





Welcome

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

A somewhat calmer month as I get back to grips with the UK rail network and the calamity/fiasco of the IEP rollout program and rolling stock cascade seems to be. Forgive the simplicity of my interpretation of what should happen but why can't CrossCountry get former Great Western HSTs and then release Class 220/221s to Scotrail rather than what is happening which will result in XC still having short trains and Scotrail not taking some of the HST carriages. It just does not make sense to me.

Major problems in Europe this month following the tunnel collapse on the Karlsruhe - Basel line at Rastatt. This double-track section between Rastatt and Baden Baden is already a major bottleneck on this very busy main line, which is used by up to 200 freight trains a day plus over 100 regional and international passenger services. DB has rerouted some freight trains via Austria and is considering the use of road transport or Rhine shipping for some freight if that is a viable option. For passengers, an intensive replacement bus service has been instituted between Karlsruhe/Rastatt and Baden Baden. International TGV and ICE services between Germany and France normally routed via Karlsruhe and Strasbourg have been diverted via Mannheim and Saarbrücken.

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Submissions & Contributions

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

Photographic Contributions

All Photographic contributions should to be sent to us via email, post or via the members section page on our website. Contact addresses are provided to the right or on the next page.

All images ideally should be provided at a resolution of at least 2048px x 1536px at 150dpi.

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Front Cover

LTE's Class 193.203 approaches Kaub in the Rhine valley on a northbound freight.
John Sloane

This Page

On July 7th, under a stormy evening sky, Class 751.001 passes along the street running section to Brno BWV exhibition centre with a railtour. *Mark Pichowicz*

Next Page

QBX - QUBE Rail's container service from Sydney to Junee, train No. 1311, runs across Murrays Flats near Goulburn NSW behind locos QBX001 and CM3304 on July 14th. *Mark Bennett*



More news from Europe and following on from recent successes with Siemens Vectron orders, leasing company Railpool has awarded Bombardier Transportation a contract to supply 20 Traxx MS electric locomotives between May 2018 and December 2019. The locomotives will be assembled at the Kassel plant, with bodysells supplied from Wrocław and bogies from Siegen. They will be suitable for use in 12 countries, and are expected to be deployed in Germany, Austria, Switzerland, Italy, the Netherlands and Belgium. The order announced on August 21 will take Railpool's fleet of Traxx locomotives to 189. 'Our first Traxx locomotive was delivered in 2009', said Chief Operating Officer Thorsten Priebe. 'Since then we have had good experiences regarding performance, traction effort, efficiency and reliability. Based on this experience, we want to offer these additional locomotives for use on the most important European freight corridors which connect several of the biggest European ports.' Bombardier Transportation's Sales Director for Locomotives, Mike Niebling, said Railpool was the company's second largest locomotive customer, and had 'contributed significantly to the development of our Traxx locomotives in the last nine years'.

This month's 'From the UK' is our annual trip to the South West of England and a look at what was around on the possible last full year of HST operations.

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

**David
Editor**

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With Thanks

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Alstom delivers world's first Citadis X05 Light Rail Vehicle to Sydney, Australia

Alstom has delivered the first of 60 Citadis X05 light rail vehicles (LRVs) to Transport for New South Wales (TfNSW) in Sydney, Australia, as part of the CBD and South East Light Rail project. Sydney is the first city in the world to receive the Citadis X05 LRV, which will provide a world class, modern transport solution to meet the needs of the growing city.

Designed by Alstom and assembled at its centre of excellence in La Rochelle France, the Citadis X05 is the latest evolution in Alstom's LRV range. The new vehicles will provide considerable benefits for the city of Sydney by reducing the dependency on motor vehicles and buses, reducing greenhouse emissions and noise pollution. Each LRV will operate in a 67-metre couple set which will have a capacity of up to 450 people, equivalent to up to nine standard buses. The network will have a capacity to move up to 13,500 passengers per hour, which will ensure less congestion on Sydney's roads and more reliable travel times for commuters.

Passengers have been placed at the heart of the development of this new vehicle, with the emphasis on on-board mobility and comfort. The LRVs include double-doors for improved access and passenger flows, large balcony style windows, multi-purpose areas, ambient LED lighting and the highest levels of customer safety including CCTV monitoring, emergency intercoms and the latest wayfinding aids for passenger information and real time travel information.

The impact to the environment will be minimised through increased energy efficiency achieved by the use of electrical braking, permanent magnet motors, LED lights, sensor-based air-conditioning and the use of water based paints and non-hazardous materials for construction. Each vehicle is 98% recyclable at the end of its lifespan (30 years).

The new network power supply equipment includes Alstom's innovative APS technology – a wire-free, ground based power supply that will operate along two kilometres of the alignment through the centre of the City. The network will also benefit from the application of Alstom's HESOP reversible substation technologies which enable the LRVs to recover more than 99% of the energy usually lost during braking. The recovered energy can be re-used to power other vehicles running on the same line, or injected back into the network.


"We are extremely proud to be able to deliver our latest and most innovative light rail technology to Sydney," said Mark Coxon, Managing Director for Alstom in Australia and New Zealand. "The Citadis X05 and associated technologies will transform Sydney and provide a step change in the city's public transport capability and reliability while preserving the aesthetic appeal of the City," said Mr Coxon.

Currently, more than 50 cities worldwide operate Alstom's Citadis light rail vehicles. The Citadis X05 model has been produced first for Sydney but will also soon be rolled out in other cities including Nice and Avignon (France), and Kaohsiung (Taiwan).

Loco No. LZ3107, an ex-Western Australian Govt. Railways L-class from 1968, based on the successful EMD SD40, and now owned by Aurizon, shunts out of the BP fuel siding at Kewdale, in Perth, WA. on July 12th.

Mark Bennett



 Austria



Every Monday, Tuesday and Thursday is a freight train transporting clinker from Moosbierbaum-Heiligeneich to Mistelbach. The clinker from the Thermal-power-station in Dürnrohr near Tulln is going to be deposited in the landfill near Mistelbach. The train is operated by Grampetcargo and is hauled by the heritage electric engine Class 1110.505 which is owned by the "Verein Neue Landesbahn" Society. On one side the engine is fitted by the old ÖBB Symbol "Flügelrad", the other site with the newer Symbol called Pflatsch.

On August 29th, top photo shows the train near Paasdorf, bottom left sees the empty return train near Hausleiten and bottom right is as it nears Tulln Stadt.

Thomas Niederl



 Belgium



▶ Cockerill Co-Co diesel No. 5183 pauses at Dorrine-Durnal during the Festival Chemin de Fer du Bocq on August 12th. *Mark Pichowicz*



▶ Linesas operated Class 66.513-10 waits to depart Spontin with a service to Braibant during the Festival Chemin de Fer du Bocq. *Mark Pichowicz*

▶ Linesas Type 77 G1200 diesel hydraulic No. 7868 pauses at Dorrine-Durnal in the Ardennes forest during the Festival Chemin de Fer du Bocq. *Mark Pichowicz*







US Army passes through the Czech Republic

On August 18th, the US Army passed through the Czech Republic with both soldiers and equipment heading from Germany to Saber Guardian 2017 military training in Hungary, Romania and Bulgaria.

ČD Cargo is one of the carriers that can deliver this sharply monitored transportation without any problems. Proof of this is the US Army train passing in the photo (right) between Břeclav and Cheb.

Many of the vehicles carried were the STRYKER combat vehicles and most of the personnel were from the 2nd Cavalry Regiment of the United States Army.

Photo: © CD Cargo



CD Cargo's Class 122.013 stands at Velky Osek for a driver change, whilst hauling a lengthy rake of loaded car carriers. *Paul Godding*





Unconventional route to Mladá Boleslav

The holiday factory shutdown of ŠKODA AUTO as usually means a holiday for its suppliers. Due to the lack of loading space, however, a complete train of coils was dispatched from Linz during this year's holiday, which was transported to Mladá Boleslav on the Preymesser siding using the deflection route through Bakov nad Jizerou with a reversal point in Dolní Bousov. This train arrived on July 19th.

This line is used on a regular basis for timetabled trains only in the case of a lockout between the two stations in Mladá Boleslav and should be used again next summer when the extent of the lockout will be longer than the period of holiday factory shutdown in ŠKODA AUTO.

Photo: © CD Cargo



CD 'Goggles' Class 754.031 departs Ledecsko working the Sunday's only Svetla nad Sazavou to Praha service. *Class47*



▶ Regiojet's Class 162.120 speeds a diverted Praha bound service through Velky Osek.
Paul Godding

▶ CD Cargo's Class 730.002 is seen in store at Breclav, with an unlikely return to traffic.
Paul Godding

▶ Class 380 007 arrives at Breclav with a Praha hln. to Bratislava hl. st. Eurocity service.
Paul Godding



ČD Cargo has halted the decline in profits and is investing in its future

ČD Cargo as the largest subsidiary of České Dráhy, which deals mainly with freight transport, realized the profit before tax according to International Accounting Standards (IFRS) in the first half of 2017 in the amount of CZK 496 million. In the consolidated results of the ČD Group, the freight segment contributed a net profit after tax of CZK 384 million. In the first half of this year, the ČD Cargo Group carried on its own license 32.2 million tons of goods.

“I am very glad we managed to stop the long-term decline in earnings and revenue from our core business, which was one of our strategic goals. We have introduced a number of pro-active measures, increased the awareness of the general public about the offer of our services and improved communication with existing and potential customers. We strive to be more flexible and open to new technologies in order to meet the expectations of our valued customers,” said ČD Cargo, as Chairman of the board, Ivan Bednárik.

The ČD Cargo Group also continues its expansion into the European rail freight market. On the Polish market, during the first half of the year, it strengthened its position by profiting from new transfers. Ivan Bednárik adds: “In Poland, we want to penetrate among the TOP 10 largest carriers. However, we are already ready to go to Austria and other countries will soon follow to offer our customers comprehensive transport along the entire route under the ČD Cargo brand without unnecessary delays and additional costs. We support this intention by investing in modern interoperable locomotives and freight wagons, as well as by upgrading the

existing rolling stock fleet. Using our first five interoperable Vectron locomotives shows that we have the transport potential on the European market, we are planning to continue with these development investments.”

The higher rate of investment is attributable to the growth of depreciation and is also related to the slight year-on-year decline in the ČD Cargo Group’s result. The year-on-year comparison also saw an increase in personnel costs, which however corresponds to the current development of personnel policy and employment in the Czech Republic and is offset by higher labor productivity.

“At the time of the overall economic boom and the current economic situation of ČD Cargo, our employees undoubtedly deserve wage growth. But it is also a parameter that fundamentally complicates the economy of the product of individual wagon loads, which binds a large part of our personnel capacities. So far we have not been able to transfer the planned volume of goods from overcrowded road to rail, which is a great challenge for us in the future. Fulfilling this goal is our priority, supported by a number of internal measures and projects. It will also be one of the key parameters of the already planned business plan for 2018”, adds the Chairman of the Board of Directors.

On July 6th, the man with gloves waits to uncouple Class 151.023 at Staré Město. A Class 750.7 diesel will take the train on from here to the spa town of Luhačovice. *Mark Pichowicz*



▶ CD Cargo's Class 363 067 approaches Kolin with a rake of loaded car transporters. *Paul Godding*

▶ Class 749.264 stands at Praha hl.n. having arrived with a service from Cercany. *Class47*

▶ On July 6th, CD Class 750.710 waits to depart the Spa town of Luhačovice with train No. R884 14:35 to Praha hl.n. *Mark Pichowicz*



SŽDC Presents a Plan for Reconstruction and Revitalization of Railway Stations

In the first year of the railway station administration, SŽDC has intensively worked on preparation of a detailed plan of complex reconstruction, modernization and revitalization of the passenger buildings, meaning not just partial interventions and acute repairs. Construction works are expected at more than hundreds of station buildings and stops every year. From this point of view, the next year can be seen as a breakthrough as a higher number of larger investment events will take place. The state organization has also been planning to prepare overall modernizations of 50 stations every year. Total management, repair and investment costs between the years 2017 and 2022 will reach CZK 8.4 billion.

For the first year of the railway station administration, SŽDC has spent more than CZK 215 million on repairs, construction adjustments or project preparation. There are 149 fully completed constructions for nearly CZK 110 million, and another dozen of larger or smaller repairs are running at the moment.

“We have succeeded in bringing the station’s transfer to state property and thus opening the way for greater investments in neglected buildings. I’m glad that the works started right after the transfer happened and the first results are already visible. Anyone, who regularly travels by train, however, confirms that so much still remains to be done in this area. Nevertheless, there will be a rapid increase in the number of modernized railway stations within the upcoming years”, says Mr. Dan Ťok, Minister of Transport of the Czech Republic.

This year, there are planned repairs worth almost CZK 600 million. Another amount of CZK 45 million is meant to launch more extensive reconstructions of the seven railway stations in Břeclav, Kuřim, Hradec Králové, Turnov, Lipník nad Bečvou, Přerov and Sokolov. SŽDC will spend CZK 74 million on a project preparation for almost 70 stations. “In the upcoming years, the amount for larger construction projects will continue to increase. There are undergoing modernization preparations of the Prague Central Station, the station in České Budějovice and the main station in Plzeň and Pardubice”, says Mr. Pavel Surý, Director General of SŽDC.

This year’s first investment project and also partial repair works will have been completed next year. “This year, the main part of the amount will be meant for the project preparation of circa fifty actions which will be a basis for the implementation of constructions in future years. An amount of approximately half a billion crowns is scheduled for the next year to start or continue with the implementation of investment projects”, adds Mr. Tomáš Drmola, Deputy DG for Assets Management.

But even this year, major reconstructions of station buildings will be launched, for instance, in Bílina, Frenštát pod Radhoštěm, Křižanov, Šternberk and Huštěnovice as well as the long-awaited reconstruction of the Kolín station.

During 2019, the list of investment events will grow by another fifty. Regular stations, where a modernization is required due to their construction technical condition as well as stations which are important from a passenger perspective should be a part of it. These will be large stations with a significant number of passengers, such as the Prague Main Station or the railway stations in Beroun, České Budějovice, Plzeň, Jihlava, Chodov or the station Prague Smíchov. SŽDC expects that an average of 50 projects will be prepared annually for greater revitalization in the years 2019 and 2022 which will require around CZK 900 million a year.

“Our plans are best seen from the numbers themselves. If we compare this year, when we partially repair approximately 172 stations and start a major upgrading of seven passenger buildings, the number of investment constructions will increase from 7 to 27 in the following year. In five years in total, we will partially repair nearly 400 stations and completely revitalize 160 of them”, names Mr. Tomáš Drmola.

“The preparation of the plans is very important. We can start to work systematically and prepare the constructions. However, we must count with the possible risks that can change our ideas. We see certain limitations in the evaluation of economic efficiency of the projects. I’m afraid that we will not avoid necessary reductions of over-sized objects”, explains the Deputy DG Drmola. Another important factor is the attractiveness of smaller railway stations and a difficult search for the use of not only commercial spaces. “We also have to deal with possible delays in the preparation of projects and market capacity opportunities of the project work suppliers who have experiences on track constructions”, he adds.

Class 751.001 and 751.002 are paired up at the front of the Grumpy Railtours ‘Freight Special’ at Bzenec on July 8th. *Mark Torkington*

Class 751.001 sits at Hrusovany nad Jevisovkou about to travel down the disused branch to Hevlin with the Grumpy Railtours ‘Oslavany Oscillator’ trip on July 7th. *Mark Torkington*





Hired in Arriva Class 140.079 arrives at Praha hlavní nadraží with a Regiojet working on July 10th. *Mark Torkington*

RailRunner trailer transports commenced

On Monday, July 31, 2017, the first connection to Braunschweig left Bratislava's harbour. At the front of the rake of intermodal trailers was Vectron Class 383.002 and both locomotive and train arrived into its destination after 18 hours. During the same afternoon, a train departed Braunschweig heading in the opposite direction.

For the customer, which is RailRunner Europe, ČD Cargo will provide complete carriage of five train pairs per week.

The service is designed especially for automotive companies.

Photo: © CD Cargo















Thalys 'izy' TGV No. 4551 (TGV 380101) is seen at Paris Gare du Nord, along side it is SNCF TGV No. 39 (TGV 23078). *John Sloane*

SNCF Infra'a BB No. 67231 stands on Dijon Perrigny depot. *John Sloane*

Transilien EMU No. 20919 approaches Javel working a service to Versailles. *John Sloane*





Paris Metro line 10 unit No. 2080 arrives into Javel Andre-Citroen. *John Sloane*



Alstom Prima, SNCF Fret BB No. 27039 waits for the road at Dijon with a southbound freight. *John Sloane*

SNCF BB No. 7240 approaches Dijon with a service from Lyon. *John Sloane*





57 multiple-unit regional trains from Siemens for Deutsche Bahn

DB Regio orders 57 articulated trains based on the new Mireo platform
Service in network of Rhine-Neckar S-Bahn
Staged commissioning beginning in December 2020

Siemens will deliver 57 Mireo trainsets to DB Regio AG, the local transport arm of Deutsche Bahn. Following the product's launch in the summer of 2016, this is the second order for Siemens' new

regional and commuter train platform. The Mireos will serve the Rhine-Neckar S-Bahn (regional suburban rail network). The trains will be built at the company's factory in Krefeld, Germany.

"We're especially pleased by the trust DB Regio is placing in us with this follow-up order. This marks a further important milestone for the latest generation of our regional train, the Mireo. The Mireo combines a high level of performance, comfortable passenger experience and optimal flexibility over the train's entire lifecycle," said Sabrina Soussan, CEO of Siemens' high-speed trains, regional trains and locomotives business.

Customers for the Mireo are the Ministry for Transportation in Baden-Württemberg, the Zweckverband Schienenpersonennahverkehr Rheinland-Pfalz Süd (special-purpose association for regional rail transportation Rhineland-Palatinate south) (ZSPNV RLP Süd) and the Verkehrsverbund Rhein-Neckar GmbH (VRN – Rhine-Neckar Public Transport Network). When the trains are delivered, ownership will be transferred to a state company and they will be leased by DB Regio for the duration of the 14-year transport contract. The Mireo will operate as an S-Bahn on the future lines S5, S6, S8 and S9 in the Rhine-Neckar region. In addition, it will serve as the "Murgtaler Radexpress" on the route between the cities of Mannheim and Bayersbronn.

Commissioning will follow in two stages: Service on routes in the states of Baden-Württemberg and southern Hesse will begin in December 2020, while service on the Mannheim – Mainz route largely in the state of Rhineland-Palatinate will begin operation in December 2021.

▶ Railpool's Class 185.689 passes HSL's Class 186.147 at Hamburg Harburg on July 3rd.
John Sloane





Siemens signs framework contract for 100 locomotives with Deutsche Bahn

First call for 60 Vectron multisystem locomotives

Delivery beginning at end of 2017e

Siemens and DB Cargo AG have signed a framework agreement for the delivery of 100 locomotives. At the closing of the contract, the freight transport arm of Deutsche Bahn called up 60 Vectron multisystem locomotives. The locomotives will serve on the Rhine-Alpine-Corridor (DACHINL: Germany, Austria, Switzerland, Italy and the Netherlands). Delivery of the vehicles will begin at the end of 2017. They will be built in the Siemens plant in Munich-Allach, Germany. Siemens recently sold its 500th electric Vectron locomotive.

“With this order, DB Cargo is investing in the future of freight transport by rail. The ordered multisystem locomotives will make it possible to operate a train from the Netherlands to Italy without changing locomotives. This will make European freight transport fast, efficient and environmentally friendly,” says Jochen Eickholt, CEO of Siemens Mobility Division.

“The order for the multisystem locomotives marks a further milestone the program to expand and modernize our European locomotive fleet that has been underway for four years. At the same time, this product is a key component in our growth strategy for interoperable European rail freight transport. By working together with Siemens in this project, we hope to have established a partnership that will decisively support our ambitions for vehicles with respect to our rail freight transport master plan,” notes Dr. Jürgen Wilder, CEO of DB Cargo AG.



DB Class 182.006 departs Hamburg Hbf on July 2nd with a service from Berlin to Hamburg Altona. *John Sloane*





 Germany

▶ Captrain's Vossloh G6 No. 650.092 hauls a rake of VTG tanks through Hamburg Harburg.
Alan Rigby



▶ DB Class 212.329 hauls an odd assortment of vehicles towards Hamburg, seen here passing through Hamburg Harburg on July 3rd.
Alan Rigby

▶ Former Connex branded Class 146.522 leads a Metronom service out of Hamburg Harburg on July 3rd.
Alan Rigby







Germany



There is a large private network around the Cottbus and Spreewald area which serves various mines and the Schwarze Pumpe power station in Spremberg. Vattenfall's No. 4-1243 heads downgrade with a loaded train of lignite on July 9th. *Anton Kendall*

Preserved 'Lollo' V160 002 (carrying RVN number 92 80 1 216 002-6) has recently been put to work on the Spellen aluminium trains. Here she can be seen opening up as she passes Köln Gremberg on July 7th. *Anton Kendall*

Freightliner Poland's Class 66012 (RVN number 92 80 1266 039-7) slowly gets to grips with a huge stone train following a signal check at Hannover Linden-Fischerhof. *Anton Kendall*





 Germany

DB Class 146.560 departs Hannover Hbf with an IC2 service. *John Sloane*



SNCB Lines liveried Class 186.293 hauls a rake of containers southbound near Lorch on July 5th. *John Sloane*

Euro Cargo Rail's Class 186.176 arrives at Gremburg Yard on July 6th with a rake of box wagons. *John Sloane*







DB Cargo Czechia: the quest for growth

The new DB Cargo national subsidiary sees great potential in the transit transport operations. Rail freight transport is growing in the Czech Republic – and DB Cargo Czechia is keen to help shape that growth. The new DB Cargo national subsidiary, which was founded in 2016, is mainly active in the international transit operations. Hardly a year has passed since the new DB subsidiary was founded and DB Cargo Czechia is already quite a success story.

“Having our own company in the Czech Republic allows us to offer competitive alternative routes for transit operations and connect our strengths with other DB cargo subsidiaries. Today we are in a position to fully utilise our network in north-south as well as east-west transport operations,” explains Tomasz Iwanski, CEO of DB Cargo Czechia.

Neighbouring national subsidiary DB Cargo Polska will play an important role as a partner in the further development of the international transit transport operations, as will DB Cargo in Germany. “DB Cargo Czechia, in collaboration with its sister companies, will strengthen DB’s position in the rail freight market in Central and Eastern Europe,” says Iwanski.

DB Cargo Czechia has realised large transport volumes in Germany–Slovakia transits within a short period of time since the first test train in 2015 and the official founding of the company in 2016. In July 2017 already more than 220 round trips have been operated on the main two Czech transit corridors by this company. The rail freight sector in the Czech Republic is currently growing by two per cent a year, and this level of growth is expected to continue for the foreseeable future.

DB Cargo organised an expert panel discussion on this matter at the transport logistic 2017 trade fair in Munich with the aim of demonstrating the Czech Republic’s potential in European rail freight transport. As part of the trade fair, regional logistics stakeholders gathered for a panel discussion. The event featured Marek Staszek, CEO of DB Cargo Polska, Tomáš Novotný, Chairman of the Board at EP Cargo and Member of the Board at EP Power Europe, Jaroslav Daniška, Member of the Board at ZSSK Cargo, and Vlasta Slavíková, Sales Director at ČD Cargo. Everyone was in agreement that the Czech rail freight market has the potential to grow strongly. Marek Staszek, CEO of DB Cargo Polska, referred to the potential of the Baltic–Adriatic corridors, which is still not being fully exploited. He explained further the advantages of DB Cargo’s single-wagon network and offered partners assistance with the realisation of future transport operations.

The panel participants reaffirmed their intention – despite the competition between them – to work together towards the improvement of the rail infrastructure in the Czech Republic. When it comes to the future potential of rail freight transport in the country, the various logistics experts are all pulling together.

DB Cargo Czechia is the sixteenth national subsidiary in DB Cargo’s European network. The company has its headquarters in Ostrava, one of the Czech Republic’s most important industrial regions. The subsidiary’s importance within the European rail freight company’s network is expected to grow steadily.

On July 11th, Bayernbahn’s Class 139.262-0, looking superb and carrying its former identity of 110.262-3, rounds the curve at Wernfeld with the Henkel train. *Anton Kendall*



DB Class 151.058 and 151.105 burst out of Lorelei tunnel hauling a southbound freight on July 4th. *John Sloane*

Working together for better sustainability

DB Cargo develops a complex complete product for biofuel producer Tecosol

With its services for the Ochsenfurt-based biofuel producer Tecosol, DB Cargo is achieving strong growth in a particularly sustainable market. The Lower Franconian company produces premium biofuels for engines and energy producers from residual and waste oil and grease. The rail freight company has been transporting fuels and primary products for Tecosol for many years – not only within Germany, but also internationally to Switzerland, and to and from Rotterdam. DB Cargo has put together a special total package for the customer, which is a sales company called ZG Raiffeisen Biofuels, in which Tecosol is a stakeholder. ZG Raiffeisen Biofuels provides DB Cargo BTT with a list of the empty wagons needed by Tecosol or of the wagons loaded by Tecosol ready for transport. DB Cargo BTT then orders the trains with the Customer Service Centre in Duisburg and delivers the respective transport order electronically. Transport processing is carried out by DB Cargo. DB



Cargo BTT has hired a small fleet of 60 tank wagons specially for Tecosol. It makes sure that the wagons are in perfect condition, takes defective wagons out of circulation and makes new wagons available. In Ochsenfurt itself, Tecosol is a co-user on the plant premises of the Südzucker sugar company. DB Cargo manages the regional operative handling to the plant through the Nuremberg production centre. When working with ZG Raiffeisen Biofuels, loading and unloading windows must be strictly adhered to, which calls for a particularly high level of dispatching finesse in triangular transports. Two of BTT's dispatchers are responsible for the customer in a two-shift system. They can follow the trains in real time and can inform the customer if unforeseen events arise. "DB Cargo BTT also takes care of billing and customs clearance, for example during journeys to other EU countries and to Switzerland," says Wilms-Langer.

This pays off for the customer in a number of ways. "Tecosol is a production operation that wants to concentrate on its core competencies. We, as a service provider, offer everything from a single source," summarises Wilms-Langer. Moreover, the rail company can also guarantee the environmental sustainability of the product with reduced CO2 emissions. In 2016 the customer was able to significantly reduce its emissions from the transport of 102,186 tonnes over 16 routes. Transporting freight by rail resulted in a saving of 1,924 tonnes of CO2 in comparison to HGV, as evidenced by the certificate issued by DB Cargo to the customer.

The Albatros network is growing

TFG Transfracht connects the ports of Wilhelmshaven and Koper

TFG Transfracht, the market leader in seaport hinterland transport, is expanding its network for international container transports. In May 2017, TFG Transfracht integrated the port of Koper in Slovenia into the Albatros network, offering three weekly trains. The JadeWeserPort is now also part of the AlbatrosExpress network. Three weekly connections with 20 routes now link Wilhelmshaven with the most important economic centres in Germany, Austria and Switzerland. Due to strong demand, a fourth import and export departure will be offered in Wilhelmshaven from September 2017.

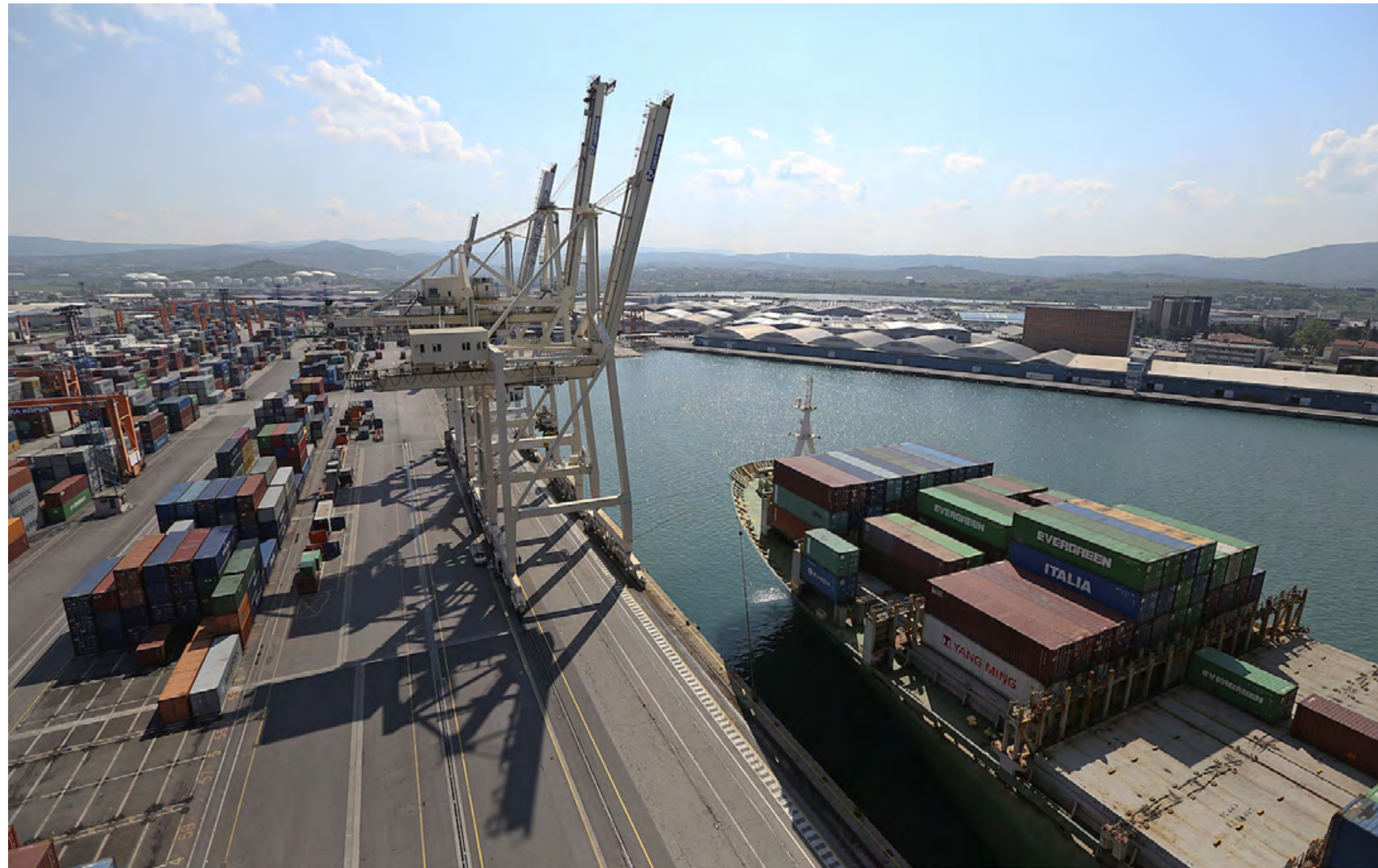
Port of Koper Luka

The Slovenian port is a triumph of economic policy. In 2016, around 850,000 TEU (Twenty Foot Equivalent Unit) were transhipped in Koper, and the port has its sights set on further growth. Slovenia has recently agreed to expand the current single-track railway to Koper. The port recently completed construction of two super-post-Panamax cranes to allow 20,000-TEU cargo ships to be unloaded there.

JadeWeserPort

Exciting developments are also happening at the JadeWeserPort in Wilhelmshaven. According to the operator Eurogate, around 482,000 TEU were transhipped at the container terminal in 2016, nearly 13 per cent higher than the previous year. And the future is looking even brighter. The German government's maritime transport forecast predicts that the deep-sea port will be transhipping around 3.4 million TEU in 2030.

The extensive AlbatrosExpress train system – with more than 13,000 connections each year and more than 22 terminals – is the most highly developed network in European seaport hinterland transport. TFG Transfracht now offers connections to four ports: Hamburg, Bremen, Wilhelmshaven and Koper. TFG Transfracht is a Deutsche Bahn AG company, with a transport volume of 910,000 TEU (2016).



DB Class 111.028 propels train No. RE10882 to Bielefeld Hbf away from Herford. *Steamsounds*

DB Class 111.118 waits departure time at Köln Hbf with train No. RE10927 to Siegen. *Steamsounds*









 Netherlands



▶ Rail Feeding No. 108 (ex-NMBS No. 7392) has just delivered his train to the P&O ferry terminal and in the background the 'Pride of Hull' stands in Rotterdam Europoort. *Erik de Zeeuw*



▶ Strukton No. 303008 (Vossloh G 1206) is seen at Loenersloot on August 9th operating between Amsterdam and Utrecht with a ballast material train. *Erik de Zeeuw*

▶ Museum steam loc No. SHM26 'Ir. P.H. Bosboom' (built by Hanomag in 1922) heads around Medemblik on July 27th. *Erik de Zeeuw*



 Norway



NSB's Class 18.2252 stands outside the Flam depot. *Michael Lynam*



Built by Thune for the Norwegian State Railways (NSB), with electrical equipment from Norsk Elektrisk & Brown Boveri (NEBB) and Per Kure, the Class 9 locos were delivered in 1947 after a three-year delay caused by wartime sabotage in response to the German occupation of Norway. Here Class 9.2063 is seen on display in Flams Railway Museum. *Michael Lynam*

Built by Thyssen-Henschel and Norsk Elektrisk & Brown Boveri (NEBB), and now superseded on many services by the newer Class 18s, Class 17.2230 stands at the rear of the Flam depot. *Michael Lynam*

 Norway



On Norway's Flam railway, Class 18.2255 upon arrival at Flam is seen on the rear of a service from Myrdal, with Cunard's Queen Mary 2 in the background. *Michael Lynam*

NSB's Class 18.2244 stands at Myrdal Station on the front of a service to Flam. *Michael Lynam*

Class 18.2255 brings up the rear of a Myrdal - Flam service at the Flam lines only passing point at Berekvam station. *Michael Lynam*





 Norway

NSB's Class 18.2262 waits to depart Bergen with a service to Oslo. *Michael Lynam*



Skysstam tram No. 207 approaches the terminus of line 1 at ByParkan (city centre) *Michael Lynam*

Skysstam tram No. 222 waits to depart ByParkan (city centre) with a service to Bernen Lufthavn (Airport). *Michael Lynam*



 Norway

▶ NSB's EMU No.69673 waits to depart Bergen with a service to Arna. *Michael Lynam*



▶ NSB's EMU No. 69059 arrives at Bergen with a service from Myrdal. *Michael Lynam*



▶ Built by Strømmen in the early 1970's, and totalling 85 units in six versions, No. 69.685 is seen stabled at Bergen. *Michael Lynam*









▶ ZSSK Class 240.098 waits departure time from Kuty with an afternoon service to Trnava on July 7th. *Mark Torkington*

▶ Recently renovated Class 752.069 sits at Kyjov on the rear of Grumpy Railtours aptly named 'Freight Special' on July 8th. The raitour was a collaboration between British enthusiasts and a group of Czech photographers who chased the train by car and arranged the rather splendid formation, including freight vehicles and even a wagon mounted rocket launcher! *Mark Torkington*



 Switzerland

▶ On July 22nd, Baselland Transport (BLT) tram No. 153 working a line 11 service, arrives at Barfusserplatz. *Paul Godding*



▶ RhB Ge 4/4II No. 611 with train No. RE1753 for Disentis/Muster stands alongside Ge 4/4III No. 643 with train No. RE1153 to St. Moritz at Chur. *Stearnsounds*

▶ Basler Verkehrs-Betriebe (Basel Transport Service) (BVB) tram No. 478 working a line 16 service is seen at Brunderholzstrasse. *Paul Godding*





 Switzerland

▶ RhB Allegra EMU No. 3512 arrives at Davos Wiesen with a service to Filisur. *Stearnsounds*



▶ SBB's RAe 4/8 No. 1021, the 'Roter Doppelpfeil' (red double arrow), passes through Pratteln on a private charter. *Anton Kendall*



▶ Returning to Germany, Rheincargo's Class 185.587-3 leads an empty fuel train through Pratteln. *Anton Kendall*





▶ A pair of SBB Class 511 EMUs with No. 511.020 leading stands at Killwangen Spreitenbach on July 20th with a service to Bern. *Paul Godding*

▶ Zentral Bahn HGe 4/II No. 101.961 stands at Luzern with a service from Engleberg. *Stearnsounds*





▶ SBB Class 460.084 has just arrived at Lugano with train No. IC875 from Zürich HB. *Stearnsounds*

▶ DB Class 185.086 leads another Class 185 through Olten with an intermodal service on July 19th. *Paul Godding*

▶ On July 20th, SBB Class 420.134 calls at Killwangen Spreitenbach with an Interreggio service. *Paul Godding*









Riding through the Gotthard Base Tunnel with a SMILE

A competition held during Stadler's open day enabled the company to find a name for its new line of high-speed trains: SMILE. The world's first standard, low-floor, high-speed, multiple unit train, formerly known as the Stadler EC250, was rolled out to the general public on 18 May in Bussnang, in the presence of the SBB (Swiss Federal Railways) and the President of the Swiss Confederation, Doris Leuthard. The SBB, as the first rail operator, has ordered 29 of these trains for their new "Giruno" line. The SMILE follows in the footsteps of its successful predecessors, the FLIRT, KISS and TANGO.

In celebration of Stadler's 75th anniversary, the company organised an open day on 20 May in the Swiss towns of Bussnang, Altenrhein and Winterthur which included a competition to find a name for its new high-speed train. More than 4,000 entries were received. The winning entry, "SMILE", was cast 37 times. A drawing then took place, designating Peter Bruggmann from Sulgen (Thurgau) as the lucky winner. Just like the Stadler trains "FLIRT" and "KISS", the "SMILE" is an abbreviation with a technical signification: Schneller Mehrsystemfähiger Innovativer Leichter Expresszug (English: "speedy, multi-system, innovative, lightweight express train").

FLIRT stands for Flinker Leichter Intercity- und Regional-Triebzug (English: "fast, light, innovative intercity and regional train"), while KISS is short for Komfortabler Innovativer Spurtstarker S-Bahn- Zug (English: "comfortable, innovative, sprint-capable suburban train").

A quick overview of the SMILE

The SMILE is Stadler's very first high-speed train and can reach speeds of up to 250 km/h. The SBB has put in an initial order of 29 of these trains, and will begin using them in December 2019 to travel through the Gotthard Base Tunnel. The trains, which will make up the SBB's "Giruno" line, will first connect Basel and Zurich with Milan, and later Germany and Italy. They will be approved for use in Germany, Italy and Austria, as well as of course in Switzerland.

The SMILE has been specially designed for comfort and for meeting the needs of customers, in particular families, senior citizens and people with reduced mobility. A low floor provides for extremely easy boarding, and is a first for standard, high-speed, multiple unit trains. All trains feature bright and spacious interiors with modern lighting systems. Additional amenities include (upon request): 4G/3G mobile phone connectivity, power outlets on every passenger seat, large luggage racks, multifunctional compartments, a bicycle storage area, and gender-segregated and handicapped-accessible toilets. SMILE trains are 202 metres long and can seat more than 400 passengers. The SMILE can also be operated in double traction, and thereby double its capacity.

▶ SBB Class 460.016 on train No. IR2328 to Zürich HB provides a cross platform connection at Erstfeld for passengers off TILO FLIRT No. 524.106 which had just arrived with train No. RE4318 from Bellinzona. *Steamsounds*











▶ Florida East Coast's Nos. 820, 813, 425 and 436 cross the San Sebastian River at Saint Augustine whilst working train No. FEC226-15 from Hialeah to Bowden Yard on July 16th.
Laurence Sly

▶ FEC Nos. 800 and 3000 cross Cypress Creek whilst working train No. FEC121-18 from Bowden Yard to Miami Hialeah on July 19th.
Laurence Sly

▶ FEC Nos. 818, 805 and 439 pass Fort Lauderdale whilst working train No. FEC222-11 from Hialeah to Bowden Yard on July 11th. *Laurence Sly*







Bombardier Wins Contract to Supply New Propulsion Technology to London Underground

Bombardier to supply new traction systems for trains on London Underground's Central line

MITRAC propulsion technology will significantly improve fleet reliability, availability and energy efficiency

Rail technology leader Bombardier Transportation has been awarded the contract by London Underground (LU) to supply new motors and traction control equipment for its fleet of Central line trains. This contract, which has already commenced and runs until 2024, is valued by Bombardier Transportation at approximately £112.1 million (\$ 143,7 million US, 121,8 million euro). with Bombardier also providing ongoing maintenance support.

Mark Wild, Managing Director of London Underground, said, "The Central line is one of the busiest and most important lines on the London Underground network. We are making a number of improvements to reduce delays and make the line more reliable for our customers. Installing new motors is one of the most important parts of this work, and will mean we can deliver a more reliable service to our customers, which will in turn boost capacity."

Richard Hunter, Managing Director of Bombardier Transportation UK commented, "This important contract win is testament to the significant improvements in energy consumption, reliability and performance of our BOMBARDIER MITRAC systems. This win is also a ringing endorsement of our traction system business, following MITRAC's strong performance on other London Underground lines. Bombardier has a long history of working with London Underground, and we continue to provide cutting edge technology across the tube network, playing a vital role in keeping London moving."

Bombardier's re-traction project is part of LUL's larger Central Line Improvement Programme (CLIP). The CLIP will bring a number of passenger-focussed improvements and is expected to significantly reduce customer-affecting failures on the Central line fleet.

For the programme, Bombardier will replace the direct current (DC) traction motors on Central line trains with the latest MITRAC alternating current (AC) traction systems and MITRAC traction control equipment. The Central line '92 Tube Stock are the last LU trains to use DC traction motors, and MITRAC will bring significant benefits by reducing energy consumption while greatly improving fleet reliability and performance. In total, Bombardier will supply new motors and traction control equipment for 85 8-car Central line trains (680 cars in total).

The project will be led from Bombardier's Västerås site in Sweden, also leveraging the capabilities of other sites in the Bombardier manufacturing network. The installation of the first train, plus associated vehicle integration works and testing will be undertaken at Bombardier's Derby site in the UK.

Between 2009 and 2018, Bombardier has delivered or has orders for more than 2,800 rail vehicles for Transport for London (LU's parent company), helping to transform the travel experience for millions of London commuters. The BOMBARDIER MOVIA trains on LUL's Victoria Line are recording excellent reliability with 100,000-plus miles between service-affecting failures, whilst its MOVIA 'S7' trains on the sub-surface lines have reached a peak of 200,000 miles between failures.



Link to south-eastern Europe

Container Terminal Enns CTE is expanding its offering with a direct transport operation to Greece and strong growth

Since April, customers have been able to take advantage of a direct rail connection to Greece with the Cosco shipping company via Container Terminal Enns (CTE) in Austria. Up to three trains a week depart Enns, heading to Piraeus via Slovakia, Serbia and Romania. "It represents a significant expansion of our services to south-eastern Europe and it makes our terminal a more attractive option," explains CTE's Managing Director Michael Heinemann. With this development, Enns is strengthening its position as the perfect hub for rail transport operations to south-eastern Europe. Furthermore, the trimodal terminal is an important location for transport operations in the Austrian market. The facility near Linz is located in one of Austria's most important economic centres and lies right on the main rail route to Vienna and Bratislava. With the connection to the Danube it offers transshipping options between rail, road and inland waterway vessel.

DB Cargo and Kaindl Invest KG, working in partnership with Enns-shafen, have been operating the terminal since 1 April 2015. For DB Cargo, CTE has become an important node in the rail freight company's network. In the 2016 business year more than 300,000 TEU were transhipped in around 210,000 handlings. The terminal's new services and digitised operating procedures are also attracting new customers and bigger volumes.



As a result of this impressive performance, the Austrian transport ministry is making available development funds to further expand CTE. The considerable support provided by the agency underlines the significance of Terminal Enns in the central area of Upper Austria. Further development of the terminal is planned in 2018.

New digitised processes delivering better efficiency and quality are also on the way. With the FASTLANE pilot project, the operators are introducing paperless HGV and rail dispatching at Container Terminal Enns. With "Digitrans", CTE is the project partner for the automation of operating processes at the terminal. Working together with other partners, various automation options for the equipment in the terminal are being developed and tested.





Alstom signs maintenance contract for 8 years for regional trains in Sweden

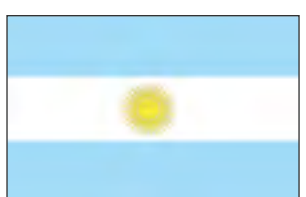


anticipation of repairs. The works will be carried out at the depot in Raus, Helsingborg.

“This contract reinforces Alstom as a high-quality maintenance provider with a solid long-term presence on the Swedish market. With this new assignment, Alstom will be maintaining the complete fleet of Coradia Nordic vehicles in Sweden, thus benefiting from cross-project synergies. Through modern preventive maintenance digitalization tools, we will also further improve the reliability and performance of the fleet”, says Björn Asplund, Managing Director, Alstom Sweden. “We are very pleased to work together with Alstom as we see them as a strong and stable maintenance supplier with extensive international experience. Alstom knows the trains better than anyone else, and we have great confidence in their maintenance methods. We already work with Alstom in a similar set-up for Östgötapendeln where we have beaten the record for train accessibility several times”, says Johan Åhlander, CEO Arriva Sweden. Alstom is currently delivering 30 additional Coradia Nordic X61 regional trains to Skånetrafiken, in addition to the 69 previously delivered. As per the contract, Alstom has delivered 11 trains by May 2017, and will deliver the final batch of 19 trains between May 2018 and January 2019.

Alstom has signed an eight-year contract with Arriva for the maintenance of Skånetrafiken’s 99 Alstom Coradia Nordic regional trains, also known as Pågatågen. The contract is worth approximately €135 million. Maintenance operations are due to start in December 2018. Arriva won a contract for operating the trains and Alstom was included in the bid as maintenance solution provider. Alstom’s scope of the contract includes the full maintenance, except cleaning. As part of the contract, Alstom will use its cutting-edge digital tools such as the TrainTracer solution for predictive maintenance, to gather relevant data of the train. It is part of the HealthHub solution, which then interfaces with the HealthHub platform, allowing the automation of certain tasks, such as alerts, and

The Coradia Nordic train delivered to Skånetrafiken consist of four cars, is 74 meters long in total, and has a capacity for up to 510 passengers. The train will run at a maximum speed of 160 km/h. The trains are manufactured at Alstom’s site in Salzgitter, Germany. Since 2002, more than 300 regional Coradia EMU trains have been sold to train operators in the Nordic region, including SLL, Norrtåg, Västtrafik and Östgötatrafiken. In total, more than 3,000 regional Coradia trains have been sold in Europe, and they are currently running in Denmark, France, Germany, Italy, Luxembourg, Netherlands, Portugal, Spain, Sweden and the UK.



Alstom to renew the signalling system of four stations on Sarmiento line in Buenos Aires, Argentina

Alstom has signed a contract worth over 10 million euros for the renewal of the signalling system of four stations on Sarmiento line (Marcos Paz, General Las Heras, Empalme Lobos and Lobos) of the Merlo-Lobos interurban branch.

Following an international public tender, Alstom, as a subcontractor of Constructora POSE, provider of Trenes Argentinos Infraestructura, will be responsible for supplying the necessary technological solutions to install signalling rooms with electromechanical interlocking. This includes system design, equipment provision, supervision and system commissioning. The project is expected to be delivered in 30 months.

The Sarmiento line is one of the 7 suburban train lines of the Metropolitan Railways of Buenos Aires. Alstom will manufacture the safety equipments (vital relays, track circuits, point machines and level crossing). Alstom offers a unique package of 100% interoperable equipment, with more than 10 years of commercial operation. Its track/train and train/train interoperability is present in projects in more than 29 countries around the world.

“We celebrate this new Alstom contract in the country, since it is the first contract signed by Alstom in Argentina to provide the signalling system of a surface railway line. We look forward to more opportunities to offer our experience and technology to the Argentina transport system”, said Michel Boccaccio, Senior Vice-President of Alstom in Latin America.

The tender awarded by Trenes Argentinos Infraestructura is part of the plan developed by the Ministry of Transport of the Nation to adapt signalling and install the ATS (Automatic Train Stop) automatic braking system, with an investment of 237 million euros until 2019.

Alstom has been present in Argentina since 1993 providing signalling systems for Buenos Aires metro, as well as the maintenance and modernization of existing metro and suburban trains. Alstom has also been involved in the maintenance and modernization of locomotives and cars for freight and passenger services.



Hector Rail signs new contract with LKAB

LKAB and Hector Rail AB have signed a new 5-year contract, starting in December 2017. LKAB is the biggest Iron Ore producer in Europe and are based in Kiruna and Malmberget. Hector Rail is an independent freight logistics supplier for the European Rail Transport Market with operations in Sweden, Norway, Denmark and Germany. Both parties focus on ensuring their customers' needs are met through quality, stability and reliability of results.

The contract is to run traffic from Luleå to Kiruna via Malmberget 7 days a week, Hector Rail will also provide shunting in Luleå and Malmberget.

To support both parties' commitment to sustainability and the environment the new Vectron Locomotive has been selected for the contract. The Vectron maximizes the use of the electric locomotive and negates the need for a heavy diesel locomotive for the last portion of journey. Plus modern control equipment means lighter locomotives.



ŠKODA TRANSPORTATION GROUP WILL DELIVER NEW CARRIAGES TO VR

Transtech, Škoda Transportation's subsidiary in Finland, will supply a total of twenty new modern double-deck coaches to Finland. Finnish State Railways granted an option for twenty double-deck passenger cars based on a contract from 2015. The contract is worth over 50 million EUR.

"We are very pleased that the option has been used, and twenty state-of-the-art double-coaches are going to be soon in use for the passengers in Finland. The first passenger car was deployed on the Finnish railways in June 1998, and today more than 270 of these vehicles are carrying passengers on all the main lines. Škoda Transportation Group has an increasingly strong voice in the demanding Scandinavian market. We are focusing on close cooperation with our customers in order to implement in our trains the demands and experience from operation. This recently concluded contract and orders, for low-floor trams for the operator HKL of Helsinki worth more than 150 million EUR, are confirming this as a valid strategy," says Zdeněk Majer, Vice President of Škoda Transportation and Chairman of Transtech.

The passenger cars are pressure-tight and have excellent thermal insulation, which makes them suitable for use in demanding Nordic conditions with temperatures dropping to -35 degrees Celsius. The aisles are also pressure-tight, making movement between wagons comfortable and safe. The cars comply with TSI, and their maximum speed is 200 km/hr. All cars have a strong aluminum structure that is designed according to valid safety standards, so that the deformation zones absorb the consequences of a collision in the event of an accident and the passenger compartment remains protected.

"Thanks to their comfort and reliability, the double-deck passenger coaches from Transtech have become very popular among travelers. The vehicles feature a spacious and bright interior with a wide range of services on both floors. The bottom floor at the platform level also makes it easy to board the cars for passengers with reduced mobility. The production of the new cars will begin next year, and we plan to deliver them in 2019. This project creates approximately 150 man-year workload for Transtech Oy. Additionally contract leads to remarkable employment effects to Finnish suppliers due to over 80% degree of domestic origin," adds Lasse Orre, CEO of Transtech Oy.

The Finnish State Railways will receive twenty Ed models, which are equipped with 113 passenger seats on both floors and in the end section. Transtech also offers two other types of passenger cars. The Eds model is designed specifically for families and passengers with reduced mobility, and the Edfs model has an extra section for the conductor and a dining room with a cooling device. Transtech has several other types of double-decker wagons in its portfolio. These are driving, restaurant and sleeping cars.

Strong growth continues in domestic rail travel in Finland. This year, the number of journeys has already increased by almost 10 per cent and more than 20 per cent on many of the main routes. We make growth in rail traffic possible also in the future by investing significantly in additional capacity. The current rail infrastructure does not make it possible to increase the number of services during peak hours, but we can still increase the capacity of the existing trains," says Maisa Romanainen, Senior Vice President of Passenger Services at VR Group.



Hector Rail will be the traction provider for Leo Express

Hector Rail will be the traction provider for Leo Express passenger railway transportation operating between Berlin and Stuttgart.

The commercial traffic is due to start 24th August. Initially the trains will run 4 round trips per week, Thursday afternoon to Monday morning.

Leo Express is responsible for the promotion of the trains and the marketing is supported by Flixbus. Flixbus is the biggest private coach operator in central Europe. Leo Express will provide the conductor and service staff and Hector Rail the locomotive and drivers.



On August 12th, the 17:06 service to Tbilisi from Batumi is seen formed of Stadler EMU No. GRS-013. *John Alborough*



Bombardier Wins Contracts for the First Monorails in Thailand

Rail technology leader Bombardier Transportation has announced two contracts for its BOMBARDIER INNOVIA Monorail 300 system for two mass rapid transit lines in Bangkok. This will improve the commute for more than 400,000 people – every day.

The contracts are with the Northern Bangkok Monorail Co. Ltd. (NBM) and the Eastern Bangkok Monorail Co. Ltd. (EBM), responsible for the turnkey construction and 30-year concession of the new, elevated lines.

Richard Hunter, President of Rail Control Solutions and South East Asia at Bombardier Transportation said, “Bombardier is helping cities across the world address their congestion issues and these iconic monorails will be an important addition to Bangkok’s growing rail network, providing comfortable, quick travel for hundreds of thousands of passengers daily. Our driverless INNOVIA Monorail 300 system offers energy efficiency, sleek design, spacious interiors and inter-car walkthrough for superb comfort and enhanced safety as well as rubber tires for minimised noise and a smooth ride. Also able to handle sharp curves and complex environments, it is well suited to the high-capacity requirements of the Thai capital. Falling in our 20th Anniversary Year in Thailand, it is truly a landmark milestone for our monorail technology to be chosen for these visionary urban development projects in Bangkok.”

Bombardier will design and supply the mechanical & electrical elements for the two monorail lines, and deliver a combined total of 72, four-car INNOVIA Monorail 300 trains (288 cars) equipped with BOMBARDIER CITYFLO 650 automatic train control technology for driverless

operation. The contract with NBM concerns the new 34.5 km Khae Rai-MinBuri (Pink) Line to operate with 42 trainsets. For EBM, scope comprises 30 train sets for the 30.4 km Lat Phrao-Samrong (Yellow) Line. Furthermore, the contracts include providing the project management, systems engineering and integration, testing and commissioning for the new trains and systems.

Operating in the city’s northern and eastern areas, the monorails will integrate with the existing transportation network and run at speeds up to 80 km/h with a maximum capacity of over 28,000 passengers per-hour, per-direction. Backed by over 25 years of experience and over 600 vehicles ordered or operating in six locations worldwide, Bombardier’s INNOVIA Monorail 300 system provides a cost-effective and attractive solution for growing cities. Project delivery, system integration and rail control solution design and implementation will be led from Bombardier’s regional hub in Bangkok.

The INNOVIA trainsets will be manufactured at the Bombardier Joint-Venture Puzhen Bombardier Transportation Systems (PBTS) in China, working with Bombardier’s global Monorail Product and Engineering Experts. Since establishing its Bangkok site in 1997, Bombardier has grown its local team to over 450, working on transportation needs for Thailand, Asia Pacific and globally. Bombardier is also committed to the development of Thailand’s future talent and is working with two universities on Railway Engineering Degree programmes.





From the UK

Summer in the South West

Once again the Railtalk team headed down the South West of England for their annual holiday. Has much changed in the last 12 months, not really but this will be the last full year for the Great Western HST fleet on many services. By next summer, some services should be operated by the new IEPs.

On August 3rd, Class 37 403 propels 'Caroline' towards Exeter, having had an outing to Newton Abbot. *Richard Hargreaves*

With one of this year's 'Torbay Express' workings, LNER A1 No. 60163 'Tornado' passes through Dawlish Warren, heading back to Bristol. *Richard Hargreaves*

On a typical summer's day, Colas Rail's Class 70 813 heads along the sea wall at Dawlish with a rake of tanks for Moorswater. *Richard Hargreaves*





From the UK



▶ On August 3rd, DB Class 66 085 rounds the curve at Dawlish Warren with a St. Blazey to Exeter Riverside working. *Richard Hargreaves*

▶ Once again this year, Great Western ran a Saturday's only loco hauled service to Exeter St. Davids from Par utilising sleeper stock. Class 57 603 here passes through Dawlish heading the return working on July 22nd. *Richard Hargreaves*

▶ On July 31st, Great Western's power car No. 43078 leads a London Paddington bound service towards Teignmouth. *Richard Hargreaves*





