Railtalk Magazine Xtra

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German diesels on freight and passenger

Welcome

From The Editor

Welcome to the Railtalk Magazine Xtra, which compliments the main Railtalk Magazine and means that we can put even more pages together every month.

As always in Xtra, we concentrate on Mainland Europe, and this month we have some excellent German Diesel shots. From the UK has a look at the recent Neville Hill Open Day, held at the depot in Leeds. There was lots to see, but as with so many depots, it was all crammed in to a small space, so the pics don't give the day the justice that it was.

Once again many thanks to the many people who have contributed this month, it really makes our task of putting this magazine together a joy when we see so many great photos. This issue wouldn't be possible without: Steve Madden, Pavel Šturm, Brian Battersby, Josh Watkins, Petr Lux, Tomáš Gerčák, Pavel Martoch, Josef Petrák, and Miloš.

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Submissions

If you have ever wanted to submit pictures to a magazine, here is your chance. Send us your news and pictures to email:

entries@railtalk.net

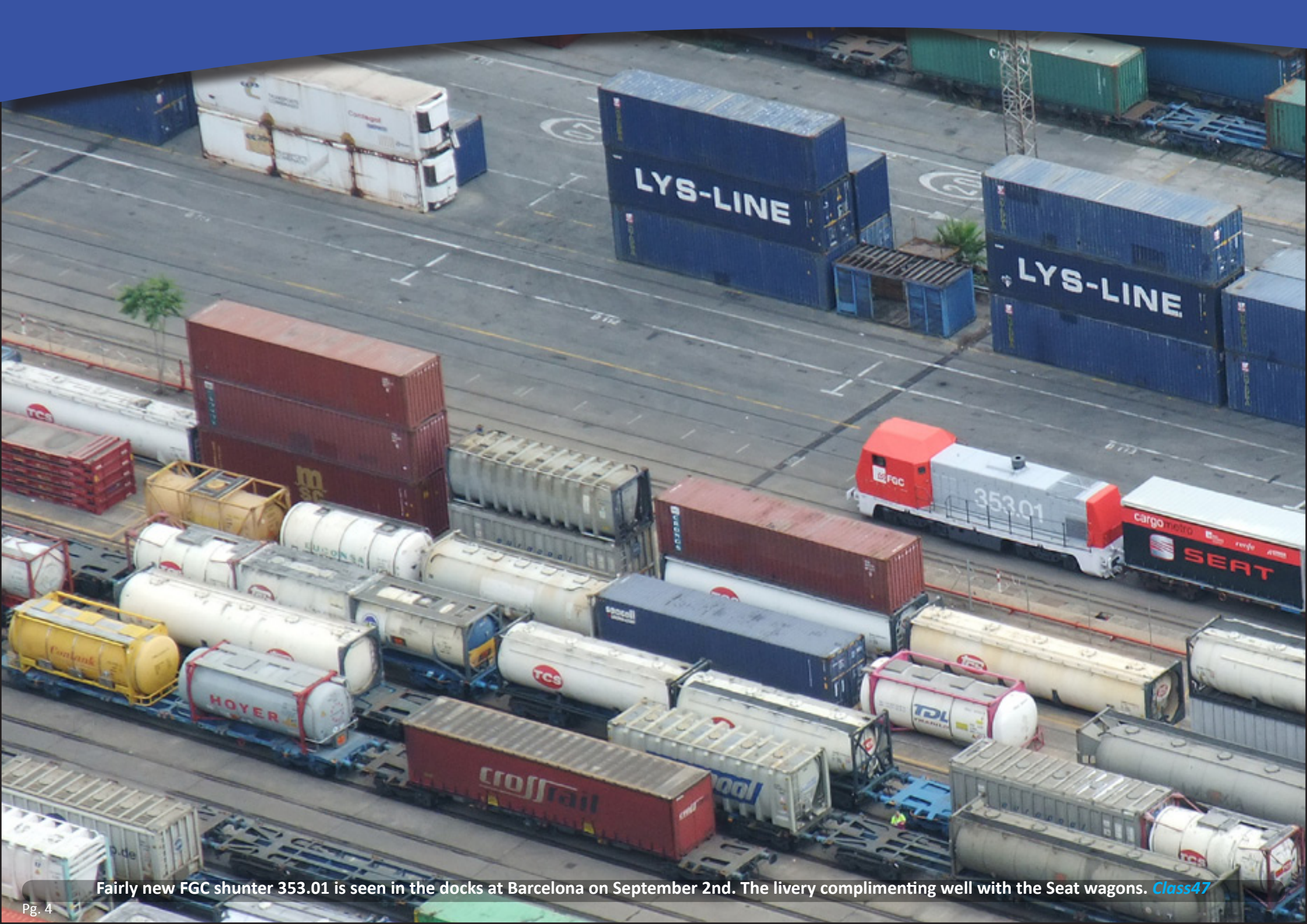
Contents

When do we publish?

Railtalk Magazine xtra is published monthly. More information can be found by visiting Railtalk forums.

Front Cover: Class 233-233 passes Alltotting working a mixed freight from Hoechst AG, Gendorf to Muhldorf Yard on September 18th. The Class 233 were built in Russia in the 70's and are quite rare in Germany now. *Steve Madden*
This page: Class 218-463 and 218-426 work a Zurich to Munich express through Schwailhusen on September 19th. *Steve Madden*

Four loco’s on one train, bargain! Class 750 103, 750 277, 750 013 and 753 073 thunder past Lustenice on August 20th. *Pavel Šturm*



Fairly new FGC shunter 353.01 is seen in the docks at Barcelona on September 2nd. The livery complimenting well with the Seat wagons. *Class47*

Class 217-002 in old DB livery works a refuse train from Muhldorf Yard at Tussling on September 18th. *Steve Madden*

TPCF - Train du Pays Cathare et du Fenouilledes, which is a brilliant tourist railway in the Pyranees, which runs a long distance from Rivesaltes, to Axat. The line uses a Carvelle railcar from Rivesaltes to St Paul, and then a loco hauled train with open carriages, onwards to Axat. *Josh Watkins*

Wearing the new CD Cargo livery, Class 753 758 passes Dalesice on August 28th. *Pavel Šturm*

Arriva liveried Class 233-070 is seen working the 11.19 Munich - Lindau 'ALEX' express at Martinszell. *Steve Madden*

A badly graffitied Class 250.009 that needs a repaint, seen at Barcelona in September. *Class47*

A shot taken around midnight on September 18th, of Rabbits lined up outside Muhldorf Depot. The locos get the Rabbit name because of their roof mounted exhaust arrangement. ***Steve Madden***

Renfe 071M unit approaches Estacio de Franco, Barcelona on 3rd September. *Andy*

I was going to mention the units in this shot, but look at the platform, spotless, and litter bins, just two things that are not seen in the UK. *Class47*

On September 17th, Class 218-459 is seen up on jacks inside Kempten Depot. *Steve Madden*

Class 749.039-4 works a service from Čížová to Vráž u Písku on September 9th. *Pavel Martoch*

Solo unit Class 812.043-8 is pictured working a service between Mlynky zastávka and Rakovec on September 15th. *Tomáš Gerčák*

A pair of BLS locos 486.502-8 and 486.507-7 working a Wassen - Pfaffensprung (Spw) service are seen on September 10th. ***Josef Petrák***

SNCF Class BB26000 No. 26177 stands at Cerbere on August 14th having worked a service from Perpignan. *Josh Watkins*

Barcelona tram number 12 heads for Estacio de Sant Adria in early September. *Class47*

NEVILLE HILL TRAIN DEPOT OPENS ITS DOORS

For the first time in over 35 years the gates of Neville Hill Train Maintenance Depot, Osmondthorpe, Leeds were opened to the public as Northern Rail and East Midlands Trains host their Community Open Day.

On Sunday 13 September it was fun for all the family as Neville Hill Depot entertained neighbours and friends with a host of activities and displays including:

- Tours of the depot to see how trains are maintained
- Displays of the types of trains maintained at the depot over the years including heritage steam and diesel locomotives
- Local community stalls

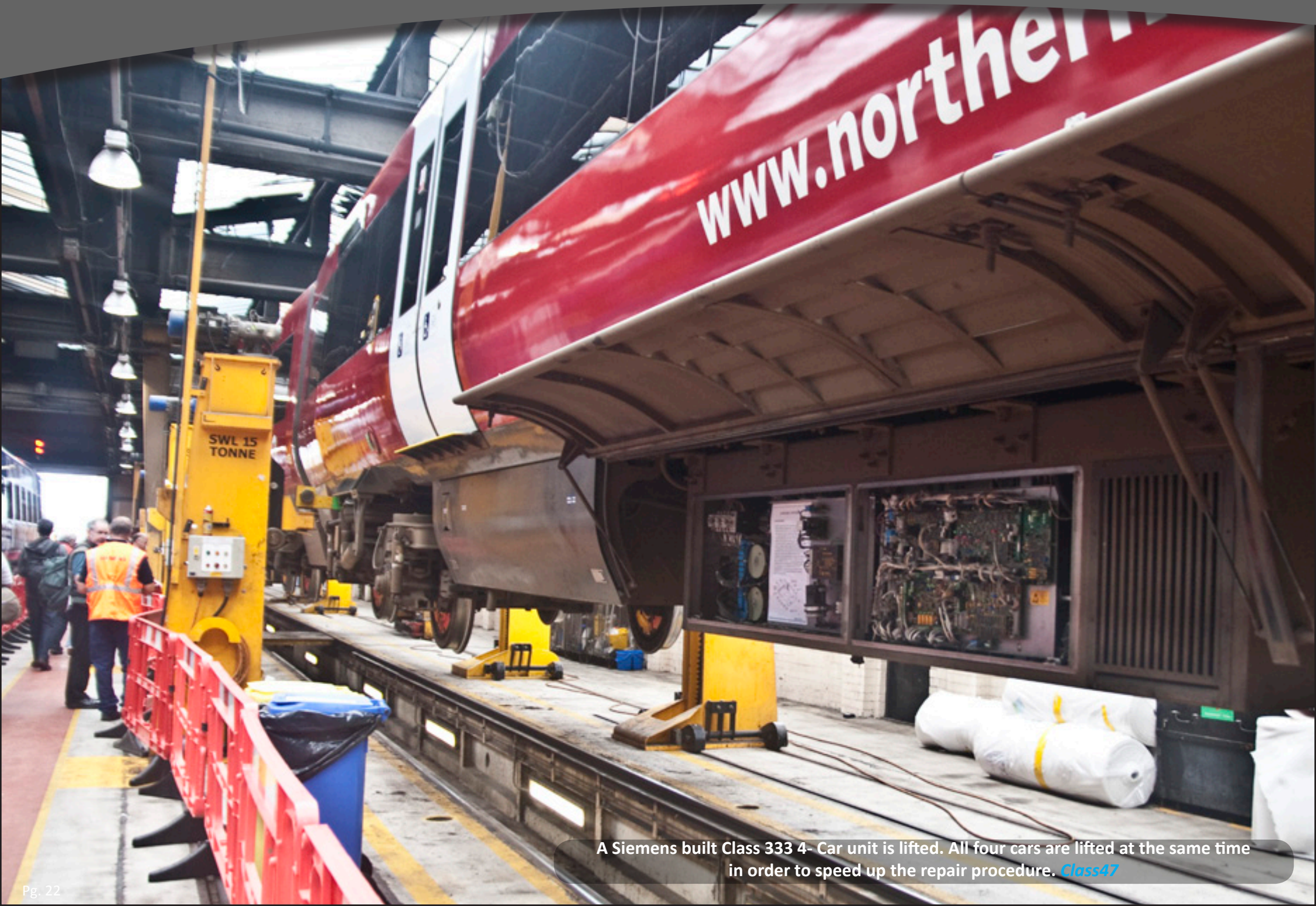
In addition, East Midlands Trains launched its first newly refurbished HST at the event – and this was marked by a special train naming. Tim Sayer, Engineering Director: "We've recently embarked on a £9 million refurbishment of our HSTs, which is being carried out at Neville Hill Depot, and with the first HST set now almost complete, we've decided to unveil it for the first time at the Community Open Day.

Mick Fletcher, District Maintenance Manager East, Northern Rail said: "Neville Hill has been an important part of the local community for over 130 years, with over 450 people employed here. We want to celebrate these connections and hope our neighbours will take the opportunity to come along and see what we do in the depot and have a great day out at the same time."

Right: A Class 144 DMU is hoisted in the air to replace the transmission unit. *Class47*

High Speed Train power car 43061 nears the end of a full overhaul, including a replacement VP185 power unit. This has taken over 6 weeks to complete. *Class47*

East Midlands Trains power car 43064 is lifted in order to replace a leaking fuel tank. *Class47*



A Siemens built Class 333 4- Car unit is lifted. All four cars are lifted at the same time in order to speed up the repair procedure. *Class47*

Tight for space, as the noses of power cars 43058 and 43049 stand just inches apart. *Class47*

One of the main shunters at the depot is Class 08 908, still carrying signs of the old Midland Mainline company that used to operate from Neville Hill. *Class47*

Trailer First 41156 is just one of the coaches on site being refurbished as part of a multi million pound project by East Midlands Trains. *Class47*

Bombardier Sifang Wins Contract to Build 80 Very High Speed Trains for China

Leading-edge BOMBARDIER ZEFIRO technology to feature maximum operating speeds of 380 kph

Bombardier Transportation announced today that its Chinese joint venture, Bombardier Sifang (Qingdao) Transportation Ltd., has been selected by the Chinese Ministry of Railways (MOR) to supply 80 ZEFIRO 380 very high speed trains (1,120 cars) for the country's rapidly growing high speed rail network. The contract, including 20 eight-car trainsets and 60 sixteen-car trainsets, is valued at an estimated 27.4 billion Chinese Renminbis ($4 billion US, 2.7 billion euros).[1] Bombardier's share of the contract is estimated at 13.5 billion Chinese Renminbis, ($2 billion US, 1.3 billion euros).[1] The first train is scheduled for delivery in 2012 with final deliveries expected in 2014.

The new trainsets will be an integral part of an evolving high speed rail capability in China, which is developing more than 6,000 km of new high speed lines to create one of the most advanced high speed rail networks in the world. The trains, with maximum operating speeds of 380 kph, are based on Bombardier's next-generation ZEFIRO high speed rail technology, and powered by a highly energy efficient BOMBARDIER MITRAC propulsion and control system.

The ZEFIRO 380 trainsets will also incorporate Bombardier's advanced ECO4 energy saving technologies to create best-in-class energy and operating efficiencies. Bombardier launched its ECO4 technology package in 2008 as part of an ongoing focus to extend rail's position as the most sustainable form of transportation in the world. Bombardier is first in the industry to create a new formula for total train performance with a portfolio that can create substantial overall energy savings of up to 50%.

The ZEFIRO 380 trains will be manufactured at Bombardier Sifang (Qingdao) Transportation production facilities in Qingdao, China. Engineering will take place in Qingdao and at Bombardier centers in Europe with project management and components provided from sites in Europe and China.

Established in 1998, Bombardier Sifang (Qingdao) Transportation Ltd. is a joint venture between Bombardier and CSR Sifang Locomotive and Rolling Stock Ltd. dedicated to supplying passenger rail rolling stock for China. It has delivered over 1,000 passenger rail cars into China since its inception, including a range of high speed trains and high-grade passenger coaches.

Pierre Beaudoin, President and Chief Executive Officer, Bombardier Inc., said he is proud to have ZEFIRO 380 technology play a key role in China's visionary development of a national high speed rail system. "We are very pleased to be delivering leading-edge very high speed rail technology through Chinese expertise and resources. This illustrates the strategic importance of delivering the most advanced rail technology for China from within China."

Bombardier Transportation President and Chief Operating Officer André Navarri described the achievement as the result of a long and fruitful partnership with the Chinese. "We are supplying the latest VHS technology for one of the most far-reaching high speed rail initiatives anywhere in the world. This is a landmark order for next-generation rail equipment and the result of a positive and productive, long-term relationship," he added.

Stéphane Rambaud-Measson, Bombardier Transportation Passengers Division President explained that ZEFIRO 380 is designed from the ground up to make high speed rail more effective as a competitive mode of passenger transport. "The most exciting projects are those that push the technology envelope toward new achievement," he said. "ZEFIRO represents a step change in the very high speed rail sector. It's fast to be sure, but competitive rail service demands more than just speed. It's about operating efficiency, best-in-class energy consumption per passenger, reliability and rider capacity that exceeds anything else on the rails. ZEFIRO delivers all this and more," he concluded.

Jianwei Zhang, President and Chief Country Representative Bombardier China said, "China has a clear vision of the critical role high speed rail must play in a sustainable transportation system, and is making the strategic investments necessary to ensure that vision is realized. This country is selecting the most advanced technologies to build the most advanced rail network in the world. It is a pleasure to include this innovative project in the long line of compelling rail solutions we have delivered to China."

Background information

Bombardier has the broadest high speed rail project experience in the industry, participating in the delivery of more than 850 trains and vehicles for high speed and very high speed applications. In China, Bombardier Sifang (Qingdao) Transportation is currently building the world's fastest sleeper trains for the MOR: twenty 16-car trainsets capable of speeds up to 250 kph. It is also building another 20 high speed trains with conventional seating capable of similar speeds, delivering the first of these trains just 18 months after Notice to Proceed from the MOR.

The new contract adds to an impressive Bombardier track record of technology achievements in the Chinese market. In 2008, it delivered Mainland China's first fully automated people mover (APM) to Beijing International Airport and is currently supplying Guangzhou with the world's first APM for an urban mass transit system. In 2007, its contract to supply high speed trains – including the world's fastest sleeper trains – was the largest order for rail equipment ever undertaken by the MOR. Also in 2007, Bombardier signed its first contract to bring an advanced high speed signaling system featuring ERTMS signaling technology to China for the Wuguang high speed dedicated passenger line. In the same year, Bombardier signed a contract with China's Dalian Locomotives and Rolling Stock Co., Ltd. to supply equipment for 500 high-power capacity freight electric locomotives to MOR. It also became the first rail equipment supplier to deliver 1,000 metro cars into the Chinese market mainly through Changchun Bombardier Railway Vehicles Co. Ltd., its joint venture focused on production of metro cars. In 2006, it delivered the first specially designed coaches for operation on the highest-altitude railway in the world.

[1] Total amount stated includes Chinese VAT; Bombardier's share stated excludes Chinese VAT

BOMBARDIER TALENT 2 Trains Continue Along the Road to Success - from 2011 Also Serving as Central Hesse Express

Deutsche Bahn orders 22 additional flexible vehicle system trains for use in Central Hesse, Germany
Bombardier Transportation will deliver another 22 BOMBARDIER TALENT 2 trains to Deutsche Bahn (DB) AG, valued at approximately 90 million euros ($131 million US). The total number of TALENT 2 trains ordered to date by DB now comes to 120.
Starting in December 2011, the new trains will operate in Hesse as Central Hesse Express (Mittelhessen-Express) on the lines between Frankfurt/Main - Gießen – Treysa/ Dillenburg as well as between Hanau - Frankfurt - Gießen. DB Regio will operate these trains through its subsidiary DB Regio Hessen GmbH from December 2011 onwards. DB Regio Hessen GmbH will use the TALENT 2 trains for regional express and regional services. The fleet comprises six 3-car and sixteen 4-car trains of the class BR 442.

"We are pleased that this sixth order now means that the TALENT 2 will also be used in the state of Hesse. The passengers can look forward to an environmentally-friendly train with the most modern equipment", commented Stephan Krenz, Managing Director and President of Bombardier Transportation's Germany and Scandinavia business unit.
In February 2007, Deutsche Bahn AG and Bombardier Transportation signed a framework agreement for the supply of up to 321 trains. It is intended to use the previous five call-offs, comprising 98 electric multiple units:
for the suburban rail network Nuremberg,
on the Moseltalbahn between Koblenz and Trier/Perl,
on the Cottbus-Leipzig route,
the Rhein-Sieg-Express between Aachen and Siegen,
the E-net (E-Netz) of Franconia between Nuremberg, Bamberg and Wurzburg as well as the cities of Sonneberg, Saalfeld and Jena in Southern Thuringia

Key features of the newly developed electric multiple unit platform TALENT 2 are its modular concept and the high degree of standardisation. This provides an almost unlimited level of flexibility along with cost-effectiveness and cost transparency. The innovative modular construction allows for countless variants of the same train type. The two- to six-car trains can be equipped with a wide variety of technical modules, depending on whether they are to be used as commuter or regional express trains.
The scalable traction output provided by the BOMBARDIER MITRAC propulsion and control system makes the train particularly energy-efficient. The vehicle can be specifically adapted to meet the frequent acceleration and braking needs in commuter traffic or to travel up to 160 km/h, meeting the requirements of the regional rail networks.

Freightliner signs deal with Xstrata Coal

Freightliner Australia Pty Ltd, the newest subsidiary of Freightliner Group Ltd, has signed a long term contract with Xstrata Coal. Commencing in late 2010, this unique 'alliance' with Xstrata Coal is part of an initiative to ensure long term security over key coal chain logistics in the Hunter Valley. This relationship will supplement Xstrata Coal's existing haulage arrangements, and will enable Xstrata Coal to effectively manage capacity growth while also managing associated risks.

The initial operation will commence with three train sets, each consisting of three locomotives and 90 wagons, providing haulage in the region of 10million tonnes of coal a year.
Freightliner Australia commenced operations in regional New South Wales in July this year, with services transporting containerised cotton and agri products to Port Botany in Sydney.

Peter Maybury, Chief Executive Freightliner Group Limited commented;
"I am delighted that Freightliner has established this new and exciting alliance with Xstrata Coal, complementing existing services that Freightliner provides in Australia.
This has been made possible by a combination of our strong business model and the support of our Sydney based team. We look forward to a long and rewarding partnership with Xstrata Coal over the coming years and will continue to deliver the level of service and reliability for which Freightliner is renown."

Wiener Linien orders another 20 subway trains for 191 million euros

Wiener Linien, the public transport operator in Vienna, have commissioned a consortium under the leadership of Siemens to supply another 20 subway trains. The order, based on a 1998 master agreement, is worth 191 million euros in total. Siemens' share is 153 million euros, consortium partner Bombardier has another 38 million euros. The cars can feed more than one third of their braking energy back into the power system. Under the order from Wiener Linien, Siemens is responsible for the train engineering, the construction of the car bodies, their interior furnishings and part of the electrical equipment, while Bombardier's share includes supply of the air-conditioning units. The trains will be built in the Siemens Works in Vienna, Austria. Delivery is scheduled between 2012 and 2017. This order resulted from the City of Vienna exercising the third option of a master agreement signed in 1998 for the purchase of 60 new subway trains. In 2002 and 2006 Wiener Linien ordered a total of 40 trains, 27 of which are already in service.

CD Net Lidl

Czech Railways and supermarket chain Lidl
Czech Republic are a completely new and unique product for us - all-day ticket network CD Net Lidl. Passengers will be able to use it on National Day, 28th October. 2nd class travel is available all day without restrictions throughout the network.

The tickets can be purchase in advance from 8 to 27 October, and only for cash transactions at Lidl.

ČD Net Lidl – day ticket network

- costs 149 crowns
- sold only at the tills Lidl CR from 8 do 27 October 2009
- valid on the day of the 28th October 2009, National Day only and in 2nd Class wagon
- it can be to travel all categories of trains across the CR, the SC Pendolino trains with compulsory reservation only
- the first stamp of the crew must have time before 12:00 am, the way it is necessary to start before noon
- CD Net Lidl takes the form of receipts with stamp dealers and other security features, passengers fill the name and surname, the control board shall submit, together with any card with his photo and name.
- ticket is not transferable
- seller reserves the right to terminate the pre-sale earlier depending on the number of tickets sold

RCA sends innovative rolling stock on rail Rail Cargo Austria

Rail Cargo Austria (RCA) presented today at the freight terminal Nordwestbahnhof five innovative Taurus wagon and the first locomotive in the RCA-brand. The innovative coaches such is the spearhead of a new generation of wagons to be procured under a long-term investment plan. As godmother for the train "RCA 1" acted Federal Minister Doris Bures. She stressed the importance of investing in the development of rail freight. "Even today in Austria, around 30% of freight handled by rail, the EU average is 15%. In the context of climate protection and safety must be the objective to increase the share of rail transport in total freight traffic continuously," says Minister Bures.

New rolling stock
The new wagon is the sliding Habbiins the flat cars Laaprs, the bogie wagons Eanos, the ACTS Slps wagons and container wagons Sgnss-x-y. In the development of rolling stock flowed the know-how of many experts, this book. "This new generation of freight cars is a further indication of the innovativeness of the ÖBB Group and Rail Cargo Austria in international competition gain an edge over the competition," revealed Peter Klugar, CEO ÖBB-Holding AG, delighted. In the successful planning and production of the train, "RCA 1" was the perfect combination of Rail Cargo Austria, industrial wagon, ÖBB-traction, ÖBB-Technische Services Center as well as various promotional ÖBB ÖBB partners necessary.

Internationalisierung Internationalization
The renewal of the rolling stock is part of a long-term investment program. "We have investments in the current economic situation, adapted to the internationalization strategy of Rail Cargo Austria, however, largely follow with high pressure," says Ferdinand Schmidt, Chief Director of Rail Cargo Austria. RCA is a leading total logistics provider in Central, South and Eastern Europe. With the acquisition of Hungarian MÁV Cargo 2008 was able to consolidate this position further. Even now, around three quarters of all RCA shipments across the globe. Between Austria and Hungary are now run trains of trust, provide easy border clearance. RCA was able to achieve in recent months with the purchase of the railway company in northern Italy and the Linea safety certificates for Slovenia, Romania and Bulgaria decisive victories in the international production. "We can now take their own trains and personnel from Austria to Milan via the ports of the Black Sea and the Turkish border," enthused Schmidt pleased about the developments.

Climate-friendly
Investments in Rail Cargo Austria are also the CO2 balance of Austria to the best, because the Austrian Railways are the climate-friendly mobility provider in Austria. "We are European trends - in the use of renewable energies in energy-efficient driving with locomotives and buses and in natural hazard management," said Klugar under Zugtaufe. Around 92% of electricity currently comes from green energy path, about 87% of them from domestic hydropower. The eight of subgroup ÖBB-Infrastruktur Bau AG operated hydroelectric plants cover about 33% of the entire ÖBB train's electricity needs.

Left to right: Friedrich Macher (Chairman of the Board, Rail Cargo Austria), Doris Bures (Federal Minister for Transport, Innovation and Technology), Ferdinand Schmidt (Board of Rail Cargo Austria), Peter Klugar (Board Spokesman ÖBB-Holding AG) for the Zugtaufe.

Deutsche Bahn acquires additional stake in Poland's PTK Holding S.A.

As part of its acquisition of PCC Logistics, Deutsche Bahn became already a shareholder in the privately-owned rail operator PTK Holding S.A. located in Zabrze, Poland. In the course of the last few years, the PCC Logistics Group has acquired a stake in the company that primarily specializes in providing services for coal mines. With immediate effect, DB has now increased its stake in PTK Holding S.A. to around 95 percent.

"With the acquisition of a majority stake in PTK Holding, we will now be able to further strategically expand and effectively structure our network in Poland, and improve the range of services we provide for our customers," said Dr. Christoph Wolff, Head of Region East at DB Schenker Rail. "In the next few months we will be merging our affiliated companies in Poland to create a single market presence. PTK Holding S.A. is a powerful company and fits perfectly into the portfolio of the PCC Logistics Group."

PTK Holding S.A., with around 2,000 employees and revenues of some EUR 90 million (2008), is one of the best high-performing privately-owned rail operators in Poland and specializes in the complete operation of coal mine and power plant rail sidings in Poland. PTK Holding S.A. has many years experience and an extensive range of services in the field of transportation and logistics, such as the organization and handling of rail freight shipments, including cross-border services between the Ukraine, Belarus and Poland. The company's portfolio is supplemented by the operation of container terminals for sea and inland waterway transportation, repair depots for rolling stock and comprehensive trackwork and earth moving services. The company is also co-owner of the Swinoujscie port terminal on Poland's Baltic Sea coast. The terminal is one of the largest transshipment points for coal, steel and bulk goods in Poland. PTK Holding S.A.'s shipping volume in 2008 amounted to around 7.2 million metric tons.

Alstom unveils X'Trapolis, a new generation commuter train.

Alstom has developed a new train for the UK from its X`Trapolis product platform, based on the success of fleets in Australia, Chile and Spain and incorporating technology used in the company's very high speed trains.
At the heart of the train architecture is Bogie Offset Articulation which reduces the number of bogies by up to 30%, allowing the carriages to be shorter and wider and thus optimize the vehicle gauge. This in turn creates more passenger space and comfort. A wide, uninterrupted aisle and spacious gangways are created throughout the train, improving the feeling of security for passengers as well as mobility.
Safety onboard is increased as the energy absorption areas are concentrated in the elongated front end of the train rather than between carriages, making these areas safer for passengers and crew.
The door configuration is geared to reduce stopping times at stations by making the boarding and alighting process more efficient, particularly on high-density routes. Two sets of double doors are situated in the centre of each carriage, providing 25% more doors than a conventional trainset, per equivalent length. The shorter carriages of X`Trapolis are also closer to platform edges, especially when these are curved, reducing the stepping distance from train to platform by almost half. Passenger information systems help the passenger make informed decisions, with exterior displays indicating the capacity status of each carriage to facilitate boarding and interior displays providing updates on connecting services at stations.

Alstom delivers the first Prima II locomotive to the ONCF in Morocco

Alstom has recently delivered the first of 20 Prima II locomotives ordered by the Moroccan National Railway Office (ONCF). After leaving Alstom's engineering and production centre in Belfort, France, this new generation locomotive will undergo a series of endurance tests on the Moroccan rail network before entering into commercial service. The remaining 19 locomotives, will be delivered between October 2009 and March 2010.

The locomotives ordered by ONCF are part of the Prima II range, a new generation of locomotives developed by Alstom that has strongly benefited of the experience of the previous versions sold in France and worldwide. Adapted to the operating conditions specified by ONCF and developed in a multipurpose version, this locomotive is suitable for both passenger and freight, and will be used on a 3 kV network. These locomotives have a very high traction power (5.5 MW on 3 kV). They will begin commercial operation in 2010 throughout the Moroccan network at a speed of 120 km/h for freight operations and 160 km/h for passenger transport.

Present in Morocco for over 40 years, Alstom is helping to make the rail network a viable mode of transport for freight and passengers in the future and a key component of the country's growth and development. Twenty-seven electric locomotives have been delivered to the ONCF since 1992. Alstom has also helped improve the Moroccan rail network by doubling the tracks on the Fès-Meknes line, in service since June 2007, and by modernising the signalling of 900 km of lines and 60 stations, including Casablanca station.

Alstom also builds tramsets for the Rabat tramway and is involved in a project to build a very high-speed link between Tangiers and Kenitra, underlining its highly active role in supplying Morocco with innovative and environmentally-friendly transport solutions.

Bombardier TRAXX Locomotives are Shaping the Future of an Interoperable and Efficient European Railway System

TRAXX multisystem variant officially inaugurates Dutch high speed line

On 6 September, 2009, Dutch Government representatives officially opened the high speed line connecting Amsterdam Central Station-Schiphol Airport-Rotterdam Central Station, operated by NS Hispeed (the Netherlands Railways' high-speed operations brand name). The first trains to run on the line are being hauled by BOMBARDIER TRAXX locomotives at 160 km/h. They shorten the travel time between Amsterdam and Rotterdam to 43 minutes.
The TRAXX multisystem locomotives operating on the line are leased from Angel Trains Cargo, the locomotives leasing division of Angel Trains International, one of Europe's leading rolling stock leasing companies. The TRAXX locomotives are characterized by their high availability and high reliability and by the fact that they operate under four different voltage systems, making them ideal for Europe-wide deployment. They are homologated for operation in fourteen European countries and can be used in either freight or passenger service.

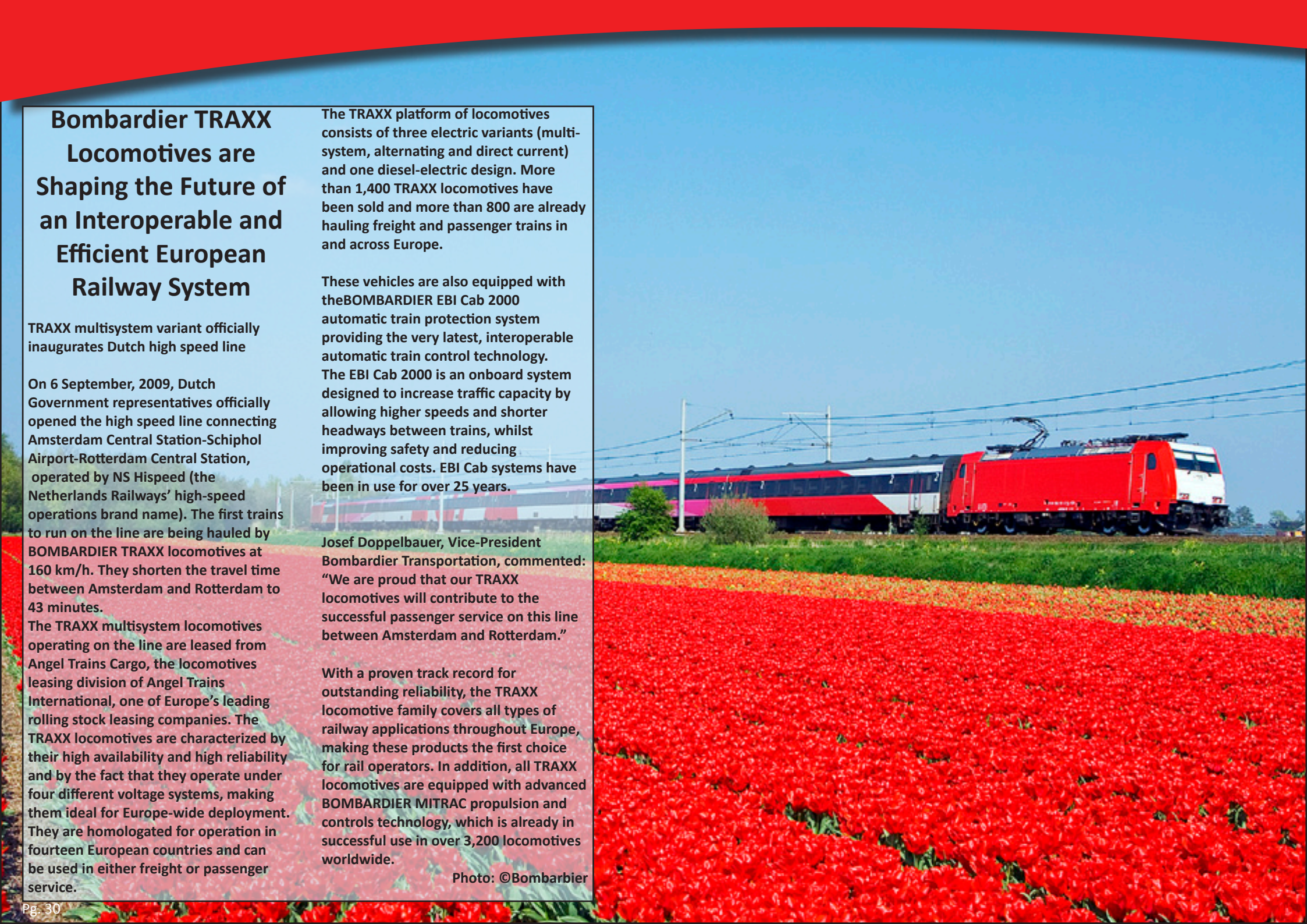
The TRAXX platform of locomotives consists of three electric variants (multi-system, alternating and direct current) and one diesel-electric design. More than 1,400 TRAXX locomotives have been sold and more than 800 are already hauling freight and passenger trains in and across Europe.

These vehicles are also equipped with theBOMBARDIER EBI Cab 2000 automatic train protection system providing the very latest, interoperable automatic train control technology.
The EBI Cab 2000 is an onboard system designed to increase traffic capacity by allowing higher speeds and shorter headways between trains, whilst improving safety and reducing operational costs. EBI Cab systems have been in use for over 25 years.

Josef Doppelbauer, Vice-President Bombardier Transportation, commented: "We are proud that our TRAXX locomotives will contribute to the successful passenger service on this line between Amsterdam and Rotterdam."

With a proven track record for outstanding reliability, the TRAXX locomotive family covers all types of railway applications throughout Europe, making these products the first choice for rail operators. In addition, all TRAXX locomotives are equipped with advanced BOMBARDIER MITRAC propulsion and controls technology, which is already in successful use in over 3,200 locomotives worldwide.

Photo: ©Bombardier



Bombardier Receives Order for 30 Dual-system FLEXITY Swift Tram-trains for German City of Karlsruhe

The Albtal-Verkehrs-Gesellschaft mbH (AVG) and the Verkehrsbetriebe Karlsruhe GmbH (VBK) have ordered 30 dual-system tram-trains from Bombardier. These ultra-modern and comfortable vehicles valued at about 129 million euros ($190 million US), will be delivered between August 2011 and September 2013. An option for up to another 45 vehicles has also been agreed.

The new tram-trains will be manufactured in the Bombardier sites Bautzen, Germany and Vienna, Austria. The BOMBARDIER MITRAC propulsion and control system will be provided by Bombardier Mannheim and BOMBARDIER FLEXX Urban 2500 bogies by Bombardier Siegen, both sites located in Germany.

Grego Peters, President, Light Rail Vehicles, Bombardier Transportation said: "This order demonstrates the trust our customer places in Bombardier as a reliable and strong partner and in our technically sophisticated FLEXITY trams and light rail vehicles. We are delighted that we can actively contribute to the modernization of local public transport in Baden-Württemberg."

The FLEXITY Swift vehicles are customized to meet the requirements of the city and the region of Karlsruhe. For an optimum fit to the existing infrastructure all access areas are 50% low-floor thus ensuring a rapid passenger flow and facilitating easy access for the mobility-impaired as well as passengers traveling with prams or heavy luggage. The new vehicles consist of three modules, and the interior is walkable throughout its entire length. The 37 meter long light rail vehicles with a width of 2.65 meters offer a capacity for 244 passengers. Conventional bogies with air springs guarantee a smooth ride reducing wear and tear of both wheels and tracks to an absolute minimum.

ÖBB railjet: High Speed for Business. From center to center relaxes to gain time.

Rushing to the airport to go through checks and arrive in the no man's land - that can happen to passengers today. Similarly, in the car: Stress on the road, guaranteed traffic jams and no chance of productive time. The Premium Class on the other hand, railjet ÖBB offers a unique spatial experience, which provides the necessary space, quiet and relaxation. Exclusive leather seats set new standards of comfort. A separate table has room for the extensive catering service or with the laptop, and the service team met (almost) every request. "Time is money. Railjet we give ÖBB travelers back time that they can use for work, entertainment or relaxation. " No other means of transport can offer that Gabriele Lutter, Chief Executive Officer of ÖBB passenger AG.

From center to center
From Munich via Vienna to Budapest from Vienna via Salzburg to Innsbruck, and from December 2009 after Zurich. The ÖBB railjet east and west with maximum comfort and with highest possible regard for our environment. And the beauty of it - it arrives in the midst of the bustling city.

Looking to the future
"Hectic and time poverty are commonplace," said Birgit Gebhardt sketches, CEO Trendbüro das Reisen der Zukunft. travel of the future. Indeed, for the "modern nomad" increased the daily range of motion continuously. Europeans 1970, the average hovered around 17 km a day, so there are now nearly 35 km. In Austria approximately 3.6 million people commute daily. By 2020, almost half of the main routes between European cities and centers of action is to be completed faster by train than by plane. Already, however, compensates for a longer train journey, with more time available for the inmates - and thus achieved its unrivaled edge.

Shunting loco Y8143 is pictured at Rennes on August 22nd 2002. *Brian Battersby*

Belgian electric loco 1190 is seen parked up at Charleroi on October 25th 2002. *Brian Battersby*

Elderly SNCF loco 68521 pauses at Culmont-Chalindrey on September 18th 2003. *Class47*

Wien Tram 4846 stands outside Westbahnhof on February 22nd 2006. *Class47*