

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 above.

All images should be provided at a resolution of at least 2400px x 1700px at 240dpi.



Welcome to Issue 168Xtra

With summer drawing to a close, those long dark nights and chilling temperatures starting to take effect, we are resigned to the fact that 2020 has been a write off as far as travel plans are concerned. Lets all hope for a better 2021.

We start this month with a strange news item from Japan where the East Japan Railway is testing the use of high speed passenger trains to move fresh fish from Sendai to Tokyo. The trial began on August 26th, with fish caught off the coast near Ishinomaki early in the morning being transported aboard Yamabiko 136, which departed from Sendai at 10:41 and arrived in Tokyo at 12:48. The fish were destined for customers in central Tokyo, including restaurants in the shopping complex within Tokyo station. This is not the first case of foodstuffs being transported by the high speed rail network, as fresh fish, fruit and vegetables have been moved on Joetsu Shinkansen trains between Niigata and Tokyo since January 17th. Trains leave Niigata at 10:17 every Friday, with the fish reaching a Hoodison store in Shinjuku station at around 14:30. (*Those of a certain age here in the UK will remember the 'Fish Vans' from decades ago.)*

In Hungary, where current rail passenger numbers have fallen dramatically, MÁV-Start has called tenders for an initial 20 bi-mode multiple-units with an option for 30 more. The trains will have to be able to operate in 25kV 50Hz electric mode and be capable of using battery power for up to 80 km at a speed of 100km/h. The winning bidder will be expected to supply 20 trainsets with 200 seats; the optional 30 sets would have 150 seats. Of the initial batch of 20, the operator intends to use 10 on the Budapest – Balatonfüred - Tapolca route, serving the popular tourist region around the northern shore of Lake Balaton. The route is currently undergoing electrification between Székesfehérvár and Balatonfüred. MÁV-Start envisages using the other 10 trainsets on the Budapest - Lajosmizse suburban route, upgrading and electrification of which was announced by the government on August 14th.
The first bi-mode trainsets are expected to enter service during 2023–24. The optional 30 could enter traffic by 2029 on longer distance routes including Győr – Szombathely and Győr – Pécs. This would enable MÁV-Start to redeploy its Siemens Desiro DMUs.

And in Germany, open access operator FlixTrain has been able to step up its low-cost services from August 13th, when a fourth set of refurbished coaches was put into operation on its Hamburg – Köln route, and is now lengthening trains as additional vehicles arrive. Having suspended all services during the coronavirus pandemic, FlixTrain began a cautious return on July 24th, deploying one train on each of its Berlin – Köln and Hamburg – Köln routes. Following the withdrawal of former operating partner RDC Deutschland, the bus-rail promoter FlixMobility has acquired its own rolling stock with the backing of leasing company Railpool. The vehicles are being refurbished by Talbot Rail Services at Aachen before entering service.
Berlin – Köln trains are now being operated for FlixMobility by Horb-based charter operator SVG, while the Hamburg – Köln route is being run by IGE from Hersbruck. 'We have gained two very strong partners whose expertise in rail transport, together with us as a tech group, will create a strong offering for travellers', explained Fabian Stenger, Managing Director of FlixTrain DACH. 'We are looking forward to a long-term co-operation.'
Pointing out that 'the federal government's goal is to double the number of passengers using rail transport by 2030', Dr Tamara Zieschang, State Secretary at the Federal Ministry of Transport & Digital Infrastructure, said 'providers such as FlixTrain are ensuring competition on the railways. This is good for the passengers above all, because everyone can choose the most attractive offer from a wider range of services.'

Until next month

David

This Page

Class 189.822, formerly in use as a Siemens test loco but now purchased by DB Cargo, brings a rake of tanks into Köln Gremberg on July 23rd. *Anton Kendall*

Front Cover

A RENFE Class 502 DMU passes Port Saplaya whilst working the 16:15 Caudiel - Valencia Nord service on July 7th. *Laurence Sly*



A textbook shot of Class 162.036 standing at Praha hlavni nadrazi on August 9th. *Mark Torkington*

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With Thanks

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Two of Transperth's 'A' series EMU's are seen approaching the terminus at Thornlie with a mid morning Perth to Thornlie service. *Colin Gildersleve*

Aurizon's No. ACB4406, fresh out of storage brings train No. 3430 through Thornlie with empty Sulphur containers heading for Kwinana. *Colin Gildersleve*



Aurizon narrow gauge No. S3306 passes the Wellard loop with loaded bauxite wagons for the smelter at Kwinana, an empty train is waiting in the loop for a clear passage on the single line. *Colin Gildersleve*

Watco Australia's Nos. FL220 and G511 pass the loop at North Coogee with train No. 3142 Forrestfield to Fremantle Container Port containing containerised grain. *Colin Gildersleve*

Czech Republic

KZC owned Class 749.253 sits at Mseno with the weekend excursion train back to Prague on August 8th.
Mark Torkington

Complications of operation on the line from Prague to Beroun

With effect until October 3rd 2020, the operation of freight trains on electric traction between Prague and Beroun through the Berounka valley through Karlštejn is forbidden by the Railway Administration.

Freight trains with electric locomotives are not allowed to run on this line between 5 am and 7 pm. The reason is the poor technical condition of the tracks and the limited current capacity of the substations after the failure of the traction converter station in Chuchle.

This ban issued by the Railway Administration significantly complicated rail freight transport in the whole of northwestern Bohemia, as operation on the line from Chomutov to Cheb is stopped at the same time due to repairs on the line between Hájek and Dalovice.

The Railway Administration apologizes to all customers whose transport is affected by the above-mentioned ban.

Photo: ©CD Cargo



Czech Republic

Class 242.245 arrives at Jindrichuv Hradec on August 7th with a service to Brno. *Mark Torkington*

CD Cargo arranges the transport of a transformer to Slovakia

Heavy consignments are no problem for ČD Cargo. The proof is the transport of 163 tons of a heavy transformer from Plzen to the Kalná nad Hronom station realized for the company Felbermayr Transport - und Hebetechnik.

In Plzen, on the siding in Doudlevce, the transformer was loaded on Thursday, August 20th, and was transported to the destination station in Slovakia on Sunday, August 23rd, in the afternoon. The transformer will be used at the nuclear power plant in Mochovce.

The entire transport, including the Slovak section, was provided by ČD Cargo. In Slovakia the transport was realized under license of the 100% subsidiary of ČD Cargo - CD Cargo Slovakia.

Photo: ©CD Cargo



Czech Republic

A local line runs from Tábor to Bechyně, which is electrified with 1.5kv DC. It was the first electric operated railway line in the Czech Republic and has a special position in the CD network. There are plans to align the route with the rest of the electricity system 25kv AC. On August 6th, Class 113.001, in heritage livery, departs Tabor with train No. Os28406 to Bechyně. *Thomas Niederl*

Czech Republic

Heritage single cabbed electric Class 113.003 runs across the joint road - rail bridge at Bechyne with the hourly departure to Tabor on August 7th.
Mark Torkington

Czech Republic

On August 6th, Class 362.113 passes the station of Heřmaničky hauling the Rychlik train No. R711 from Praha-Holešovice to České Budějovice. The station of Heřmaničky is the last one in Czech Republic where semaphore signals are used on an electrified line!
Thomas Niederl

Czech Republic

On August 6th, Class 362.158 passes Střezimíř with train No. Ex535 'Jižní expres' on the way from Praha to České Budějovice. *Thomas Niederl*



Czech Republic

Class 242.254 has stopped at Ševětín station with the local passenger train No. Os 8215 and awaits an on-coming express train. *Thomas Niederl*

Czech Republic

Class 754.078 passes the station of Suchdol nad Lužnicí with train No. R707 'Lužnice'. Since December 2019, four of the Praha - České Budějovice express trains are now running from Veselí nad Lužnicí to České Velenice, the border station to Austria. instead of České Budějovice. The line is not electrified, so, at Veselí nad Lužnicí a Class 754 'Brejlovec' takes over.
Thomas Niederl



Czech Republic

The railway line through the Sazava Valley, only a few kilometres south of Prague, is very popular with Prague day trippers on weekends. While the Regionova rail buses are sufficient on weekdays, old diesel locomotives and double-decker cars must be used on weekends. On August 8th, 'Bardotka' Class 749.264 is seen here near the halt of Pecerady with a morning service. *Thomas Niederl*



CZ LOKO launches hourly locomotive rental service

The company CZ LOKO, known primarily as a major manufacturer of diesel-electric locomotives and special traction vehicles, also offers a number of additional services - from providing a complete service of the vehicle and locomotive fleet to its financing. Now CZ LOKO has decided to enter the field of short-term locomotive rentals.

The service provided by EasyRent, previously operated, is called EffiRent. In the pilot phase, a modern two-system electric locomotive of the EffiLiner 3000 type, 365 series, is available for this purpose, which is approved for freight wagons in the Czech Republic, Slovakia and Hungary.

"We often meet with customers the requirement that they need to quickly rent a locomotive for one or two days, and this flexible service is intended for them," says Jan Kutálek, sales director of CZ LOKO.

Thanks to the EffiRent service, carriers have the opportunity to react more flexibly to a sudden increase in transport performance and at the same time test the benefits of a modern electric locomotive at a specific output.

The basic hourly rental rate starts at 70 EUR and the exact amount depends on the volume of services provided. An interesting choice for operators is the possibility of ordering a locomotive together with a driver trained in this series.

Czech Republic

The company KZC offers a heritage train on summer weekends on the Sazava Valley line. ‘Veľký Hektor’ No. T498.1190 is seen here on the Zampach Viadukt near Jilové u Prahy with train No. Sp1282. *Thomas Niederl*

Czech Republic

CD Class 754.051 is seen with train No. Os9211 from Praha at Ledečko. This train is loco hauled on weekends due to high passenger numbers.
Thomas Niederl

KZC Class 749. 259 is in the process of running round at Beroun with the KZC weekend excursion train to Rakovnik on August 9th. *Mark Torkington*

Rail transport with China on the 'New Silk Road' is growing strongly

The train has the goods at the destination in half the time than by sea

The logistics company ČD Cargo Logistics, a 100% subsidiary of the largest domestic railway carrier ČD Cargo, is experiencing strong growth in demand for rail transport of goods between the Czech Republic and China, and vice versa along the 'New Silk Road.' Among other things, the company ČD Cargo Logistics has successfully transported medical devices by several integrated trains from China for the Ministries of the Interior of the Czech Republic and Slovakia and is ready to provide further transport of medical equipment.

ČD Cargo Logistics has been providing rail transport on the 'New Silk Road' for more than 5 years. The railway connection with Asia is mainly used for the transport of electronics, car parts and other consumer goods. In these commodities, rail transport on the 'New Silk Road' has become an equal competition to slower sea and more costly air transport. In recent months, ČD Cargo Logistics has seen increased demand, especially for the export of wood in containers to China.

" We are able to respond flexibly to the demand for fast transport from Czech timber exporters and thus gain new customers who previously used slower ships, " says Ivan Bednárik, Chairman of the Board of ČD Cargo and Chairman of the Supervisory Board of ČD Cargo Logistics.

ČD Cargo Logistics, in cooperation with Russian and Chinese partners, offers transport not only in complete container trains, but also the transport of individual container shipments (FCL) and piece shipments (LCL). Transportation on the 'New Silk Road' takes 16 - 20 days, while shipping twice as long.

"In the case of ensuring the transport of goods within the 'New Silk Road', we provide Czech exporters and importers with a wide range of logistics services. We can name securing containers, tracking the shipment during the transport, customs clearance, collection and delivery of the shipment, including securing the Door - Door at both ends of the transport.

ČD Cargo's own transport performance represents only a small part, which is why our subsidiary ČD Cargo Logistics, which has long specialized in providing a complete logistics service, deals with this service, explains Ivan Bednárik. "Compared to maritime transport, the undeniable advantage of the railway is that we do not only focus on large ports in China, but we also offer rail connections to many other destinations in China, Kazakhstan, Uzbekistan or Russia," adds Ivan Bednárik.

Czech Republic

JHMD narrow gauge Class 705.919 pulls into Obratan close to sunset on August 6th. *Mark Torkington*

Another success in Germany

From September, CD Cargo Germany GmbH, the 100% subsidiary of ČD Cargo, will provide transport of pipes from Hamm to the port of Antwerp. The pipes are intended for the British market.

A test loading took place in Hamm in August, and after its evaluation, the contract for the provision of up to eight complete trains was awarded to CD Cargo Germany GmbH.

Photo: © CD Cargo



Czech Republic

Trains in Pardubice Will Be Faster and Quieter

Správa železnic has signed a contract for the modernisation of the Pardubice railway junction. The local main station will be fully barrier-free after the reconstruction. Trains will become noticeably silencer and faster by passing through the station. The construction also includes a barrier-free overhead foot bridge, which connects the station forecourt area with four platforms and the southern part of the city. The first planned possessions will begin on 6 September; the construction schedule is planned till October 2024.

“The modernised station for more than six billion crowns will ensure not only higher safety of railway transport but also significantly higher comfort for passengers. They will be able to use new station furniture or an information system that fully complies with established standards of modern travel. Passengers will certainly also appreciate the reconstructed pedestrian underpasses with elevators or escalators, thanks to which they will get comfortably to their train,” says Jiří Svoboda, Director General of Správa železnic.

The track facility, including the railway superstructure and substructure, as well as the traffic control worksite will also undergo a comprehensive modernisation. The proposed solution will prospectively enable a connection with the Chrudim – Pardubice-Rosice nad Labem line without setting-back track. The new station interlocking equipment will ensure higher safety. It will be controlled by dispatchers from the Traffic Control Centre in Prague. As a part of the construction at the Pardubice main railway station is planned also extension of the European Traffic Control System (ETCS) and the system modification for Automatic Train Operation (ATO). Thanks to these modifications, the line speed in the station will increase up to 160 km/h. At present, it is 100 km/h on the main running tracks, even only 40 km/h in the direction of Rosice nad Labem. In addition, the train running will be noticeably quieter, thanks to the use of flexible rail fastening to the sleepers.

During construction existing platforms will be modernised and one new platform will be built, including the provision of barrier-free access. All platforms will be at a height of 550 mm above the top of the rail, i.e. at flooring level of modern railway cars, which will considerably facilitate boarding and getting off from the train. The station will also be equipped with a new orientation system, radio and sound beacons for the sightless.

The total investment costs of the action, with the title Modernisation of the Pardubice railway junction, state CZK 6,365,944,040 without VAT. The maximum amount of EU funding may reach up to 85 % of the available eligible costs. European Union will co-finance the project from the program Connecting Europe Facility (CEF). National funding will be provided by Státní fond dopravní infrastruktury (State Fund for Transport Infrastructure). The contractor of the construction will be the company Společnost Pardubice, which consists of the companies EUROVIA CS, Chládek and Tintěra, Elektrizace železnic Praha and GJW Praha.

PARS NOVA, A ŠKODA TRANSPORTATION GROUP MEMBER IS PREPARING INVESTMENTS AMOUNTING TO ALMOST HALF A BILLION CROWNS

Throughout the next four years, Pars Nova, a Škoda Transportation group member, is going to invest CZK 460 million in its production facility. These investments will be directed to expanding the production capacity by 35% compared to the present, including a further technological modernization of the complex. The Škoda Transportation Group thus continues investing billions in improving its production bases.

“We are succeeding in fulfilling our long-term strategy and as part of this, we are also increasing the production capacity. In addition to massive investments in Ostrava and Pilzen, we are now preparing to invest almost half a billion for capacity increase purposes and for modernizing the premises in the Šumperk company Pars nova. With the capacity expanding, new employees are going to be recruited as well,” says Chairman of the Board of Directors and President of the Škoda Transportation Group, Petr Brzezina. In Pilsen, Škoda Transportation has already commenced constructing a new production and testing facility, and thanks to expanding it for more than 800 million crowns, it will gradually hire more than a thousand new employees. The Ostrava-based Škoda Vagonka company is going to expand and double its area. There will be, e.g. a new paint shop, a modern machining centre or production lines will be built.

Under its new owner, the PPF Group, Škoda is experiencing a period of significant growth given the recently acquired orders. “Thanks to our business success, we have prepared contracts worth approximately 65 billion crowns ready to be implemented,“ as Petr Brzezina specifies.

Thanks to this, the company is able to massively invest into increasing the capacity of production, development, research and the related recruitment of new employees. The Škoda Group is one of the technological leaders in its expertise area providing sophisticated production with a high added value in places where it is operating.

Pars Nova is awaiting significant investment as well. “We need to significantly increase production capacity and to innovate technology in order to satisfy the growing demand for modernizations, repairs and also due to further working within the Škoda Transportation Group, “ says Aleš Měrka, CEO and member of the Board of Directors of Pars nova further adding: “Investment construction in our company started with extending the test room and acceptance hall, which we plan to complete by the end of this year. We have also started to comprehensively modernize operations in the main production hall and are preparing investments into a new chassis and wheelhouse repair shop. Investing this way, we aim to acquire up to seventeen new track stands including a new chassis repair line.”

Within the following years, a modern comprehensive workplace labelled “New Chassis site” (orig.: Nová podvozkárna) will be erected. Already within this year, it will be equipped with two sliders in a first phase, a 300m long track or a new continuous chassis washing machine. In 2021, we are going to install a new wheelset CNC lathe, a wheelset press and construct a specialized workplace for assembling bearings and a defectoscopy center.

The “New Chassis site” will be completed in 2022 by installing a separate paint shop and a blasting box. Furthermore, investments into a full-scale production facility site are being prepared in Šumperk, such as the traction motor repair shops, electronics repair shops and into the technology of preparation and division of material for producing spare parts.

Pars nova has been present in Šumperk for more than 70 years operating in the field of modernizing, repairing, as well as producing new rail vehicles and it is currently employing about 700 employees. Pars nova is providing technically and economically interesting solutions increasing efficiency, safety and travel comfort on rails as well as public transport. Throughout the company history, several thousands of vehicles have passed through the Pars nova production halls, which themselves will be significantly modernized and repaired.

On July 31st, Wiener Lokalbahnen Cargo Class 193.223 crosses the Fränkische Saale in Gemünden am Main with a container shuttle from Enns (A) to Hamburg-Waltershof Dradenau. *Erik de Zeeuw*

Vossloh built and Europort owned No. 4015 approaches Gemünden am Main with a full rake of LPG tanks on July 15th. *Anton Kendall*

DB Class 152.138-4 heads south through Harrbach with a rake of covered car carriers on July 14th. *Anton Kendall*

SBB International Class 482.010-6 heads south through Wiesental on July 22nd. *Anton Kendall*

Class 212.229, showing its original number of V100.2299 and operated by VEB, hauls an Amprion transformer wagon through Gemünden am Main on July 15th. *Anton Kendall*



Germany

Once a day there is a connection without changing from Luxembourg via Trier, Koblenz, Bonn and Cologne to Düsseldorf. CFL Kiss trainset No. 2304 (built by Stadler) passes at the height of Hammerstein on August 4th. *Erik de Zeeuw*

On the right bank of the Rhine, train No. 43151 powered by TXLOGISTIK Class 193.275 passes Linz am Rhine with a KLV (combined cargo traffic) from Cologne Eifeltor to Verona Quadrante Europe (Italy) on August 4th. *Erik de Zeeuw*

DB Class 185.191-4 and classmate 185.143-5 head off after a stop with steel train No. 60715 from Oberhausen-West to Koblenz-Lützel Nord. In the background the Solvay-Factory/Bad Hönningen and 'Arenfels Castle' can be seen. *Erik de Zeeuw*







On August 4th, a southbound tanker train lead by Bayernbahn Class 139.309-9 passes Linz am Rhein heading towards Koblenz..
Erik de Zeeuw

New Streetcars for Jena – Stadler Wins EU Tender

Stadler has received an order from Jenaer Nahverkehr for the delivery of 24 streetcars of the TRAMLINK type with an option for up to 19 additional vehicles. The order for the new vehicles also includes a framework contract for maintenance and spare parts supply for the vehicles over a period of 24 years with an optional extension for a further 8 years. Jena's local public transport company has awarded Stadler the contract for the delivery of 24 streetcars with an option for up to 19 additional TRAMLINK vehicles. In addition, Stadler will take over the maintenance of the streetcars for 24 years with an optional extension of up to 8 more years. The metre-gauge streetcars are designed to meet the needs of the city of Jena and its passengers in equal measure. The supply contract includes streetcars in two different vehicle lengths. 16 vehicles are designed in seven sections and, with a vehicle length of around 42 metres, offer space for 234 passengers, 75 of whom are seated.

There are five seats for wheelchair users in the three multifunctional areas. Eight vehicles are designed as five-section streetcars and, with a vehicle length of 32 metres, have space for 174 passengers with 46 seats. In the shorter version, there are two multifunctional areas with a total of four wheelchair spaces. The low-floor vehicles are equipped with five or six doors on each side. The modern passenger information system is visible from every seat. The customised design improves accessibility for people with reduced mobility and guarantees safety and comfort for passengers and drivers alike.

"The new trains are an important investment for public transport and for the climate-friendly future of our city on the Saale. In the long term, they will ensure the environmentally-friendly mobility of our residents – with sufficient space and heightened comfort. The TRAMLINK is a modern and modular multi-joint streetcar vehicle. It is characterised by an innovative axle bogie, which enables a quiet and comfortable ride", says Steffen Gundermann, Managing Director of Jena's local public transport system.

"We are delighted with the order from Jenaer Nahverkehr GmbH. The TRAMLINK is a tried-and-tested streetcar vehicle that is successfully in operation in four countries. Its high degree of adaptability to the existing infrastructure and its respective needs makes it a particularly attractive vehicle for inner-city transport", says Patrick Sefzik, Head of Sales for streetcars, light rail vehicles and subway trains at Stadler. "In the case of the streetcars for Jena, special attention was paid to reducing energy consumption. For example, the car body structure is made of high-strength stainless steel and the large panes of the passenger compartment are double-glazed for better insulation", says Christoph Klaes, head of Stadler's LRV and Metro product segment. The total volume of the order without options is around 92 million euros. Around 23.4 million euros of this will come from the European Fund for Regional Development. An additional approximately 21 million euros are to come from state funds. The first streetcars are to go into passenger service from 2023.



Germany

On August 18th, ThyssenKrupp No. 543 rushes past the picturesque Angertal with an empty lime train from Ratingen heading to ‘Rheinkalk’ in Wülfrath. *Erik de Zeeuw*

On August 18th, on its way to Hüttenwerke Krupp Mannesmann, ECR Class 077.028-4 passes Stadtwerke Duisburg AG HKW III. This is a power plant for combined heat and power and has a capacity of 279 megawatts (electrical) and 255 megawatts (thermal). *Erik de Zeeuw*

DB BBG Class 225.010-8 enjoys a well-deserved vacation at the DB workshop in Duisburg on August 18th.
Erik de Zeeuw







Class 193.838-0, owned by EGP, brings a rake of covered car carriers through Harrbach on July 14th. *Anton Kendall*

Germany

A rake of tankers pulled by CFL Cargo's No. 4016 runs through Leutesdorf as train No. 47679 from Luxembourg Secteur Triage to Cologne Eifeltor on August 4th. The locomotive gives publicity to the Night Festival 'light & more'. *Erik de Zeeuw*

A view and coffee included: DB opens its first co-working area at Berlin Hbf

More than 100 workplaces can be booked flexibly via app
Nationwide network of coworking spaces planned

Deutsche Bahn (DB) is opening its "everyworks" co-working area at Berlin Hbf to all travellers, commuters and station visitors. Interested parties can immediately book a job at short notice using an app and bill to the minute.

"Flexible, self-determined work is becoming more and more important these days. Our co-working offer is our answer to the rapidly growing demand and changing office models. We are convinced that everyworks will also be well received in the Corona period. Berlin Central Station as a location is ideal as a central, highly frequented mobility hub. In the future, we want to offer coworking at other stations, "said Dr. Meike Niedbal, Head of "Smart City" at DB Station & Service AG.

DB's first coworking offer offers a total of around 300 workplaces on 1,500 square meters on the 10th floor of Berlin Central Station. The entrance is on Europaplatz. Customers use their own end devices, but can borrow different charging cables if necessary. WLAN is available on the entire area. For undisturbed phone calls, there are telephone boxes as a retreat. Particularly concentrated work is possible in the so-called focus area.

And here's how it works: The "everyworks" app can be downloaded free of charge from the Apple Store and Google Play Store and enables access to one of 115 workstations that can be booked flexibly with just a few clicks. After successful registration, customers can book a so-called minute seat. It costs 16 cents per minute to open. Check-in takes place on the ground floor. Visitors are given five minutes on their time account to find a suitable seat. Coffee, tea and water are included during the stay. In addition to the minute seats, customers can also rent meeting rooms equipped with screens and whiteboards. There are also around 150 additional workplaces available for long-term tenants. Minute Seat users have access to the area from 8:30 a.m. to 6:00 p.m., and the co-working area is open around the clock for office tenants.

Of course, DB has taken extensive measures to protect against Corona in the co-working area, including a reduced occupancy of the workplaces. Co-working at train stations is a project of the "Smart City" initiative at DB. Smart City aims to provide environmentally friendly offers for a sustainable city and good networking of transport infrastructure and mobility. In the long term, further co-working offers are to follow at central train stations.

Germany

Class 202.743-1 hauls a rail grinder through Gemünden am Main on July 15th. *Anton Kendall*

On the line RE4 from Aachen Hbf to Dortmund Hbf a DB Dosto (double deck) composition is on its way, pushed by Class 111.096 at Beckrath on July 23rd. *Erik de Zeeuw*

At the height of Beckrath, Lineas Class 186.451 is on its way from Duisburg (D) to Hermalle-Sous-Huy (B) with an empty lime train on July 23rd. *Erik de Zeeuw*







RheinCargo Class 185 603-8 is seen near Gambach with a set of tankers working a service from Hamburg Waltershof-Dradenau to Fürth on July 31st. *Erik de Zeeuw*

Federal Transport Minister Scheuer and DB launch the digital rail flagship project

Financing agreement digital node Stuttgart signed between the federal government and DB
Region benefits from more and more reliable offers in local and long-distance transport and on the S-Bahn
Pilot project for Germany

Federal Transport Minister Andreas Scheuer and DB Infrastructure Director Ronald Pofalla have started a showcase project for digital rail: the Stuttgart metropolitan region will be the first digitized rail hub in Germany. Investments totaling 462.5 million euros are estimated by 2025.

Federal Minister of Transport Andreas Scheuer: "The digital showcase project for the highly efficient rail traffic of the future starts! The major construction work in, around and to Stuttgart is pushing digitization. We are installing the latest digital technology at the Stuttgart hub so that more trains can run better on the network. The travellers will be more reliable, more punctual and more efficient. We are picking up speed with the project: from a railway in analogue format to digital rail in Germany. "

DB Infrastructure Board Member Ronald Pofalla: "The new Stuttgart rail hub is a milestone for the German cycle and for the region. On the main S-Bahn route alone, we will be 20 percent more efficient. Stuttgart will be digitized as one of the first major rail hubs worldwide. What we are developing here will become an important reference for German innovation. "



From 2025, long-distance, regional and S-Bahn trains will run in the Stuttgart node on a network equipped with the latest digital technology. In addition to the new main train station and other stations, routes with a scope of more than 100 kilometres will initially be equipped with digital interlockings, the ETCS train control system and highly automated driving operations.
The Stuttgart node is one of three pilot projects from the "Starter Package Digital Rail Germany", with which the BMVI and DB are promoting the nationwide route equipment with digital technology.

The other projects are the high-speed route Cologne – Rhine / Main and the trans-European "Scandinavia-Mediterranean" corridor. The goals are more capacity and better quality in the network.

In addition, Scheuer and Pofalla sign a new framework financing agreement together with BMF State Secretary Rolf Bösinger. The aim is to make investments in the railways even more efficient and practicable, even with special programs. Examples are digitization measures or funding programs to make train stations accessible more quickly.

A RheinCargo light engine move consisting of Class 185.606-1 and classmate 185.589-9 (in advertising livery: 'Reformation Luther' / 'In the beginning was the Word') passes Gambach northbound on July 31st. *Erik de Zeeuw*

Near Wernfeld on July 31st, TXLOGISTIK Class 193.552 'Responsibility Driven' passes by with KLV train No.43154 from Verona Quadrante Europa (I) to Cologne (D). *Erik de Zeeuw*

Federal Transport Minister Scheuer and Deutsche Bahn start an immediate program for attractive train stations

Program **also supports small and medium-sized regional craft businesses throughout Germany**

Nationwide, 167 train stations will be refreshed this year. The BMVI is making 40 million euros available to Deutsche Bahn for this purpose. The funds come from the federal government's economic stimulus package to strengthen the German economy and combat the consequences of corona.

Federal Transport Minister Andreas Scheuer : "More attractive train stations, strong craftsmanship, secure jobs. That is the core of our immediate program. We promote small measures with a big impact at 167 stations across Germany. Painters, scaffolders, electricians and other local handicraft businesses can get started right away: for example with new stair coverings, better accessibility, more comfortable waiting areas, new information systems and more efficient heating and lighting systems. The winners are our medium-sized businesses and rail customers. "

DB Infrastructure Board Member Ronald Pofalla: "Strong rails include attractive train stations. We are really getting off to a flying start with the federal economic stimulus program and are beautifying 167 stations in no time. The craft businesses can start immediately. Travellers and visitors will benefit from a higher quality of stay and better information from the end of the year. "

Numerous train stations in Germany benefit and the following work is funded with the immediate program:

- Replacement of wall / floor coverings, paint and facades
- Renewal of stairs, entrances, fences and roofs
- Adding seating and waiting options
- Removal of graffiti and other damage caused by vandalism
- Expansion of traveler information
- Further expansion of accessibility
- Energetic renovation, e.g. conversion to LED lighting or replacement of heating systems



The work is being commissioned by Deutsche Bahn.

Germany

DB Class 185.179-9 follows the Rhine upstream to Mannheim passing here at Hammerstein on August 4th. *Erik de Zeeuw*

BoxXpress Class 193.701 passes Feldkirchen with a container shuttle from München Riem Ubf to Rotterdam-Waalhaven south on August 4th.
Erik de Zeeuw

BLS' Class 475.414-9 hauls a Wetron intermodal train in the early morning light through Graben-Neudorf Nord on July 22nd. *Anton Kendall*

Germany

ELL's Class 193.201-1 hauls a grain train through Gemünden am Main on July 14th.
Anton Kendall



On August 4th, SBB Cargo International Class 482.000-7 passes the pilgrimage church in Leutesdorf with Hupac train No. 43742 from Novara Boschetto Terminal Intermodali (Italy) to Cologne Eiffeltor (Germany). Construction of the church started in 1647 and the church was consecrated in 1680. *Erik de Zeeuw*

Rhenus Logistics' Class 186.268-9 hauls a container train northbound through Wiesental on July 22nd. *Anton Kendall*

DB Class 186.507 runs light engine towards Kijfhoek yard past Willemsdorp on July 26th.
Erik de Zeeuw

Netherlands

On July 21st, DB No. 6502 and a classmate work in multiple while passing the bunker in Willemsdorp on their way to Rotterdam. *Erik de Zeeuw*

On August 21st, NS No.1744 has just taken over train No. IC142 from Berlin in Bad Bentheim (D) and takes passengers forward to Amsterdam in a comfortable manner. *Erik de Zeeuw*

Netherlands

A tanker train lead by RFO No. 1837 is seen in Laag Nieuwkoop on its way from Bad Bentheim to Rotterdam as train No. 42796 on July 11th.
Erik de Zeeuw

On July 11th, NS No. 2221 arrives in Zevenbergen working train No. 5947 from Dordrecht to Roosendaal. *Erik de Zeeuw*

BoxXpress/IRP Class 193.836 runs through Breda with a container shuttle (train No. 43345) from Rotterdam to Kornwestheim (D) on July 21st.
Erik de Zeeuw







Netherlands

LTE Class 193.740 passes De Steeg and takes care of the first part of the journey with the Chengdu shuttle from GVT Transport & Logistics Tilburg to China on July 26th. *Erik de Zeeuw*

DB Class 189.100-1 passes Willemsdorp on July 26th with an empty coal train from Garching (D) to the Kijfhoek yard, where a Class 6400 takes over and will take the train forward to Gent Seaport.
Erik de Zeeuw

At the height of Baambrugge, LTE Class 186.383 is on its way to Rotterdam Botlek for an important job on August 10th. *Erik de Zeeuw*







A multicoloured Flirt-3 trainset, No. ET4.02 from eurobahn, passes De Lutte working service No. 20376 on line RB61 from Bielefeld (D) to Hengelo on August 21st. *Erik de Zeeuw*

Netherlands

On August 8th, the Coevorden Shuttle of the Bentheimer Eisenbahn powered by former NS No. 1835, now No. E01, passes the beautiful village at Baambrugge on the way to Kijfhoek Yard. *Erik de Zeeuw*

On August 21th NS SGMM-3 trainset No.2991 passes by Dijkerhoek working train No. 7015 from Apeldoorn to Deventer. *Erik de Zeeuw*

On August 21st, Lineas Class 186.497 doesn't care about a bit of rain as it powers on with the Green Xpress Network Silesia-Xpress from Poland via Frankfurt Oder to Antwerp and Genk. In Poland PCC Intermodal provides connections to and from Kutno, Brzeg Dolny, Gliwice, Kolbuszowa, Poznan and Gdansk. *Erik de Zeeuw*







Netherlands

RRF No.4401 has taken over this set of tankers loaded with biodiesel from HSL Class 185.599-8 at the border station of Bad Bentheim (Germany) and is now on its way to the Kijfhoek Yard, seen here passing Baambrugge on August 23rd. *Erik de Zeeuw*

At the height of Baambrugge, NS ICE3m No. 4652 passes with train No. IC129 from Amsterdam CS to Frankfurt (M) Hbf (Germany) on August 23rd.
Erik de Zeeuw

A late running SBB Class 189.082 passes Herwijnen on August 9th hauling the Mortarashuttle to Rotterdam. *Erik de Zeeuw*





Spain

Renfe EMU No. 305M working the 15:10 Castello de la Plana - Valencia Nord passes Alboraya on July 6th.
Laurence Sly

Renfe EMU No. 013M passes Alboraya whilst working the 08:20 Valencia Nord - Castello de la Plana service.
Laurence Sly

Intercity Alvia train No. 00697, 09:00 Barcelona Sants - Sevilla Santa Justa approaches Massanassa on July 10th.
Laurence Sly







Spain

Class 253.012 approaches Alboraya whilst hauling a container train to Valencia on July 10th.
Laurence Sly

Class 252.053 approaches Alboraya whilst working train No. 00463 12:00 Barcelona Sants - Cartagena on July 10th. *Laurence Sly*

A Renfe Class 592 DMU No. 134M passes Alboraya whilst working the 16:15 Caudial - Valencia Nord service on July 7th. *Laurence Sly*







Renfe Class 252.053 passes Alboraya whilst working train No. 00463 12:00 Barcelona Sants - Lorca Sutellena on July 7th. *Laurence Sly*

Acciona Class 333.382 approaches Alboraya whilst hauling a container train to Valencia on July 15th. *Laurence Sly*

Class 252.053 passes Alboraya whilst working train No. 00264, 12:31 Cartagena - Barcelona Sants on July 7th. *Laurence Sly*



Renfe train No. 694 08:35 Sevilla Santa Justa - Barcelona Sants passes Alboraya on July 6th.
Laurence Sly

Spain

Class 252 052 passes Alboraya whilst working train No. 0016 5 12:00 Barcelona Sants-Cartagena on July 7th. *Laurence Sly*



Spain

On July 10th, Logitren Class 335.028 approaches Massanassa whilst hauling a southbound container train. *Laurence Sly*

Krokodil No. 414 rests at Filisur on July 19th with the regular Saturday tourist train from Filisur to Davos Platz. As well as regular (old fashioned) seating accommodation, these trains also convey fresh air 'panorama' coaches and are popular with local tourists. *Mark Torkington*



A line up of Re 4/4ii locos at Dietikon on July 21st with Class 420.224 and 420.206 on top and tailed commuter turns.
Mark Torkington

SBB Class 450.051 waits between early morning jobs at Dietikon on July 22nd with the regular double-deck push-pull rake for these turns. *Mark Torkington*

Switzerland

RhB No. 610 pulls a freight along the Vorderrhein River near to Trin station on July 20th. *Mark Torkington*



On July 19th, RhB No. 621 brings a passenger service into Schiers. *Mark Torkington*

Switzerland

SBB Re 4/4ii No. 11113 and fellow classmates rest at Zurich Hbf during the evening peak on July 21st.
Mark Torkington



Switzerland

BLS's No. 183 (Class 425.183) and classmate haul a GTS train through Pratteln on July 21st. *Anton Kendall*



Switzerland

BLS Cargo's Class 475.410 hauls a Class 486 through Pratteln on July 21st. *Anton Kendall*

Egypt

Alstom and National Authority for Tunnels Celebrate Entry into Commercial Service of Cairo Metro Line 3 - Phase 4

Alstom has successfully supplied, tested and commissioned part of Cairo Metro line 3 - Ph4 with a total of 10 stations from Heliopolis to Adly Mansour. His excellency the Egyptian President Abdel Fattah Al Sisi, the Prime Minister Dr. Mostafa Madbouly and the Minister of Transport, Kamel El Wazir, have inaugurated the line with the presence of Dr. Essam Wally the Chairman of NAT (National Authority for Tunnels), and Mena AZER, Project Manager of Alstom Egypt.

In May 2015, NAT awarded Alstom, as a consortium leader, a contract to provide system and subsystem design, manufacturing, installation, testing / commissioning, training, maintenance for signaling, centralized control and telecommunication systems for Cairo Metro line 3 Phase 4A. On the same date, NAT awarded Alstom, as a member of the G3 Power Supply Consortium, a contract for the design, supply, installation, testing, commissioning, training, maintenance of power traction system (Rectifier Stations, Lighting and Power Stations & Annexes Structure and Switch Rooms).

In November 2017, the Egyptian Joint venture of Orascom and Arab contractor as main contractor for Ph4B, awarded Alstom a sub-contract to extend the Cairo Metro Line 3 with additional 4 stations & Main Depot (Adly Mansour).

“Today Alstom delivered 10 metro stations equipped with its Urbalis signalling solution, in the frame of Cairo Metro line 3 Phase 4 project and accomplished its commitment to always better serve the customer and meet the expectations. Despite the worldwide pandemic crisis, our teams maintained the same level of engagement and succeeded to deliver in the safest conditions” said Mohamed Khalil, Managing Director of Alstom Egypt.

Urbalis is an advanced signalling system that helps operators to ease commuter congestion. Constantly upgraded, the solution aids urban operators in maximizing their performance and capacity while providing standard supervision and control supporting their operational needs. Designed for heavy ridership metros, the system offers a considerable range of functions that improve headway and average speed performance.



Alstom has been present in Egypt for over 40 years and has contributed to support the strong trend of railway infrastructure development in the country. Over decades, Alstom Egypt has developed a local talent pool that is today in charge of a center of excellence related to Signalling, Power Supply and Depot Equipment which is supporting our projects within all MEA region. It is this heritage that has allowed Alstom Egypt to make a significant contribution to Egypt’s rail industry development.

Argentina

Alstom has developed the new signalling system for the renovated Saint Martin Line Viaduct

The brand-new signalling network, which protects the safety of passengers, extends over six kilometres

Alstom, the world leader in integrated transport systems, has completed the implementation of the new signalling system installed in the renovated Line San Martín Viaduct. This state-of-the-art electronic system makes it possible to handle all signalling on the six kilometres of brand-new tracks separating the stations of Palermo and Villa del Parque, and is responsible for the safe operation of the trains.

To provide a new signalling system for the entire new viaduct, Autopistas Urbanas S.A. (AUSA) contracted the services of Alstom. In this sense, the whole new system installed is totally suitable and compatible with the future electrification of the San Martín Line.

“It is important to highlight the Alstom Argentina team, because this was a different project for everyone. We were used to working inside the subway in tunnel activities, but the viaduct project was completely different because we faced especially the Covid-19 pandemic, adverse weather conditions and high-altitude work with a high risk, but we overcome all the obstacles we encounter. I also highlight the willpower, experience and leadership of this Alstom team to make the best decisions in the most adverse situations on the project, and always with a sense of urgency, “said Ernesto Garberoglio, Country Managing Director of Alstom Argentina.

Alstom began in 2019 with the mobilization and installation phase of equipment, and the installation of track 4 began in 2020, with its completion scheduled for March 20. And during the quarantine the commissioning was carried out: individual tests, integrated tests and validation of the installed system.

The scope of the work consisted of carrying out the design and development, installation, testing and commissioning of the new signalling system, maintaining the required safety levels, quality and availability for the installation of the new interlock on the five-kilometre stretch between the Palermo and La Paternal stations.

“This new system features a modern operating table in La Paternal, new electro-hydraulic machines for the movement of track changes, new signals with LED traffic lights and new audio frequency track circuits. In the future this will allow to improve the frequency between the trains, and the safety of the system is absolute both for the passengers as well as for all employees of Argentinian Trains working on the San Martín Line”, detailed Luciano Barbieri, Vice-President of Alstom Digital Mobility (ADM) for Latin America. At the most intense moment of the installation activities, Alstom Argentina managed to employ a total of 50 workers, and from the start of the new signalling system will provide technical support that will extend for a period of 15 months.

The entire testing and commissioning process was carried out during the social, preventive and mandatory isolation implemented by the Covid-19 pandemic. Last March Alstom quickly implemented adapted work protocols, incorporating all preventive measures to protect its technicians. And this allowed the company never to interrupt its activities on the ground, always complying with the specific protocols for the health care of its workers.

Italy

CZ LOKO has another new customer in Italy: EVM Rail

Despite the complications caused by the Covid-19 pandemic in the business, CZ LOKO has concluded a new contract with the Italian carrier EVM Rail for the delivery of the EffiShunter 1000 locomotive, which the company will take over in October. The contract also includes an option for a second vehicle.

“I am very pleased to be able to deal effectively with the day-to-day problems caused by the lingering pandemic. Despite all assumptions, exports have not stopped, but continue successfully. There is a lot of work of our whole team behind that, “ says Jan Kutálek, sales director of CZ LOKO. The company is assisted by its strong know-how and process management with the application of a number of clever “remote” solutions. Whether it’s revitalizing locomotive components, video tutorials, service support or data sharing.

The carrier EVM Rail is a newly emerging northern Italian operator, operating within the multinational group Gruppo Etea. It covers a wide range of activities from engineering, through agriculture and food, to energy from renewable sources.

“Arranging rail transport on its own should help it streamline logistics. Due to the expected development, we assume the exercise of the option, “ adds Jan Kutálek. The contract will be financed by the leasing company Alba Leasing.

During July, CZ LOKO delivered EffiShunter 1000 locomotives, manufactured at the Jihlava and Česká Třebová plants, to customers in Italy and Slovenia. Five of them were taken over by the Italian carriers Sangritana, TPER Trenitalia and TPER Dinazzano. With the help of employees of the subsidiary CZLOKO Italia, they came to life directly with customers.

The other four vehicles will be taken over by the Slovenian carrier SŽ-Tovorni promet. Following the completion of the simplified track approval process in the port of Koper on the Adriatic Sea. In addition to serving the port itself, the carrier plans to use them for any line service. For these cases, the locomotives are equipped with the Indusi Autostop security system.



Spain

Hitachi and Bombardier awarded contract by ILSA



Hitachi Rail SpA and Bombardier Transportation have announced that they have signed a contract with Italy’s primary train operator Trenitalia to supply 23 Frecciarossa 1000 very high-speed (VHS) trains for the new Intermodalidad de Levante (ILSA) rail operation, a joint venture established by Trenitalia and Operador Ferroviario de Levante SL. The contract value is 797 million euro ($943 million US) in a partnership involving company participation of approximately 60 per cent and 40 per cent respectively. For Bombardier Transportation, this order relates to an undisclosed customer in Europe previously announced on August 6, 2020.

“The ETR1000 train, widely known commercially as the Frecciarossa 1000, has transformed passenger transport on high-speed lines in Italy, setting the standard and becoming the fastest and most admired train in Europe. It is a platform that we are very proud of and is proof of our continuous and positive collaboration with Trenitalia to the benefit of passengers and society in terms of comfort, sustainability, style, performance and low noise. We look forward to bringing the same advantages to Spain, and to contribute to the development program of high-speed railway services in this country with these new services,” said Andrew Barr, Group CEO, Hitachi Rail.

“The Frecciarossa 1000 very high-speed train has been chosen for the new ILSA franchise in Spain to enrich the travel experience for passengers, thanks to its high levels of comfort and reliability. With cutting-edge train control and propulsion technologies deriving from the V300ZEFIRO platform, these fast and quiet trains are already very popular with long-distance travellers in Italy. The liberalization of Europe’s railways enables ILSA to offer new rail services in Spain to encourage even more passengers to shift their journeys from cars and planes to trains, contributing towards global sustainability goals,” added Franco Beretta, President and Managing Director of Bombardier Transportation Italy.

“Working together with Bombardier as trusted partners of Trenitalia for this new international project, renews and recognizes our valued experience in the high-speed rail sector. For Hitachi, a fully integrated, global provider of rail solutions, this is a further confirmation of our capability to contribute to society through the development of superior, original technology and products that deliver sustainable mobility,” commented Christian Andi, Executive Officer, Region EMEA, Hitachi Rail Group.

“We are delighted that Trenitalia has put its confidence in Bombardier and Hitachi once again with this order for 23 trains based on Bombardier’s V300ZEFIRO platform. This innovative, super-fast train is already extremely popular with passengers in Italy and we’re looking forward to bringing this outstanding high-speed travel experience to millions of rail passengers in Spain,” concluded Marco Biffoni, Head of Sales Italy for Bombardier Transportation.

The Frecciarossa 1000 is the fastest and quietest very high-speed train in Europe. The 23 new trains for ILSA will be designed and built by Hitachi Rail and Bombardier in Italy. Each train will be approximately 200 metres long with capacity for around 460 passengers and capable of commercial speeds of up to 360 kph. State-of-the-art aerodynamics and energy saving technologies give the train unmatched operating efficiency. Once onboard, passengers will be able to enjoy WiFi, a bistro area and high levels of comfort in all classes. The trains are operable on high-speed rail networks equipped with multi-voltage technology fulfilling all TSI requirements. Since their introduction in Italy in 2015, the Frecciarossa 1000 very high-speed trains have set enviable standards of performance, operating efficiency and passenger comfort.

ILSA has been selected by ADIF (the company who runs Spain’s rail infrastructure) as the first private operator to be granted access to the Spanish rail market. From 2022, ILSA will run high-speed services on the Madrid-Barcelona, Madrid-Valencia/Alicante and Madrid-Seville/Malaga lines.

Bulgaria

Start of Siemens Mobility's Inspiro trains and automatic train control systems for Metro Sofia

Siemens Mobility's modern Inspiro trains and Communications Based Train Control (CBTC) Trainguard MT (TGMT) systems have gone into passenger service on Line 3 of the Sofia Metro. The trains and systems will serve the third metro line of the Bulgarian capital, which was opened in the presence of the Minister of Transport Rosen Zhelyazkov, the Mayor of Sofia Mrs. Yordanka Fandakova and the Executive Director of "Metropoliten" EAD Prof. Dr. Stoyan Bratoev.

At the official opening of the Medical University metro station, the attendees had the opportunity to experience the comfort and high reliability of the Inspiro trains during a demonstration trip with the new trains.

Michael Peter, CEO Siemens Mobility, said: "We are proud to have delivered one of the most successful and environmentally friendly trains in the field of urban rail transport, which will change the way people travel across Sofia. Our Inspiro trains were developed with a special emphasis on low energy consumption, optimized maintenance, access for everyone and environmental considerations. At the end of its service life, up to 95 percent of the rolling stock can be recycled."

In March 2016 Metropolitan EAD commissioned a consortium consisting of Siemens and the Polish train manufacturer Newag to equip the new metro line 3 in the capital of Bulgaria. The initial order was related to the first phase of this construction project for the first eight kilometres with seven stations and comprised the delivery of 20 Inspiro type metro trains along with the automatic Communication-Based Train Control (CBTC, onboard and wayside) system Trainguard MT, the Trackguard Westrace MKII interlocking, Clearguard-ACM-200 axle counter system, the automatic train supervision system Controlguide OCS, the voice radio and data transmission system, the Power SCADA Sitras RSC system, the wayside digital communication network, the passenger information displays in the stations including the Digital Station Manager (DSM) and half-height platform screen doors for the stations.

Later, the order was extended with an option for ten more trains as well as the required automation system for the metro operation. The extended contract included the delivery of CBTC, Interlocking, ATS, voice radio, Power SCADA, DSM and platform screen doors for a further five additional stations. The last train will be delivered by April 2021. The Inspiro car bodies have been built at Siemens Mobility plant in Vienna, Austria, while the bogies are manufactured at the Siemens Mobility plant in Graz. Final assembly, factory train testing, and static commissioning of the trains takes place at Newag's plant in Nowy Sacz, Poland.

The trains can travel at speeds of up to 80 kilometres per hour. Their floor is a weight-saving, sound-absorbent composite cork-aluminum plate. They also feature a highly redundant traction and brake system (bogie-oriented), ensuring a high level of availability and electrodynamic braking almost down to standstill.



Azerbaijan

Alstom begins validation tests of the freight locomotives in Azerbaijan

Alstom has launched the validation test campaign for the Prima T8 AZ8A freight locomotives in Azerbaijan on the main freight transit line, which has recently been converted from 3kV DC to 25kV AC.

“This is an important milestone in the project that we are developing together with Azerbaijan Railways (ADY). We are enthusiastic about the launch of the validation, which will ultimately allow our locomotives to enter commercial service in the country. Alstom is very proud of its strategic partnership with ADY, aiming to contribute to the development of railway infrastructure and increase of freight transportation capacity in Azerbaijan,” said Guillaume Tritter, Managing Director of Alstom in Western and Central Asia.

In 2014, ADY awarded a contract to EKZ, Alstom’s joint venture with Transmashholding (TMH), for a total 50 electric locomotives, including 40 Prima T8 AZ8A heavy freight locomotives and 10 Prima M4 AZ4A passenger locomotives.

The Prima T8 AZ8A is based on the KZ8A locomotives currently in service in Kazakhstan and ADY’s specific technical requirements and is compliant with GOST[1] standards and specifications.

Alstom’s Prima T8 is one of the most powerful electric locomotives in the world. This model is a 25 tons per axle two-section freight locomotive capable of towing up to 9,000 tons and running at 120 km/h, with installed continuous power of 8.8 Megawatts. The AZ8A is designed to operate in temperatures ranging from -25°C to 50°C. It requires minimum maintenance and provides high reliability levels and low lifecycle costs thanks to its modular design.

Alstom’s Prima range is covering all market segments of locomotives from heavy-haul, freight and passenger operation and shunting or trackwork operation. Over the past 20 years, more than 3,200 Prima locomotives (more than 4,600 sections) have been sold worldwide.

Alstom is present in Western & Central Asia with more than 850 people, three country offices, four depots, repair center and two plants, EKZ in Nur-Sultan for electric locomotives manufacturing and maintenance and production of on-board transformers, and KEP in Almaty to produce point machines. Alstom is a major contributor to the revitalization of country’s mobility industry and the development of its economy.

EKZ, a joint venture between Alstom and TMH[2], employs 700 people and is working on supplying and maintaining the Prima electric locomotives ordered by KTZ, Kazakhstan’s national railway company and export markets, like Azerbaijan.



[1] GOST: Commonwealth of Independent States (CIS) technical certification organisation
[2] EKZ: Alstom 75%, TMH 25%

Photo: Alstom Prima T8 AZ8A © Alstom

Europe

Eurostar confirms start of new direct connection between Amsterdam and London

Fully direct service both to and from the Netherlands will operate from 26th October
Tickets on sale from 1st September
New flexible fares offer free exchanges up to 14 days before departure

Eurostar, the high-speed rail link between the UK and mainland Europe, has confirmed that its London-Amsterdam service will operate fully direct both to and from the Netherlands from the 26th October.

Tickets for the direct return journey go on sale from 1st September from £40 each way, with a journey time of just over four hours (4h 9m) from Amsterdam and three and a half hours (3h 29m) from Rotterdam to London.

With bookings open up to six months in advance of travel, passengers can plan ahead for travel over the Christmas period and up to February 2021.

In light of the continuing uncertainty and recently introduced quarantine measures, Eurostar is offering passengers more flexibility with all fares now exchangeable with no fee up to 14 days before departure. These flexible fares, which apply to all bookings made from 1st July until 31st December, are valid for any dates of travel available at the time of purchase. The increased flexibility comes in addition to options for those with existing bookings who may want to change their travel plans.

Both on board and in stations, Eurostar has introduced new hygiene measures to provide customers with a comfortable and safe experience. A new seat map ensures travellers are seated at a safe distance apart respecting social distancing guidelines. Trains are deep cleaned before every journey, and cleaning teams are on board to regularly disinfect high contact areas. All travellers must wear a mask on board and in stations, in line with government regulations.

For more information or to book Eurostar tickets (from 1st September) visit www.eurostar.com or call the Eurostar contact centre on 03432 186 186.

Germany

Premiere of the digital automatic coupling: DB is entering a new era of freight transport

First presentation of the new coupling mechanism / Jeschke: “Door opener for automation and digitization of rail freight traffic” / Nikutta: “Single wagon traffic will be strengthened”

Starting signal for a new age in freight transport: For the first time, Deutsche Bahn has presented a completely new coupling mechanism for its freight wagons. The digital automatic coupling (DAK) accelerates the assembly of freight trains. It increases the capacity and quality of freight traffic and contributes to the success of the traffic turnaround. The new coupling also relieves railway employees of physical work, because train formation is now mainly done by hand with screw couplings.

Sabina Jeschke, DB board member for digitization and technology: “The DAK opens the door to comprehensive automation and digitization of rail freight transport. The capacity of marshalling and transshipment yards can thus be increased significantly. The introduction of the DAK therefore means a digital revolution for freight transport by rail. “

Sigrid Nikutta, DB Board Member for Freight Transport: “We want to grow and shift more goods onto the rails. To do this, we need attractive offers for our customers. Technical innovations such as the digital automatic clutch help us here. It makes rail freight transport faster and easier. This particularly strengthens single-wagon traffic as a green alternative to trucks. Transporting goods by rail is the easiest way to protect the climate. “

At DB Systemtechnik in Minden / Westf. For the first time, several cars have been connected to one another by a DAK for testing purposes. In the next few months, twelve freight wagons will be fitted with coupling types from four manufacturers.

A type is selected after technical tests. A test train with 24 cars then drives through Germany, Austria and Switzerland as well as other EU countries for several months. The DAK is tested in daily use in the shunting yards.

The research project, which will run until the end of 2022, is being financed by the Federal Ministry of Transport and Digital Infrastructure (BMVI) with 13 million euros. A consortium of six companies is involved. In addition to DB and its subsidiary DB Cargo, these are the Swiss and Austrian freight railways SBB Cargo and Rail Cargo Austria as well as the wagon keepers Ermewa, GATX Rail Europe and VTG. The goal is the Europe-wide introduction of the digital automatic clutch.



Austria

Lenzing AG’s first train to China

The short-term rise in demand from China has resulted in the Rail Cargo Group transporting a block train with special fibres from Lenzing AG to Shanghai for the first time ever.

The first direct train with 41 containers started its journey to Shanghai from Vienna South Freight Centre at 11:00 on August 20th. This train will cover 10,460 kilometres in total on its 16-day journey and will supply Chinese manufacturers and dealers with sustainably produced Lyocell and Modal fibres from Lenzing. The Silk Road’s connection to the RCG’s dense and efficient network will allow the train, provided by Nunner Logistics, to reach relevant customers in China twice as fast.

Departure from Vienna South Freight Centre
The train set off in the presence of Federal Minister Leonore Gewessler, Li Xiaosi (Ambassador of the People’s Republic of China to Austria), Stefan Doboczky (CEO of the Lenzing Group), Erwin Cootjans (CEO of Nunner Logistics), Erich Hampel (Chairman of the B&C Private Foundation) and Thomas Kargl (COO for Sales at the Rail Cargo Group).

‘Our declared goal is to increasingly shift freight transport to rail. Rail transport is the only way of reconciling climate targets and economic and thus transport growth, which is why we’re so thrilled to be part of this unique project for our long-standing customer,’ stated Thomas Kargl. The RCG is not only supporting Austrian and local companies in China with their import and export activities in this respect; it is also enabling efficient distribution throughout the entire Eurasian continent with its fast direct connections.



From the Archives

Austria

On June 3rd 1989, OBB Class 4010 EMU No. 4010.016 is seen at Zell am See. *Mark Enderby*

From the Archives

Bosnia-Herzegovina

Class 441.903 stands on Sarajevo depot on May 30th 2007.
John Sloane

From the Archives

Bulgaria

Class 87 033 is seen at Pirdop on May 8th 2011. *John Sloane*

From the Archives

China

China Rail No. BJ3247 stands at Tianjan on March 16th 1987 with a passenger service.
John Sloane



From the Archives

Cuba

Russian M62 Class No. 61615 stands at Union de Reyes station on March 15th 1988. *John Sloane*

From the Archives

Czech Republic

CSD Class 122.013 stands at Usti nad Labem sever with a freight on June 30th 2008. *John Sloane*



From the Archives

Czech Republic

Class 163.063 is seen stabled Prague Smichov on May 29th 2002.
Mark Enderby



From the Archives

France

SNCF CC No. 72027 hammers past La Villette with a Paris Est - Zurich express on February 14th 1993.
John Sloane



From the Archives

France

SNCF Nos. 9512 and 9482 are seen at St. Flour on August 26th 1977.
Mark Enderby

From the Archives

France

SNCF No. 16623 passes Dompierre on June 9th 1999.
Mark Enderby

From the Archives

Germany

DB Class 103.227 stands at Koln hbf with an international express on November 3rd 2000. *John Sloane*



From the Archives

Italy

Classic Renault ABJ railcar No. 202 is seen at Ajaccio, Corsica on August 21st 1981. *John Sloane*

From the Archives

Italy

Trenitalia Class E402.006 is seen at Formia with an express to Rome and Milan on July 14th 1998.
John Sloane

From the Archives

Malaysia

Bo-Bo diesel No. 6105 is seen working a passenger service near Tenom on July 22nd 2005.
John Sloane

From the Archives

Netherlands

NS No. 1622 stands at Maastricht on March 28th 1989. *Mark Enderby*



A NS Postal EMU arrives at Tilburg on March 30th 1989. *Mark Enderby*



SNCB No. 2558 working an Amsterdam - Brussels calls at Rotterdam Central on March 31st 1989. *Mark Enderby*



From the Archives

Peru

A busy scene at Aguas Galientes station on November 29th 2000.
Mark Enderby

From the Archives

Poland

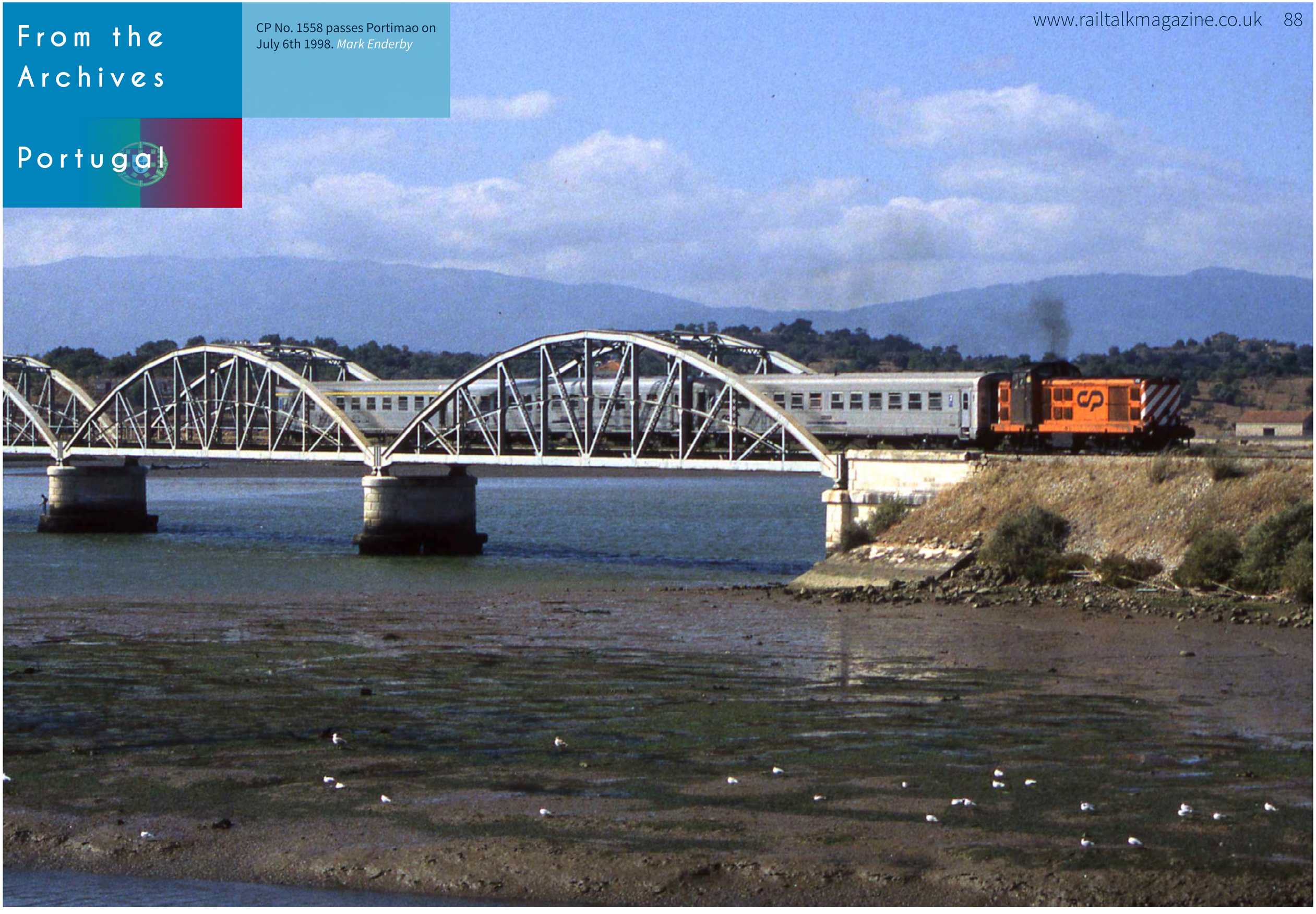
Romanian built No. ST43-79 is seen at Przeworsk shed on March 11th 1990. *John Sloane*



From the Archives

Portugal

CP No. 1558 passes Portimao on July 6th 1998. *Mark Enderby*



From the Archives

South Africa

No. 34.093 is seen departing Deaar with a northbound parcles service on October 19th 1973. *John Sloane*



From the Archives

Switzerland

SBB No. 10951 stands at Lausanne depot on August 10th 1994. *John Sloane*



From the Archives

Switzerland

TEE liveried SBB Re 4/4ii No. 11250 heads the Geneva - Milan 'Lemano' at Villette between Lausanne and Montreux on August 21st 1980. *Chris Morrison*

From the Archives

Switzerland

SBB Re 6/6 No. 11641 ‘Cornaux’ heads the Paris - Milan ‘Lutetia’ at St. Saphorin on Lake Geneva, September 20th 1980.
Chris Morrison



From the Archives

Tunisia

Two different types of GE power are seen here stabled at Bizerte with Nos. DN318 and DM278 on April 29th 2007.
Mark Torkington