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Railtalk Magazine Xtra

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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

On February 3rd, CD Class 749.121 stands at the end of the branch at Radnice with a Grumpy Railtours operated trip.

Mark Pichowicz

This Page

Accident damaged ZSSK Class 363.105 arrives at Breclav on March 10th. The loco arrived under its own power before being towed off by CD Cargo 742.540. *Class47*

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Class 186.442 passes Albes whilst hauling an RTC freight train from Brennero to Brescia. *Laurence Sly*







Welcome

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

They say March Madness and it certainly is in the UK. With the imminent introduction of many new items of rolling stock, it is estimated that as many as 4000 vehicles will be replaced and be going for either store, reuse or scrap over the next few years. Some were understandably due for replacement, but many are being replaced as apparently it is cheaper than refurbishing the existing fleet - yes March Madness indeed!

News from the Czech Republic/Czechia this month as national operator ČD has awarded a consortium of Škoda Transportation and Škoda Vagonka a KC6bn eight-year framework contract for the supply of up to 50 RegioPanter electric multiple-units, with a KC3·6bn firm order for an initial 31, and a separate KC1bn firm order for five three-car sets of double-deck push-pull coaches. The EMUs are to be used on Plzeň – Cheb – Karlovy Vary (four units) and Klatovy – Plzeň – Beroun (11) services, and in the Vysočina (six) and Jihočeský (10) regions. The 1.36 MW 160 km/h units will be equipped for 3 kV DC and 25 kV 50 Hz electrification systems and fitted with ETCS. Each EMU will have around 140 seats, and up to three will be able to work in multiple. 'Compared to the original RegioPanter units, the new units have a number of technical changes that are associated with the application of new standards and innovative interior design', said



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These issues wouldn't be possible without: Ray Anslow, Brian Battersby, Mark Bearton, Mark Bennett, Tim Blazey, Keith Chapman, Julian Churchill, Nick Clemson, Derek Elston, Mark Enderby, Tim Farmer, Dave Felton, FrontCompVids, Paul Godding, Richard Hargreaves, Keith Hookham, Colin Irwin, John Johnson, Anton Kendall, Jyrki Lastunen, Ken Livermore, Michael Lynam, Peter Marsden, Phil Martin, Denzil Morgan, Thomas Niederl, Peter Norrell, Chris Perkins,

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Mark Torkington and Erik de Zeeuw.



Škoda Vagonka Chairman Martin Bednarz. The 160 km/h unpowered push-pull sets will be similar to vehicles Škoda Transportation has supplied to DB Regio for Nürnburg – Ingolstadt – München regional services operating over the high speed line. They will have 356 seats, and are intended for the Ostrava – Frýdlant nad Ostravicí – Frenštát pod Radhoštěm route.

Major news from Germany however, as Deutsche Bahn AG supervisory board confirmed on March 27th its intention to dispose of the company's international operating subsidiary Arriva. DB's management team has been tasked with developing options for the transaction, which could either take the shape of a sale to 'sole or multiple investors', or an initial public offering. The decision has been taken to generate funds to ensure that DB can keep its debt level within the limits set by the federal government, while also positioning Arriva for further growth. DB acquired Arriva in 2010, and the company retains a separate management team headquartered in Sunderland in northeast England. It operates bus and rail services in several European countries, employing 53 000 staff. Arriva recorded revenues of €5.4bn in 2018.

As always a massive 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







Nos. VL357 and VL361 are on hire from CFCL (Chicago Freight Car Loco) to Watco Australia to assist with their contract with CBH (Commonwealth Bulk Handling) to move the grain harvest. They are seen at Wattleup with empty hoppers having just unloaded at the Kwinana bulk handling terminal and are heading to the country for another load. *Colin Gildersleve*







- Aurizon's narrow gauge No. ACN4174 is seen at Burkeup in the south of Western Australia with loaded Alumina from the Alcoa mine and is heading to Bunbury dock to unload the Alumina for export. Colin Gildersleve
- Aurizon's narrow gauge No. P2504 creeps round a sharp curve on approach to the entrance to the Alcoa Alumina mine site with loaded chemical tanks. *Colin Gildersleve*
- Transport Sydney Trains D1014 (Set No. M7) M class 4 car double deck 1500V DC EMU arrives at Sydney Central with a morning commuter service. *Nick Clemson*

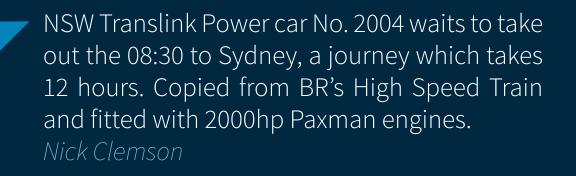












- A different view of Sydney Harbour Bridge and Opera House as a Transport Sydney Trains 'A ' Class set A10 heads over the bridge passing the Opera House below. All commuter trains in Sydney are formed of double deck stock.

 Nick Clemson
- VLine No. Y163 is a 50 year old 640hp shunter, and recently ex-works. Seen here on stock duties in Southern Cross station, Melbourne. *Nick Clemson*











'A' Class locos were used on Intercity services within Victoria during the 1980s. Fitted with an EMD 2450hp engine they were capable of operating at 125kph. All 11 built are either scrapped or stored, No's A62 and A70 together with A60 are seen from a passing train, stored in the Wagon Storage Yard, Melbourne. The Melbourne Star Observation Wheel, 120m high provides the backdrop. *Nick Clemson*

Arriving at Sydney Central, Transport Sydney Trains D6474 (set No. A74) with a commuter service. 70 sets of series 1 were delivered in 2014. *Nick Clemson*

Seen from the train passing Dudley Street workshops Melbourne are V/Line N Class locos Nos. 469, 453 and 452 along with a Velocity VL03 DMU. *Nick Clemson*

































24 "ÖBB Cityjet" Desiro ML trains Attractive passenger comfort and increased value sustainability over the entire lifecycle

Austrian Federal Railways (ÖBB) has ordered an additional 24 Desiro ML regional trains from Siemens, bringing the total number of ordered trains to 189. Delivery of the new trains, which will operate under the name "Cityjet," is scheduled to begin in the summer of 2020. The three-car electric trainsets will be used as regional trains (S-Bahn) in eastern Austria. The trains will be produced at the Siemens Mobility plants in Krefeld, Germany, and Graz, Austria, and final assembly will take place at ÖBB's Technical Services factory in Jedlersdorf, Austria.

"The Cityjet guarantees a comfortable travel experience throughout Austria. The train's flexibility offers a wide range of applications. The Desiro ML can, for example, be converted to battery-hybrid technology and therefore also be used in the future on non-electrified rail lines," said Sabrina Soussan, CEO of Siemens Mobility.

The train's variable, low-floor seating landscape and generously designed entry and transition space offer attractive passenger comfort and convenience as well as about 22 percent more seats compared to the trains currently in service. Each seat is equipped with a reading lamp, electrical outlet and fold-out laptop table. The seats have adjustable seating

surfaces, ergonomic headrests and armrests. The train is 75 meters long, has a top speed of 160 km/h and more powerful acceleration.

Regarding accessibility, the train sets new standards with its wide doors and entry areas, open and quiet transition spaces and stronger contrasting colors for the visually impaired. Comfortable low-floor doorways provide easy access without ramps at all 550-millimeter station platforms even for wheelchair users and passengers with baby carriages or bicycles.

At lower station platforms in the region, sliding steps and a lift are provided on each side of the train. The S-Bahn trains have six doors on each side.

Photo: ©Siemens





Austria

On March 8th, Metrans Class 386.016 pauses at Linz Hbf whilst working a container service. *Class47*

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Austria

Siemens Mobility delivers locomotives to Austrian Federal Railways

61 Vectron MS locomotives Deliveries beginning in March 2020

Austrian Federal Railways (ÖBB) has ordered 61 Vectron MS locomotives from Siemens Mobility. With this order, ÖBB is calling a further option from the framework contract signed in January 2017 for the delivery of up to 200 Vectron locomotives. This now brings the total number of locomotives ordered to date to 108. The locomotives will be operated by the Rail Cargo Group, the freight division of ÖBB, and are planned for cross-border freight service in several European countries. The locomotives will be built at Siemens Mobility's factory in Munich-Allach, and deliveries will begin in March 2020.

"The fact that ÖBB is again calling an option from the standing framework contract confirms the reliability and performance of our Vectron platform. It provides sustainable value creation over the entire lifecycle, thus enabling our customer to make long-term plans for the future," said Sabrina Soussan, CEO of Siemens Mobility.

The locomotives for ÖBB have a maximum output of 6.4 megawatts and a top speed of 160 km/h, and are equipped with the required national train control systems as well as the European Train Control System (ETCS).

Siemens Mobility has already sold over 800 Vectrons to a total of 42 customers. The fleet of locomotives currently in service has already covered more than 180 million kilometers; the locomotives are certified to operate in Austria, Bulgaria, Croatia, the Czech Republic, Finland, Germany, Hungary, Italy, the Netherlands, Norway, Poland, Romania, Serbia, Slovakia, Slovenia, Sweden, Switzerland and Turkey.

Photo: ©Siemens



On a wet March 9th, Polizei liveried Class 1116.157 arrives into Linz Hbf with a Wien - Munich Railjet service. *Class47*







Followiing on from last month, here are a few more photos from the St. Nicholas Abbey Heritage Railway, including this yellow Simplex 0-4-0 shunter with was used to assist with track and ballast work during the lines construction. Interestingly, they used the limestone for ballast, that they excavated during the year long construction! *Allison Twycross*

The station at St. Nicholas Abbey. *Allison Twycross*

The route map, located at St. Nicholas Abbey station. *Allison Twycross*





















ČD Cargo as, has launched a project to equip traction vehicles with the European Train Control System (ETCS). For this project, ČD Cargo submitted to the 2015 CEF Transport Cohesion Call, on February 14, 2016. The request for a project called "Deployment of ERTMS / ETCS on-board components with ETCS Baseline 3 in ČD CARGO, as The Core Freight / Core Network Corridors" was successfully adopted on 17 October 2016 and the grant agreement was concluded between the Innovation and Network Executive Agency (INEA) and ČD Cargo.

A total of 85% of eligible costs are eligible, with a limited amount of 250,000 EUR for equipping one traction vehicle. Currently, ČD expects to use funds allocated under the grant agreement to equip 318 vehicles (including 9 prototypes). These 318 vehicles are then divided into more separate public contracts.

ČD Cargo has already signed two contracts for the equipment of traction rail vehicles. It will be the Class 742 series after modernization and also the Class 163 and 363 series. Altogether there are 128 traction vehicles (including 3 prototypes). The complete delivery and installation of the on-board part of ETCS is co-funded by the European Union Connecting Europe Facility (CEF), with a deadline for completing the physical implementation of the project.

The first implementation will be on the Class 163s because it is the quickest, and immediately after signing the contracts, work began on the installation of the device at the first prototype locomotive. The first locomotive from ČD Cargo, which will be equipped with the on-board

part of ETCS within the above mentioned project, is locomotive No. 163.022. The handover of the locomotive took place on March 19, 2019 in Hranice na Moravě in the afternoon and the preparatory work began on the morning of the next day.

Photo: ©CD Cargo







Vnipetrol Goggles Class 753.740 arrives into Kolin on March 10th with a rake of tanks heading for Pardubice and passing a Unipetrol Vectron heading in the opposite direction. *Class47*





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ČD Cargo conquers Austria

The first train that was operated on the Austrian network by ČD Cargo Vienna branch left Summerau to Villach on January 20, 2019. Now, less than two months later, trains hauled by ČD Cargo Vectrons have become an everyday reality in Austria, and in the near future we expect another increase in freight transports under our control.

Photo: ©CD Cargo



With the power off in the tunnels at Praha hl.n for engineering work on March 10th, Regiojet's Class 386.203 gets assistance from 740.832 seen here departing for Praha Smichov. *Class47*







Czech Railways accepts the twelfth EffiShunter 300 from CZ LOKO

Czech Railways has taken delivery of the last of twelve EffiShunter 300 locomotives ordered at the end of February. They were purchased as a substitute for the not very reliable 714 series. In the specific operation of České Dráhy, it is primarily the sorting of passenger train sets and the movement of vehicles as part of their maintenance.

"The main advantage of the operator is the high reliability of the new locomotives. Furthermore, approx. 40% savings in operating materials and very low cost of regular service. The surroundings will appreciate the reduction in noise levels and compliance with the strictest EU Stage IIIB emission limits. This is particularly true in densely populated areas and in enclosed areas where shunting work is often carried out with passenger carriages," added Jan Kutálek, Sales Director of CZ LOKO.

New modern locomotives 12-piece EffiShunter 300 locomotive series for Czech Railways Nos. 794.002 - 013 are located across the Czech Republic in important railway junctions such as Prague, Brno, Olomouc, Hradec Králové, Plzeň, Ústí nad Labem, etc.

EffiShunter 300 was developed by CZ LOKO as the smallest product portfolio representative. It is a two-axle locomotive powered by a CAT C13 engine of 328 kW. The maximum speed is 60 km/h.

"The concept of the vehicle was defined as a smaller, affordable shunting locomotive with low operating and maintenance costs. This created an attractive alternative to replacing obsolete locomotives even on sidings with minimal traffic. I think we will help to revive some

of the unused sidings and we will again contribute to the outflow of some freight transports from the roads, "said Jaroslav Plhák, Commercial Director of CZ LOKO.

Due to its dimensions, EffiShunter 300 can also be used on metros and other special tracks. This is confirmed by the success of last year, when CZ LOKO won the tender for the delivery of this locomotive for the Warsaw Metro.

Photo: ©CZ Loko



KDS attractive liveried Class 210.037 is seen stabled at Breclav on March 9th. Class47







- At first glance, it might look like a steam loco with a Class 380 behind it but it is actually the unusual livery of Class 380 011 as it waits to depart Praha hl.n on March 10th with a service to Ceske Budejovice. *Class47*
- Ice Hockey liveried CD Class 362.140 departs Praha hl.n on March 10th. *Class47*
- Another Ice Hockey liveried Class 362, this is No. 362.161 was also seen at Praha hl.n on March 10th, having just arrived with a service from Trutnov. *Class47*











After thirteen EffiShunter 300 locomotives for the domestic market, CZ LOKO also succeeded with this type abroad. Specifically, the Serbian Railroad Administrator of the Infrastructure of the Serbian Railways, which will take two of these machines over the next year. Both locomotives will be deployed mainly on lockouts. Therefore, they will find application not only on the move but also at the head of lighter work trains.

"Finding new opportunities in foreign markets is one of the main priorities for CZ LOKO. The development of our activities in the Balkans is one of the ways to achieve this. We perceive Serbia as an important transit country, which has recently invested heavily in the renewal of transport infrastructure, "said Lubomír Dlábik, Sales Team Leader, responsible for business development in South-Eastern and Eastern Europe.

The production of two EffiShunters 300 succeeded in building on previous successes in Serbia. CZ LOKO locomotives are not unknown on local tracks. In 2001, the re-engined 704.507 and 704.536 machines were delivered to the Serbian railways, which received the designations 621-301 and 621-302. The production of twelve new 621-1 locomotives followed.

In 2016, CZ LOKO in Serbia succeeded for the first time with a locomotive from its current portfolio when it delivered EffiShunter 500 to the GAZPROM NEFT NIS refinery.

EffiShunter 300 locomotives will be produced in series with a CAT C13 engine of 328 kW. The maximum speed of 60 km / h and the basic technical parameters such as the AC / DC electrical power or 36 tons are also retained. Some difference will be the installation of Serbian speedometer and Indusi train protection system. The infrastructure of Srbija ad railway will become the fourth European operator of EffiShunter 300 locomotives.





Following withdrawal of the 'City Frogs' or 'Pantograf' Class 451 EMUs that used to serve Praha-Liben then these workings to Roztoky u Prahy have been taken over by Arriva using DB hired in Class 628 diesel units. *Class47*





























France

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Alstom receives an order for 23 additional metros for Île-de-France

An order worth more than 100 million euros

Alstom will supply Île-de-France Mobilités and the Société du Grand Paris with 23 trains consisting of 3 cars each for metro lines 16 and 17 of the Grand Paris Express, for an amount worth around 100 million euros[1]. This exercise of options is part of the contract signed in September 2018: 25 trains consisting of 6 cars each have already been ordered and are currently being developed at Alstom's site in Valenciennes Petite-Forêt.

These new high-capacity steel-wheeled metros will be able to circulate at speeds of up to 110 km/h in driverless automatic mode. The first metros will leave the factory in 2022, with initial entry into commercial service planned for 2024. Île-de-France Mobilités will be making these trains available to future operators, thus enabling them to exploit new-generation material that benefits from the latest technologies and offers a high level of performance.

"We are very proud of the renewed confidence shown by Île-de-France Mobilités and the Société du Grand Paris. We are also particularly pleased to contribute, via this contract, to the government's determination to double the Paris metro network over the next 15 years," says Jean-Baptiste Eyméoud, President of Alstom France.

Based on the solutions of Alstom's Metropolis range, and further improved by feedback from its customers, the new metros for lines 15, 16 and 17 will guarantee the highest levels of availability, reliability and safety. Each train will be able to transport around 500 passengers in its three-car version (54 metres long) and around 1,000 passengers in its six-car version (108 metres long).

A total of 350 Alstom employees in France will be working on this project to ensure its successful implementation, including 150 experienced engineers. More than 1150

jobs will be secured in France for the French railway sector as a result of the project. Alstom will also reserve significant volumes of work in terms of manpower hours for people experiencing particular social or professional difficulties.

The new material will be designed and manufactured by six Alstom sites in France. The site of Valenciennes Petite-Forêt will be in charge of project management, studies, development,

production, assembly and validation of the trains. Five other Alstom sites in France will develop and produce the components: Le Creusot for the bogies, Ornans for the engines, Tarbes for the traction systems, Villeurbanne for the on-board electronics and remote maintenance system, and Saint Ouen for the design.

[1] Entirely financed by Île-de-France Mobilités



A pair of SNCF Transilien/STIF z50000 EMUs with No. 147L leading approaching Paris St. Lazare. *John Sloane*



Alstom to supply 13 additional Régiolis trains to the region of Occitanie in France

Alstom will supply 13 additional Coradia Polyvalent trains to the French region of Occitanie / Pyrénées-Méditerranée for an amount worth approximately 80 million euros. The region has already ordered 33 Coradia Polyvalent for Régiolis since 2014, including a first entry into service. It thus brings its order up to 46 trains, representing a global investment of more than

The Occitanie region has ordered 5 dual-mode and 8 electric Régiolis, in their comfortable suburban version, to reinforce its entire regional fleet. Consisting of four cars each, these trains have 50% more access doors than the 'regional' and 'intercity' versions, facilitating passenger flows. At the request of the region, these trains benefit from specific equipment such as automatic passenger counting, spaces reserved for bicycles, and frontal displays of destinations.

The first Coradia Polyvalent for Occitanie entered commercial service in May 2014 on the lines connecting Toulouse to Latour-de-Carol and Mazamet. "This additional order is excellent news for the French railway industry and for Alstom's sites in France. It marks the renewal of the Occitanie region's confidence in Alstom and its products," said Jean-Baptiste Eyméoud, President of Alstom France.

"In Occitanie, we make rail a central element of our efforts to develop mobility in all the regions. As such, our investments to preserve and maintain the network are accompanied by a proactive approach to renewing the material, in a constant effort to improve the conditions of travel and quality of service offered to our 66,000 daily passengers," said Carole Delga, president of the Occitanie / Pyrénées-Méditerranée region.

our customers' expectations," said Jacques Rascol, Director of SNCF Mobilités Occitanie. Coradia Polyvalent belongs to Alstom's Coradia range of trains. With its modular architecture, it can be adapted to the requirements of each public transport authority as well as to different types of use: suburban, regional and intercity. It comes in three lengths (56, 72 or 110 metres) and offers optimal comfort for passengers, whatever the length of the journey. The train is both

> ecological and economical due to its low energy consumption, its compliance with the latest emissions standards in thermal mode and its low maintenance costs.

> Pre-equipped to receive ERTMS[1] technology, Coradia Polyvalent is the first French regional train to comply with all European standards, in particular with regard to access for people with reduced mobility.

To date, 312 Coradia trains have been ordered as part of the contract awarded to Alstom by SNCF Mobilités in October 2009, including 251 Coradia Polyvalent and 61 Coradia Liners. Coradia Polyvalent trains have already covered more than 50 million kilometres in commercial service.



[1] European rail interoperability standard





SNCF BB No. 26031 arrives light engine at Paris St. Lazare. John Sloane

"The arrival of these new Régiolis trains is an important step in enabling us to successfully develop the railway offer expected by the Occitanie region. This new material will enable us to continue modernising the trains to offer a quality of service in line with





Alstom has signed a contract to supply 41 Coradia Lint regional trains to Transdev for operation in German region of Bavaria. The trains will be operated by Transdev subsidiary Bayerische Regiobahn GmbH (BRB) on the lines from Augsburg to Weilheim, Schongau, Ingolstadt, Eichstätt and Langenneufnach. The contract is worth over €150 million.

The trains will be built at Alstom's site in Salzgitter, Lower Saxony, with delivery planned by September 2022. Thanks to this new contract, Alstom will be able to celebrate the production and delivery of the 1,000th Coradia Lint regional train – unquestionably the most successful diesel multiple unit (DMU) in Europe.

"This order by Transdev is another great milestone in the history of our proven and popular Coradia Lint. It is symbolic that the 1,000th Coradia Lint will be operated by the very same transport company that operated the first Coradia Lint back in November 2000. This fortunate coincidence illustrates the train's past and current performance and how the product meets the expectations of our customers and their passengers," says Jörg Nikutta, Managing Director for Alstom in Germany and Austria.

The modern and environmentally friendly vehicles are powered by two 390 kW engines and reach a maximum operating speed of 140 km/h. The two-car trains can seat a total of 125 passengers and include a spacious area for the easy storage of bicycles. The trains boast an even higher level of comfort compared than the currently used trains and, by addressing 30 the needs of people with limited mobility, the ability to offer all passengers travel with

a minimum of constraints.

Alstom's Coradia Lint trains have been operating in more than 30 networks in Germany, Europe and Canada since the year 2000. Thanks to continuous improvements, they offer the highest standard of safety, noise reduction and low emissions and can boast very high availability. The trains belong to Alstom's Coradia range of modular trains, which benefits from over 30 years of expertise and proven technical solutions and includes the world's first hydrogen train, the Coradia iLint. More than 2,800 Coradia trains have been sold so far and around 2,300 are currently in service.







Colourful Alex EuroRunner No. ER20-013 arrives into Munich Hbf with a terminating service on March 8th. Class47







The new regional trains for the Elbe-Spree network come from Siemens



Ostdeutsche Eisenbahn GmbH (ODEG) has ordered 23 Desiro HC regional trains from Siemens for service on the Elbe-Spree network. The order is worth around €300 million. The multiple-unit trains are planned to be used on the regional lines RE1, RE8 and RB17 in the new Elbe-Spree network. In January 2019, ODEG was awarded the contract to operate these lines following a Europe-wide tender by Verkehrsverbund Berlin-Brandenburg (VBB). The contract includes the option to expand the capacity of the RE1 trains when the station platforms along this line are extended. Delivery of the 21 six-car and two four-car trains is scheduled to begin in the summer of 2022. The start of operations is planned for the timetable change in December 2022. The trains will be built at the Siemens plant in Krefeld, Germany.

"We've already started implementing our operating concept for the Elbe-Spree network. In addition to expanding our workshop and training facilities, the trains are a very important part of the concept. They must meet all specifications defined in the transport contract and prove themselves in operation. We're relying here on Siemens as a strong partner and anticipate ontime and professional production of the trains by the start of operations as well as very good and close cooperation," said Arnulf Schuchmann, CEO and Speaker of ODEG.

"Siemens was founded in Berlin and the city is still home to one of our company's two headquarters. Given this background, we have very close and traditional ties with the Berlin-Brandenburg region. Our Mobility business alone employs around 1,100 people in the capital. Many of these colleagues commute daily to work from the surrounding region and will be able

to use Siemens trains as of 2022," said Sabrina Soussan, CEO of Siemens Mobility. In November 2017, VBB announced a pan-European tender for the "Elbe-Spree Network" (NES) on behalf of the states of Brandenburg, Berlin, Mecklenburg-Western Pomerania and Saxony-Anhalt. Operating around 27 million train-kilometers a year, the NES is the largest regional railway network in Germany to date that has been tendered. The tender comprised 17 regional express and regional railway lines as well as the airport express (FEX). The tender was divided into four lots, and lots 1 and 4 were awarded to ODEG.

The ODEG (Ostdeutsche Eisenbahn GmbH) has ordered 21 six-car and two four-car Desiro HC trains. Start of operation from December 2022. The six-car Desiro trainsets will be used on the regional express line RE1 (lot 1) connecting Magdeburg with Cottbus via Berlin and Frankfurt (Oder). During rush hours, trains will operate three times an hour between Brandenburg a. d. Havel and Frankfurt (Oder). The four-car Desiros are planned for service on the RE8 line connecting Wismar and Wittenberge with Baruth and Elsterwerda/Finsterwalde via Berlin, as well as on the RB17 line connecting Wismar and Ludwigslust. When operating at 20-minute intervals during rush hours, the trains will provide 637 seats. An option in the contract would increase their capacity to 800 seats. The trains have generous space available for bicycles, strollers and wheelchairs and a multipurpose car with a barrier-free WC. Sliding steps enable barrier-free access at stations with 550 mm and 760 mm platform heights. Wider doors than in older trains speed and ease passenger boarding and exiting. Free WLAN on board enhances passenger convenience. A passenger safety system provides live camera coverage of activities in the cars. In case of a conflict or problem, supervisors at the operations control center can communicate directly with the car via loudspeakers. The cars are equipped inside and outside with real-time capacity displays, and this information can also be accessed via the VBB app.



Germany











Germany

Siemens Mobility and Paribus sign framework agreement for 25 Smartron locomotives

Initial call for four Smartron locomotives includes maintenance contract with Siemens Mobility Deliveries to begin in October 2019

Siemens Mobility and Paribus Holding GmbH & Co. KG, a Hamburg-based investment and asset management firm for rail rolling stock and real estate, have signed a framework agreement for the delivery of 25 Smartron locomotives. The deal was arranged and structured by Paribus for Paris-based RIVE Private Investment. The asset management of the locomotives will be handled by northrail GmbH, the rail asset management subsidiary of Paribus. Four locomotives valued at €2.5 million each have already been ordered. Three of these will be leased by northrail GmbH to TX Logistik AG. The locomotives are intended for freight transport in Germany. Deliveries are scheduled to begin in October 2019. Siemens Mobility will also be responsible for maintenance of the locomotives for a period of eight years.

"Our new Smartron offers our customers a powerful and reliable locomotive delivered in a fixed standard design that simplifies the purchasing process. As a preconfigured locomotive, the Smartron enables our customers to operate cost-effectively with a high degree of availability," said Sabrina Soussan, CEO of Siemens Mobility.

"With the addition of the Siemens Mobility's Smartron locomotives to the northrail fleet, we are taking another big step towards an intelligent and resource-saving locomotive fleet," said Dr.

Volker Simmering, CEO of Paribus Holding GmbH & Co. KG and managing partner

of northrail GmbH. "We're especially pleased that TX Logistik has decided to become the first lessee of this reliable locomotive based on proven technology."

The Smartron is based on proven components of the Vectron, a locomotive that has already demonstrated its reliability in over 180 million operating kilometers covered by more than 600 delivered units. The Smartron is designed for 15-kV AC voltage systems and is equipped with the PZB/LZB train control system. The locomotive is delivered in the standard color of "Capri Blue."

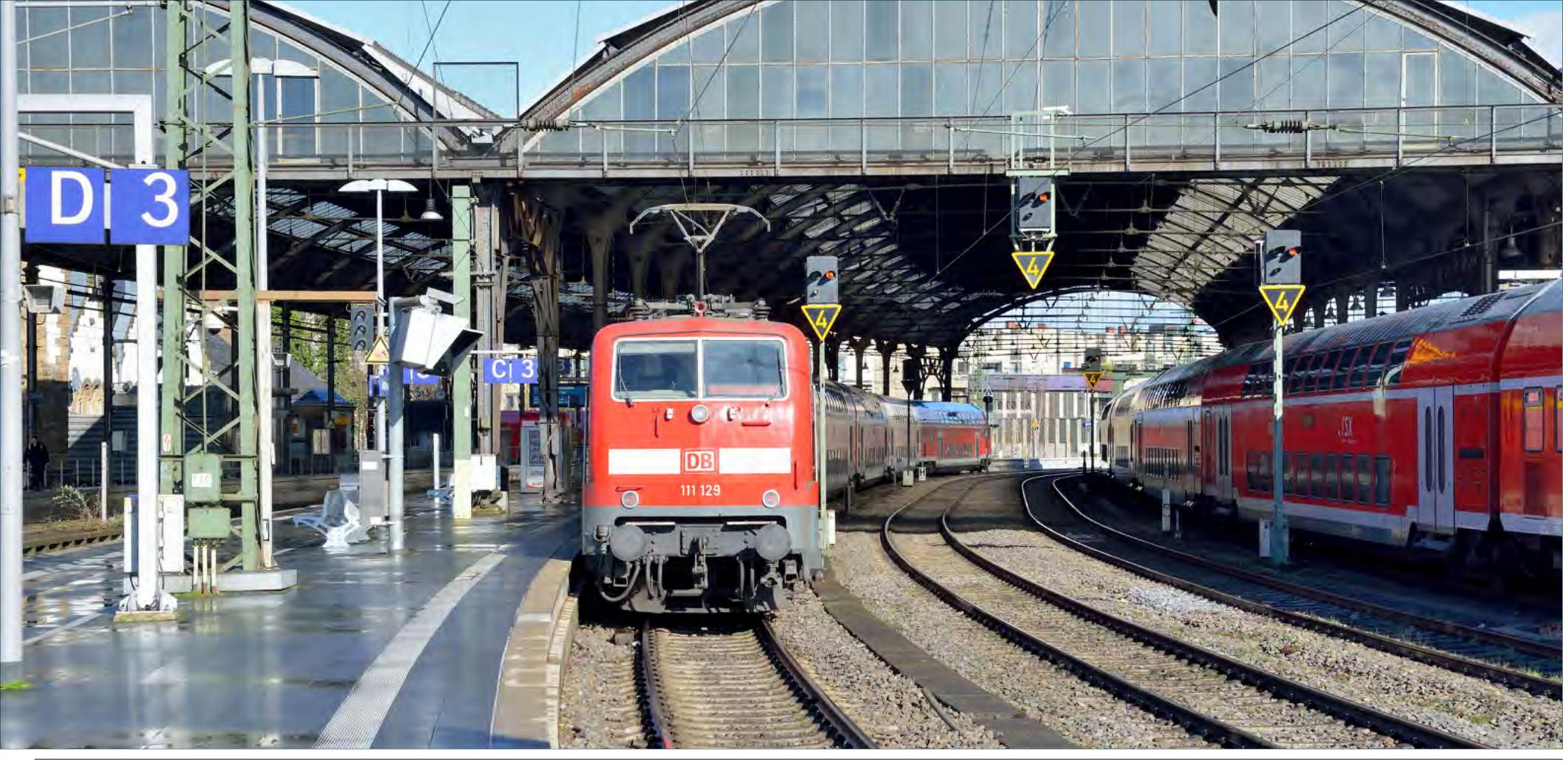


The last sun of the day catches the side of MittelWesserBahn Class 182.912 at Platting on March 8th. *Class47*











Germany

DB presents its figures for 2018

Rail travel is becoming more and more popular. Deutsche Bahn (DB) saw a considerable increase in its long distance passenger numbers for the fourth time in a row, with some 148 million passengers using DB's long distance trains in 2018. That was a year-on-year increase of 5.7 million or 4% – and a new record. Due in part to this increase, the DB Group's adjusted revenues also rose over the same period, by 3.1% to EUR 44.02 billion. At EUR 2.1 billion, adjusted earnings before interest and taxes (EBIT) remained at roughly the same level as in 2017 (-1.9%). DB expects the trend towards eco-friendly rail transport to continue. "We will be transporting over 150 million long distance passengers in 2019 for the first time," said Dr. Richard Lutz, the CEO of Deutsche Bahn, at today's press conference on DB's 2018 figures. "Taking the train is a form of active climate protection; rail is the only truly green mode of transport. We are well on our way towards the target of more than 200 million long distance passengers by 2030."

Some 2.6 billion passengers used DB's trains in Europe in 2018, a year-on-year increase of 17 million. Total rail passenger transport volume rose 1.9% year on year, to a total of 97.7 billion passenger kilometers. DB's regional and local transport volume remained stable, while long distance transport saw a major increase of 5.6% to 42.8 billion passenger kilometers. The total volume produced on DB's rail network also reached record levels, rising 1.2% year on year to some 1.09 billion train-path kilometers. The percentage of non-DB operators using the network continued to rise, from 30.9% in 2017 to 32.2% in 2018.

"It is also important to acknowledge that there are side effects – growing pains, if you will – to the success of rail," said CEO Lutz, citing an "unsatisfactory on-time rate" of 74.9% in long distance transport in 2018. Lutz said that DB was working at top speed to eliminate bottlenecks related to infrastructure, rolling stock and staff, in line with the company's "Agenda for better rail service," which it had recently introduced. "We must increase our capacity if we 36 are to offer more attractive, on-time service," said Lutz.

A large portion of the roughly EUR 5 billion in additional investments and expenditures DB plans to make in the coming years will be used to fund better, more reliable rail service; new, more comfortable trains; and additional staff. In Germany alone, DB hired well over 24,000 new employees in 2018 – more than ever before – to boost growth and quality. In addition to filling vacant positions, the company also added more than 5,500 new positions.

"We are investing a great deal of money to improve our rail service," said DB CFO Alexander Doll. "Together with the German government, we continued to increase gross capital expenditure in 2018, raising it considerably – more than 7% – from an already high level to over EUR 11 billion."

The bulk of capital expenditure in 2018 was used to improve the rail network (62%) and to invest in new trains such as the ICE 4. As of December 31, 2018, DB's net financial debt totaled slightly more than EUR 19.5 billion, a year-on-year increase of EUR 926 million. Doll stressed that DB remained a reliable and stable partner on the capital markets.

International business, logistics and freight transport

The DB Group saw continued success in international business at DB Schenker and DB Arriva. DB Schenker, which runs logistics services, delivered more than EUR 17 billion in revenues for the first time in 2018, an increase of 3.8%. DB Arriva, which runs regional transport in Europe, generated EUR 5.4 billion in revenues, an increase of 1.8%. DB Arriva's operating performance in bus and rail transport remained stable, while DB Schenker saw growth – and in some cases considerable growth – across all its segments.

At DB Cargo on the other hand, transport volume fell by 4.8%. DB is working full speed ahead to rectify this unsatisfactory situation. The company has realigned its rail freight service and is investing in rolling stock and staff with a view to fostering long-term growth.

Class 111.129 stands in the sunshine at Aachen Hbf on March 7th having arrived with a RE4 terminating service. Class47





Germany

Quieter trains in Germany

Good news for people living beside railway tracks in Germany: over 50,000 freight wagons, 80% of DB's fleet, have been fitted with "whisper" brakes.

The new brake pads are made of a synthetic composite that abrades the surface of wheels far less than conventional cast iron brake blocks. These new brakes cut noise by ten decibels, which translates into 50% less noise as perceived by the human ear.

Speaking at DB's maintenance depot in the Cologne suburb of Gremberg, Alexander Doll, Member of the Management Board for Finance, Freight Transport and Logistics, said, "One of our high-priority goals is to substantially reduce rail noise levels for people living beside tracks. Working with our customers, we aim to move more cargo to the rails, an environmentally friendly option. This will only happen if our freight trains become noticeably quieter. Upgrading our freight wagons with low-noise brakes represents a major contribution to this undertaking".

DB Cargo's remaining 13,000 freight wagons operating in Germany will be fitted with the low-noise brakes by the end of 2020. After subsidies, the project will cost the company a total of some EUR 200 million, not only because of the refitting process itself, but also because of higher long-term maintenance costs. The new brakes do not last as long and must therefore be replaced more frequently.

"We want DB to be a quieter, better neighbour to everyone, especially where rail freight traffic is concerned. To achieve this, we have introduced noise-differentiated track access charges and we are investing over EUR 150 million in government subsidies to fit wagons with whisper brakes. In addition, starting at the end of next year, loud freight wagons will not be

permitted to use the German rail network. We are implementing this measure and others such as noise mitigation to protect people living next to rail lines in a practical, noticeable manner," said Gerhard Schulz, junior minister at the German Ministry for Transport and Digital Infrastructure.

Work to reduce noise beside busy lines continues apace In 2018, the German government and DB invested some EUR 100 million in noise barriers, soundproof windows and other features as

part of the voluntary noise abatement programme. In concrete terms, over 40 km of noise barriers were built in 2018, and over 2,240 homes were upgraded with noise insulation. Since the programme began, noise control measures have been implemented for over 1,800 km of track.



OBB Class 1116.042 heads north through Regensburg on March 8th. *Class47*







Class 218.434 and 218.437 are just two of several seen stabled at Ulm on March 8th. *Class47*

































- On January 14th, Freight loco WAG5 No. 23927 sits at Kollam on passenger duties whilst the local women shield themselves from the sunlight with umbrellas. *Mark Torkington*
- Shunter No. 36296 sits on the blocks at Mumbai's famous Chatrapaji Shivaji Terminus (aka Victoria Terminus) having brought in the stock for the daily Indrayani Express to Solapur service. *Mark Torkington*















OBB Class E190.001 passes Fleres whilst working train No. EC85 09:34 Munich - Bologna Centrale. *Laurence Sly*























- Lokomotion's Class EU43.005 passes Mezzocorona whilst hauling a RTC freight train from Brennero to Verona. *Laurence Sly*
- OBB Vectrons Class 1293.021 and 1293.003 pass Terme di Brennero whilst hauling an OBB freight train from Brennero to Verona Porta Nuova Scalo. *Laurence Sly*
- Trenitalia's Class E412.005 and E412.006 pass Fleres whilst hauling an intermodal train to Trieste. This train was diverted off the Tarvisio route. *Laurence Sly*



























- OBB Class E190.012 passes Mezzocorona whilst working train No. EC85 09:34 Munich Bologna Centrale. *Laurence Sly*
- Mercitalia Rail branded Vectrons Class 193.641 and 193.644 pass Mezzocorona whilst hauling a train from Brennero to Verona Quad Europa. *Laurence Sly*
- MRCE Class E189.924 passes Mezzocorona whilst hauling a RTC freight train from Brennero to Verona Porta Nuova Scalo. *Laurence Sly*







- Rail Force One shunter No. 683 hauls a steel train to TMA Logistics in Amsterdam Westport on February 23rd. *Erik de Zeeuw*
- Tramway enthusiasts are seen travelling in 'The Blue Tram' on the Princess Marianne Lane in Voorburg on March 24th. *Erik de Zeeuw*
- Aweekendrestfor DBNo.6461, seen on February 23rd at the yard in the Westport, Amsterdam. *Erik de Zeeuw*











- An NS SNG EMU (built by CAF in Spain) on a driver training run is seen in the cutting near Assel on March 23rd. *Erik de Zeeuw*
- On March 24th, tramcar No. 58 from the Tramway Foundation in Scheveningen on the Stadhouders Lane in The Hague is seen working a service from the State Quarter to Voorburg. *Erik de Zeeuw*
- Rail Force One locomotive No. 1829 is seen on the rear of a steel train at Amsterdam Westport. Erik de Zeeuw











- On March 20th, NS Class 17 No. 1741 arrives at Amersfoort with a service from Zwolle to Utrecht Centraal. *Steamsounds*
- NS Class 17 No. 1760 with a DDM-1 set stands at Haarlem ready to work a peak hour extra to Alkmaar on March 20th. *Steamsounds*
- NS Class 186.021 leading an ICD to Breda stands at Amsterdam Centraal on March 19th. Steamsounds











NS Class 17 No. 1779 is seen at sunset on March 20th having arrived at Enkhuizen with a peak hour extra from Amsterdam Centraal while a VIRM EMU is about to depart from the other platform. Steamsounds







- NS Class 17 No. 1756 stands at Apeldoorn on March 20th with a service from Almelo. Steamsounds
- The morning Eurostar from London arrives at Amsterdam Centraal on March 19th.

 Steamsounds
- An NS VIRM EMU calls at Venlo with a service for Schipol Airport on March 21st. *Steamsounds*





























On March 7th, the old Malaxa DMU No. 78.1017 is seen here at Santana station on the Arad - Oradea line. There are still four units in service from Arad with local stopping services to Curtici and Chisineu Cris. *Thomas Niederl*







Most of the branch line services in the western Romanian Banat region are operated by Regiotrans Calatori. They use second hand DMUs bought from SNCF, here unit No. 95 53 5 570389-8 has just arrived at Oravita from Berzovia. It is one of only two train services a day on this line. *Thomas Niederl*







In Oravita there is connection to Anina along a route called 'The Semmeringbahn from the Banat'. It is 33.4 kilometres long and very scenic through the mountains including 10 viaducts and 14 tunnels along its length and it is a famous tourism attraction in the area. However there is only one train service a day operated by CFR and this uses special carriages because of very tight curves. *Thomas Niederl*







- Zeleznice Srbije / Serbian Railways Class 711 DMU No. 711.002 is seen stabled at Nis. The units were built by Metrowagonmash, Russia. Brian Battersby
- Inspekcijska kola ŽS (popularly known as "Kalimero") No. 901-001 stands in Belgrade station. *Brian Battersby*
- A CKD built Tatra KT4 tram No. 2252 heads through the centre of Belgrade. *Brian Battersby*











- Yugoslav Railways (JZ) No. 61-002 is seen at Nis. One of a class of 50 0-6-0Ts built in Germany as reparations after the First World War (Henschel works No. 19489 / 1922). *Brian Battersby*
- Former Basel tram, built by Schindler, No. 2710 heads through Belgrade with a line No. 11 service. *Brian Battersby*
- Metrowagonmash built Class 711.021 stands at Nis working a service to Dimitrovgrad.

 Brian Battersby



































- RhB No. 647 crosses the impressive Wiesen Viaduct with a Davos to Filisur service on February 8th. *Mark Torkington*
- RhB No. 631 emerges from the tunnel at Klosters Platz on February 10th. *Mark Torkington*
- SBB Re 4/4II No. 11199 sits in Zurich HB on February 8th having arrived with an IC train from Chur. *Mark Torkington*































- Due to late running and the crew being out of hours, Florida East Coast ES44C4 Nos. 811 and 805 block downtown Deerfield Beach whilst waiting the replacement crew to arrive from Miami. The train is No. FEC109-28 from Bowden to Hialeah on February 28th. *Laurence Sly*
- USSC EMD GP11 Nos. 307 and 303 rest between duties outside the South Central Florida Express maintenance shed in Clewiston on February 21st. *Laurence Sly*









Swiss based rail car manufacturer Stadler US is permanently taking root in Salt Lake City by starting operations at the new state-of-the-art manufacturing facility by the Salt Lake City International Airport, effective immediately. The company contributed to the development of the area and is now planning on employing a total of 350 local Utah workers to complete a project for California's CalTrain.

After a year of construction, Stadler officially transfers all operations to the new production facility near the airport. The building, 230,000 square feet in size, is located on a 62 acre site in the North West quadrant and consists of multiple halls, measuring 45,000 square feet each. When construction began in early 2018, the area was mostly undeveloped. Together with CenturyLink and Centracom Stadler has installed a fiber backbone to deliver light speed internet access to the Stadler site, the North-West Quadrant and future development.

Stadler worked with local rail provider Salt Lake Garfield and Western (SLGW) to install an industry rail spur connecting the new facility directly to the U.S. national rail network via their services. This connection allows materials from around the world, shipped to receiving ports such as Long Beach or Houston, to be transported directly to the facility via railroad and rolled into the receiving hall for unloading and loading. Stadler also is constructing a 2/3 mile train test track, complete with overhead catenary systems with local contractor Stacy & Witbeck. This test track will be used to commission and test trains as they come off the production line and are moved into dynamic testing. Once testing is complete and the train is accepted, it is shipped to any customer in the USA via the freight line and SLGW.

The new Stadler building is unlike any other production facility. It was designed by Sanders architects with special attention to employees and offers amenities such as radiant floor heating, skylights and generous natural lighting as well as electric vehicle charging stations. Every detail of the building, built by OneWest construction, allows for maximum energy efficiency as well as work efficiency, as the building was modeled after the best features of other Stadler facilities across the world.

From now on, Stadler US is to handle all production of California's electric CalTrain trains at the new facility. On top of the original order for 16 six-car KISS model double-decker electric multiple-unit trains, CalTrain recently signed an option to expand the order to 19 seven-car train sets. Fully assembled in Salt Lake City. Stadler will celebrate the opening of this new building with a Ribbon Cutting and Grand opening ceremony on the afternoon of May 9th, 2019. The facility will then open its doors to the general public for open house days and tours.

"It feels great to permanently take root in Salt Lake City and celebrate the beginning of a new age in railroading. That's what this building represents. We are here to stay!" says Martin Ritter, President and CEO of Stadler US Inc.





Brightlines' Bright Green approaches Fort Lauderdale whilst working the 08:30 West Palm Beach - Miami service on February 27th. Siemens built Charger SCB-40 No. 109 is the lead locomotive. *Laurence Sly*



















- On March 4th, USSC GP40-2 No. 506 and 501 passes Larrimore Road whilst working train No. BT4 from Bryant to Clewiston. *Laurence Sly*
- USSC GP40-2 No. 503 passes Section 20 Road on March 4th whilst working train No. BT1, loaded sugarcane from Bryant to Clewiston. Laurence Sly
- USSC GP38-2 No. 406 drops off a couple of cars at the Belle Glade mill on March 5th.

 Laurence Sly



















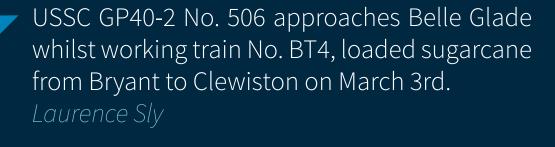


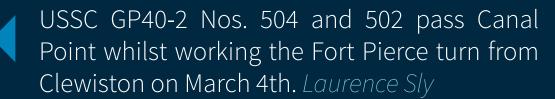












USSC GP40-2 No. 503 passes Larrimore Road whilst working train No. BT1, loaded sugarcane from Bryant to Clewiston on March 3rd.

Laurence Sly







Alstom to provide its train control and signalling solutions for Pune and Mumbai Metro

Alstom has been awarded contracts to equip Mumbai Metro lines 2A, 2B and 7, and Pune Metro lines 1 and 2, with Urbalis 400, Alstom's latest generation of Communications Based Train Control (CBTC) technology. The combined value of the two contracts comes to over €90 million.

The contract for Mumbai Metro, awarded by Delhi Metro Rail Corporation Ltd (DMRC), is to provide the CBTC signalling system as well as a state-of-the-art telecommunication system for the three elevated lines. The combined lengths of lines 2A, 2B and 7 make it one of the most extensive signalling projects in the country. The signalling scope includes design, manufacture, supply, installation, testing and commissioning of Urbalis 400 and includes supply and commissioning of on-board equipment for 63 trains.

The telecommunications scope includes public address systems, passenger information display systems, fibre optic transmission systems, CCTV, and access control systems.

The contract for Pune Metro, awarded by the Maha Metro Rail Corporation Ltd (MMRCL)[1], will see Alstom provide Urbalis 400 for Corridors 1 and 2, to control 31 trains on the 32-kilometre-long stretch, allowing them to run at higher frequencies and speeds in total safety.

"We are proud to have been selected by our customers for these prestigious projects. Our cutting-edge technologies will help enhance the quality of life of the citizens of both Mumbai and Pune and will contribute to the overall development of the cities. We are also proud to be a key partner, via these projects, in the growth of sustainable transportation in the region," said Alain Spohr, Managing Director for India & South Asia.

Both Mumbai and Pune, located in the state of Maharashtra, are among the fastest growing cities in India and are both grappling with issues related to vehicular traffic, air quality and road safety. The prime objective of Mumbai's lines 2 and 7 is to provide mass transit services to those residing in areas not served by the existing suburban rail network. In Pune, CBTC will significantly boost the metro's ability to mitigate air and noise pollution in the city by offering an attractive mass transit alternative.

Urbalis 400 boasts a proven service record in over 30 cities across the world. Constantly upgraded, the solution aids urban operators in maximizing their performance and capacity while requiring standard interlocking for their operational needs. Designed specifically for heavy ridership metros, the system offers a considerable range of functions that improve headway and average speed performance.

[1] Maha Metro Rail Corporation Limited (MMRCL) is a SPV (Special Purpose Vehicle) between Government of India & Government of Maharashtra.





Arriva UK Trains help passengers 'Share a Story' for World Book Day 2019

Free-of-charge railway-inspired stories are being handed out at a number of Arriva railway stations

Arriva train companies have pledged to help address literacy problems within local communities

The initiative forms part of Arriva's commitment to boost social mobility in the UK

On March 7th, World Book Day was celebrated across the UK and this year the theme was 'Share a Story'. Arriva train companies, including Chiltern Railways, Grand Central and Arriva Rail London are supporting World Book Day by handing out free-of-charge railway-inspired stories to encourage commuters to read to their children when they get home.

The books are appropriately themed railway stories and suitable for a range of ages from 2 to 11 years. It includes Stay Safe with Thomas, a new Thomas the Tank Engine book made in collaboration with Network Rail.

Chiltern Railways handed out books at London Marylebone Station, and Arriva Rail London at a number of stations covered including Acton Central, Dalston Junction, Enfield Town, Gospel Oak, New Cross Gate and Wanstead Park. Grand Central gave away free copies to children travelling northbound on their services.

The initiative was part of Arriva's commitment to the National Literacy Trust's Vision for Literacy 2019 Business Pledge, which aims to close the nation's literacy gap and boost social mobility. Arriva train companies have pledged to help address literacy problems within local communities, and the book-giveaway is the start of a series of planned initiatives. It has been coordinated by Arriva's Society & Community Improvement Network, which helps to develop and support locally led community engagement across Arriva's UK train and bus companies.

Chris Burchell, Managing Director, Arriva UK Trains, said: "We're pleased to support the National Literacy Trust in this important campaign to raise literacy levels so that no child should start secondary school behind their peers in reading age. Our Society & Community Improvement Network has done a fantastic job in getting our people behind the campaign. Taking the train is a great opportunity to read, and we're proud to be supporting this campaign that will help the communities we serve."

According to research from Save the Children, the UK economy could be over £32 billion bigger by 2025 if every child left primary school with the reading skills they need[1]. Reading helps children do better at school and go on to have happier lives, with parental involvement having significant benefits.

Jonathan Douglas, Director of the National Literacy Trust, said: "The National Literacy Trust exists to transform lives through literacy, which is why we are thrilled to be partnering with Arriva to bring the joy of books and reading to so many children and young people this World Book Day."
[1] Read On. Get On. (2014) How reading can help children escape poverty. Published by Save the Children on behalf of the Read On. Get On. Campaign.



World News



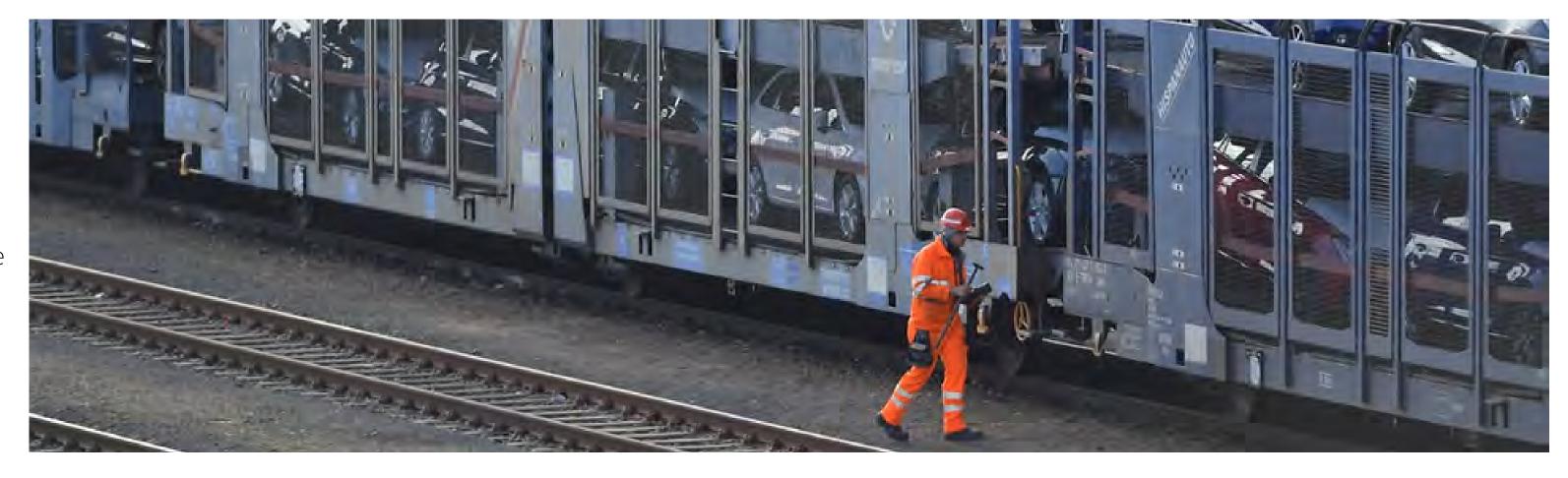
Spanish Shuttle for New Cars

The railway is busy transporting large numbers of cars between Spain and Germany. DB Cargo plays a major role in this, with its Spanish and French subsidiaries and special Hispanauto unit. Well-known manufacturers use rail freight to transport their Spanish-made cars to Germany via France. The same goes for the opposite direction. These car transporters run as many as six times a week.

The new vehicles start their northbound journey near Zaragoza and Pamplona. From there, the cars travel to the French town of Hendaye on the French Atlantic

coast. This service is handled by Renfe, the national rail operator in Spain, on behalf of DB Cargo's subsidiary Transfesa and its specialist car unit, Hispanauto.

In Hendaye, the ECR border team provides the rails. Transfesa switches the wagons from the broad gauge used in Spain (1,674 mm) to the standard gauge used elsewhere in Europe (1,435 mm). This takes place in a hall with two parallel sets of tracks: an outer broad-gauge set with the standard gauge track nested inside it. The wagons are lifted off their bogies so that



the axles and wheels can be replaced. The entire operation takes only a few minutes thanks to the experienced team performing it.

DB Cargo's subsidiary Euro Cargo Rail (ECR) then takes charge of the trains and drives them across France to Forbach, and then on to Mannheim in Germany. From Mannheim, the cars are forwarded to different destinations throughout Europe. The reverse journey is quite similar: Einsiedlerhof station on the outskirts of Kaiserslautern is the starting point, and once

the cars have crossed France, the trains change gauge once again at Hendaye. Carrying models not produced in Spain, the trains have two destinations: Zuera near Zaragoza or Ciempozuelos outside Madrid.

Engineering manager Dominique Casty works in sales at ECR: "This joint undertaking started in January 2019 and over 100 trains have already completed the journey. We started with two shipments per week, but that figure has now risen to six." The trip from Spain to Germany (and back) takes 35 hours



Turkey's Marmaray rail line enters service with Siemens Mobility technology

76 km rail line now in operation
Project connects Gebze in Asia and Halkali in
Europe with commuter, intercity and high speed
trains as well as a freight link
Project features Signaling and Control,
Communications and SCADA systems as well as
CBTC and ERTMS technology

Turkish State Railways has inaugurated revenue service for main phase of the Marmaray project, an initiative to connect the Asia-Europe corridor. As part of the joint venture, constructing this line, Siemens Mobility installed and commissioned the Signaling and Control system, the Communication systems as well as the SCADA system.

The line connects 62 km, including 43 km on the Asian-side of the peninsula and 19 km on the European-side, to the 14 km of tunnel under the Bosphorus Strait. The line will have an overall length of 76 kilometers and allows a mixed commuter, intercity and freight service for the metropolitan area of Istanbul as well as the integration of the Gebze-Halkali section in the Ankara-Istanbul high-speed corridor, providing greater availability to those crossing continents.

More than 75,000 passengers per hour at a two-minute interval during peak travel times are finding their commutes more efficient.

"The Marmaray project signifies Turkey's commitment to intelligent infrastructure that not only reduces transportation's environmental impact on the city and improves quality of life, but also better connects two continents, guaranteeing availability. Siemens Mobility is increasing efficiency and minimizing lead time on a busy continental corridor," stated Michael Peter, CEO Siemens Mobility.

The Marmaray project is one of the pillars of Turkey's ambitious railway investment plan. This phase includes the design and replacement of the rail system in the metropolitan area on both sides of the Istanbul Strait, including the centralization of the Operation Control Center in Maltepe. With its nearly 15 million inhabitants, Istanbul is one of the world's largest cities.

The only previous connections between both parts of the city before the inauguration of the Marmaray tunnel crossing the Bosphorus river were provided by ferries and two bridges for road traffic. In an effort to reduce traffic congestion and improve sustainability, the government is expanding the urban transport infrastructure.

Technologically unique, the line is equipped with both ERTMS (European Railway Traffic Management System) and CBTC (Communication Based Train Control System) systems. The advanced solution provided by Siemens Mobility includes the ERTMS Futur technology already in service on the Turkish Ankara and Konya High Speed line, as well as the CBTC system in service at metros Downtown Line in Singapore.

Siemens Mobility is currently developing signaling projects in Turkey on the Bandirma-Manisa line, Samsun-Kalin, Konya-Karaman-Ulukisla, speed increase in Ankara-Konya, and recently Yerkoy-Sivas; in addition to collaborating in the technical solution of the train vacancy detection systems for the Tekirdag-Muratli lines.



World News



Stadler to deliver 71 new trains for Wales & Borders

Swiss rail-builder, Stadler, is about to kick off the project to supply CITYLINK tram-trains and FLIRT trains for Wales & Borders. The client is Transport for Wales Rail Services. This major contract is for 36 three-car CITYLINK tram-trains and 35 FLIRT (Fast Light Intercity and Regional Train) trains. The CITYLINK three-car tram-trains will use 25 kV as well as battery power. Of the 35 FLIRT units 11 will be diesel-operated and used on South Wales Metro services. The other 24 FLIRT units will be tri-mode, capable of running on diesel, overhead electric wires and battery power. The tri-mode fleet consists of seven three-car and 17 four-car trains. Coming on-stream in 2023, they will be powered by electricity to the north of Cardiff and diesel to the south, providing a cross-city connection. The use of batteries on tram-trains and tri-modes is an innovative and cost-effective way of providing a fully electric, environmentally-friendly service north of Cardiff by enabling 'smart electrification' of the infrastructure.

Stadler already has several contracts in the UK. From this year, 58 new trains will enter service on the Greater Anglia network. Over the next couple of years, 17 new trains will be introduced on the Glasgow Subway and 52 on Merseyrail. Stadler trains first started running in this country

in 2013, and there are now 12 Variobahn trams operating on the Croydon Tramlink network. We delivered seven Class 399 CITYLINK vehicles for the tram network in Sheffield in 2017. Our Class 68 and 88 locomotives, ordered in 2013, are already well established work-horses on the British rail landscape.

Ralf Warwel, UK sales director at Stadler Rail, commented: 'Stadler is delighted to be supplying 71 state-of-the-art new trains for Transport for Wales Rail Services. This order will bolster our presence in Great Britain and we look forward to working with our clients in Wales. With its emphasis on battery power, the project puts us at the forefront of cutting edge, green technology, and we are especially proud of that.'

Kevin Thomas, chief executive officer of Transport for Wales Rail Services, said: 'Our journey has begun and we are all absolutely determined to create a transport network that is fit for the future. It's really exciting to know that Cardiff will see the return of a tram operation for the first time in over 70 years, while the tri-modes being built by Stadler will offer an efficient and cost-effective electric drive and battery operation. 2022 can't come soon enough for us or our passengers.'



World News



Eurotunnel entrusts the mid-life renovation of its Passenger Shuttles to Bombardier Transportation

As part of the 2018-2026 mid-life programme, Eurotunnel signed a contract with Bombardier Transportation to renovate nine "PAX" Shuttles. Composed in total of 254 wagons, each 800-meter long shuttle is made up for passengers' vehicles with passengers remaining in their vehicles during for the 35-minute Channel crossing. In the 25-year period since the opening of the Channel Tunnel, these Shuttles have each travelled an average of 300 round trips per month and have enabled over 236 million passengers to travel very comfortably between France and Great-Britain.

The contract is valued at €150 million (\$171 million) over a period of seven years. Deliveries of the newly refurbished Shuttles will start in mid-2022 and continue until mid-2026. Teams from Bombardier France and Belgium originally designed and built these unique vehicles in the 90's and launched Bombardier's activities in France. This year, the company celebrates 30 years since its establishment at the Crespin facility in the Hauts-de-France Region.

"Mobility technology leader Bombardier brings its expertise and experience to Eurotunnel to renovate the shuttles it uses in the Channel Tunnel. This project, the largest in Europe in terms of scope and ambition, marks a milestone in the development of our refurbishment activities and places Bombardier as the leader of this market in France. As well as their own know-how, our French teams will be able to tap into the overall engineering expertise and processes across the Bombardier group to make a success of this unique project" said Laurent Bouyer, President of Bombardier Transportation France.

"Eurotunnel has chosen to put its trust in Bombardier Transportation for the renovation of its Passenger Shuttles. We are celebrating 25 years of operation of these unique Shuttles that were built 30 years ago. This strategic investment, our most important in 25 years, allows Eurotunnel to maintain the highest level of quality service and to affirm trust in its long-term perspectives", said François Gauthey, Deputy Chief Executive Officer of the Group.

Bombardier will be responsible for the renovation of 26 wagons on each of the nine Shuttles, including 12 single-deck carriages for coaches, minibuses, caravans and vehicles over 1.85 meters high, 12 double-deck carriages for cars and motorcycles, and 2 double-deck loader wagons, in addition to two spare loader wagons. As project technical advisor, Bombardier will lead the integration and renovation operations except for the single-deck loaders and will lead on engineering design and procurement for onboard equipment.

Eurotunnel will undertake design and procurement of key equipment such as brakes, doors, fire doors, fire detection, HVAC and the double-deck loaders. Eurotunnel will manage the homologation process of the renovated Shuttles with the appropriate authorities. Bombardier will provide the technical support to prepare the required documentation.





Alstom delivers interlocking signalling system to Maghagha station in Egypt

Alstom has successfully supplied, tested and put into commercial operation the computer-based interlocking signalling system Smartlock 400 for Maghagha's main railway station. This is the second section of the Beni Suef-Asyut line to enter service with Alstom's interlocking signalling system, following the commissioning of Abu Qurgas station at the end of 2018.



In 2015 Alstom was awarded a contract by Egyptian National Railways (ENR) to supply signalling equipment for the Beni Suef-Asyut line in Egypt. The regional railway line running between Beni Suef and Asyut is 240 kilometres long. Alstom will replace the existing electromechanical interlocking solution.

"We are very pleased to achieve this new project milestone which will ensure higher system availability and greater safety," said Raphael Bernardelli, MD North & Central Africa at Alstom.

Smartlock 400 is the latest evolution in Alstom's Smartlock family and benefits from 30 years of worldwide return on experience. It is suited for all railway topologies with a centralised or distributed architecture and is applicable for both new and existing installations. The technology offers very high reliability and operational functionality, maximising safety and punctuality.

Alstom is present in Egypt with 380 employees and has been a partner of the country for more than 30 years, providing a broad range of solutions, from trains to infrastructure, signalling and services. The company's involvement with the Cairo metro dates to the early 1980s.



Northern UK franchise has awarded CAF the installation of the System to provide Real Time Remote Monitoring and CBM (Condition Based Maintenance). The project scope is the supply of Real Time and Advanced Analytics Functionalities for the 101 regional trains Civity UK Platform that CAF has begun to deliver and for the Legacy Fleet Class 170 and 158. The total monitored cars add up to a total amount of 431.

LeadMind is CAF digital platform that offers a new generation of connected trains and more competitive services for operators and maintainers of the railway industry through the collection, storage, processing and analysis. It is a modular, open and scalable product, customizable to the needs of the client that presents the information in a friendly format to support decision making process.

This client joins others such: Euskotren, Trenitalia, Metro de Santiago, SAR, Amsterdam Tramway (GVB) or Tranvía Zaragoza, among others, which already have LeadMind solution in their fleets.



World News



The fuel used to fire furnaces in Singen, a city in southwest Germany, travels through three countries to get there. Fuel coke has virtually disappeared as a means of heating homes, but it is still used to produce a range of modern materials in the industrial sector.

The end user of Polish fuel coke is Fondium, a company formerly known as Georg Fischer, which produces aluminium, magnesium and iron cast goods for the auto industry and other applications at its sites in Singen and Mettmann in the German state of North Rhine-Westphalia. Coke generates a similar level of heat as coal, which it is produced from, but it emits less smoke and soot, and it also contains less sulphur. Its chemical profile improves the quality of the resulting molten metal.

Fondium opted to have its fuel delivered by train after parallel test runs with lorries were unable to maintain the same quality as DB Cargo's services. The company was impressed by the timeliness of DB Cargo's deliveries.

The transport chain begins at a Polish coking plant in Częstochowa, not far from Katowice, where containers are loaded onto the wagons of a local rail operator. They first head to Ostrava in the Czech Republic, and then on to the German border town of Bad Schandau, southeast of Dresden. DB Cargo takes over transportation duties from there and hauls the



groups, normally consisting of five to ten wagons, to the rail terminal in Singen. Lorries are used only for the final stretch from the terminal to what was formerly the Georg Fischer factory.

The main contact for this undertaking is Regensburg-based intermodal and bulk goods specialist NYYLO, which has handed off similar Sweden-bound transports to DB Cargo for many years. The freight is transported in 30-foot open-top containers.



From the UK

East Lancashire Railway

The East Lancashire Railway is a 12 1/2-mile (20 km) heritage railway line in north west England which runs between Heywood in Greater Manchester and Rawtenstall (Lancashire). In early March the line held their Spring Steam Gala with quite a few visiting locos that drew in the crowds.

- Caledonian Railway Class 2P No. 419 and BR Class 3F No. 52322 approach Summerseat station on March 8th. *Alan Naylor*
- BR Class 2MT No. 78018 pulls away from Summerseat station heading towards Ramsbottom during the Spring Steam Gala on March 8th. *Alan Naylor*
- Former Austerity 0-6-0 No. 107, rebuilt as a tender locomotive and renumbered No. 2890 sits in Bury Bolton Street station awaiting its next duty on March 8th. *Steve Stepney*

























