. Despite looking very North American she was built in France by Alsthom in 1956. Keith Chapman

Built in the UK between 1950-57 by English Electric for NS, diesel-electric 0-6-0 shunter No. 673 is very similar to the British class 11 loco. Keith Chapman

Austerity Class 2-10-0 British War Department loco No. 73755, named ‘Longmoor’. Built in Glasgow by North British Locomotive Co., she was the 1000th loco shipped to a liberated Europe after D-day. Keith Chapman

PTG - Rail Wonders of Southern Greece

No. A466 takes the charter on a photographers run-by over the Gorgopotamus Viaduct on October 6th. Mark Torkington

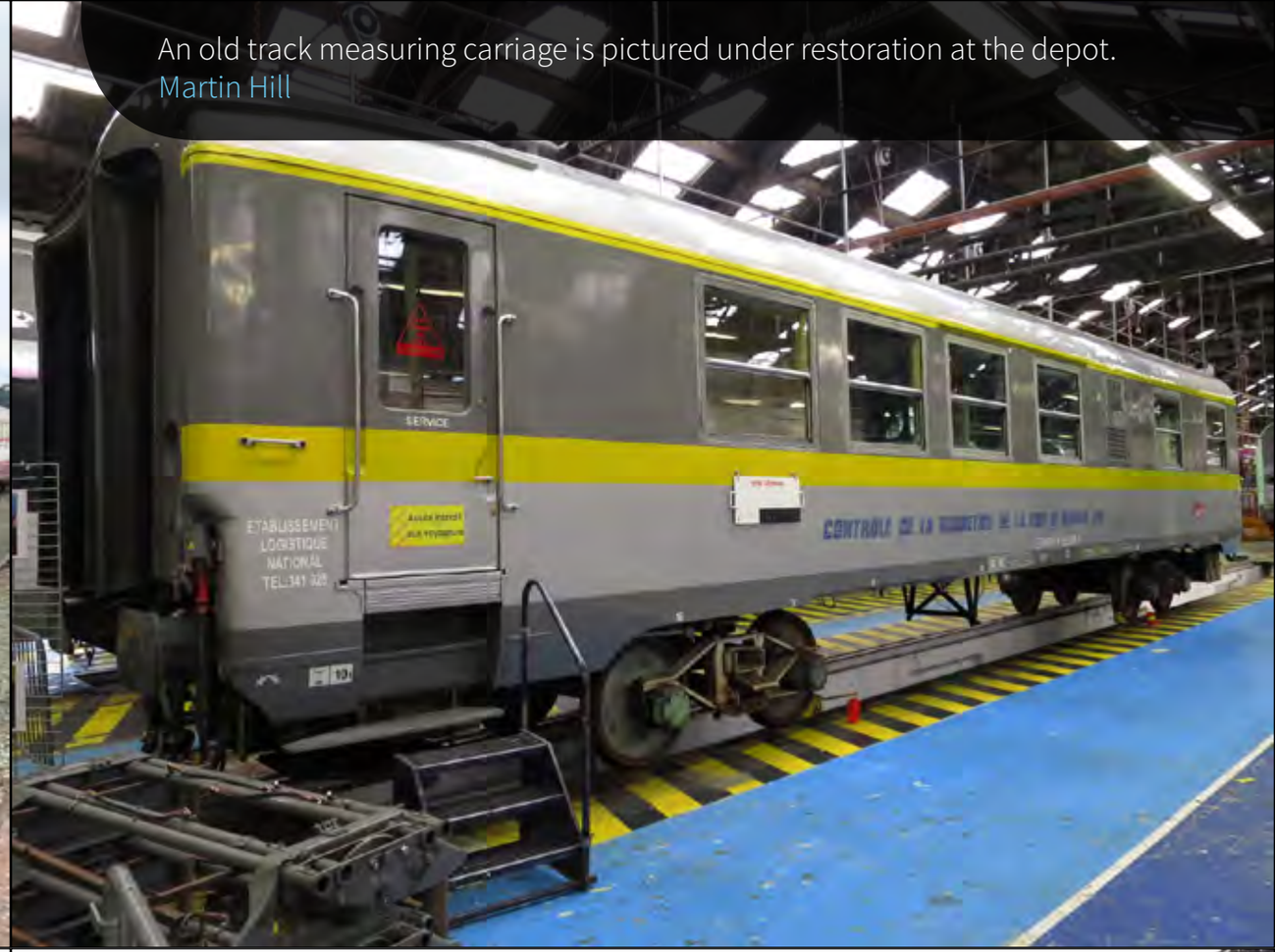
No. A201 (a 6 cylinder “Baby” ALCO) draws all the attention at Larissa after piloting the tour from Volos. Mark Torkington

The only remaining “world series” ALCO in service, No. A302 (although prior to this it hasn’t worked for 2 years) stands in the headshunt at the relatively new Athens Airport terminal before working the charter back to Central Athens. Marl Torkington

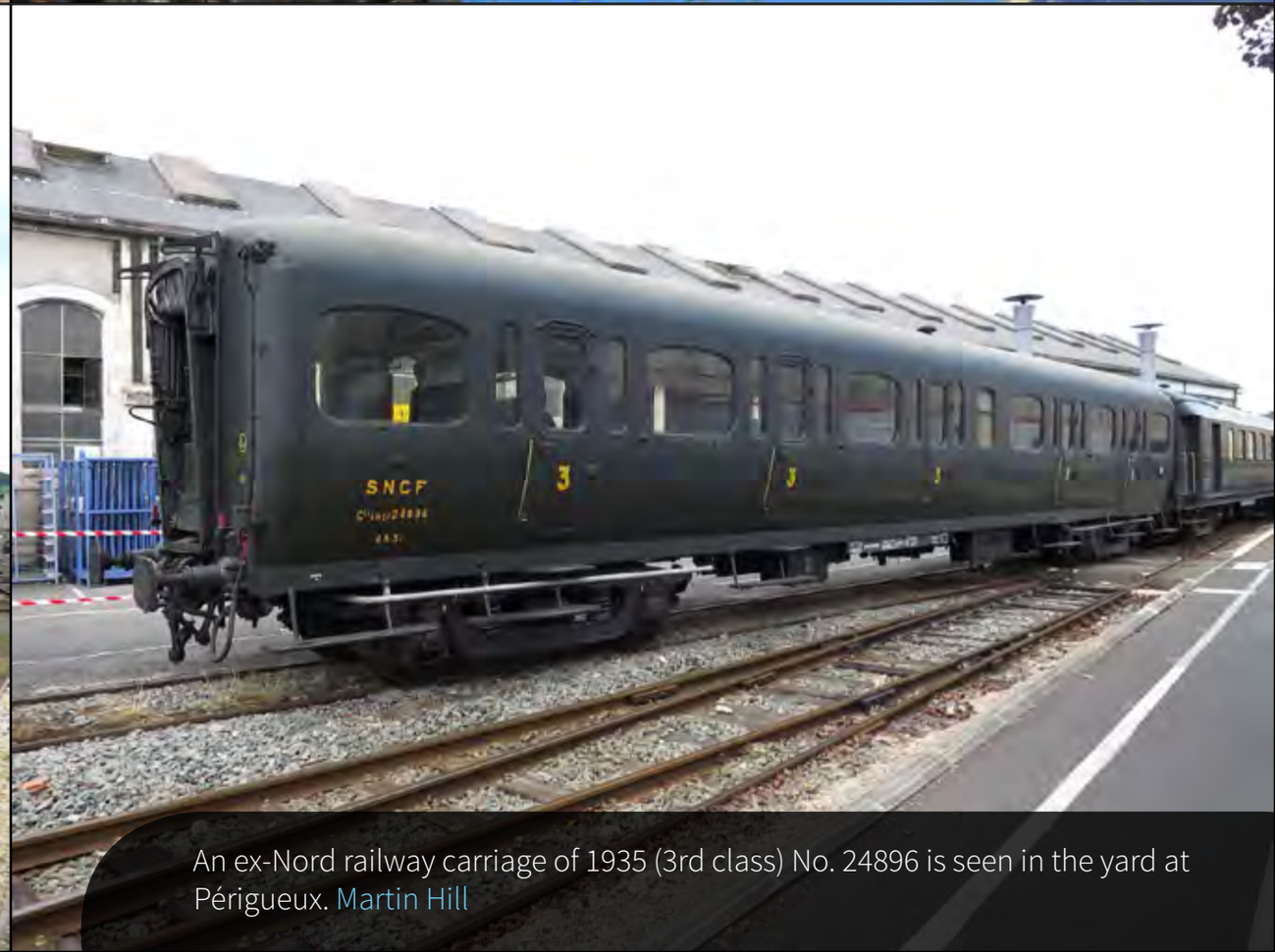
SNCF - Perigueux Open Day

A visit to the SNCF Carriage Works at Périgueux on their open day on September 19th and an opportunity to see rolling stock under repair and refurbishment. Martin Hill

An old track measuring carriage is pictured under restoration at the depot. Martin Hill



Steam loco No. 140C38, built 1919 in the UK and restored in 2013 was on display. Martin Hill



An ex-Nord railway carriage of 1935 (3rd class) No. 24896 is seen in the yard at Périgueux. Martin Hill

An early ‘La Poste’ mail coach is seen at Thouars on September 4th. Martin Hill

At Mussidan on September 10th, X72500 series DMU No. 72662 is seen stabled overnight before forming a morning commuter train to Périgueux, whilst on the right is B81500 series bi-mode unit No. 81794 which had just arrived from Bordeaux, en route to Périgueux. Martin Hill

Bombardier to provide 62 TRAXX AC Locomotives to Israel Railways

Rail technology leader Bombardier Transportation has signed a contract to provide 62 TRAXX AC locomotives to Israel Railways (ISR). Based on the list price, the new order is valued at approximately 230 million euro (262 million US). The contract also includes an option for an additional 32 locomotives.

Boaz Tzafrir, CEO of Israel Railways, said, “The Israel Railways electrification project is advancing and becoming a reality. The transition to electric operation, a standard practice in all advanced countries, will be a significant leap forward in every field relating to the operation of the Israel Railways and a key factor in Israel Railways’ future growth.”

Yossi Daskal, Chief Country Representative and Head of Sales Israel, Bombardier Transportation, said, “We feel honoured to have been selected for this significant order. We have been working in close partnership with Israel Railways for decades, having already delivered and retrofitted a large fleet of double deck coaches. Our long term relationship with Israel Railways is based on a clear understanding of how our transport solutions can continue to best meet the mobility needs of the people of Israel.”

The TRAXX locomotive is based on a highly reliable and versatile locomotive platform that has proven its technology through years of successful operations across Europe. Designed for speeds up to 160 km/h, the new TRAXX AC locomotives will be mainly used to power Israel’s fleet of 369 BOMBARDIER TWINDEXX Vario double deck coaches currently in use. The locomotives also feature the highly reliable and field proven BOMBARDIER MITRAC TC 3300 AC Traction Converter as well as universal MITRAC drives, which include the latest generation of traction motors and gearboxes. The new locomotives will be nearly identical to the TRAXX AC locomotives already in service with German Rail Operator, Deutsche Bahn and, as ISR’s first electrically powered rolling stock, will play a key role in Israel’s program to electrify its rail network. The first deliveries are planned for the end of 2017.

Siemens opens a new Service Center for Locomotives in Munich

On October 1st, Bavaria's Transport Minister Joachim Herrmann and Jochen Eickholt, CEO of Siemens Mobility Division, open the Siemens Service Centre for Locomotives in Munich-Allach. Constructed in the space of just a year, the Rail Service Centre boasts a 2000-square-metre sheltered service hall where preventive and corrective maintenance will be carried out on locomotives. The development marks the first time that Siemens has bundled locomotive production and maintenance at a single location.

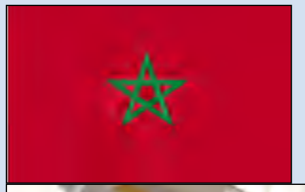
Munich is an ideal location at which to base the Rail Service Centre. As a node in key east/west and north/south connections in the European rail network, the city is visited by almost every locomotive travelling across Europe and can serve as an interim stop for important inspections, maintenance, overhauls or additional tests. Repair work and modernization can equally be carried out here, too. Over the long term, rail operators can schedule their locomotives' service stops into their routes, removing the need for lengthy stock transfer trips that cost time and money. The proximity between manufacture and servicing also brings synergies, as the engineers in production and development receive direct feedback from their service colleagues, which can then flow directly into the latest locomotive developments. This makes for more service-friendly vehicles and lower life-cycle costs.

"This traditional factory, once solely for locomotives, has become a facility for modern technology that sets standards for innovation and service," said Bavaria's Interior and Transport Minister Joachim Herrmann.

The opening ceremony also included a presentation of the Data Services Centre, a facility also located at Munich-Allach, where huge amounts of data from vehicle fleets worldwide will be assessed in the future. The data analysts are able to use algorithms to identify patterns and trends and then anticipate potential malfunctions and damage before they even occur. The result: a new era of quality in predictive maintenance. "These two facilities will pave the way for Siemens to provide the rail service of the future. Double-digit growth is expected in the market for digital service in particular, and we have invested in this field in Allach so that we can profit from this growth and create value for the benefit of our customers," said Jochen Eickholt.

In future, the Data Centre will function as the beating heart of Siemens' rail services business. Maintenance data from projects around the world will be analysed and processed here at a high level and over the long term, in preparation for the future. Digitalization facilitates optimal access to data that is important for service activities.
This year saw a dedicated team set up to deal exclusively with data-driven services. A remote diagnostics platform was quickly established, which is linked to the vehicles and infrastructure and stores lifetime data in a database. A variety of analytical tools allow the experts to identify fault patterns and develop predictive models that can be used during operations.

The Siemens factory at Munich-Allach boasts a long tradition of locomotive manufacturing and currently employs 700 people. Locomotives have been built here and at previous Siemens locations for 175 years.



Alstom to deliver 50 additional Citadis trams to Casablanca

Alstom has been awarded a contract by Casa Transports – the public company in charge of Casablanca's public transport – to provide 50 Citadis trams for a new section of the city tramway line expected to open in late 2018. The contract is worth €100 million.

The ridership of the Casablanca tramway line, in service since December 2012, has increased by more than 30% over the last couple of years. To address the growing mobility demand, Casa Transports decided to add 22 km to the 31-km-long tramway line and order new trams from Alstom, which had already supplied 74 Citadis, together with the power supply and the signalling equipment.

"We are very pleased with this order, which demonstrates Casa Transport's trust and confidence in Alstom's Citadis solution. With a total fleet of 124 Citadis, more people in Casablanca will be able to commute comfortably in a mode of transport that is environmentally friendly, reliable and that fits well into the city" said Thi-Mai Tran, President of Alstom Transport Morocco.

The Citadis trams for Casablanca are 32 metres long and operate in double units to carry up to 606 passengers each. The integral low floor and the 12 side doors facilitate passenger flow and enable access for all, including people with reduced mobility. The design, which is customised to achieve perfect integration with the city's architecture, will be similar to that of the trams already in service.

The Casablanca tramway project is led by Alstom in Morocco. The Citadis will be manufactured at La Rochelle in France. The other French sites involved are Le Creusot for the bogies, Ornans for the motors, Villeurbanne for the onboard electronics, Tarbes for the modules and circuit breaker cabinets and Saint-Ouen for the design. The Sesto site in Italy will provide the traction system.

After delivery and before their commissioning, the trams will undergo static and dynamic tests on the client's site. The Alstom team in Morocco will also ensure the after sales service.

The Froissy Dompierre Light Railway (CFCD)

On August 23rd, CFCD Decauville No. 5 departs from Froissy with the 16:00 departure for Dompierre. The service will change to diesel traction at Cappy. No. 5 was built in 1916 for service on WW1 supply railways. Chris Perkins

The Froissy Dompierre Light Railway (CFCD)

CFCD No. T25 heads the 16:00 Froissy to Dompierre away from the zig zag section and onto the Santerre Plateau having taken over from the steam traction at Cappy. T25 was built in 1941 with a 100HP CLM engine but, since preservation has been fitted with a 180HP Iveco engine. Chris Perkins

TGV Duplex No. 4722 stands at Saarbruecken, working the 17:00 Paris Est. - Frankfurt service. John Balaam

Alstom’s Coradia Meridian regional train in service on the airport link in Rome

Alstom’s Coradia Meridian train, in its airport link version, has entered into commercial service at Rome Termini railway station. The train is called Leonardo Express and will connect Rome to Fiumicino Airport. New-born of the Coradia Meridian train family, the 8 trainsets are part of an order placed by Trenitalia to Alstom in November 2012. It is technically similar to other Coradia Meridian “Jazz” trains already operating on the Italian regional network, the airport link differentiates itself by a wider space for luggage and a red-white-green livery, referring to the Italian flag.

Coradia Meridian is an Electric Multiple Unit (EMU) train able to run at a maximum speed of 160 km/h. Its concentrated traction system, with two motor bogies, optimises the electrical braking capability of the train allowing energy consumption and brake wear to be reduced. Designed to be eco-friendly, the train is 95% recyclable.

Alstom to provide metro trainsets and a signalling solution for Lucknow metro

Alstom has been awarded a contract worth over €150 million by Lucknow Metro Rail Corporation (LMRC) to provide metro trainsets and a signalling solution for the new metro network of the city of Lucknow.

Alstom will supply 20 Metropolis trainsets, each composed of four metro cars. Each car will be fitted with air conditioning and a passenger information system for a high level of passenger comfort. Alstom will also provide Urbalis, its Communication Based Train Control (CBTC) solution which controls the movement of the trains, enabling them to run at higher frequencies and speeds in total safety. The headway of the Lucknow metro will be 100 seconds. “We are delighted that LMRC has entrusted Alstom with the supply of its first metro. This is an important project for Lucknow’s inhabitants and its visitors as they will soon be able to commute from the north to the south of the city onboard a metro that is safe, fast, reliable and environmentally friendly,” said Dominique Pouliquen, Senior Vice-President Alstom Transport Asia-Pacific.

Lucknow is the capital of Uttar Pradesh. The new metro line will be around 23 km long and include 22 stations of which 19 elevated and 3 underground. The project shall be carried out in two phases, starting with a first corridor of 8.4 km-long. The line is expected to carry about 430,000 passengers per day in the first year, increasing to over 1 million by 2030. The metro cars will be produced in Alstom’s Sri City train manufacturing facility in India. The signalling system will be jointly supplied by Alstom’s sites in Bangalore, India and Saint-Ouen, France. Alstom has strong presence in India where the company has been awarded important metro projects for cities including Chennai, Delhi and Kochi.

PKP CARGO enters Lithuanian tracks with ST48s

PKP CARGO has received indefinite authorisation for independent realization of transports on Lithuania's standard gauge railway. Due to this, the Polish carrier can independently perform transports to the Šeštokai railway terminal located 22 km away from the border. This decreases the duration of transports, since such a solution eliminates the time-consuming forwarding of consignments between carriers at the border.

"We are systematically increasing the feasibility of transports abroad. The best option is to adapt the current machines. In this way, the third series of locomotives of PKP CARGO's rolling stock may enter Lithuania. Therefore, we have more opportunities in managing traction units and a good base for the development of independent transport activity and increase the attractiveness of our offer to clients" says Wojciech Derda, Member of the Management in charge of Operations at PKP CARGO.

Wood is the goods most often imported from Lithuania, whereas metals and chemicals are mainly exported from Poland. Up until now, PKP CARGO used ST44 and SM42 series diesel locomotives in Lithuania.

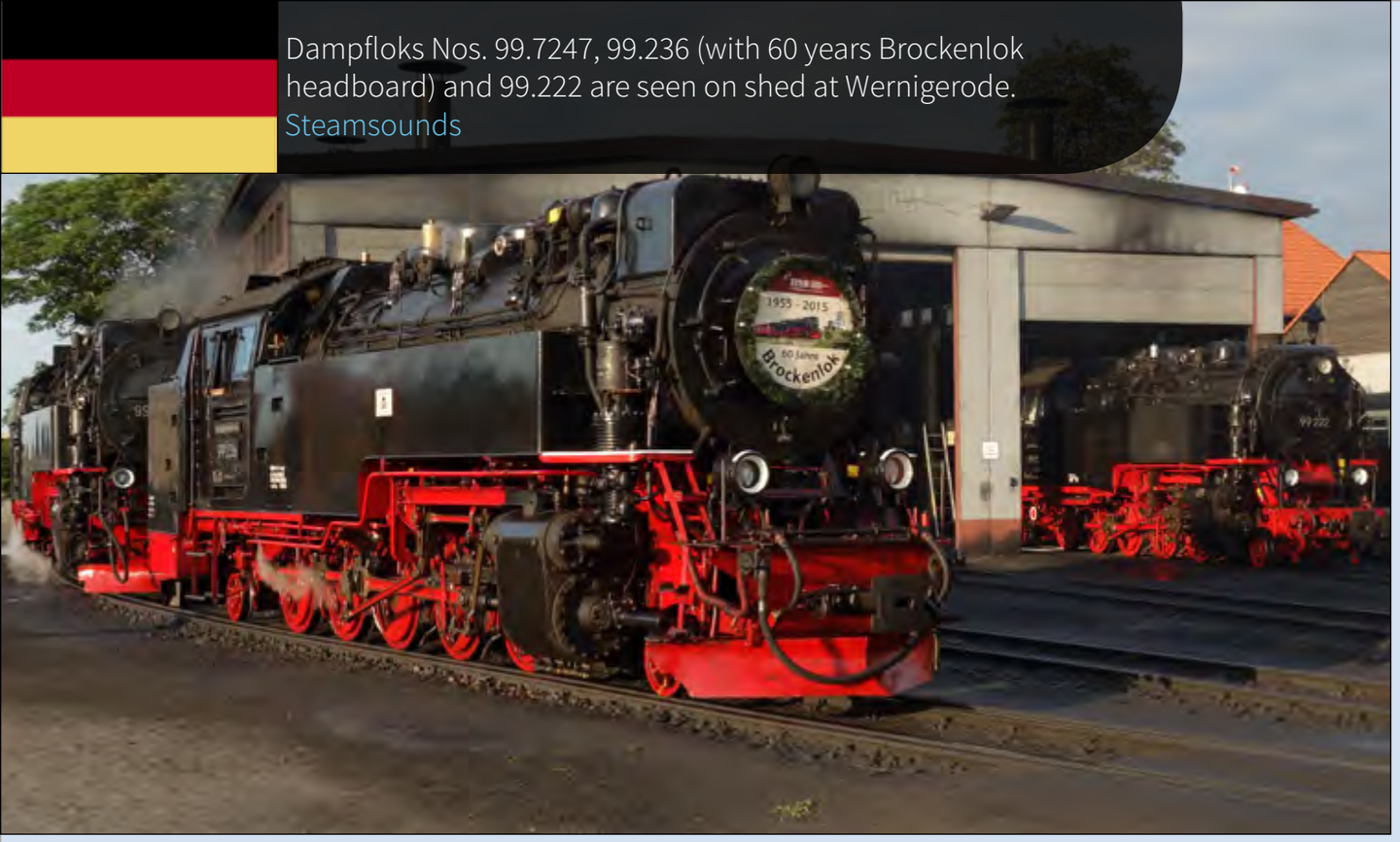
ST48 is a modernised six-axle SM 48 locomotive. PKP CARGO subjected several dozens of these vehicles to major refurbishment. A modern combustion engine, with nearly double the power (up from 882 kW to 1,550 kW) is used in the modernised locomotives. Upgraded machines consume less fuel, which reduces operating costs. They can now be used in shunting and for driving trains. In addition to Lithuania, PKP CARGO can independently perform transports in eight other countries of the European Union: Poland, Germany, the Czech Republic, Slovakia, Austria, Belgium and Hungary.

For handling rail connections abroad, PKP CARGO uses electric multi-system locomotives (the handle three main corridors: Poland-Czech Republic-Austria, Poland-Germany-Netherlands and Germany-Poland-Czech Republic-Slovakia-Hungary), three single-system electric locomotives (in the Czech Republic and Slovakia) and diesel locomotives (in Germany, the Czech Republic, Slovakia and Lithuania).

DB Class 143.242 calls at Darmstadt whilst working a service to Wiesbaden.
Paul Godding

New shuttle train service between Burghausen and the port of Rotterdam

October 2015 sees the launch of a new railway link for containers and swap bodies between KombiTerminal Burghausen (KTB) and the port of Rotterdam via the port of Köln-Niehl CTS (Container-Terminal GmbH) by the chemical logistics company DB Schenker BTT GmbH – a partner of the European rail freight operator DB Schenker Rail. There exist additional gateway connections by barge and rail between Cologne and the port of Rotterdam.
In this way DB Schenker enables freight forwarders, shipping lines and logisticians to link the local industry of the Bavarian chemical triangle with the Rhine-Ruhr region and the port of Rotterdam quickly, reliably and intermodally. Thus, a central hub has been created, which offers local transport providers and industry intermodal, fast transport through the port connection and a web-based container planning at the European and global levels.
"With our new connection to international maritime traffic, our KombiTerminal in Burghausen will be even more attractive for regional industry", says Dr. Carsten Hinne, CEO Schenker BTT GmbH. "Especially the connection with the port of Rotterdam will open up a further possibility for our customers to be connected to global import and export quickly, reliably and efficiently."
"The new train connection that we are setting up together with our partners fits in perfectly with our concept of international expansion of intermodal rail connections, thus always providing a better connection between the regions and our international port," says Wouter van Dijk, Director Logistics Port Authority Rotterdam. "The ancillary infrastructure and the additional services of the port of Rotterdam make us an attractive alternative for freight forwarders and shipping companies."



Dampfloks Nos. 99.7247, 99.236 (with 60 years Brockenlok headboard) and 99.222 are seen on shed at Wernigerode. Steamsounds

On September 10th, SNCF bi-mode unit No. 81825 stands at Bordeaux St. Jean. Martin Hill

MRCE orders more Vectron Locomotives

The locomotive leasing and service company Mitsui Rail Capital Europe B.V. (MRCE) has ordered 21 additional Vectron locomotives from Siemens. Ten of these locomotives are of the AC version for operation in Germany and Austria. The other eleven locomotives are equipped as multi-system locomotives and will be operated in Germany, Austria and Italy. All Vectron locomotives will be

manufactured in the Munich-Allach locomotive production plant. The first three locomotives were pre-produced and have already been handed over to MRCE by Siemens. With this new order MRCE will now own a fleet of 56 Vectron locomotives.

Masayoshi Hosoya, CEO of MRCE, said: “We have been providing multi-system cross border locomotives to our clients since 2007. With this new order of Vectron multi-system locomotives we are able to respond to our customers’ needs with much greater flexibility. This new order from MRCE shows that we have one locomotive in our portfolio - the Vectron - that more than meets the demands of our customers in their day-to-day operations. And by keeping locomotives on stock we are able to fulfill orders even faster. This is a unique selling point in the industry,” said Jochen Eickholt, CEO of Siemens Mobility Division.

The ordered locomotives are due to be deployed in cross-border services between Germany and Austria, and between Germany, Austria and Italy. In addition to the national train protection systems, all these vehicles will be equipped with the European Train Control System (ETCS). The locomotives have a maximum power output of 6,400 kW and a top speed of 160 km/h.

Eurostar reports increase in passenger numbers

Eurostar, the high-speed passenger rail service between the UK and mainland Europe, has reported an increase of 2% in passengers numbers in Q3 2015 (2.87m Q3 2015: 2.80m Q3 2014) as customers continue to appreciate the comfort and ease of high speed rail travel between the UK and European destinations. The month of July was particularly strong with Eurostar carrying over 1 million passengers which is the highest number of passengers travelling in one month since services began in 1994. The increase in passengers in Q3 reflected, in part, the popularity of the new direct all year round South of France service, as well as a number of high profile events in September including the Rugby World Cup and the staging of Fashion Week in both London and Paris. The uplift in the number of business travellers reported in the first half of the year continued into Q3 with the number increasing by 7% over the last three months compared with the same period last year.

In line with the first six months of the year the strength of sterling and the fluctuations in the exchange rate continued to have an impact on sales revenues. Over the last quarter the average (GBP/EUR) exchange rate increased by 10.6% compared with the same period last year. At constant exchange rates, sales revenues in Q3 this year were flat compared with Q3 2014 whereas at actual rates sales revenues reduced by 5% (£200m Q3 2015: £211m Q3 2014). The new South of France service, stopping in Lyon, Avignon and Marseille, which launched on May 1st this year gathered momentum over the summer period as passengers were keen to experience this new alternative to the short haul airlines. To date, over 115,000 tickets have been sold for the service with customers appreciating the city centre to city centre route and the opportunity to enjoy the changing landscape from the north of France to the Mediterranean. Whilst the British have long enjoyed a love affair with Provence, 1 in 3 travellers travelling on the South France service were experiencing the cultural dynamism and gastronomy of Lyon and Marseille for the first time. In addition to being a gateway to the South of France during the summer months, the new Eurostar service is also proving popular among ski enthusiasts as Lyon provides a convenient link to the French Alps with easy road and rail connections to a range of popular ski resorts.

Eurostar's new fleet of e320 trains is now in its final stage of testing with the trains on schedule to start to enter service by the end of the year. With 20 per cent extra seats, state-of-the art Pininfarina design as well as wifi connectivity and onboard entertainment, passengers can look forward to a transformed travel experience. In addition to the introduction of its e320 trains later this year, Eurostar has also introduced the first of its newly remodelled and redesigned trains from the current fleet (known as the e300) which came into service in early September.

Nicolas Petrovic, Chief Executive, Eurostar, said:"After a busy summer and a record breaking month of July with over a million passengers, we are gearing for the arrival of our new state of the art fleet of trains. As we approach our 21st birthday, our business is really coming of age. With new trains, more seats, transformed interiors and a range of onboard entertainment, our passengers can look forward to an exciting future."

Alstom opens a maintenance depot in Braunschweig, Germany

Alstom has inaugurated a new service facility in Braunschweig, Germany, for the maintenance of electric passenger trains and locomotives. The site's extension includes two additional maintenance workshops equipped with electrified tracks, a state-of-the-art turning lathe and a train washing system. The total investment amounts to approximately €15 million. In addition, 130 new jobs have been created in Braunschweig. On the occasion of the opening ceremony, a 15-year contract to execute the external cleaning of the WestfalenBahn trains serving the lines of Rheine–Braunschweig and Bielefeld–Braunschweig has been signed between Rainer Blüm, Managing Director of the WestfalenBahn GmbH, and Martin Lange, Alstom Transport Managing Director in Germany.
"Alstom has been able to revive the long industrial tradition of this site, which goes back more than hundred years, and create a highly modern maintenance facility. Further investments will be made in the coming years, notably in a modern paint shop", said Martin Lange when opening the depot.
Until now, the site has been mainly specialised in the modernisation and repair of diesel multiple units. From December 2015, as Entity in Charge of Maintenance (ECM), Alstom will conduct on-site preventive and corrective maintenance of the entire ENNO fleet of electric trains acquired by Zweckverband Großraum Braunschweig (ZGB) and operated by Metronom. To maintain the 20 trains and to carry out their general inspections, overhead lines were installed on the premises and in the depot. Moreover, the entire rail connection has been electrified over a length of 1.5 kilometres. Besides overhauls, accident repairs, on-site maintenance and washing, wheel re-profiling will also be performed in the workshop thanks to the new state-of-the-art underfloor turning lathe.

PKP Pendolinos high speed trains achieve five million kilometres

Alstom's high speed Pendolino trains owned and operated by PKP Intercity have reached 5 million kilometres in revenue service. Inaugurated in December 2014, the PKP Pendolino is the first high speed train in Poland. It has set a new standard for railway travel in Poland, offering passengers enhanced comfort, safety and shorter travel time between cities. Currently, trains run between the key metropolitan areas of the country. "We are pleased to observe how the "Pendolino effect" attracts passengers and results in over 2.8 million travellers in the last ten months. Now we are focused on reaching new markets by extending Pendolino's routes to Rzeszów, Bielsko Biała and Gliwice in mid-December", said Jacek Leonkiewicz, CEO of PKP Intercity. Since the start of commercial operation, Alstom, as maintainor of the fleet, has secured a 100% availability of the trains. Regular maintenance is conducted at Alstom's Train Technical Service Centre, in Olszynka Grochowska (Warsaw). The workshop hall is equipped with three maintenance tracks and two repair tracks that can handle 7-car trains. The property also has a spare parts warehouse and an automatic car wash. The facility is equipped with the most technologically advanced service tools.

Siemens to build light rail vehicles

Siemens has been awarded to build additional light rail vehicles (LRV) for Denver Regional Transportation District (RTD) and Metro Transit, which serves the Twin Cities region. The over 110 million USD contract expands the Siemens' fleet operating on the RTD light rail system by further 29 SD-160 type LRV's. This order will bring the number of Siemens light rail vehicles to over 200 vehicles. The delivery of five additional S70 type LRV's to the Twin Cities region, will add the existing 59 Siemens LRV's currently in operation on the Metro Green and Blue lines, which serve the cities of St. Paul, Minneapolis and Bloomington. This order is worth around 20 million USD. All light rail vehicles will be built at the Siemens rail manufacturing facility in Sacramento, California. The RTD new vehicles are set to be delivered early 2018.

"Our partnerships with Denver and the Twin Cities are great examples to show how riders and the local economy in regions can benefit from a light rail system. With almost 1,300 light rail vehicles in operation throughout North America, Siemens has established a reputation for reliability," said Jochen Eickholt, CEO Siemens Mobility Division.

Denver is well known as one of the best cities in the US for public transportation. Denver opened its light rail system with Siemens vehicles in 1994. The success and the increase in overall ridership over the years have prompted Denver to expand their fleet in the past years. The new order further extends the 22-year relationship between Siemens and RTD. The new vehicles will be completely interoperable with the current system, allowing Denver RTD to achieve lower operational and maintenance costs that should continue the agencies ongoing cost savings that over the years has likely totalled millions of dollars for RTD and its taxpayers and passengers.

"This latest rail vehicle procurement continues our partnership with Siemens to provide the high-quality rail service our passengers have come to expect and depend upon," said David Genova, RTD's Interim General Manager and CEO. "Operating a fleet of similar vehicles throughout our light rail system gives us a higher level of flexibility and consistency that also helps us save costs. As a public transit agency, it is important for us to use our funds wisely, while still providing excellent service to the metro region," said RTD Board Chair Chuck Sisk "RTD looks forward to continuing our partnership with Siemens, which will also continue to save RTD and our taxpayers significant costs versus the added expense of a varied fleet that would increase maintenance, inventory, training and operations costs."

The Twin Cities of Minneapolis and St. Paul came closer together with the opening of the Metro Green Line in summer of 2014. Fifty years after streetcar service ended, the two cities were reconnected by light rail. Operated by Metro Transit, the Green Line connects residents with 23 stations, linking downtown St. Paul and downtown Minneapolis. The new line serves the University of Minnesota and the State Capital and connects in downtown Minneapolis with the Metro Blue Line, which serves several destinations, including Target Field, the Minneapolis-St. Paul International Airport and the Mall of America. The Green Line opened a decade after Metro Transit opened Minnesota's first light-rail line, the Blue Line. Metro Transit will use the new trains to enhance service on its light rail lines, which are experiencing record ridership. The new vehicles are designed and built specific to the needs of the Twin Cities. The vehicles include improved insulation for both noise reduction and comfort during the summer and winter months, enhanced braking technology for improved safety, and internal and external LED lighting for reduced energy consumption and extended service life.

The Sacramento plant, which has been in operation for almost 30 years, is powered up to 80 percent by two megawatts of solar energy and currently employs over 800 people.

Munich orders further trams from Siemens

SWM (Stadtwerke München - Munich Municipal Authorities) and its subsidiary company MVG (Münchner Verkehrsgesellschaft - Munich Transport Corporation) have ordered an additional 22 Avenio trams from Siemens for 70 million euros. They will supplement the eight trams of the same type which have already been running for passenger services since 2014. The order includes options for up to 124 further units with a total value of up to 300 million euros. The trams are being built at the Siemens plant in Vienna, with delivery scheduled to take place from mid-2017.

"The vehicles we have now ordered will provide a further significant increase in the capacity of Munich's trams. The options enable SWM/MVG to call on new vehicles in line with requirements in the coming years, and well into the next decade. Overall, we're entering into the largest tram procurement program of recent decades," says Herbert König, SWM Director of Transportation and MVG CEO."Munich is the first city to use our Avenio tram in everyday passenger service. In particular, the challenging Munich network enables it to fully utilize its strengths and demonstrate that it can run comfortable and smoothly on existing infrastructure. We are proud that we can continue the success story, thanks to this follow-up order – one of the largest orders for trams in Europe," says Jochen Eickholt, the railway boss at Siemens.
The basic order includes nine two-car trains, nine three-car trains and four four-car trains. Each of the two-car and three-car trains will then be coupled to nine double traction trains on working days – the longest trams ever used in Munich at around 48 meters. They will then accommodate around 260 people, and are intended for use on lines 20 and 21. The four new four-car Avenios, which correspond to the eight Avenios already available in terms of their length and capacity, will be used on lines 16 (Romanplatz – St. Emmeram) and 17 (Amalienburgstraße – Schwanseestraße) to increase capacity. "13 older trains which can accommodate 2,028 people will be replaced by 22 new trains which can accommodate 3,208 people; this enables us to provide room for more than 1,000 additional people on the existing network, including line 16, which has seen a massive increase in passenger numbers due to the extremely successful extension to St. Emmeram," explains König.The options are broken down into three lots with a total of up to 124 units. They contain options for two-car, three-car, four-car and five-car trains to be delivered from 2018 to 2028. When calculating the lots, SWM/MVG have taken into account future replacement needs, future compaction in the existing network and any additional requirements for new lines like the Western and Northern sections. The final trains mentioned can be ordered as soon as the green light is given for these new routes.

From the UK - Severn Valley Railway

The Severn Valley Railway's Diesel Gala follows the main Steam Gala by a couple of weeks and this year was no exception, so having visited the line last month, we returned again this month for the diesel event.

Class 50 035, resplendent in BR Blue livery passes through Little Rock cutting near Chelmarsh on the 13:42 Bridgnorth -Kidderminster service. Phil Martin

Class 52 No. D1015 ‘Western Champion’ passes the Engine House at Highley with a working to Kidderminster. Richard Hargreaves

On October 1st, Class 55 019 ‘Royal Highland Fusilier’, working the 15:23 Kidderminster - Bridgnorth service, reaches the top of Eardington Bank. Phil Martin

Visiting the line for the gala from Chinnor, Class 17 ‘Clayton’ No. D8568 heads past the Engine House at Highley working a service to Bridgnorth. Richard Hargreaves

For its part in the gala, Class 50 049 was stabled in the station at Kidderminster.
Richard Hargreaves

Class 14 No. D9531 runs down Eardington bank with the 16:06 Bridgnorth - Kidderminster service on October 1st. Phil Martin

On October 2nd, Class 35 ‘Hymek’ No. D7076 arrives into Highley working a service from Bridgnorth. Richard Hargreaves

Class 20 No. D8059 working the 15:18 Bridgnorth - Kidderminster service , passes through Little Rock cutting on October 1st. Phil Martin

Class 52 No. D1062 ‘Western Courier’ passes No. D1013 ‘Western Ranger’ which is currently under restoration at Bridgnorth. Richard Hargreaves

Class 108 DMU Nos. 56208 and 50933 is seen departing Kidderminster working a local service to Bewdley. Richard Hargreaves

From the Archives

SBB EMU No. 301 with a Bernese Oberland service, stands at Interlaken Ost on January 2nd 1974. Dave Felton

On February 22nd 2006, OBB Class 1144.281 heads through St. Polten working an Rex service to Wien, whilst heading in the opposite direction, 1144.245-6 heads to St. Valentin. Class47

On February 23rd 2006, OBB Class 1142.685-7 arrives into Salzburg Hbf working a ‘City Shuttle’ service from Linz.
Class47