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.

Well with summer well and truly over, the dark nights are here and Christmas isn't that far away. However we do have some excellent pictures from around the world this month and even some sunshine from Australia where summer is just getting started.

The ever growing European rail fleet continues to swell with more new locos and stock introduced this month, but there surely has to be some casualties and in the UK we have seen just such an occurrence with the scrapping of the first Eurostar set. Now the Eurostars might seem to be modern stock compared to several lines but the complications with it having to operate as a complete set without major alterations, and lets be honest there aren't many services that require 18 coaches, then one can see why it is getting scrapped. But still there are many fond memories of the original sets, especially those North of London ones that used to travel along the UK's east coast main line when on hire to GNER.

A good example of new technology at the moment is Deutsche Bahn's ICE4 which is a fantastic piece of kit. These machine are so smooth and fast, just like their predecessor the ICE 3, I am sure that they will be an instant hit.

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
Traxx Nos. 185.591 and 185.594 pass Kandergrund whilst hauling CrossRail train No. 42589 from Basel to Domodossola. *Laurence Sly*

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OBB Class 1144.107 is seen stabled at Innsbruck on August 26th. *Brian Battersby*

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CD Class 371.003-5 stands at Dresden Hbf on October 5th waiting to work the next Eurocity service to Prague. *John Balaam*

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Railtalk Magazine Xtra

In the UK, we are also getting an influx of new kit with the IEP project well underway, and there are also some big orders both placed and being delivered for many lines around the UK, that means within the next few years, services will be completely transformed. It will also mean big business for the scrap yards over the next few years, with many classes facing the cutters torch.

Again in the UK the RHTT season is in full swing and many heritage locos have been resurrected for the season. Classes 20s, 37s, 56s to name a few. It's certainly good to hear these locos being used again.

Our from the UK section has, a visit to the Great Central Railway for their Autumn Steam Gala, a fantastic sight with many locos in steam, and a delightful Class 101 DMU to appease the diesel lovers.

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

Australia

A 2 car Endeavour Railcar stands at the impressive station at Moss Vale in the NSW Southern Highlands, forming the 15:53 Moss Vale to Campbelltown service on September 28th. *Mark Bennett*

A New Sydney Trains A55 set, forming a Leppington service, stands at Glenfield in Sydney's south west suburbs on September 28th. *Mark Bennett*

The 2M26 ballast train joins the NSW southern mainline, coming off the Canberra line after ballasting work behind branch line ALCo's Nos. 864, 852, 4814 and 4836 on September 29th. *Mark Bennett*

Australia

Goulburn Roundhouse Event

Goulburn Roundhouse in southern NSW hosted an amazing event over the long weekend of October 1-3, ‘Streamliners 2016’.

The event celebrated 65 years of Streamlined loco’s in Australia, and saw 18 ALCo and EMD powered Streamliners gather in Goulburn, including preserved, in service and stored examples. Ex-Victorian Railways B-class B61 received a special silver livery to celebrate the event.

Loco’s were ex-Commonwealth Railways Nos. GM1, GM10, GM19, GM27, CLP11, ex-Victorian Railways Nos. B61, B65, S302, S306, S317 and S300 and ex-NSW Government Railways Nos. 4204, 42101, 4490, 4477, 4486, 42105 and 4461.
Mark Bennett

Austria

Salzburger Lokalbahn No. 83 is pictured departing the Salzburg Itzling depot.on August 27th. The loco was formerly DB Class 211.297-7 and purchased by ÖBB along with 34 other members of the class where it was renumbered 2048.001, before being acquired by the SLB in 2002. *Brian Battersby*

Austria

No. 2 ‘Hermann’ is pictured working a Zillertalbahn service at Jenbach on August 27th. *Brian Battersby*

Salzburg Lokalbahn articulated ET43 EMUs Nos. 56 and 58 are seen stabled at the Salzburg Itzling depot on August 26th. *Brian Battersby*

Bombardier ‘Flexity Outlook’ tram No 323 heads through Innsbruck on August 26th. *Brian Battersby*

Austria

OBB Class 4024.085 EMU in Tirol 2050 livery, stands at Innbruck on August 27th working a service to Pfaffenhofen. *Brian Battersby*

OBB 'Hector' Class 2016.070 sits in the sunshine at Salzburg on August 26th. *Brian Battersby*

OBB's Class 1016.026 stands at Salzburg Hbf on August 26th, working a service to Flughafen Wien. *Brian Battersby*

Austria

OBB shunter Class 2067.099 stands at Landeck-Zams, awaiting a rare call to action. The loco presumably does get used as the rails were shiny around it, but in all the photographers visits to this area, it always has been silent. *Class47*

Krauss-Maffei built 0-4-0 shunter No. D12 is seen at the Zillertalbahn terminus of Jenbach on August 27th. *Brian Battersby*

OBB's Class 1142.668 arrives into Linz Hbf with a service from Attnang-Puchheim. *Class47*

Belgium

SNCB Class 18 No. 1922 arrives into Bruges with a service from Oostend. *Class47*

Belgium

SNCB B-Technics shunter No. 7799 leads an engineer's train through Bruxelles Midi on October 8th. *John Balaam*

SNCB TraXX No. 2837 (E186.229) runs light engine through Gent - St. Pieters on September 20th. *Class47*

Belgium

SNCB Class 18 No. 1914 stands at Eupen on October 3rd waiting to work the 18:17 service to Oostende. *John Balaam*

Czech Republic

On September 26th, a CD Cargo Class 122 crosses the river at Usti nad Labem with a rake of coal hoppers. *Andy*

Czech Republic

Rubbed down awaiting a repaint, CTL Logistics Class 182.094 stands outside DPOV Prerov.
Class47

ČD Cargo Vectron heads to the port of Rostock

Transport of road trailers by rail ČD Cargo is perceived as a very promising segment of business. For the customer LKW Walter, transportation from the port of Rostock to the terminal in Brno, currently uses four pairs of trains per week and in the near future their number should Increase to five pairs.

At the train departing from Brno in the evening of Tuesday October 18, CD Cargo's new Vectron Class 383.005 was deployed as a trial, which arrived in Rostok with the consignment the following afternoon.

The return of the train was complicated by an incident at Libice Cidlinou station and was diverted along the left bank of the Elbe. So it was possible to take a photo of the Vectorn returning to Prague with trailers in the boroughs of Holesovice and Liben. The entire route was led by ČD Cargo drivers and the success means that Vectorns will haul services to Rostok in the future. Photo: © CD Cargo

Czech Republic

Rail Cargo Austria's Class 1216.228 speeds a rake of PKP Cargo coal hoppers through Breclav. True international freight with an Austrian loco pulling Polish wagons through Czech Republic.
Class47

Sugar beet campaign is in full swing

On September 12, 2016 train No. 145047 departing from Prerov launched this year's campaign of shipment of sugar beet. The destination of beet trains is the same as last year, Hrušovany Jevišovkou.

Last year ČD Cargo transported's about 120 thousand tons of sugar beet to the refinery, and this year this amount should Increase significantly. This year ČD Cargo also provides transportation to so called 'Biobeet' from Austria, which was last year transported by a private carrier, and in considerable volume. Beet from Malacky and Skalica in the Slovak Republic is also carried to the refinery.

Re-evaluation of the beet transportation by rail with ČD Cargo as a convenient and reliable method can be a signal to other sugar factories in the Czech Republic to expand cooperation. This positive news is good for the citizens, because the use of rail transport means a significant reduction in the number of truck journeys and therefore pollution.

Photo: ©CD Cargo

Vectron headed to Romania

On Saturday October 1st, shortly after noon, CD Vectron Class 383.002 pulled out of the Nymburk shunting yard with train No. 149417 'Nex Lozen' from the Mladá Boleslav Skoda factory, heading for the distribution centres in Romania Curtici.

This locomotive, in cooperation with the carrier CSR, delivered the comprehensive "motorail" service a distance of 800km to Curtici. At the station Brno-Maloměřice the train was halted so that seven wagons loaded with timber for one of the Romanian customers could be added.

This was a trial shipment, using the Vectron instead of the normal CD Cargo Class363.5 locomotives which are already widely deployed along the entire route.

Photo: ©CD Cargo

CD Cargo's Class 750.252 is seen stabled in the yard at Decin on September 22nd. *Class47*

Metrans Class 386.003 speeds through Bad Schandau on September 22nd, heading for the container terminal at Prague. *Class47*

Czech Republic

At Hranice na Morave, Class 460 006 awaits departure time with a service to Suchdol whilst in the background a Class 363 awaits its path with a rake of GATX tanks, heading for Ostrava and another Class 460 EMU is seen stabled.
Class47

A pair of SNCF X73900 Ter DMU's with No. 917 leading arrives into Kehl, working an Offenberg to Strasbourg service. *Class47*

Bombardier Delivers 100th Regio 2N Train to the Hauts-de-France Region

Rail technology leader Bombardier Transportation has delivered the 100th Regio 2N train to Xavier Bertrand, President of the Hauts-de-France Region and Jacky Lion, Regional Director, SNCF Proximités, at a ceremony held in Crespin, where the trains are designed and built.

"This is a historical milestone for Bombardier", said Laurent Bouyer, President of Bombardier Transportation France. "The Regio 2N project is a flagship project for our Crespin site, for the French rail industry and for the Hauts-de-France Region. The success of this fleet is primarily due to the flexibility of the OMNEO platform, which offers a high capacity solution to meet the needs of urban, regional, as well as intercity services for the Regions."

Mandated by the various French regions, France's national state-owned railway company, SNCF, organised a tender for high capacity double deck regional trains in 2008. In 2010, Bombardier and SNCF signed a contract for the production of up to 860 trains. Today, the regions have ordered a total of 213 OMNEO trains: Nouvelle Aquitaine (24), Bretagne (21), Centre-Val de Loire (14), Hauts-de-France (25), Île-de-France (42), Occitanie (18), Pays de la Loire (13), Auvergne-Rhône-Alpes (40), Provence-Alpes-Côte d'Azur (16). Following the current state of orders, the last train will be delivered in 2019.

The OMNEO platform is a family of extra-large, double deck trains which brings capacity, comfort and accessibility to urban, regional and intercity services. Bombardier's engineers developed a new concept that optimizes space and seating to increase the passenger's travel experience. It features easy access provided by two large doors at platform level as well as wide corridors and gangways that make it easy for passengers to move about the train. The passenger areas are equipped with power outlets, luggage racks, information screens, and video surveillance cameras.

For long intercity journeys, the Premium version of the OMNEO train offers an operating speed of 200km/h and exceptional comfort that meets the needs of long distance travellers.

Alstom to supply a new generation of metros to Greater Lyon

Alstom is to design and supply the new generation of metros for the territory of Greater Lyon. The binding part of the order includes the delivery of 30 metros for an amount of 140 million euros. This first order may be extended through an exercise of options for up to 18 metros. The first four metros will enter service throughout 2019 on line B of the Lyon metro network.

The contract, which is part of the SYTRAL's «Avenir Métro 2020» (Future Metro 2020) programme, aims to increase the transport capacity of lines A, B and D of the Lyon metro to deal with increasing ridership, estimated at 30% over the next few years.

Based on Alstom's rubber-tyred metro solutions and constantly improved by the feedback of its clients, the new metros will use the latest advances in technology to increase availability, accessibility and passenger information and to facilitate maintenance. 36 metres long, every metro will be able to transport up to 325 passengers.

Environmentally friendly, the new metros for Lyon will be eco-designed. They will be 96% recyclable. They will also be equipped with an entirely electrical braking system, LED lighting and other innovations enabling a 25% reduction in energy usage compared with the metros currently in service.

«We are honoured to have been awarded this contract by the SYTRAL. A true showcase of French expertise, the new-generation metro of Lyon represents a technical challenge to tackle increasing numbers of passengers on the network, while offering unbeatable reliability of service. This new contract is proof of Alstom's ability to offer tried-and-tested, personalised products that meet the specific needs of its clients, starting with the SYTRAL, which already entrusted us with the trains currently in operation,» said Jean-Baptiste Eyméoud, President for Alstom in France.

Six of Alstom's sites in France are involved in the design and development of the new Lyon metro: Valenciennes for the design, internal layout, assembly, testing and certification of the metros, Saint-Ouen for the coordination of the design, Ornans for the motors, Le Creusot for the bogies, Tarbes for the traction and Villeurbanne for the onboard I.T. systems, passenger information systems and predictive maintenance. Alstom has also called on the Lyon designer Fabrice Pouille (10-6 design) to come up with the design of the new trams.

The French Government and Alstom present a plan to maintain the railway and industrial activities on Belfort site

Christophe Sirugue, Minister of State for the Industry and Henri Poupart-Lafarge, Alstom Chairman and CEO, presented in Belfort a plan to maintain the railway and industrial activities on Belfort site. The axes have been identified and constitute an alternative plan compared to the previous plan: announcements of orders, development of services activities and significant investments for the diversification of the site.

The announced orders are related to 21 TGV Euroduplex and 20 shunting locomotives in addition to the confirmation of the order for 30 Intercity trains.

Several measures will allow the development of maintenance and services activities on Belfort site. Alstom is committing to modernising the operations with the objective of employing 150 people by 2019 in these activities.

In addition, Alstom will invest, together with industrial or financial partners in the necessary diversification of the Belfort site through the production of other rail and road vehicles. The French Government and Alstom Chairman and CEO are pleased by the favourable outcome that was found.

Henri Poupart-Lafarge declared: "I am pleased by the announcements that have just been made and by the mobilisation of all stakeholders in order to find an industrial future for Belfort site and to consolidate the workload on other sites in France. Moreover, the fact that a strategic committee for the industry will be held soon is excellent news for the whole railway sector".

"It is a great success and the result of a common work between the company, the local authorities and the unions. The collaborative and constructive approach that allowed us to succeed in finding this outcome symbolises the role of the State industrial policies: mobilising all stakeholders around a project for the future that is collective, realistic and ambitious for Belfort" declared Christophe Sirugue.

"This plan, built through a dialogue between all concerned parties will bring solutions for the workload issue and longer-term perspectives for Belfort site. It falls within an approach that aims at defending and promoting the French railway industry" underlines Michel Sapin, Minister of the Economy and Finance.

Alstom delivers the first cross-border Citadis between Strasbourg and Kehl

Alstom has delivered the first of the new Citadis trams for Strasbourg, less than two years after signing a framework agreement with the Strasbourg transport company CTS (Compagnie des Transports Strasbourgeois) for the supply of 50 trams. The first part of this agreement concerns an order for 12 trams, worth a total of 41 million euros. The first tram will now begin dynamic on-track testing with the following 11 Citadis due to be delivered by May 2017.

The trams will be added to CTS's existing fleet as part of the extensions to lines A and D. On line D they will run all the way to Kehl in Germany. Entry into commercial service is scheduled for next April. This will be France's first ever tram to cross a border.

"Alstom is proud to help link up Kehl to Strasbourg, creating a unique bond of friendship between the two cities. The trams of the Citadis range, which have been adopted by 54 cities worldwide, combine the use of proven technology and modularity in terms of layout to combine reliability, comfort and customisation," said Jean-Baptiste Eymeoud, President of Alstom in France.

The Citadis trams in Strasbourg will be the first trams approved by German federal BOStrab regulations covering the construction and operation of trams in Germany. The trams are 45 metres long and have the capacity for 288 passengers. They are equipped with LED lighting and full glass doors to enhance passengers' feelings of comfort and safety. In line with PRM (Persons with Reduced Mobility) regulations, the trains are equipped with easily accessible door controls, wider seating and specially reserved areas for wheelchair users and passengers with strollers. The trams are largely manufactured in France: La Rochelle (for the design and assembly of the trams), Ornans (for the design and manufacturing of the engines), Le Creusot (bogies for the intermediate modules), Tarbes (traction chains), Villeurbanne (electronic equipment) and St-Ouen (the design). The Salzgitter site in Germany will supply the bogies located underneath the driver cabins.

To date, over 2300 Citadis have been ordered by 54 cities worldwide, the first of which have been in operation since 2000.

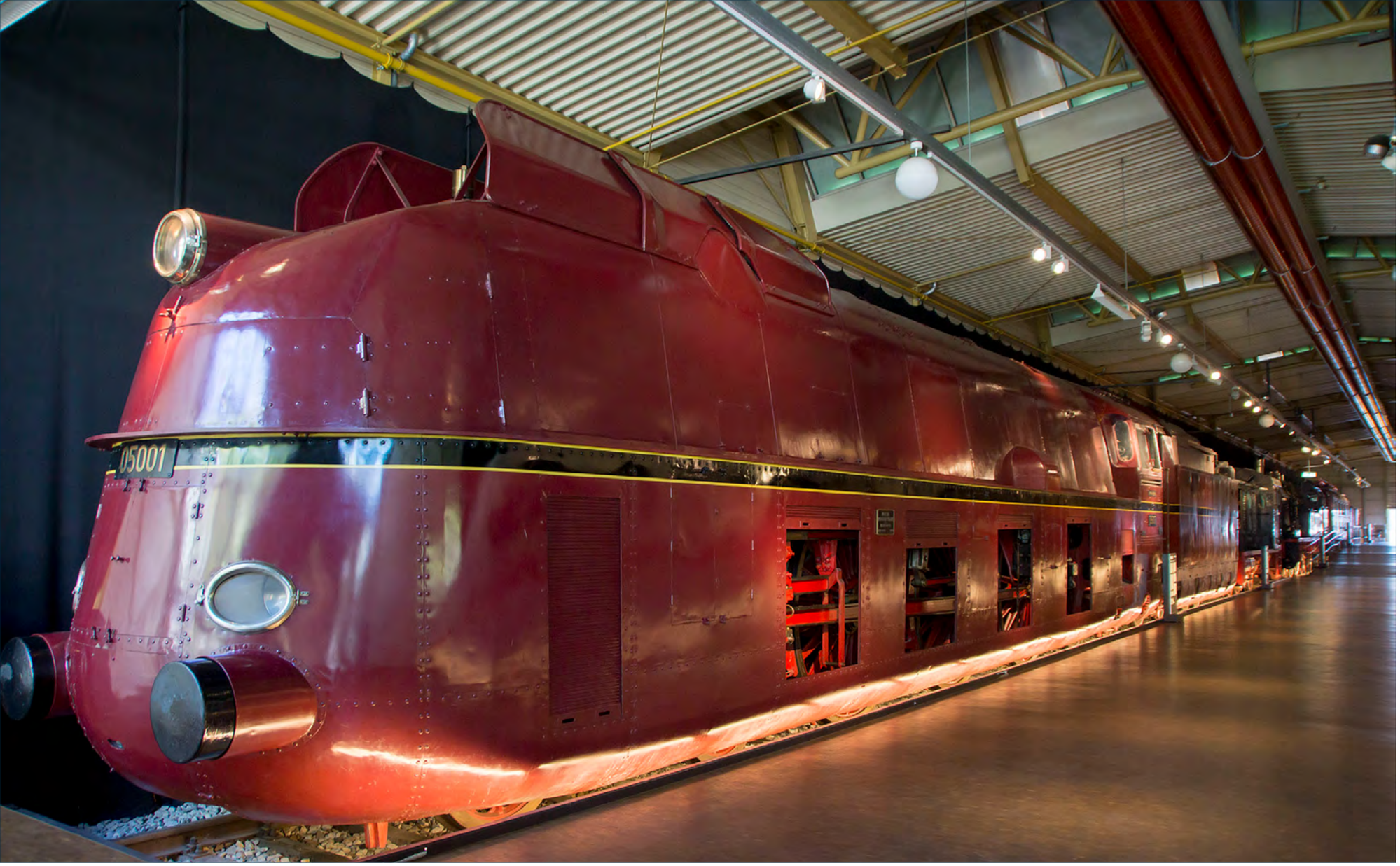
Germany

DB Class 111.188 stands at Regensburg on August 23rd with a service to Nuremberg.
Brian Battersby

Alex Class 183.004 working a service to Munich Hbf, calls at Regensburg on August 23rd.
Brian Battersby

Germany

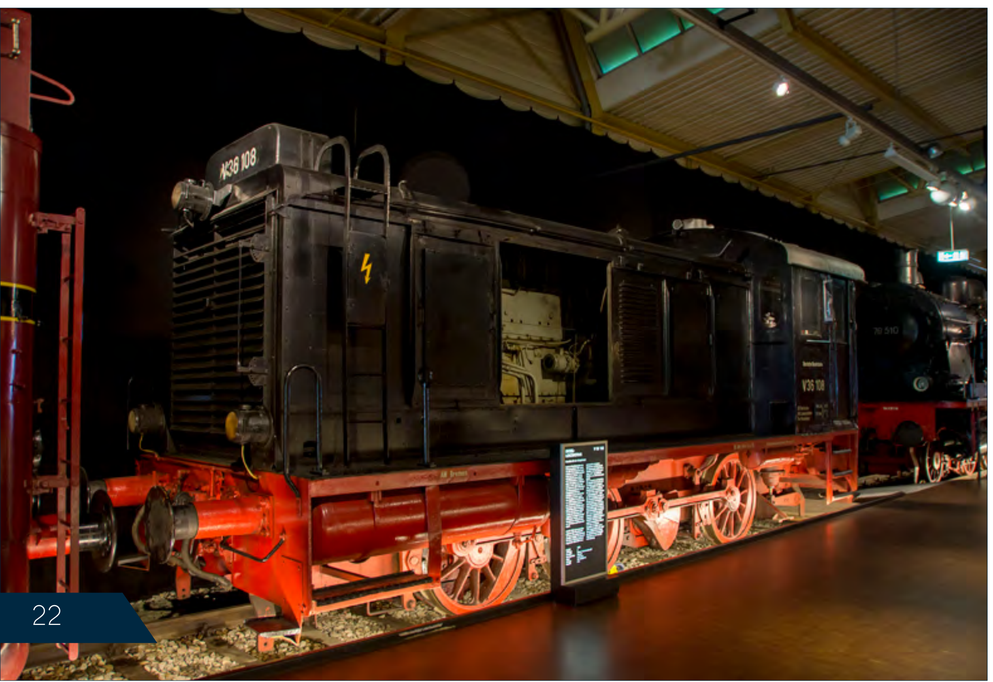
EVB Class 212.285 hauls BahnTouristikExpress Class 217.002 and a rake of tanks through Regensburg on August 23rd. *Brian Battersby*



Germany

DB Museum Nuremberg

DRG Class 05 Streamlined Baltic steam locomotive No. 05001. Built in 1935 by Borsig Werke. *Brian Battersby*



DB Class 280.005, delivered in 1952 and put into service at Bw Frankfurt-Griesheim. Until 1963, the loco worked suburban trains in Frankfurt and express trains to Koln. *Brian Battersby*

German Air Ministry Diesel Hydraulic No. V36 108. Built by BMAG in 1940 and taken into DB stock in 1949. *Brian Battersby*

Germany

DB Museum Nuremberg

Pictured outside the museum on August 23rd, is Class 103.224 manufactured by Krauss-Maffei / Siemens in 1973. The heavy-duty six-axle electric locomotives were procured from the German Federal Railroad from 1970 onwards. *Brian Battersby*

The locomotives of the E44 series, procured by the Deutsche Reichsbahn, were used as universal for passenger and freight transport in southern and central Germany. No. E44.001 from SSW was a running axleless bogie locomotive with four tilt bearing motors. It was handed over to the Reichsbahn at the end of 1930, and after 1933, was stationed in Garmisch-Partenkirchen. *Brian Battersby*

Germany

An ICE4, No. 9004, heads on test through Nuremberg on August 22nd. *Brian Battersby*

Germany

On hire to DB, MRCE No. 500.1601 (Class 1275.522) arrives into Nuremberg on August 23rd with an infrastructure train. *Brian Battersby*

Bayerische Oberlandbahn 3 car DMU No. Vt007 stands at Munchen Hbf on August 24th. *Brian Battersby*

EVB No. 410.01 (Ex DB Class 211.323) hauls a rake of GATX tanks through Regensburg on August 23rd. *Brian Battersby*

Germany

Frankfurt ‘S’ Type tram No. 246 calls at Hauptbahnhof on October 4th whilst working a service to Niederrad Oberforsthaus.
John Balaam

Alstom to supply 24 trains for Southern Germany

Alstom has received an order worth over €130 million euros from DB Regio for the delivery of 24 regional trains. The new three or four-car electric Coradia Continental trains will be used on the German Breisgau S-Bahn network as suburban trains from December 2019. The trains will be built in Alstom’s plant in Salzgitter, Germany.

“We are pleased that DB Regio has again chosen our Coradia Continental, which has proven its reliability with over 99% availability in customer fleets. It is an environmentally-friendly train made of 90 % recyclable materials. Via the Coradia Continental, Alstom will contribute to the development of sustainable mobility in the German state of Baden Wurttemberg,” said Didier Pfleger, Vice President for Alstom in Germany and Austria.

Since 2008, Alstom’s Coradia Continental has been successfully operated by seven different customers in Germany. In total, 222 Coradia Continental trains are running in the country today, including over 100 ordered by DB Regio, circulating in the German states of Bavaria and North-Rhine-Westphalia. The company will operate the new vehicles in the German state of Baden-Württemberg on the lines of Freiburg – Endingen/Breisach, Freiburg – Titisee – Donaueschingen – Villingen and Freiburg – Titisee – Seebrugg.

Alstom‘s Coradia Continental electric multiple unit reaches operating speeds of up to 160 km/h. It provides excellent acceleration, thus reducing travel times. The three- and four- car operating trainsets have a passenger capacity of 164 or 249 seats each. Special attention has been paid to passenger comfort: Multi-purpose areas offer sufficient space for wheelchairs, bicycles and prams. The traction equipment is mounted on the roof so that the interior of the train can be wide and corridors with fewer steps for a better passenger flow inside the train. Throughout the whole train, the Coradia Continental is equipped with WiFi as well as sockets, video cameras and a real-time passenger information system displaying current train connection data. trains which benefit from a know-how of more than 30 years and from well-proven technical solutions.

Germany

MEG No. 710, the former DB Class 155.059, heads a container train through Regensburg on August 23rd. *Brian Battersby*

Built in 1962 by MAN/SSW, tram No. 305 is now part of the heritage fleet in operation in Nuremberg, seen here working a service on August 22nd. *Brian Battersby*

Germany

DB Class 233.510 hauls a ballast train through Regensburg on August 23rd, heading for Schwandorf. *Brian Battersby*

Lokomotion's No. 555 (Class 139.555) is seen stabled at Munchen on August 24th. *Brian Battersby*

Adtranz type GT6N tram No. 2107 heads through Munchen, working a line 21 service to Karlsplatz Nord. *Brian Battersby*

Germany

DB Class 245.006 stands awaiting departure time at Munchen on August 24th. These locos have replaced the Class 218s on many diagrams in the region. *Brian Battersby*

Germany

DR No. 99. 1771-7 is pictured taking water at Dippoldiswalde on October 5th. *John Balaam*

Deutsche Bahn and Siemens launch pilot project for predictive maintenance

Deutsche Bahn (DB) and Siemens are launching a pilot application for the predictive servicing and maintenance of the high-speed Velaro D (Series 407 ICE 3) trains. Impending faults and malfunctions as well as the sources of these problems will be identified at an early point by means of digitalized data analysis, and recommendations for vehicle maintenance then derived from this data. Downtimes can thus be avoided and the fleet's overall availability increased, resulting in more cost-efficient vehicle operations. The project is currently planned for a term of twelve months.

"Siemens offers a digital service, unique in the industry, which makes it possible to precisely align maintenance work with the vehicle's actual status. With intelligent algorithms and precise analytics, availability is increased," said Jochen Eickholt, CEO of the Siemens Mobility Division.

For a period of one year, data received from the Velaro D fleet while the trains are under way will be based on and supplement the onboard diagnostics and be systematically analyzed. For this purpose, Siemens is the first company in the rail industry to operate a special data analysis center, the Mobility Data Services Center in Munich. Data from the vehicles will be received and analyzed in a central diagnostics system to calculate failure predictions.

These predictions will be used by specialists as the basis for validated recommendations for action and directly communicated to technicians in the DB workshops for either acute or planned maintenance activities. The data analyses are based on algorithms and models that enable highly reliable predictions to be made about the future behavior of vehicles and components.
All diagnostic data is available to the operator and maintenance staff during operations and is presented in an easily understandable, user-friendly display. The current condition of a vehicle can thus be quickly monitored and appropriate action taken.

Alstom hands over five Prima H3 locomotives to Deutsche Bahn

Alstom handed over five Prima H3 hybrid shunting locomotives to Deutsche Bahn during a ceremony at Alstom's Stendal site in Saxony-Anhalt, Germany, where the locomotives were built. In total, 23 of the environmental-friendly vehicles have been ordered from different customers until today.

This new generation of hybrid shunting locomotive will be used at Deutsche Bahn, making a sustainable contribution towards reducing CO2 emissions on rail tracks in Germany.

"Alstom has been consistently developing its environmentally friendly hybrid technology under European conditions for many years, and it is the first manufacturer to have put this technology on rail. Our Prima H3 locomotive is paving the way to the new reality of zero-emission freight transport in Europe" said Daniel Croonen, Director Service for Alstom Germany and Austria.

"We are already thinking of the future. For this reason, we strive for better climate protection and less noise impact. The new Prima H3 hybrid locomotive will help us to achieve both. Hand-in-hand with the industry, DB has brought the environmentally friendly technology to be used in full rail operation. I'm proud that the five vehicles are due to take up service in Franconia from November," Andreas Gehlhaar, Head of Environmental Affairs at Deutsche Bahn AG.

Alstom innovates with its Prima H3 locomotive in a market segment that has long been left apart: in comparison to conventional shunting locomotives, the Prima H3 with its hybrid drive produces up to 50% less CO2, while other pollutant emissions (Nitrogen dioxide) are cut by up to 70%. Noise emissions have also been significantly reduced. The 350 kW diesel generator meets the requirements of exhaust gas standard stage IIIB[1] and has been designed with future exhaust gas standards in mind. Depending on its use, the shunting locomotive will spend between 50% and 75% of its service time in battery mode. This makes it possible to achieve zero-emission rail transport in urban areas or production plants. The locomotive reaches speeds of 100 km/h and can therefore easily be integrated in main line traffic.

More than 200 employees are working at the Alstom site in Stendal, thus making it one of the most important employers in the region. The facility exists since 1873 and meanwhile is specialised in servicing as well as repair and modernisation of rail vehicles and their components.

Dresden Tatra T4D trams Nos. 224 and 261, along with two others, stand in St. Petersburger Strasse on October 5th. *John Balaam*

HSL Class 185.599-8 passes through Radebeul Ost on October 6th. *John Balaam*

Germany

Frankfurt 'S' type trams Nos. 271 and 230 call at Baseler Platz on October 4th. The latter carries an all over advertising livery.
John Balaam

MRB Class 223.053 stands alongside some vintage traction at Leipzig Hbf. *Steamsounds*

Germany

DB Freilassing Locomotive World

DRG Class E16 were German electric locomotives in service with the Bavarian Group Administration of the Deutsche Reichsbahn and were conceived as motive power for express trains. No. E16.07 is pictured here preserved at the DB Freilassing Locomotive World.

Brian Battersby

Germany

DB Freilassing Locomotive World

Electric goods train locomotive No. De 2/2, built in 1899 is seen in the museum on August 25th. *Brian Battersby*

Built by Krauss-Maffei AG (Munich-Allach) in 1936, No. 244.051 is now preserved at the Freilassing Museum. *Brian Battersby*

Krauss-Maffei/Siemens built in 1973, Class 103.167 is preserved at Freilassing. *Brian Battersby*

Italy

Trenitalia's Class E403.020 passes Mereta whilst working train No. IC35110 06:30 Salerno - Torino Porta Nuova on August 1st. *Laurence Sly*

Italy

Fuori Muro Class E191.003 passes Pietrabissara whilst working a FuoriMuro freight train from Miramas to Mortara on August 1st.
Laurence Sly

Italy

Trenitalia's Class E652.072 approaches Pietrabissara whilst hauling a container train along the Old Giovi Pass. *Laurence Sly*

On August 1st, Class E652.120 passes Mereta whilst working train No. 54652 from Genova to Trecate. *Laurence Sly*

Italy

Trenitalia Class E.402.103 passes Isola del Cantone whilst working train No. IC35504 09:20 Genova PP - Torino PN. *Laurence Sly*

Netherlands

NS EMU No. 8641 calls at Roermond on October 7th with a working to Schagen. *John Balaam*

Netherlands

NS BCD No. 41 (built in 1954) working a railtour, is photographed during a stop at the tracks of the SHM, Hoorn on October 1st. *Erik de Zeeuw*

NedTrain's Vossloh G400B No. 713 is seen shunting new EMUs at Maastricht on October 8th. *John Balaam*

Netherlands

DB-NS Class 1600 No. 1614 is seen stabled at Sittard on October 8th. *John Balaam*

Ascendos Rail Leasing Class 66 No. RL002 stands at Sittard on October 7th. *John Balaam*

DB Schenker Rail Nederland MaK DE6400s Nos 6519 and 6510 work a steel coil train through Sittard on October 7th. *John Balaam*

Peru

On September 23rd, ALCO DL535B built in 1968 No. 356 ascends the ramp into Machu Picchu station with the stock for the return Hiram Bingham luxury train.
Mark Torkington

Peru

Huancayo-Huancavelica MLW Type DL532B (built in 1974) No. 432 pauses for a station stop at Manuel Telleria on the revitalised Huancayo to Huancavelica Railway, September 19th. *Mark Torkington*

Alco DL535 (1963) No. 400 climbs up the switchbacks leaving Cuzco with the locals only train to Hidroelectrica on September 25th. *Mark Torkington*

On September 23rd, PeruRail 3 foot gauge Alco DL-535-B No. 481 leaves Machu Picchu town with another train full of tourists heading back to Cuzco. *Mark Torkington*

Slovakia

ZSSK Cargo's Class 240.003 arrives into Kuty with a lengthy rake of loaded car transporters.
Class47

Slovakia

Regiojet's Vectron Class 193.205 is seen departing Bratislava hlavna stanica with a train to Kosice. *Paul Godding*

ZSSK Class 263.011-9 stands at Leopoldov with an Os service to Bratislava hlavna stanica. *Class47*

ZSSK Class 350.006 arrives into Poprad-Tatry with a Zilina to Kosice service. *Class47*

Slovakia

ZSSK Class 757.009 arrives into Haniska pri Košiciach, working a Zvolen to Kosice service. *Class47*

Class 240.111 departs Bratislava Hlavna Stanica with a service to Banská Bystrica. *Class47*

Unipetrol's Class 741.514 makes a smoky departure from Kuty with a rake of fuel tanks, heading over the border into Czech at Breclav. *Class47*

Switzerland

BLS locos Nos. 179 and 174 approach Spiez whilst hauling an intermodal train on August 3rd. *Laurence Sly*

Switzerland

On October 15th, Bernina-Krokodil No. 182 stands at the summit of the Bernina Pass, Ospizio Bernin (2256m) with a train from Pontresina during a Club 1889 20th anniversary event. *Mark Pichowicz*

Switzerland

On October 16th, 1926 built Seetal-Krokodil De 6/6 No. 15301 heads through the station at Bauma with a demonstration freight during the DVZO end of season gala. *Mark Pichowicz*

1910 Built Eb 3/5 No. 9 (ex SBB No. 5889) departs Neuthal during the DVZO end of season gala. *Mark Pichowicz*

Rhatische Bahn Ge 6/6ii No. 703 stands in the shed at Samedan on October 15th. *Mark Pichowicz*

Switzerland

1929 built Rhätisches-Krokodil, Ge 6/6 No. 415 climbs into Preda (1789m) with the Alpine Pullman Express train during an event to mark the 20th anniversary of Club 1889 on October 15th. *Mark Pichowicz*

Switzerland

Voralpen-Express/SudOstBahn Class 446.017 is seen at Luzern. *Class47*

Die Zentralbahn's Nos. Te 171.201 and 171.202 are seen stabled at Luzern. These small 0-4-0 1.5kV electric shunters have a top speed of 60km/h. *Class47*

An SBB Re4/4 and Re6/6 combo pass Amsteg whilst hauling train No. 48047 from Basel to Chiasso on August 4th. *Laurence Sly*

Switzerland

On August 4th, an SBB Re 4/4ii approaches Wassen whilst working train No. IR2426 from Locarno to Zurich. *Laurence Sly*

Switzerland

On August 4th, BLS locos Nos. 485.009 and 186.130 pass Intschi whilst hauling a late running container train to Venlo. *Laurence Sly*

USA

On October 4th, CN EMD SD70M-2 No. 8943 leads GE C44-9W No. 2558 with a double stack container train through Glendora, on the CN/IC Memphis to New Orleans line, north of Greenwood. *Mark Enderby*

The Shortline Mississippi Delta Railroad (MSDR) at Clarksdale, MS is operated by Columbus and Greenville. EMD CF7 No. 803 and EMD GP9 No. 6226 are seen at the depot in downtown Clarksdale.
Mark Enderby

Bombardier Wins Fleet Maintenance Contract in California

New agreement continues long-term partnership with Southern California Regional Rail Authority

Latest contract strengthens Bombardier's leadership position as rail services provider

Bombardier Transportation has announced that it has signed a new contract with the Southern California Regional Rail Authority (SCRRA) of Los Angeles, California to provide eight years of maintenance services for SCRRA's Metrolink commuter rail fleet. The contract is valued at approximately $23 million US ($30 million CAD, 21 million euro) per year and is subject to adjustment based on any changes to the current service plan. The agreement includes a single four-year option.

While the new contract will take effect on January 1, 2017, Bombardier has been providing maintenance services for Metrolink under previous contracts since 1998. Among its responsibilities, Bombardier ensures the availability and reliability of Metrolink's fleet of locomotives and passenger cars, including BOMBARDIER BiLevel coaches. Bombardier's maintenance on-time performance average over the past 12 months is 99.87 percent. Metrolink is the third largest commuter rail agency in the United States based on directional route miles and the eighth largest based on annual ridership, serving Los Angeles, Orange, Riverside, San Bernardino and Venture Counties. Working together with Metrolink and its other partners, Bombardier contributes to the improved mobility, cleaner air, and enhanced quality of life that public transportation brings to this fast-growing, increasingly congested region.

"We are pleased to continue our long-term partnership with Metrolink," said Benoit Brossoit, President, Bombardier Transportation, Americas Region, "and are committed to continuously improving the rail services we provide for Metrolink and our other customers that help them run their systems more safely, efficiently and cost effectively."

Worldwide, Bombardier maintains more than 9,000 rail vehicles. In North America, Bombardier provides maintenance and/or operations services to transit systems including Agence Métropolitaine de Transport in Montréal, the Central Florida Commuter Rail Transit project (SunRail) train service, the Maryland Area Regional Commuter (MARC) Train Service, Metrolinx/ GO Transit in Toronto, New Jersey Transit, North County Transit District in North San Diego County, OC Transpo in Ottawa, the South Florida Regional Transportation Authority, TransLink's West Coast Express commuter rail system in British Columbia, and Metrolink. Bombardier also supports transit systems with overhaul and refurbishment programs as well as with material and technology solutions.

Amtrak No. 3 passes the Seattle waterfront whilst hauling the 'Empire Builder' service to Chicago on September 5th. *Laurence Sly*

With the Seattle skyline as a backdrop, BNSF GE ES44AC Nos. 6335 and 6093 aolng with EMD SD70ACe No. 8559 haul a coal train alongside Alaskan Way on September 5th. *Laurence Sly*

USA

On October 4th, CN MLW M636 No. 2315 leads GE C44-9W No. 2662 and EMD SD70M-2 No. 8874 past Glendora, on the CN/IC Memphis to New Orleans line, north of Greenwood with a freight working. *Mark Enderby*

USA

A double stack container train heads alongside Alaskan Way, Seattle, with BNSF EMD GP7u No. 3827 and GE ES44C4 No. 6576 providing the power on September 5th. *Laurence Sly*

Bombardier Strengthens Role in South American Rail Mobility Development

First rail control project in Ecuador for Quito's new metro line to alleviate congestion

Brazil, Chile and Peru are also part of Bombardier's growing signalling footprint

Bombardier Transportation has started the implementation of its first project for rail control in Ecuador on Quito Metro Line 1, further strengthening its presence in South America. Due to the capital's high demand for better transport options with its existing road-only transit system at full capacity, the new underground line is forecast to carry around

400,000 passengers per day and is expected to reduce congestion considerably when it opens in 2019.

Peter Cedervall, President, Rail Control Solutions Division, Bombardier Transportation, commented, "The new Quito Metro, equipped with our advanced rail control technology, represents an important opportunity to ease the city's transport challenges by greatly shortening travel time from the north to south to 34 minutes, compared to up to 90 by road. We are excited to be working with our partners on this ground-breaking transportation solution, offering a new layer of travel options for passengers."

The unique geography of Ecuador's second most populous city spans 45 km from north to south but just 5 km at its widest part. This forces all its traffic routes to be linear and with only road-based transport options available, leads to congestion during peak hours.

The signalling project has been contracted by the Consortium Línea 1, comprised of civil work companies Acciona and Odebrecht, responsible for the construction of the line. It involves the delivery of a BOMBARDIER CITYFLO 350 mass transit solution for the 22 km double track including a BOMBARDIER EBI Screen central traffic control system and EBI Cab on-board automatic train protection and operation equipment for 18 trains. Designed primarily for metros, the CITYFLO 350 semi-automatic train operation system increases traffic capacity and safety and is in operation throughout the world.

Continuing to expand Bombardier's rail control footprint across South America, this latest project builds on the success of the first line of the Lima Metro in Peru, operating with the CITYFLO 350 solution since 2011 and planned for extension. In addition, the CITYFLO 650 communications-based train control solution is in delivery to maximise capacity on São Paulo Metro Line 15 (Tiradentes Monorail) and Line 5 in Brazil. On Line 5, the system will enable trains to safely circulate with a short 75-second headway.

For mainline, Bombardier is providing its INTERFLO 250 solution for the first two European Rail Traffic Management System (ERTMS) projects in South America, to improve passenger services and safety on the Rancagua regional rail corridor in Chile and the SuperVia commuter service in Rio de Janeiro, Brazil. Spanning all rail operations, the INTERFLO 150 industrial application has been delivered at Chile's El Teniente Mine.

Stadler signs largest UK order with Abellio East Anglia and Rock Rail

Stadler has received its largest order in the United Kingdom worth over £600 million to supply altogether 378 carriages including 20 electric and 38 bi-mode FLIRT multiple units to Abellio East Anglia Ltd. The project is being funded by Rock Rail and the financing agreement for the deal has been recently finalised The award is an important milestone in the history of the group, as it is the first contract for mainline rolling stock Stadler has received in the UK market.

The contract is part of the "largest-ever" privately procured order of trains in the UK. Abellio will invest £1.54 billion for the purchase of altogether 1043 new carriages, out of which Stadler is supplying 378 at a value of £610 million. The manufacture and maintenance contracts have already been signed, while the financing agreement between Abellio and Rock Rail was concluded in late October.

The order came following the decision of the Department for Transport of the United Kingdom to select Abellio East Anglia as the preferred bidder to operate the next East Anglia rail franchise from 17 October.

The 58 trains that make up the deal comprise 378 vehicles with a combination of 20 12-car Intercity Electric Multiple Units and 38 Regional Bi-mode Multiple Units, in both 3-car (14 units) and 4-car (24 units) configuration, which can run under electric or diesel power. Stadler will also be responsible for providing maintenance and servicing of the new trains to be carried out at Crown Point depot in Norwich.

The new trains will run on the following routes:
- InterCity services between London and Norwich
- Stansted Express airport services from London Liverpool St/Stratford - Tottenham Hale - Stansted Airport
- Key Regional services in East Anglia

The trains are designed to provide a significantly enhanced passenger experience that will transform rail travel for the people of Norfolk and Suffolk. The FLIRT trains to be used on the East Anglia franchise will be equipped with air-conditioning; '2x2' seating; Wi-Fi and power points throughout the train; a low floor design, allowing easier access to platform from the train; passenger information systems with real-time information; and have regenerative braking.

Commenting on the new contract, Dominic Booth, Managing Director of Abellio UK, said: "Our ambitious plans for the new franchise are centred on the largest-ever privately-funded train order in the UK to give the people of East Anglia high quality trains as part of a transformation of the region's railway. They will be the centrepiece of many other improvements including more frequent services, faster journeys and more capacity with 55% more seats into London in the morning peak."

Peter Jenelten, Executive Vice President and Head of Marketing & Sales of Stadler, explained: "I am delighted that Stadler has been chosen by Abellio East Anglia for the supply of these new trains in the prestigious UK rolling stock market. All the trains we will be delivering are derived from the latest generation of the best-selling FLIRT family, featuring low floor and level boarding for improved accessibility, passenger comfort and safety. The regional Bi-mode trains feature environmentally friendly, state of the art diesel-electric technology." This contract is an important milestone for Stadler, as a first step in the mainline rolling stock segment of the United Kingdom. The company up till now has won orders for the supply of locomotives, trams, tram-trains and metro trains in the UK. The FLIRT is the most successful product of Stadler.

Bombardier's Russian Rail Control Joint Venture Expands into Serbian Market

First project underway follows recent signing of Memorandum of Understanding between Russian Railways International and Bombardier Transportation

Signalling upgrade on the Serbian section of the Belgrade-Bar Line is an important step towards modernising the 40-year old passenger line

Rail technology leader Bombardier Transportation has started work on its first rail control project in Serbia, phase one of the upgrade to the Serbian section of the Belgrade-Bar (Montenegro) Line. The pioneering project on the 77.6 km Resnik-Valjevo section is being delivered by the Bombardier Transportation (Signal) Ltd Joint Venture to Russian Railways (RZD) International which is undertaking the upgrade on behalf of Serbian Railways (Infrastruktura železnice Srbije).

Peter Cedervall, President, Rail Control Solutions Division, Bombardier Transportation, commented, "We are pleased to be expanding into Serbia and contributing to the modernisation of the country's railway infrastructure, which will bring important safety enhancements and reduced travel times for passengers. In addition, this project is further recognition of our role as a trusted supplier across the 1520 mm gauge market and we look forward to working together with RZD International, as well as further building on our vehicle presence in Serbia for locomotive operation."

The 287 km Serbian section of the Belgrade-Bar Line is the longest rail connection on the country's network and forms part of the link between Serbia and Montenegro's capitals. The Resnik-Valjevo project is a landmark step towards the first complete modernisation of the Serbian line in 40 years of operation. As well as delivering modern signalling and telecommunications products for increased safety, the upgrade will support increased train speeds from 50 to 120 km/hr. This is also the first project to start after the MoU signed in June between RZD International and Bombardier Transportation for close cooperation on developing and implementing joint railway infrastructure projects in the international market. The companies plan to collaborate on technologies and share experience within railway infrastructure construction, signalling and project management.

A pioneer in the region, Bombardier Transportation (Signal) Ltd was the first international joint venture to be formed for the Russian Railways, delivering the BOMBARDIER EBI Lock 950 computer-based interlocking (CBI) system. Since the first station was equipped in Russia in 1999, the company has equipped almost 300 stations across Russia, the Baltics, CIS, Mongolia and Eastern Europe and is fast becoming an expert in modern rail control for the entire 1520 mm railway gauge market. In Serbia, Bombardier Transportation has a footprint through its locomotive business with the Hungarian State Railways (MAV) which is operating BOMBARDIER TRAXX AC2 locomotives

Bombardier Wins Order to Supply 40 FLEXITY Trams to the City of Gothenburg, Sweden

Bombardier Transportation, together with consortium partner Vossloh Kiepe, has been awarded a contract for the supply of 40 FLEXITY low-floor trams to the city of Gothenburg in a European-wide public tender. The contract is valued at approximately 140 million euro ($156 million US) with Bombardier's share amounting to approximately 97 million euro ($109 million US). The contract also includes an option for up to 60 additional trams, valid until 2026.

"Bombardier is a leading tram supplier and these trams will form an important contribution to further developing public transport in Gothenburg. We have chosen the best tram for our city", said Endrick Schubert, Chairman of Göteborgs Spårvägar.

"We are proud to have won this tender and to continue sustaining our long term partnership with Göteborgs Spårvägar. Our objective was to provide the best value for money and we were able to convince with both our vehicle concept and our service offering", said Michael Fohrer, President, Locomotives and Light Rail Vehicles, Bombardier Transportation.

The new trams for Gothenburg are adapted to the city's existing light rail infrastructure and all types of environmental and climate conditions. Double glazing on all windows and doors prevents condensation and safeguards visibility and transparency in all weather conditions. The vehicles are low-floor to provide obstacle free access to all passengers, with low axle load and high passenger capacity. All versions of the vehicles provide sufficient space for wheelchairs and are supported by an electromechanical boarding device. The vehicles are also equipped with a Vossloh Kiepe propulsion system and BOMBARDIER FLEXX bogies to provide a smooth and comfortable ride.

The first two trams are scheduled to be delivered to Gothenburg in spring of 2019 and will be tested and run for more than 20,000 kilometers each before final acceptance. The vehicles will gradually replace the city's current fleet and enable operator Göteborgs Spårvägar to provide the additional and state of the art vehicle capacity that is needed to accommodate the rapid population growth in the city and surrounding region.

To date about 3,500 FLEXITY vehicles have been ordered or are already in successful revenue service in cities around the globe. The FLEXITY family's modularity enables the delivery of three different versions, this includes both 33 meter long uni-directional and bi-directional vehicles and a 45 meter long uni-directional version.

Alstom ships first metro for Guadalajara's Line 3 to Mexico

Alstom has shipped the first Metropolis trainset for Guadalajara metro Line 3 from its factory of Santa Perpetua (Barcelona, Spain). This first train will arrive in Mexico by the end of November and will be followed by 17 other trains.

As part of the contract signed in December 2014, Alstom is currently supplying to Secretaria de Comunicaciones y Transportes (SCT) the electro-mechanical systems for Guadalajara metro Line 3, including 18 Metropolis trains. Line 3 is operated by the Sistema de Tren Electrico Urbano (SITEUR) and is 20.9 km long. The metro will run along Zapopan, Guadalajara and Tlaquepaque (Diagonal Corridor Guadalajara) and will transport around 230,000 passengers daily, in a fast, comfortable and safe way.

Alstom will also supply a state-of-the-art CBTC control system, which offers the highest safety standards for the automatic drive and communication systems.

Made up of three coaches each, these Metropolis metro trains are equipped with air conditioning, video surveillance and passenger information systems. They also offer improved access for disabled people.

Metropolis for Guadalajara has reached the highest standards in the environmental field. The energy consumption is reduced thanks to the train's light weight, the optimisation of the traction performance and the energy recovery.

Alstom presents its flagship regional train Coradia in Bucharest

Alstom has presented its Coradia Polyvalent regional train in the Northern Railway Station of Bucharest, on the occasion of the "Railway Pro Investment Summit" event. Designed and produced in France, the train, especially built for Romania, is fully functional but without interior fittings. The design, configuration and fitting of its interiors will be entirely performed locally in accordance with specific requests from the customer. These works are expected to be completed in the first quarter of 2017. The delivery of this train, fully equipped with testing capabilities, is part of the Sighişoara-Simeria signalling rehabilitation project signed in 2014 with CFR Infrastructura.

The project consists in the extensive modernisation and signalling works on the 170 km high–speed railway segment Sighişoara-Coşlariu-Simeria to be equipped with Atlas 200, Alstom's ERTMS Level2 solution. It includes the delivery to CFR of one regional train, a Coradia Polyvalent dual-mode (electric and diesel) in order to test and measure the performances of the supplied systems,

"Alstom is one of the leading train manufacturers in the world and yet Romania didn't have any Alstom train until now. This is about to change with the arrival of this Coradia Polyvalent, which I hope to be one of many Alstom trains, urban or regional, to circulate in Romania. Although this first train will have a very specific destination for CFR Infrastructura, for its railway infrastructure rehabilitation projects, this highly performing model is ideal as passenger train for our country, given how well it responds to local landscape, technical requirements and capacity needs. This is a landmark train for the entire South-East Europe region," said Gabriel Stanciu, Alstom Managing Director for Romania, Bulgaria and Republic of Moldova.

PKP CARGO received the first modernized locomotive of ET41 series

The first modernized locomotive ET41 in the history of this series has been put into operation at the Rolling Stock Repair Workshops of PKP CARGOTABOR in Ostrów Wlkp. The main objective of the modernization works was to create the best possible working conditions for the driver. By the end of this year the workshop will modernize another 6 locomotives of this series.

The locomotive ET41-006 underwent repair at P5 level, which is the highest level of maintenance with modernization of some elements of the vehicle. All items of the electric section of the locomotive have been replaced, including replacement of electrical installation; the pneumatic system was being rebuilt, bogies and traction motors were modernized.

First of all, the driver's cab has been completely redesigned. There's a new desktop that within reach of the driver provides availability of most of the elements necessary to start and drive the locomotive. There are new, more readable gauges and meters of electric parameter controls. New, tight side windows with tinted glass and electrically heated windscreens were installed. The cabin is equipped with coolers/air conditioning units, but at the request of the drivers, the electric convection heating had been maintained. Fire installation was installed, as well as cameras allowing to record images of the route in front of the vehicle. In addition, the cabin is built of special sound insulating materials. The noise in the cabin was reduced from 78 dB in the old locomotive to about 68-70 dB in this modernized vehicle. The first reviews from using of the upgraded locomotive expressed by the drivers are very positive.

By the end of this year, another 6 popular "Dachshunds" are to be upgraded that are intended to drive heavy freight cars.

Škoda Transportation group succeeds in Finland

Transtech Oy, a subsidiary company of Skoda Transportation, has been selected as the supplier for the newly built tram track in Tampere. The third largest city in Finland receive in the first phase fifteen to twenty modern tram ForCity Smart Artic. The offer also includes a ten-year full service of the vehicles and an option for up to an additional 46 trams with a possible extension of vehicle maintenance by up to thirty years.

“We are very pleased that we will deliver our modern vehicles from family ForCity to another foreign city. This year, we received orders for trams in german Chemnitz, turkish Eskişehir and Riga in Latvia. Winning the tender for trams in Finland is proof that last year’s investment by acquiringa controlling stake in the Finnish company Transtech can be evaluated positively. Škoda Transportation is successfully continuing its strategy of establishing itself in the western markets, among which belongs also demanding Scandinavian market, “says Zdeněk Majer, Vice president of Škoda Transportation Group and Chairman of Transtech Oy.

„The vehicle for Tampere has know-how that we have over several years built in the development of vehicles for the capital Helsinki. The decision of the town Tampere pleases us and confirms that we have chosen a modern, yet proven technical solutions combined with attractive commercial terms. In the tender, we have succeeded in the tough competition of established manufacturers of rolling stock. The new trams will be manufactured at the Transtech company plant in Finland. The final signing of the contract is expected only after the approval of the city council of Tampere, which meets Oct. 24, 2016,” says Matti Haapakangas, Deputy CEO of Transtech Oy.

The contract value will depend on the final quantity of these vehicles ranges between 3,2 to 3,8 mil. EUR per tram. Several modern trams ForCity Smart Artic runs in Helsinki, the capital city of Finland. These trams are also manufactured by Transtech. Helsinki City Transport Company ordered from Transtech forty of these low floor vehicles. The first thirteen trams are currently in operation in Helsinki.

Transtech company is the largest manufacturer of rail vehicles in Finland. Company was founded in 1985. Its main products include double-deck electric cars (operated as pushpull sets), trams and engineering products. It currently employs approximately 500 people. The company key contract is supply of double-decker and pressure-tight carriages for VR Group Limited (Finnish Railways), which are designed for speed of 200 km / h.

Hector Rail’s Owner Announces Intent to Acquire GB Railfreight

Hector Rail’s owner EQT Infrastructure II has submitted an irrevocable offer to acquire GB Railfreight, UK’s third largest rail freight operator.

The proposed acquisition is an integral part of EQT Infrastructure II’s strategy to create a leading independent pan-European rail freight operator through the expansion of Hector Rail Group. The intent is to integrate GB Railfreight into Hector Rail Group, if the offer is accepted.

EQT Infrastructure II has via Hector Rail Group submitted an irrevocable offer to acquire GB Railfreight Limited from Groupe Eurotunnel SE. The acquisition is subject to consultation with Groupe Eurotunnel’s staff representative bodies, after which EQT Infrastructure II and Groupe Eurotunnel are ready to quickly move forward with the transaction and enter into binding agreements.

Founded in 1999 by the current CEO John Smith, GB Railfreight is the third largest rail freight operator in the UK, and provides a wide range of rail transport solutions and rail services to its customers. The Company’s team of 650 people operates over 1,000 trainloads a week, moving ~15% of UK’s rail freight. GB Railfreight has a fleet of over 130 locomotives and 1,100 wagons, transporting goods for customers including Drax, Network Rail, EDF Energy, MSC UK, Aggregate Industries and Tarmac.

“We are very pleased with EQT as our new owner and strongly believe that EQT’s industrial approach and network, extensive rail freight experience and access to capital will be of valuable support to GB Railfreight in our continued growth ambitions”, says GB Railfreight’s CEO and founder John Smith.

“GB Railfreight is a well-managed company with similar values and ambitions as Hector Rail. The proposed acquisition of GB Railfreight is key to further growing Hector Rail, and we are excited to take the group to the next level”, says Joakim Landholm, CEO of the Hector Rail Group.

In preparation for the intended acquisition of GB Railfreight and to continue the successful development of Hector Rail, the board of directors of Hector Rail Group has appointed Joakim Landholm as new Group CEO. Mr. Landholm joined Hector Rail on August 15. Prior to joining he worked at Scandinavian Airlines, most recently as Chief Transformation Officer and before that as Chief Commercial Officer. He has also held executive positions at Codan / Trygg Hansa (RSA Scandinavia) and at GE Consumer Finance Nordic & Baltic.

Hector Rail provides traction to the “Blue Train” between Gothenburg and Stockholm

Hector Rail has entered into an agreement with Skandinaviska Jernbanor to haul their so-called “Blue Train” between Stockholm and Gothenburg. This means that the Blue Train is back on the market from and including 11 December 2016. The Blue Train is a popular passenger train which focuses on the genuine travel experience and with a high level of service and the on-board food.

Blue Train began operating December 11, 2011 and has since its inception been a unique offering in the Swedish travel market.

Scandinavian Jernbanor, the company behind the “Blue Train”, has decided to hire Hector Rail as responsible for the formal train production including providing traction. Skandinaviska Jernbanor will focus on its core business, the travel experience.

“The Blue Train” takes railways proud tradition as a way to the future of the Railway. Hector Rail’s contribution to this is to use our expertise to secure the rail production.

Initially, 13 round trips per week will be produced. Five of these round trips are done with the, from a service level, somewhat less advanced, “Green Train”. The number of trains can be increased during the five-year contract period.

From the UK

Great Central Railway

The Great Central Railway is the UK's only double track, main line heritage railway. It's the only place in the world where full size steam engines can be seen passing each other – just as it was when steam ruled the rails. In October the line held their Autumn steam gala with an intensive timetable - up to 80 train / loco movements on the Saturday and Sunday utilising nine locos.

Not operating at the steam gala obviously, but BR Class 45 041 makes a fine exhibit on display with an engineers train at Quorn and Woodhouse on October 8th.
Richard Hargreaves

LMS Ivatt Class 2 2-6-0 No. 46521 stands at Leicester North, having arrived with BR Standard Class 2MT 2-6-0 No. 78018 on a service from Loughborough. *Richard Hargreaves*

LMS Class 3F (Jinty) 0-6-0T No. 47406 departs Quorn and Woodhouse with a Leicester North bound service. *Richard Hargreaves*

From the UK

Great Western Railway 4500 Class No. 4566 approaches Loughborough station with an empty stock working on October 8th. *Richard Hargreaves*

Class 101 DMU Nos. E51427 and E50321 were operating the 'local' service to Rothley Brook on October 8th, pictured here at Loughborough before departure. *Class47*

Southern Railway N15 'King Arthur' Class 4-6-0 steam locomotive No. 777 'Sir Lamiel' drifts down Woodthorpe bank as GWR No. 6990 'Witherslack Hall' heads in the opposite direction with the 15:15 departure from Loughborough on October 9th. *Derek Elston*

From the UK

Preserved GWR Modified Hall Class No. 6990 'Witherslack Hall' speeds towards Quorn and Woodhouse with the non-stop TPO. *Richard Hargreaves*

BR Standard Class 7 No. 70013 'Oliver Cromwell' is photographed departing Quorn and Woodhouse with a service to Leicester North. *Richard Hargreaves*

BR Standard Class 2MT 2-6-0 No. 78018, recently returned to service after overhaul, since being withdrawn on 1966, eases out of Loughborough station. *Richard Hargreaves*

From the UK

BR Stanier 8F 2-8-0 steam locomotive No. 48624 in British Railways black livery, heads through the Leicestershire countryside with the 'Windcutter' rake of mineral wagons.
Richard Hargreaves

From the Archives:

India

At Kulem Junction station (Goa) on December 5th 1982, Indian Railways loco Class YDM-4 Nos. 6161 and 6687 double head a passenger train.
Dave Felton

From the Archives:

India

Indian Rail loco No. 6242, from the first Indian built batch of YDM4s (1968-72), is photographed departing with a freight train at Kulem Junction station (Goa) on December 5th 1982.
Dave Felton