10th Birthday

Railtalk Magazine Xtra

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Railtalk Magazine Xtra

Welcome

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

Welcome to the new look magazine, designed to coincide with Railtalk's 10th birthday. I can't believe that it's 10 years ago since we began the magazine and how technology has changed since then. By the way, if you have any comments regarding the new look, please contact Andy, as he designed the new layout and I am sure he will want to know your thoughts.

But it isn't only technology that has changed, so has the railway scene in general. There were certainly more loco hauled services right across Europe than there are today, and in the UK especially the amount of freight hauled by rail has declined greatly.

Inside this months issue we have some excellent photos from Finland of a Vectron being delivered, and an odd looking loco in Germany, the Henschel-BBC DE2500.

Our from the UK section has, as is usual for this time of year, a look at the Devon area of England, with possibly one of the last years for full HST operation, and also the demise of the Class 143's if the proposed DMU cascade becomes reality.

Content

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
Operated by BoxXpress, Vectron Class 193 880-2 flies through Hannover Linden-Fischerhof in the early morning sun with a long container train. *Anton Kendall*

This Page
Akiem Prima locomotive No. 37027 heads through Volklingen with a freight working on June 15th. *Class47*

Next Page
SBB Re 4/4 11147 leaves Zurich Hauptbahnhof on June 3rd with train No. IR1984 to Basel. *Peter Marsden*

Railtalk Magazine Xtra

The one thing that I have noticed this month is that prices for hotels in many countries seem to have increased dramatically, no doubt due to poor exchange rate between the pound and the euro currently. But to those searching out a bargain, then all I can say is that keep looking, there are one or two places that still have very good pricing for hotels. For example I have just booked for a trip to Belgium and despite Bruxelles, Gent and Brugges prices being astronomical, there were plenty of bargains in Oostend.

On my travels this month, I witnessed personally very poor service from Virgin Trains West Coast when I travelled to Glasgow amongst some rowdy football fans who were smoking onboard the train and the train manager did nothing to stop them. Even worse was the return trip from Edinburgh where a group of drunken men were fighting and shouting racist abuse at passengers before the train had even left Edinburgh, yet they were still allowed to travel. Not to be outdone, Virgin Trains East Coast staff at Doncaster dispatched an HST with a door not closed properly, as they were too busy talking to the on train team and didn't walk the length of the train to check.

Anyway thats it for now, thanks for all the excellent photos we've received this month, as always 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

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: Brian Battersby, Mark Bearton, Mark Bennett, Keith Chapman, Julian Churchill, Nick Clemson, Derek Elston, Mark Enderby, Tim Farmer, FrontCompVids, Paul Godding, Richard Hargreaves, Keith Hookham, Colin Irwin, John Johnson, Anton Kendall, Jyrki Lastunen, Michael Lynam, Peter Marsden, Phil Martin, Denzil Morgan, Peter Norrell, Chris Perkins, Mark Pichowicz, David Pollock, Andy Pratt, Railwaymedia, Alan Rigby, Neil Scarlett, Stephen Simpson, Laurence Sly, Stewart Smith, Steamsounds, Steve Stepney, Mark Torkington, and Andrew Wilson.

Austria

A pair of OBB Class 1116s, with No. 1116.062 leading, pass through St. Polten with a very short freight from heading from Linz to Amstetten.
Class47

Circus celebrates 40th anniversary

Rail Cargo Group taking care of all logistics for Austria/Germany tour Performances in Ludwigsburg, Linz, Vienna, Graz and Innsbruck

This year, the Rail Cargo Group continues its successful collaboration with the renowned Circus Roncalli. The German circus, which is celebrating its 40th year in business, is relying on the Rail Cargo Group to supply the tailored carrier and logistics services it needs for its anniversary tour - including, for the first time, the transports in Germany.

40 years of Circus Roncalli

Circus Roncalli gave its first public performance in May 1976, pitching its big top in the Hofgarten park in Bonn. Its innovative, varied programme was an immediate hit with spectators, and laid the foundations for 40 years of success. Circus Roncalli is still much loved today and is celebrating its anniversary with a large-scale celebratory tour throughout Germany and Austria. Performances are to take place in Ludwigsburg, Linz, Vienna, Graz and Innsbruck under the slogan “Our 40-year journey to the end of the rainbow”.

Logistics support from Rail Cargo Group

Circus Roncalli is one of the few remaining businesses in the circus and entertainment industry that still uses the railways to meet its logistics needs. Indeed, the firm sets great store by this traditional means of transport, and has used the Rail Cargo Group to move its equipment by rail for many years. The Austrian rail logistics provider, for its part, has the necessary sector-specific expertise and experience to meet the demanding, multifaceted logistics needs of an international circus business.

1200 tonnes on a 700 metre train

With Rail Cargo Logistics - Germany GmbH providing overall logistics coordination, 50 two-axle flat wagons will transport everything between the various venues throughout the duration of the celebration tour, which will last several months. For the first time, not only will we accompany the convoys in Austria, we will also take care of all the logistics tasks in Germany. The convoy, consisting of wagons carrying circus performers and staff, various pieces of equipment such as fences, tarpaulins and small vehicles, and with a total weight of up to 1200 tonnes, will be transported on a block train measuring 700 metres in total. To do this Rail Cargo Logistics - Germany GmbH has contracted with Transa Spedition GmbH, which is in turn the service provider to Circus Roncalli GmbH.

Tight schedule demands high precision

The train is running to a tight schedule, and loading and unloading is highly complex. Due to the length of the train, it cannot be loaded all in one go so ten flat wagons at a time are therefore loaded by compact tractors via the end-loading ramp. In total, it takes around 15 hours over two days to load everything. And if things go to plan, it is thanks both to Rail Cargo Group’s meticulous logistics planning and to the quality of its equipment and trained staff.
Photo: ©ÖBB / Rail Cargo Group

Bulgaria

Czech built No. 44.088 and Romanian built No. 46.208 are about to depart Blagoevgrad on July 4th with the 19:05 service to Sofia. *Tim Farmer*

On July 3rd, Henschel diesel No. 75.005 stands at Dobrinishte with the 18:50 service to Septemvri. *Tim Farmer*

A pair of Class 43 cargo locos are pictured stabled at Sofia Central on July 5th. *Tim Farmer*

Bulgaria

Ludmilla' No. 07.106 departs Poveljanovo on July 2nd working the 15:45 Varna – Kardam service. *Tim Farmer*

Bulgaria

Czech built No. 61.003 stands at Petrich on July 4th having arrived with the 14:10 from Blagoevgrad. *Tim Farmer*

On July 1st, No. 55.138 has arrived at Levski after working the 05:45 from Troyan. *Tim Farmer*

BDZ narrow gauge Henschel diesel No. 75.005 pauses at Velingrad working the 08:25 Septemvri – Dobrinishte service on July 3rd. *Tim Farmer*

Croatia

On May 27th, HZ Class 1141.301 has just been attached to the 12:00 Osijek – Zagreb service at Koprivnica. *Tim Farmer*

On May 28th, HZ Class 2044.020 is pictured shunting the car carrier from Zagreb sleeper to the unloading dock at Split. *Tim Farmer*

HZ Class 2044.030 is seen at Split on May 28th with the stock off the Zagreb overnight train. *Tim Farmer*

Czech Republic

CD Cargo's Class 130.029-2 heads a rake of empty car transporters through Ostrava Marianske Hory. *Anton Kendall*

A record month in Poland for CD Cargo

The month of July was a record in Poland. Subsidiary Rails Czeskie this month exceeded 200 thousand tons of transported goods, especially coal and iron, respectively ores.

This result was achieved thanks to targeted business strategy of the parent company ČD Cargo, which managed to gain new shipments to the Czech Republic.

Photo: ©CD Cargo

Czech Republic

CD Pendolino Class 681.004 speeds through Kolin on June 12th with a Praha hl.n. bound working. *Class47*

At Mlada Boleslav on June 12th, CD Cargo's Class 742.239 is seen stabled awaiting the arrival of a timber train. *Class47*

At Staré Město Uherské Hradiště on June 20th, Class 750.711 is seen running round its train having arrived on the 13:28 from Brno whilst Class 150.213 is stabled waiting to work a train for Prague. *Tim Farmer*

Finland

Some photos of Vectron Sr3 No. 3302 in VR colours arriving and being unloaded at the Port of Hanko in temperatures of -20 celsius, before being hauled away for commissioning behind Dv12 No. 2640. *Jyrki Lastunen*

Germany

Infraleuna's No. 92 80 1275 012-3 passes through Leipzig Thekla with a short tank train running from Böhlen. *Anton Kendall*

V100 No. 211.200 hauls an engineers train towards Hannover on July 4th, seen here passing through Dedensen Gummner. *Alan Rigby*

Germany

DB Cargo's Class 155.269-4 drops down the grade at Leipzig Thekla with a rake of tanks. These former DR locomotives are now seeing their final days in service. *Anton Kendall*

Germany

PKP Cargo operated Class 189.154-8 heads west through Dedensen Gümmer with a rake of VKS/On Rail Fals coal wagons. *Anton Kendall*

On July 4th, Metrans Class 386.013 hauls a container train through Bremen Hbf. *Alan Rigby*

An immaculate H. F. Wiebe Class 216.032 passes through Bremen Hbf on July 4th. *Alan Rigby*

Germany

Former DB loco, Class 140.438 is seen heading through Wurzburg on July 6th. *Alan Rigby*

Germany

On July 4th, DB Class 146.574 passes through Dedensen Gummner with a passenger service, heading towards Bremen. *Alan Rigby*

WFL operated Ludmilla, Class 232.333-5 heads west through Dedensen Gümmer with a rake of Railpro Fccpps ballast wagons. *Anton Kendall*

Germany

Hectorrail's Class 241.007 is seen upon arrival into Oberhausen Yard on July 8th with a container train. *Alan Rigby*

Eurogate Intermodal liveried Dispolok Class 182.571 heads through Wurzburg on July 6th. *Alan Rigby*

Alpha Trains' Class 145.931 speeds a rake of empty car transporters through Hanover Linden on July 5th. *Alan Rigby*

Germany

Former Bulgarian No. 91 52 0044 095-5, which also carries Class 242.559-3 and currently runs for operator SZDS, runs into Budapest Kelenföld. *Anton Kendall*

On July 23rd, DB Class 146.276 stands at Duisburg Hbf after arriving with train No. RE10537, the 21:40 from Emmerich. *Mark Pichowicz*

Germany

DB ‘Ludmilla’ Class 232.528 hauls a mixed freight through Oberhausen Yard on July 8th. *Alan Rigby*

Carrying the Freightliner branding on its front panel, MRCE Dispolok Class E189.210 is seen hauling a container train at Oberhausen Yard on July 8th. *Alan Rigby*

Dinslaken Cobras operated Class 295.057 is pictured shunting tank wagons at Oberhausen Yard on July 8th. *Alan Rigby*

Germany

At the Dresden Schwebebahn upper station, Oberloschwitz, a descending car is pictured departing. *Steamsounds*

Germany

A Berlin U-Bahn U1 service bound for Warschaur Straße, passes between Gleisdreieck and Möchernbrücke. The footbridge over the Landwehr Canal in the foreground marks the point where the railway into the Anhalter Bahnhof once crossed. *Steamsounds*

TX Logistic's Class 185.693 passes through Dedensen Gummner on July 4th hauling a rake of ARS Altman car transporters. *Alan Rigby*

No. 92 80 1203 230-8, the former DR Class 202.703-5 (here showing the original number of 112.703-4) and owned by MTEG, runs down the hill at Leipzig Thekla, working for PRESS along with their own No. 92 80 1203 216-7 (the former Class 202.436). *Anton Kendall*

Germany

DB Class 143.193 stands at at Berlin Hbf with an RB14 service from Flughafen Berlin Schönefeld to Nauen. *Steamsounds*

Germany

MRB's Class 223.054 stands at Chemnitz Hbf working a service to Leipzig. *Steamsounds*

DB Class 120.150 arrives into Wuppertal Hbf with train No. IC2442 from Dresden Hbf to Köln Hbf. *Steamsounds*

DB Class 146.010 is pictured at Bad Schandau. *Steamsounds*

National Express' Class 442.369 calls at Wuppertal Hbf on June 12th. *Steamsounds*

Germany

A Class 481 S-Bahn EMU is seen at Berlin Hbf. working an S75 line service to Wartenberg. *Steamsounds*

HSB's DR 99.7240 is seen crossing the Brockenstraße on June 9th. *Steamsounds*

On June 13th, DB Class 101.054 is pictured passing through rainy Oberwesel with train No. IC2217 from Griefswald to Stuttgart Hbf. *Steamsounds*

Voith is Overhauling All Bogies of the Cantus Flirt Fleet

Efficient: One-stop shop avoids unnecessary delays
Flexible: The client decides what services are required, within 14 days before transport
Cost-effective: Maintenance and repair work can be planned precisely

The Voith Rail Service Center Kiel has won the first contract to overhaul the bogies of a railcar fleet after a European-wide request for quotes. This involves a total of 21 EMUs consisting of four and three-units of the Stadler Flirt type from the cantus Verkehrsgesellschaft. The contract covers the maintenance and overhaul of all unpowered bogies and motor bogies by 2021. Cantus has already exercised the option of a contract extension.

The cantus Verkehrsgesellschaft provides regional rail transport for the Nor-dost-Hessen network with a total of four regional rail lines between the cities of Göttingen, Kassel, Fulda and Eisenach. Cantus is ready to use Voith's one-stop shop strategy. This means that the entire commuter train, with the bogies that are to be overhauled, will travel to the workshop in Kiel. It will be converted there within three to four days, and will then be ready to roll, with the "new" bogies. The removed bogies will stay at Voith for overhauling.

The special feature of this bogie overhaul contract is that Cantus will have a lot of flexibility throughout the operation. The exact range of services for the maintenance and overhaul tasks need only be specified using the stipulated checklist, 14 days before delivery. The customer benefit is that the shop will only service or replace the components that absolutely need it. For example, brakes that are not yet worn out will not be replaced at the same time; a service that may otherwise lead to unnecessary costs. On the other hand, minor accidental damage to the vehicle or to the components may be repaired at the same time.

The bogie workshop, recently installed at Voith in Kiel, is capable of performing all steps; from removing the wheels and pressing them back on, to professionally cleaning all parts and components in special washing machines, and finally, ultrasonic testing. Integrating many different processes under one roof, such as analysis, assessment, repairs, the press process on the wheel set press, and follow-up testing on the pressure rig, reduces interfaces and saves the client a tremendous amount of time, depending on the range of services for each train set.

Voith will overhaul more than 100 unpowered bogies and motor bogies of the Cantus Flirt fleet by 2021. In the electric-driven Stadler Flirt, the motor output is transferred to the driven wheel sets through the Voith Type SZH-595 wheelset transmission system.

Germany

HSB dampflok No. 99.5901 is seen arriving at Schierke with the Traditionzug to the Brocken on June 11th. *Steamsounds*

Germany

SETG operated Vectron Class 193.814 is seen stabled at Kreiensen on June 12th.
Steamsounds

Bombardier Confirms Rail Vehicle Service and Maintenance Contract in Lower Saxony, Germany

As announced on June 29, 2016, rail technology leader Bombardier Transportation is proud to confirm that it has received an order from German regional rail authority Landesnahverkehrsgesellschaft Niedersachsen mbH (LNVG) to provide rail vehicle service and fleet maintenance. Bombardier also assumes, for a period ending 2035, the registered keeper role of a total of 220 BOMBARDIER TWINDEXX Vario double-deck cars, 29 BOMBARDIER TRAXX electric locomotives and eight TRAXX diesel locomotives from LNVG's vehicle pool.

Hans-Joachim Menn, Chief Executive Officer of LNVG, the company who organizes local rail traffic in Germany between Harz Germany and the North Sea, emphasized the importance of the order, saying, "The high availability and efficiency of our rail passenger locomotives and double-deck cars is an important prerequisite for passenger satisfaction. We will reach an unparalleled level of availability and this will have a positive impact on ridership."

Michael Fohrer, President, Locomotives, Light Rail Vehicles and Services, Central and Eastern Europe, Bombardier Transportation, said, "This truly proves our ability to identify key areas on the value chain where we can provide added value and benefits to

our customer. For many years we have been a strong partner to LNVG and the region of Lower Saxony and are proud to once again have been chosen to provide our strong services offering to increase reliability and service in the region."

LNVG has outsourced their fleet maintenance to Bombardier since delivery of the first trains in 2003. The now-signed service and maintenance contract covers the complete lifecycle of LNVG's vehicles with an economic lifetime of around 30 years. The takeover of the registered keeper role for the vehicles and the consequent Entity in Charge of Maintenance (ECM) responsibility is a first for Bombardier. In future public rail transport award procedures LNVG can now deploy the vehicles to the selected railway companies in full legal compliance.

Germany

A Meißen bound S-Bahn service, calls at Kurort Rathen, as seen from the Bastei.
Steamsounds

Germany

Henschel-BBC DE2500 No. 202.003 is photographed at the Deutschen Technikmuseum, Berlin. *Steamsounds*

HSB locos Nos. 99.7241, 99.7247, 99.7234 and 99.222 are seen on shed at Wernigerode. on June 9th. *Steamsounds*

Germany

MKB's Class 119.010 hauls a north bound rake of containers through Bremen Hbf on July 4th. *Alan Rigby*

DB Class 146.014 calls at Kurort Rathen with an S-Bahn service to Meißen. *Steamsounds*

DB Class 112.120 heads through Berlin Hbf (Tief) with an RE3 service to Stralsund. *Steamsounds*

Germany

In some lovely summer sunshine. DB Class 294.655 hauls a mixed freight through Bremen Hbf on July 4th.
Alan Rigby

Germany

On July 4th, Wiener Lokalbahnen's Siemens Vectron Class 193.325 heads a freight working through Dedensen Gummner. *Alan Rigby*

DB Class 146.010 stands at Dresden Hbf with an S-bahn service along the Elbe. *Steamsounds*

A DB BR429 EMU with an RE9 service from Lietzow (Rugen) to Ostseebad Binz, is seen arriving into Prora. *Steamsounds*

Hungary

V43 electrics, Nos. 431.167 and 431.190 stand at Celldömölk on June 24th. *Tim Farmer*

Preserved Nohab No. M61-001 leads a long welded rail train through Budapest Kelenföld. *Anton Kendall*

MAV's Class 480.013-6 runs through Budapest Kelenföldon, working its first service carrying its new advertising livery. *Anton Kendall*

Italy

Trenitalia's Class D445.1050 is seen shunting stock at Siena. *Tim Farmer*

Alstom awarded a frame contract to supply 150 regional trains in Italy

Alstom will provide Trenitalia, the Italian national operator, with 150 new medium-capacity regional trains within a frame contract worth about €900 million. This includes an option for maintenance services. The first order concerns 47 trains totalling €240 million. It is expected that Alstom will begin delivering the first trains in early 2019.

"This award confirms the excellent work done by our company in the field of regional transport over the last 15 years. Alstom has had an excellent return on experience with its Coradia Meridian, a successful train that fully respected delivery times, product quality and reliability. This new order offers us the opportunity to reinforce our customer proximity and continue working with the Italian Regions and Trenitalia to improve local transport in the country", declared Andreas Knitter, Senior Vice-President for Europe at Alstom.

The new medium capacity regional trains for Trenitalia are single-deckers featuring two train lengths and up to 321 seats. This solution is adapted to different configurations and capacity needs for regional and suburban transport. The train offers a wide range of easily combined interiors, liveries and accessories. Every Region can easily personalise its trains using an interactive configurator.

To date, more than 100 Coradia Meridian are already operational in Piedmont, Lombardy, Tuscany, Umbria, Lazio, Marche, Abruzzo, and will soon enter in service in Trentino and Sicily. While preserving the best characteristics of its forerunners, this evolution of Coradia trains for Trenitalia will be even more innovative as a result of the many solutions designed to satisfy the needs of the different Italian Regions. This train is the fruit of Alstom's careful project design and experience in fleet management.

Passengers will appreciate the comfort, space, brightness and exceptional services offered by these trains, all of which create a completely new travelling experience, such as the Wi-Fi network, the audio/video information and entertainment service, and the system of live digital video surveillance cameras for passenger safety.

The train will be even more environmentally friendly than the previous generation of regional trains with a significant decrease in energy consumption per passenger, despite the greater installed power required for the air conditioning system. All of the consumable materials are recyclable up to 95%.

The three Alstom sites in Italy will be involved in the design and manufacturing of the new regional trains for Trenitalia: Savigliano (1,000 employees), Sesto San Giovanni (340 employees), and Bologna (600 employees). The contract will also create help developing Alstom's Italian network of suppliers.

Italy

Class D445.1050 is pictured at Siena ready to work the 08:18 service to Florence. *Tim Farmer*

Netherlands

NS loco No. 1732 is seen at Nijmegen with a service to Arnhem. *Steamsounds*

Norway

A chance discovery at Trondheim University, Norway's first AC electric locomotive which worked from 1908-1963. *Jeff Nicholls*

Flamsbana No. 17.2230 is seen at Flam on July 30th. *Jeff Nicholls*

Cargo Net's 0-4-0 shunter No. 226.14 rests beside the power box at Trondheim on July 28th. *Jeff Nicholls*

Norway

A pair of Green Cargo Re 14s rest between duties in the goods yard at Trondheim on July 20th, the leading one being No. 1429. *Jeff Nicholls*

Norway

Preserved under what looks like a bus shelter at Trondheim University is this narrow gauge 2-6-2, 'Bjorkelangen', built, according to its works plates, by Sachsische Maschinenfabrik at Chemnitz in 1924. *Jeff Nicholls*

NSB's Class 18.2241 is seen on the rear of the 13:35 to Myrdal on July 30th. Ahead of it lies the fearsome climb of almost 3000 feet in a mere 20 km. No rack line, all adhesion on grades of up to 1 in 18! *Jeff Nicholls*

NSB's Class 18.2254 departs Flam at the head of the 13:35 service to Myrdal on July 30th. The building in the background is the Flamsbana Museum. Also in the background is a huge cruise liner which has traversed Sognefjord to reach Flam. *Jeff Nicholls*

Poland

PKP Intercity Pendolino No. 2 370 042-6 arrives from Warsaw at Gdynia Glowna on August 4th. *Julian Churchill*

BR No. 232-037 leads a heavy coal train through Sosnowiec Dorota. Despite its number, this is in fact the former DB Class 232.104-0, which received its current number around 10 years ago when sold to WAB in Germany. It moved to Poland around 6 years ago. *Anton Kendall*

Lotos 'Dragon' No. E6ACT-006 is seen passing Skowarcz on August 9th hauling a tank train. *Julian Churchill*

Poland

Former Czech loco, Lotos Class 181.104-1 stands in the loop at Sobkowy waiting for its path into Gdansk on August 11th. *Julian Churchill*

PKP Cargo's Class ST44-1251 gingerly draws a rake of coal wagons across the junction at Jaworzno Dlugoszyn. *Anton Kendall*

Rail Polska's Class M62M-018 heads a heavy train of steel slabs through Sosnowiec Dororta. *Anton Kendall*

Poland

On August 11th, PKP loco No. ET22-1207 storms through Sobkowy with an empty coal train.
Julian Churchill

Portugal

Several rusting 2-4-6-0 tank locos are seen at Regua. The locos have been stored here since the 1970's and were once used on the Regua - Chaves narrow gauge line. *Tim Farmer*

CP No. 1424 is seen stabled with its train at Pocinho. *Tim Farmer*

Slovakia

On June 22nd, ZSSK Cargo Class 770.058 is seen at Bytčica with a train of scrap metal. *Tim Farmer*

Siemens Vectron Class 193.227 prepares to depart Poprad Tatry on June 8th with a Regiojet working to Bratislava. *Class47*

Slovakia

On June 23rd, Class 754.004 and 757.020 stand at Horná Štubňa before working local services to Vrútky. *Tim Farmer*

On June 8th, ZSSK Cargk Class 752.020 and 752.047 stand at Haniska pri Kosiciach prior to working a short trip along the line towards Plesivec. *Paul Godding*

ZSSK Cargo Class 131.061 and 131.062 haul a loaded coal train through Poprad Tatry on June 8th. *Paul Godding*

Slovakia

ZSR EMU Class 460.034, in need of a repaint following several graphiti attacks, is seen at Kosice on June 9th. *Class47*

Broad Gauge Class 125.815 and 125.816 along with another pair, haul a loaded working through Ruskov, heading for the steelworks at Haniska pri Košiciach, the train having originated in the Ukraine. *Class47*

ZSSK Cargo Class 751.076 and 751.123 are seen at Plesivec with a timber train on June 9th. *Class47*

Slovakia

With the superb backdrop of the Tatra mountains, ZSSK Cargo's Class 746.004 is seen shunting at Poprad-Tatry on June 8th. *Class47*

Regiojet's Vectron Class 193.214 approaches Vrutky with a Praha hl.n. bound service. *Class47*

Slovakian 'Laminate' Class 240.090 hauls a heavily loaded timber train through Zvolen on June 10th. *Class47*

Switzerland

Basel tram No. 315 is seen working a line No. 14 service to Pratteln. *Colin Kennington*

A pair of Basler Strassenbahn-Netz trams are pictured passing in the city centre on June 11th. *Colin Kennington*

MGB Deh 4/4 I No. 54 waits at Göschenen working train No. R655 to Visp. *Steamsounds*

Switzerland

Berner Oberland Bahn ABeh4/4 No. 304 arrives at Lauterbrunnen leading a service from Interlaken Ost. *Steamsounds*

SBB Class 460.070 stands at Visp on the rear of train No. IC1063 from Basel SBB to Brig. *Steamsounds*

SBB Pendolino RABe No. 610.013, in heavy rain, stands at Arth-Goldau with Eurocity train No EC18 nearing the end of its journey from Milan to Zurich. *Peter Marsden*

Stadler Awarded Contract for 16 Double-Decker Trains

Stadler has been awarded the contract to design and manufacture 16 six-car KISS double-decker electric multiple-unit trains for Caltrain in the Unites States. The contract, with an option for an additional 96 cars, has a total value of USD 551 million. It is the first time that Stadler sells lightweight double-decker trains to the United States. With this contract Stadler KISS trains will be running in nine different countries. The contract for Caltrain marks the seventh, and by far the biggest success in the United States for Stadler.

On August 15, 2016, the contract for 16 double-decker electric multiple-unit trains (EMU) of the KISS type was signed in San Mateo, California, by Jim Hartnett, CEO of the Peninsula Corridor Joint Powers Board (Caltrain) and Peter Spuhler, Owner and Group CEO of Stadler. The contract between Caltrain and Stadler US, Inc., includes 16 six-car double-decker EMUs measuring 515 feet and 3 inches (157.1 meters) in length. The contract value amounts to USD 551 million and includes an option for 96 additional cars with a value of USD 385 million.

The new trains will connect San Francisco with San Jose in the Silicon Valley. Double-decker EMUs, with their high performance and passenger capacity, will help to provide a better service to the rapidly growing ridership by allowing Caltrain to offer faster and more frequent connections. The replacement of the existing heavy-steel-construction diesel fleet with state-of-the art lightweight aluminium EMUs will also significantly decrease greenhouse-gas and noise emissions.

This contract for Caltrain marks the seventh success in the United States for Stadler: the first mark was made in 2002 with an order for 20 articulated multiple-unit trains (GTW) by New Jersey Transit's River Line. This was followed by an order from the Capital Metropolitan Transportation Authority (CMTA) in Austin, Texas, for six diesel multiple-unit (DMU) GTWs operating between the center of Austin and Leander. The fleet was delivered in spring 2008 and extended by an additional order of four vehicles in 2015. The Denton County Transportation Authority (DCTA) commissioned Stadler to design and build 11 DMU-GTWs.

These low-floor trains have served six stations in the region of Denton County, Texas, since 2012. In April 2014, the San Francisco Bay Area Rapid Transit District (BART) placed an order with Stadler for eight DMUGTWs connecting the BART Pittsburg/Bay Point end station and Antioch that will start service in 2017.

Most recently, in June 2015, the Fort Worth Transportation Authority («The T») chose Stadler to design,build, and deliver eight FLIRT DMUs that will provide a new commuter rail service for the corridor between the city of Fort Worth and the northern terminus of the Dallas/Fort Worth International Airport. At the contract signing in San Mateo, Jim Hartnett, CEO of the Peninsula Corridor Joint Powers Board (Caltrain) about the relevance of the contract: "The Caltrain Modernization Program represents the single most transformative project in Caltrain's 150-year history," said Caltrain's Executive Director Jim Hartnett. "We sought out partners that would help us deliver a world-class product that will bring Caltrain service into the 21st century. We are thrilled to be working with a company with Stadler's commitment to providing a high-performance product and the amenities that future generations of Caltrain riders will be able to enjoy." Stadler Owner and Group CEO Peter Spuhler underscored the significance of this project: "I am very proud that we have the opportunity to build state-of-the-art double-decker trains for the United States for the first time. The KISS train is a high-tech product – perfectly suited for the Silicon Valley. The Stadler electric multiple-unit trains are weight-optimized with their proven lightweight aluminum construction. And we certainly hope to further strengthen our reputation as an innovation leader in the United States with this contract and to be successful in future tenders."

The high-performance double-decker EMUs from Stadler are particularly attractive thanks to their proven design, low life-cycle costs, and reliability. The design of Stadler's KISS train is fully compliant with the requirements of the «Buy America Act». With its dedicated workforce, Stadler consistently meets and exceeds the individual requirements of clients, delivering vehicles on time and on budget. The trains meet FRA Alternative Compliance requirements for operating in mixed traffic, which results in a high level of passive safety. Specific Stadler-designed trucks have built-in air suspension to allow smooth running with exceptionally low vibration and noise levels. The standard-gauge trains have a maximum operating speed of 110 mph (177 km/h). The six-car trains are extendable to seven-car or eight-car units, providing the same swift performance with significantly increased transport capacity. The first Stadler double-decker train in the United States will be handed over in August 2019 and will go into operation in 2020 after conditional acceptance and type testing.

The project for «The T» was the first time that the «Buy America Act» came into play in a Stadler project. The act stipulates that 60 per cent of the added value is to be created in the USA. Therefore Stadler is currently renting space in an existing manufacturing plant in Salt Lake City, Utah, for final assembly of the trains for «The T». Stadler's commitment to its United States site and the company's expansion is expected to create a substantial number of further jobs depending on the order intake.

A colourful sight as Tri Rail's No. 812 hauls train No. 123, 23:00 Bowden Yard (Jacksonville) - Fort Lauderdale, seen crossing the Tarpon River in Downtown Fort Lauderdale on June 22nd. *Laurence Sly*

Florida East Coast locos Nos. 715 and 716 shunt a container train at the Port of Miami on June 16th. *Laurence Sly*

Bombardier Awarded Contract for the Supply of 125 BiLevel Cars to Metrolinx

Rail technology leader Bombardier Transportation recently announced that Metrolinx, the Province of Ontario's regional transportation agency for the Greater Toronto and Hamilton Area (GTHA), has exercised options for the purchase of an additional 125 next-generation BOMBARDIER BiLevel commuter rail cars for service with GO Transit in Toronto. This order is valued at $428 million CAD ($328 million US, 294 million euro). Production is scheduled to start in Thunder Bay in Q2, 2018 and final delivery is expected in Q1, 2020.

"Bombardier is Thunder Bay's largest private sector employer. This investment, the latest in a long series of investments by our government in mass transit will help ensure that a significant workforce remains at Bombardier contributing greatly to the economy of Thunder Bay and Northwestern Ontario," said Bill Mauro, MPP for Thunder Bay-Atikokan. "This is exciting news for Bombardier and our region," said Michael Gravelle, MPP for Thunder Bay-Superior North. "Investments like this, will create jobs and keep people right here in Thunder Bay working and our community strong for years to come."

The BiLevel coach is the most popular double-deck commuter rail car in North America with over 1,300 currently in operation, or on order with, transit authorities in 14 metropolitan regions across Canada and the United States. These newest generation cars feature upgrades to door and air conditioning systems, increases in energy efficiency, and enhancements to amenities that make the passenger experience even better. This order for additional BiLevel cars will support GO Transit's overall service expansion plan to meet ridership growth.

Every day, close to 1.5 million Ontarians rely on Bombardier rail vehicles to make their daily commute on the Toronto subway, streetcar systems or GO Transit commuter trains. To help rail transit agencies maximize the utilization of their assets, Bombardier provides a full range of products and services for the entire lifecycle of train operations and ensures substantial investments in advanced engineering, research and development and technology testing. In GTHA, Bombardier maintains and operates GO Transit's commuter train fleet, the largest commuter rail system in Canada.

"We are proud of our long-standing partnership with Ontario", said Benoît Brossoit, President, Bombardier Transportation, Americas Region. "By providing industry-leading performance with our rail vehicles and services, Bombardier has been an ally in the development of public transit in the Greater Toronto and Hamilton Area for over 20 years. Today, with our manufacturing sites and thousands of local employees, our commitment to Ontario remains as strong as ever."
Bombardier Transportation is the only global rail manufacturer with an important presence in Canada. In Ontario, Bombardier relies on a workforce of close to 6,000 highly qualified employees and three manufacturing sites, Thunder Bay, Kingston and Downsview.

Alstom to provide Amtrak with its new generation of high-speed train

Alstom and Amtrak have recently announced that they have signed a contract for Alstom to design and build 28 new high-speed trains, which will run on the Northeast Corridor (NEC) between Boston and Washington D.C. Amtrak and Alstom also signed a long-term contract under which Alstom will provide Amtrak with long-term technical support and supply spare components and parts for the maintenance of the new trainsets. Together, these contracts are worth €1.8 billion ($2 billion).

Another key feature is the train's articulated architecture, which provides greater stability and passenger comfort while enhancing safety. The train also includes Alstom's innovative Tiltronix anticipative tilting technology, which allows the train to manoeuvre curves safely and more comfortably at high speeds.

"Amtrak is taking the necessary actions to keep our customers, the Northeast region and the American economy moving forward," said Amtrak President & CEO Joe Boardman. "These trainsets and the modernization and improvement of infrastructure will provide our customers with the mobility and experience of the future."

Jérôme Wallut, Senior Vice President, Alstom North-America said "Alstom's high speed trains, which we have branded Avelia, are the most advanced, reliable and safest trains in the world. Avelia Liberty will not only provide premium passenger experience but will also provide greater energy efficiency and lower lifecycle costs. This award is an illustration of the success of Alstom's strategy of customer proximity. We would like to thank Amtrak for its vote of confidence and remain fully dedicated to making this project a success".

Most of the Avelia Liberty for Amtrak will be manufactured in the United States. The new trainsets will be manufactured at Alstom's 150 year-old historic site in Hornell, NY. They will be maintained in the depots of Amtrak in Boston, New York and Washington DC under a specific Technical Support and Spare Supply Agreement with additional support from Alstom's sites in New York, Delaware and Illinois for a period of 15 years, with an option for an additional 15 years. These contracts will result in the creation of more than 1,000 jobs nationwide, including 750 in New York with 400 of those at Alstom facilities.

In nearly 40 years, Alstom has sold more than 1,100 Avelia high speed trains around the world and equipped over 300 more with its technology. As of today, Alstom's Avelia high-speed trains have covered over 6.4 billion kilometres in 20 countries and transported 4 billion passengers.

The Northeast Corridor (NEC) line covers roughly 730 km (457 miles). In only ten years, the number of passengers has increased from 2.4 million passengers in FY 2002 to 3.5 million in FY 2014. As part of an effort to renew and expand their premium product, Amtrak has therefore decided to purchase new trainsets to replace the existing Acela trains, thus increasing passenger capacity, providing more frequent service, minimizing journey times, and improving operating costs and energy efficiency.

The train ordered by Amtrak is Avelia Liberty, the latest development of Alstom's high-speed train range Avelia. The new trainset will be able to carry up to 33% more passengers than the current Acela trains. The trainset configuration includes an innovative compact power car and nine passenger cars, with the possibility of three more being added if demand grows. The train is capable of travelling at speeds up to 300 km/h (186 mph), but will initially operate at a maximum speed of 257 km/h (160 mph) based on NEC track speed limits. Additionally, each concentrated power car is equipped with Alstom's pioneering Crash Energy Management (CEM) system.

USA

Florida East Coast locos Nos. 715 and 716 shunt a container train at the Port of Miami on June 16th. *Laurence Sly*

USA

Florida East Coast's EMD GP40-2 # FEC No. 413 crosses the drawbridge at Stuart whilst working the local freight from Fort Pierce. *Laurence Sly*

Chengdu metro Line 3 in China, with Alstom traction systems enters revenue service

The Chengdu metro line 3 phase one, on which 144 metro cars equipped with Alstom's traction systems circulate on, entered revenue service on July 31st.

The phase one - which is over 20 km long and includes 17 stations - is from General Hospital of Chengdu Military Region to Taipingyuan. It connects Northeast Chengdu with Southwest Chengdu in a diagonal.

Chengdu Line 3 - which is being built in three phases – will be 50.4 km long and include 37 stations. Alstom has been awarded contracts to supply traction systems to equip a total of 432 metro cars to circulate on the new line, including 144 metro cars for phase one

Through SATEE, Alstom is supplying its metro traction system OptONIX, specifically designed and developed for the Chinese market. OptONIX is Alstom's high performance, high reliability traction system specifically developed to improve operational performance and reduce life cycle cost.

"We are pleased of the opening of the Chengdu metro line 1. This will significantly shorten the commuting time of passengers through a transport solution that is reliable, efficient and environmentally friendly. With the objective of developing greener transport solutions, Chengdu can rely on Alstom's urban mobility solutions and its partnership through its valuable local JV SATEE, to

and 288 metro cars for phase two and three, expected to start their trial runs in 2018. The traction systems for all three phases are being manufactured by Alstom's local joint venture Shanghai Alstom Transport Electrical Equipment Co. Ltd. (SATEE) in China, and Alstom in France and Belgium, with components supplied by Tarbes and software supplied by Charleroi.

achieve this goal" said Ling Fang, Managing Director of China & East Asia, Alstom. Alstom has supplied traction solutions for 18 metro lines in 8 cities in China including Beijing, Shanghai, Nanjing, Qingdao and Hong Kong. Alstom and SATEE have been supplying traction for metro cars in China for more than 15 years.

Alstom finalises its intervention on signalling and speed control equipment for Line A of the RER

Alstom carried out, between 23 July and 21 August 2016, the dismantling and reassembly of signalling and speed control equipment necessary for the renewal of ballasted track on Line A of the Paris RER.

During the four-week operation, the 40 members of the Alstom teams made their

The Alstom teams effectively removed over 150 items of signalling equipment, namely beacons, track circuits and track speed control equipment, so that the teams of Colas Rail could intervene in their turn.

The public works company then worked 24 hours a day to renew the ballasted track.

expertise available to the client, RATP, 7 days a week. The RER A line was reopened for passengers on 21 August, in line with the schedule announced by the RATP.

The complex operation took into account working conditions in tunnels and difficult access, leading Alstom's teams to intervene over several kilometres of line, on different sites and to very strict deadlines, to enable traffic to resume on the scheduled date.

Once the new ballasted track had been installed, the Alstom teams reinstalled the signalling equipment and carried out performance tests to avoid any problems linked to the opening of the line.

"This operation confirms Alstom's knowhow in managing signalling works and demonstrates our expertise and flexibility in complex urban rail projects, at the service of our clients, and in this case the RATP," said Benoit Pellerin, Managing Director Infrastructure France.

World News

Bombardier Named Preferred Bidder to Supply Rolling Stock for UK's East Anglia Franchise

BOMBARDIER AVENTRA vehicles will enable Abellio to ensure more reliable journeys with higher frequencies and reduced journey times

Rail technology leader Bombardier Transportation has been named as the preferred bidder for a major rolling stock order to be produced for the United Kingdom's Department of Transport.

The UK government recently announced it has awarded the East Anglia franchise to Abellio East Anglia, who will operate the franchise starting October 2016. The franchise includes rolling stock and Abellio has selected Bombardier to supply British-built carriages. The contract is expected to be finalized within the next few weeks.

Richard Hunter, UK Managing Director at Bombardier Transportation said, "Being named preferred bidder for this significant order is a fantastic endorsement of our workforce and the

quality of the products we design, engineer and manufacture here in the UK and will ensure a stable, long-term workload for our staff here in Derby. Our modern AVENTRA trains will provide passengers with greater connectivity, reliability and shorter journey times."

As a rapidly growing metropolis, London is facing an increased demand for improved mobility and connectivity to its surrounding cities. Bombardier has been a key contributor in shaping the development of transportation in the UK and provides mobility solutions from metros to intercity trains as well as the full range of service and maintenance offerings. Bombardier remains committed to providing proven solutions along the rail industry value chain. This announcement reinforces Bombardier's commitment to providing long term customer value to operators and passengers worldwide.

Stadler completes first sale of its new Metelitsa tram on the Russian market

Stadler has developed a new broad-gauge tram and successfully introduced it onto the market, with LLC Transport Concession Company (TCC) in Saint Petersburg ordering 23 Metelitsa trams. The majority of the production work is being carried out at Stadler's Minsk factory and in Switzerland.

The handover date for the first six vehicles is scheduled for the end of July 2017.

After being officially unveiled to the public at the 2014 IIHF World Championship in Minsk, the prototype went on to tour a number of cities in Russia, and was even awarded a prize by the public at a tram parade in Moscow. Stadler's strategy has proved successful, with TCC in Saint Petersburg ordering 23 Metelitsa trams.

Stadler is thrilled to have successfully introduced a vehicle of its own design onto the market again. "We are delighted to have been awarded this contract and hope that our Metelitsa tram will help us win further tenders in Russia," said Peter Spuhler, Owner and Group CEO of Stadler. Demand is certainly high, and there are currently several tenders open for broad-gauge trams in Russia. Overall, this equates to several thousand trams, which are expected to be ordered in the next few months – particularly in light of the 2018 FIFA World Cup.

TCC is responsible for all development and construction work on the tram network in the Krasnogvardeysky District in east Saint Petersburg.

The Metelitsa trams ordered from Stadler are scheduled to begin operating on the district's new rail network as early as August 2017, offering operating staff and passengers alike the highest standards of comfort in urban transport.

The three-carriage low-floored tram boasts five double-leaf doors on either side, allowing passengers to embark and disembark with ease.

Articulated joints for the bogies ensure minimum levels of noise and maximum comfort while the tram is in motion. Inside the vehicles, there are two separate areas for prams, wheelchairs and bicycles. The three-carriage bidirectional vehicles are 33.45 metres in length, have seats for 66 passengers, and have a total capacity of 370 passengers.

This contract is particularly important to Stadler, as the factory in Minsk had been suffering from underutilisation following the oil and gas crisis and the resulting fall in the price of the rouble.

The new order from Saint Petersburg has eased the pressure on the factory to a certain extent; however, further orders will be needed to ensure full utilisation. We are also continuing to examine the possibility of relocating contracts from our Central European factories to our site in Minsk.

CAF WINS CONTRACT FOR THE SUPPLY OF 10 UNITS FOR MEXICO CITY METRO

Sistema de Transporte Colectivo, the transportation organization of the Federal District Government, has awarded CAF México with a contract for the supply of 10 pneumatic tyred-trains for Line 1 in the Mexico City Metro. The contract stands at approximately €164 million.

This contract is part of the vehicle and infrastructure refurbishment program implemented by the Metro, with the first units being planned for delivery in the first half of 2018.

CAF has been involved in Mexican railroad projects since 1992, and has supplied since a large number of units for several Metro lines in the City of Mexico, along with the provision of maintenance services.

Another highlight of this close partnership with the Mexican Capital Metro is the 15 year PPS contract (Service Provision Contract) awarded to CAF in late 2009, which included the leasing of 30 Metro units plus comprehensive train maintenance for the whole term.

In addition, the passenger railroad transit project of the Buenavista-Cuautitlán commuter line in Mexico City, D.F., including vehicle supply and concession operation for a 50 year term, is being operated from 2008.

This is coupled with the current intercity train project which will link Mexico City with Toluca. This project includes the supply of 30 Electric Units as well as part of the signalling systems. The Company is also actively involved in the project's integration engineering and coordination.

Thus, this new contract consolidates CAF even more in the Mexican market as the leading train supplier for the Mexico City Metro, and further upholds the Company's position as one of the leading suppliers of railroad vehicles in the American Continent, with relevant projects in operation in the USA, Brazil, Venezuela, Colombia, Ecuador and Chile.

CAF IS AWARDED THE SUPPLY OF UNITS FOR THE BRUSSELS METRO

Société des Transports Intercommunaux de Bruxelles (MIVB/STIB), the public transport operator for the European capital, has notified CAF of the award of a framework contract for a term of 12 years which includes the supply of 43 units for the Brussels Metro, totalling an amount of €353m, with the option to order up to 47 additional trains during this period. The contract involves cutting edge trains equipped with state of the art technology for this type of vehicles, which will migrate in the course of the project from operation with the current signalling system to operation with CBTC signalling system.

STIB is the largest public urban transport company in Belgium, managing an extensive transport network, comprising the aforementioned metro network alongside the tram and bus services which, over recent years, has experienced a significant annual increase in passenger figures.

It should be noted that in 2004, STIB also opted for CAF to supply 15 metro units, a project which was later extended in 2009 with the supply of an additional 6 units. These units have since been running on lines 1 and 5 of the Belgian capital's metro network.

The new metro series will form a part of a macro project which will modernise the Brussels metro. Initially, the project will be implemented on lines 1 and 5 and in various stages: the first trains will be delivered in 2019.

This project for the Capital of the European Union marks CAF's clear consolidation of the Company's position in the European market, where they have also supplied metro units for the cities of Rome, Helsinki, Istanbul, Bucharest, Madrid, Bilbao and Barcelona.

This new project adds to an aggregate of new contracts awarded in 2016 in excess of €2,000m, which in turn increases the company's current backlog to over €6,300m, strengthening CAF's committed strategy towards growth over the next few years.

Siemens modernizes rail line in Turkey

Siemens is to supply state-of-the-art signalling technology for a main-line rail route covering around 380 kilometres from Samsun to Kalin. The line links the Turkish port of Samsun on the Black Sea with the railway junction of Kalin in Central Anatolia. Modernization of the signalling equipment enable the maximum speed to be increased from 70 to 120 km/h in order to cut the journey time between Samsun and Kalin from nine to five hours. Commissioning of the route is scheduled for 2017.
Siemens is supplying the Trackguard Westrace electronic interlocking systems, point machines, level-crossing technology, communication technology, and the train control system ETCS (European Train Control System) Level 1 for the route, which covers 31 stations. The contract also includes equipping the operations control center located in Samsun. In recent years Siemens has already equipped many routes in Turkey with signalling and operations control technology, for example Line 1 of the Istanbul metro. The extension of the line to an overall length of 25 kilometres was also automated by Siemens and opened for service in 2012. In main-line transport, Siemens supplies ETCS signalling technology for the route sections from Bandirma to Menemen as well as for one of the most important high-speed line in Turkey between the industry hub of Konya and the capital city of Ankara. Siemens also supplied all of the signalling and control technology for the Marmaray Tunnel which was opened for service in 2013. The tunnel is the core of one of the largest traffic infrastructure projects worldwide. It runs under the Bosphorus to connect the railway lines on the European side with those on the Asian side of Istanbul. Around 150 million passengers a year are transported on the 10,000-plus kilometres of the Turkish rail network. Less than ten percent of the rail network is double tracked.

Turkey is therefore planning to increase its economic output on the rails to strengthen its transportation and logistics sectors. With projects such as the one in Marmaray, the expansion of various high-speed routes and the modernization of railway stations, the Turkish railway company has set tangible targets for the coming years. The five-year plan involves extending the conventional railway network from 8770 to 10,556 kilometres and the high-speed network from 888 to 2496 kilometres by 2018. This involves investments of around 20 billion euros in construction measures and the procurement of rail technology.

More and better cross-border rail services between Milan and Frankfurt

The CEOs of SBB, DB and FS have agreed to introduce a new direct connection: Starting in December 2017, SBB's ETR610 trains will run between Frankfurt/Main and Milan through Switzerland. The cross-border rail services aim to be more punctual overall and provide better connections. At the CEO Summit in Lugano, the executives of all European railways confirmed in a declaration their intention to increase collective efforts to shape the mobility of the future. In the race against other modes of transport, new technologies and digitisation are expected to put railways in the best possible position within the mobility chain. In the area of freight services, the new Gotthard tunnel brings rail new advantages. The CEOs discussed how, by using cross-border train-path planning and reserving international train paths according to the Gotthard model, the effect of the Base Tunnel can be applied to the entire Rotterdam-Genoa rail freight corridor. This way, even more traffic can be diverted to transalpine rail routes.

The focus of the annual CEO Summit were the challenges of the mobility of the future, which the railway companies wish to take on increasingly as a collective effort. Customers' needs and their mobility behaviour are changing rapidly and are also influenced by fast-developing technology. Competition between modes of transport for a place in the mobility chain is intensifying.

The European railway companies want to take on the challenges together and improve cross-border collaboration. Therefore, the railway executives announced in a declaration, that contains an action plan with numerous measures. The European railways want to establish themselves as providers and integrators of sustainable and environmentally friendly mobility solutions along the entire travel chain from door to door. The focus is on their great strength: The railways transport many passengers and goods to their destination over long distances reliably, safely and on time.

The largest rail stations are to function as attractive hubs and create connections to other modes of transport and providers.

The connections within Europe are to be improved overall. The railways want to advance digitisation and coordinate the ticketing systems. Customers should be confident that their data is protected and used only with their consent to improve services. However, the railways want to exchange technical data openly and harmonise standards so that processes can be simplified and costs reduced. Other modes of transport do not share their data; the railways, on the other hand, use them to create innovations.

From the UK

Summer in the South West.

Every year the Railtalk team head to the South West of England and in particular, the area of Devon for a summer holiday. This year was no exception and here are some of the highlights.

On July 24th, power car No. 43002, in original Inter-City livery, approaches Dawlish working the 1A76 Plymouth - London Paddington. *Steve Thompson*

CrossCountry's Class 221 136 speeds through Dawlish on July 25th with a Plymouth bound service. *Richard Hargreaves*

On August 5th, (in that rare commodity of sunshine!) Great Western Railway liveried Class 150 247 arrives into Paignton working the 2T22 terminating service from Exmouth. *Steve Thompson*

From the UK

Freight services in the south west are nowadays quite a rare commodity, but on August 4th, Class 66 155 passes Dawlish Warren working a rake of cement tanks. *Richard Hargreaves*

Poppy liveried power car No. 43172 'Harry Patch' is pictured on the rear of a London Paddington bound service as it passes through Dawlish Warren on July 25th. *Richard Hargreaves*

On August 4th, South West Trains' Class 159 016 stands at Exeter St. Davids working a service to London Waterloo. *Richard Hargreaves*

From the UK

The Saturday's only Exeter St. David's to Penzance loco hauled service departs Dawlish on July 30th with Class 57 305 in charge. *Steve Thompson*

GWR power car No. 43041 arrives into Newton Abbott on August 5th, leading a London Paddington service. *Richard Hargreaves*

On July 31st, power car No. 43005, in the new Great Western Railway green livery, (and with 43041 on the rear) head through Dawlish working the 1A78 Plymouth - London Paddington service. *Steve Thompson*

From the UK

On July 28th, First Great Western's Class 143 618 and 143 617 pass Cockwood Harbour working the 2F45 Paignton - Exmouth service. *Steve Thompson*

On July 29th, Network Rail's NMT with power cars Nos. 43013 and 43014 stands at Teignmouth whilst working the 1Z18 Paignton - Taunton via Bristol. *Steve Thompson*

On July 31st, Class 70 802 heads along the sea wall working 6X54 Dainton - Exeter Riverside Yard. *Steve Thompson*

From the UK

On July 23rd, CrossCountry's power car No. 43304 leads a Plymouth bound service into Totnes. On summer Saturdays there are four CrossCountry HST sets operating through Devon. *Richard Hargreaves*

On August 4th, Plymouth liveried power car No. 43163 rounds the curve at Langstone Rock and heads along the sea wall towards Dawlish with a Newquay bound service. *Richard Hargreaves*

On July 30th, DRS' Class 68 017 leads a Northern Belle working from Swansea to Par, through Dawlish Warren (Class 68 008 was on the rear). *Richard Hargreaves*

From the Archives:

Belgium

SNCB Class 51 No. 5130 stands at Antwerp Dam on June 23rd 2001. *Paul Godding*