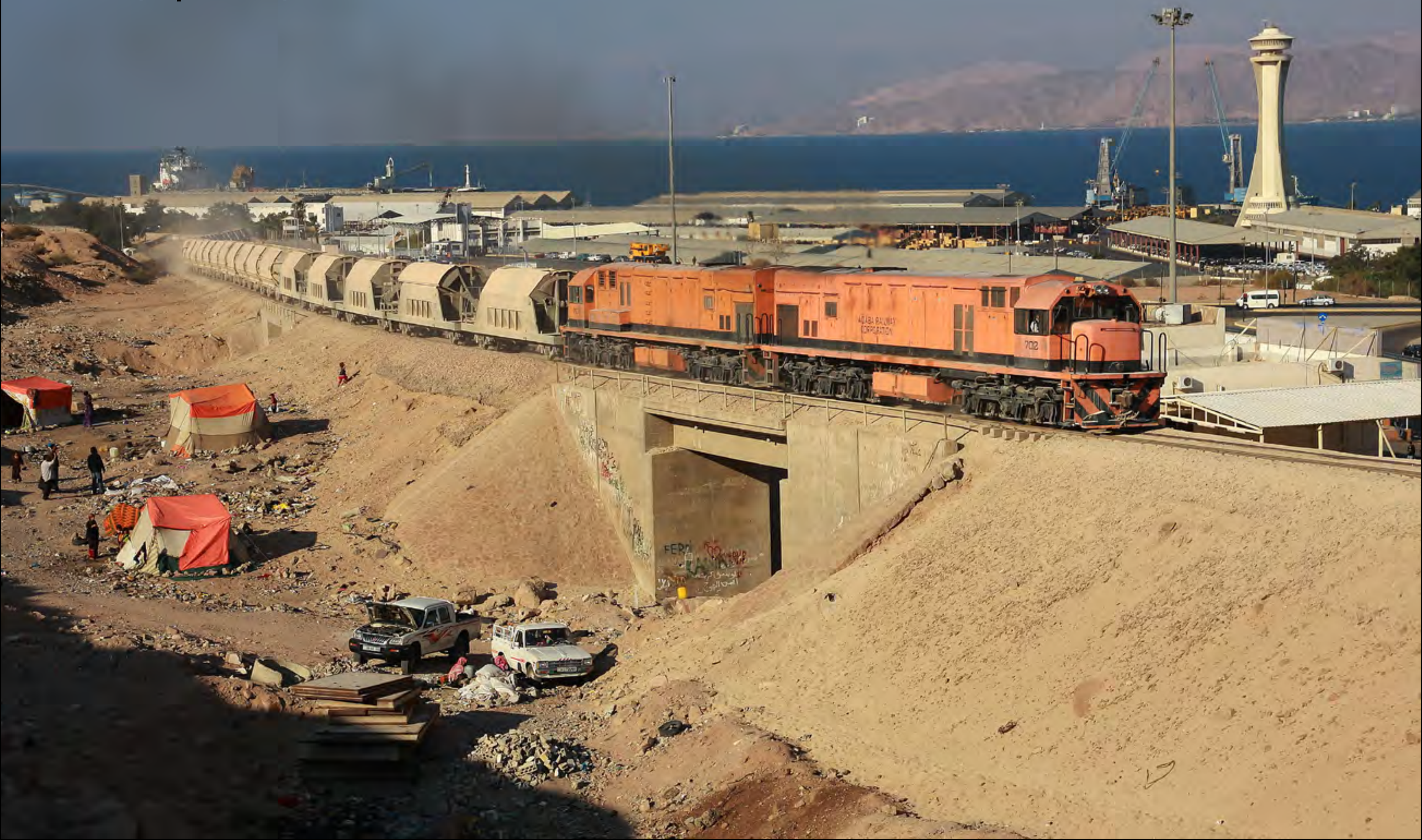
Railtalk Magazine Xtra

Issue 67x | April 2012 | ISSN 1756 - 5030



Railtalk Magazine *Xtra*

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 focus on life outside the UK, and once again we have some excellent shots from around the world. Our “From the UK” section this month looks at the recent Severn Valley Railway’s Spring Steam Gala. Well I’ve been away again this month, yes I know its a hard life I lead, but what can I say... someones got to do it!, I’ve been to France on Eurostar and flown to the Czech Republic and I have to say that the preferred method of travel is still Eurostar. What an excellent, civilised way to travel, where it is very easy going in all aspects. However until Eurostar start going to more destinations I will still have to resort to flying, it is just too long a journey otherwise. The proposed ICE service from DB through the tunnel may ease the situation when it eventually starts.

I can’t believe the difference in weather we have had this month, from snow to full sun, it certainly makes for a variety of photos that we’ve received this month. Whilst I was in the Czech Republic, I was pleased to see that the “Grumpies” Class 749s had not completely disappeared and every day one popped up here and there on passenger work. They might be in smaller numbers, but they are still around if you look hard enough, as are the unrefurbished “Goggles.” Many thanks (once again) to the the well travelled Steve Madden this month for some more excellent photos from unusual locations.
Wherever you are in the world please keep sending in the photos as we really do appreciate them.

David

Once again many thanks to the many people who have contributed, 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: Colin Gildersleve, Steve Madden, Brian Battersby, Paul Godding, Richard Hargreaves, Pavel Kopec, Tomáš Kubovec, Martin Grill, Martin Válek, Mark Pichowicz, Richard Weber, Filip Štajner, Pavel Šturm, Bea Želtvayová, Petr Holub, Pavel Martoch, Honza Štofaňak, BVT, Ivo Rušák, Zdeněk, MirKo, Libor Hyžák, Keith Hookham, Jaroslav Charvát, Matouš Vinš, Martin Hill, Steve Dennison, Ian Leech, Piotr Kozlowski, John Coleman and Roger Williams.

Front Cover: Jordanian U24’s Nos. 702 and 701 climb away from the Port of Aqaba with empty phosphate wagons, the large boat in the background is still being loaded with phosphate from this train. There are 3 different countries in the photo, to the right of the shot is Elat, Israel and to the left is Egypt. *Steve Madden*
This Page: Class 66 - Egyptian style. It is amazing just how many countries in the world that this class or variants are actually working in. *John Coleman*

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Contents

Submissions

Pictures, articles and news can be entered through the forum, or by email to us at:

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Please include a detailed description and credits.

Railtalk Magazine Xtra

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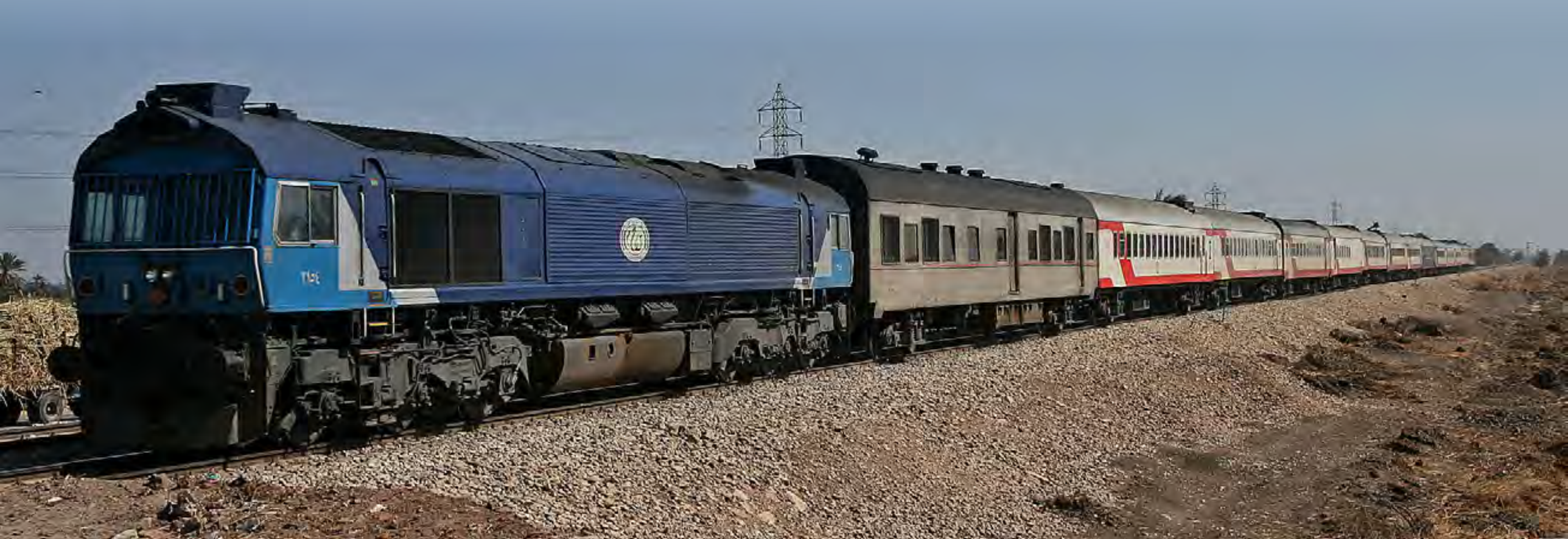
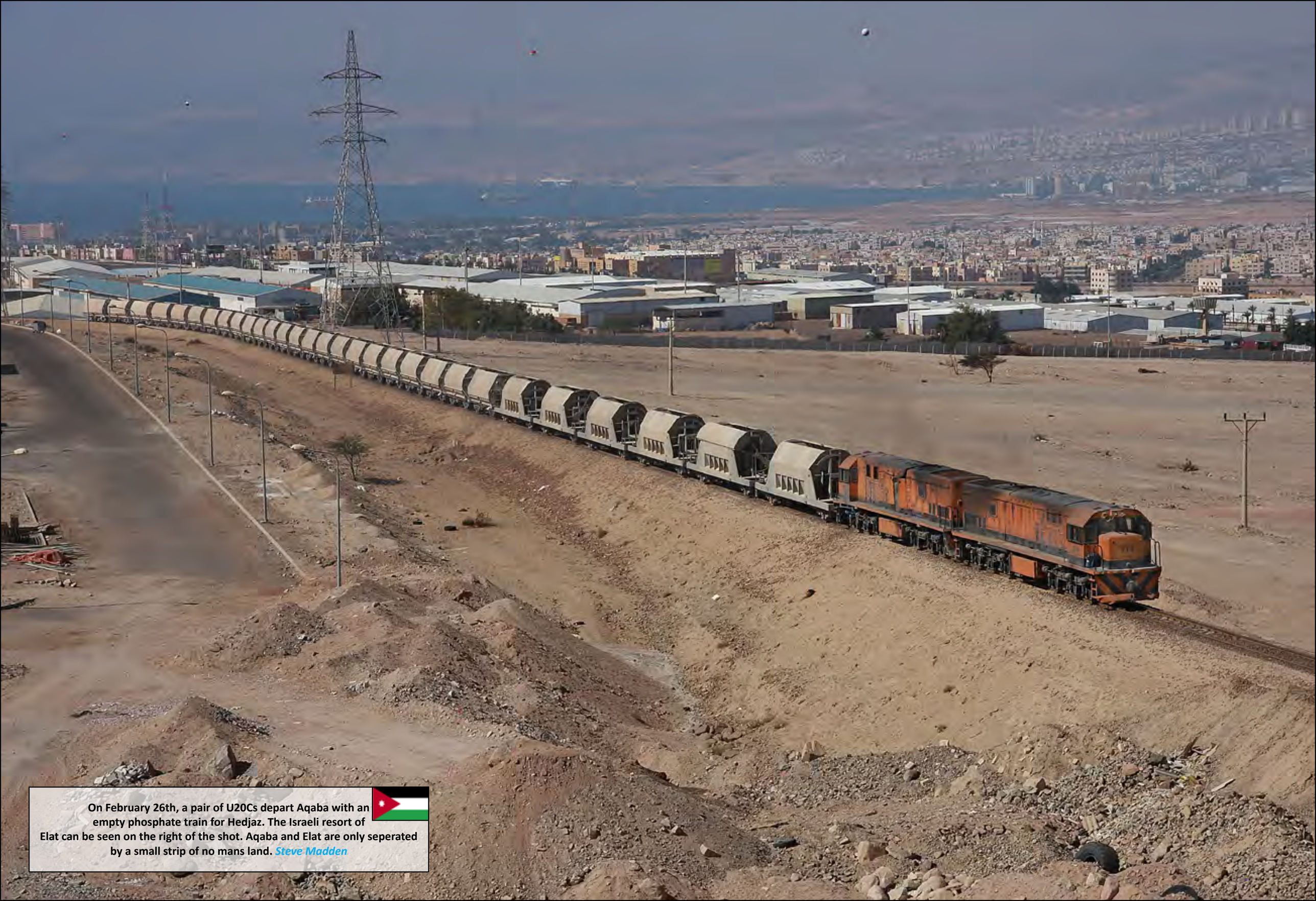


Czech Cargo Class 340.049-6 stands over the border at Gmund in Austria on February 16th.
This loco will take over from an Austrian OBB Class 1116 loco here and head a loaded timber train into the Czech Republic. *Andy*

EMD built Class 664 No. 664-116 is seen ready to depart Bohinjska Bistrica on February 15th. *Carl Grocott*

EMD built Class 2044 No. 2044 008 heads a passenger service out of Zagreb on February 14th. *Carl Grocott*

MRCE Dispolok No. ES64 U2-034 heads a Salzburg bound DB service through Freilassing on February 13th. *Andy*

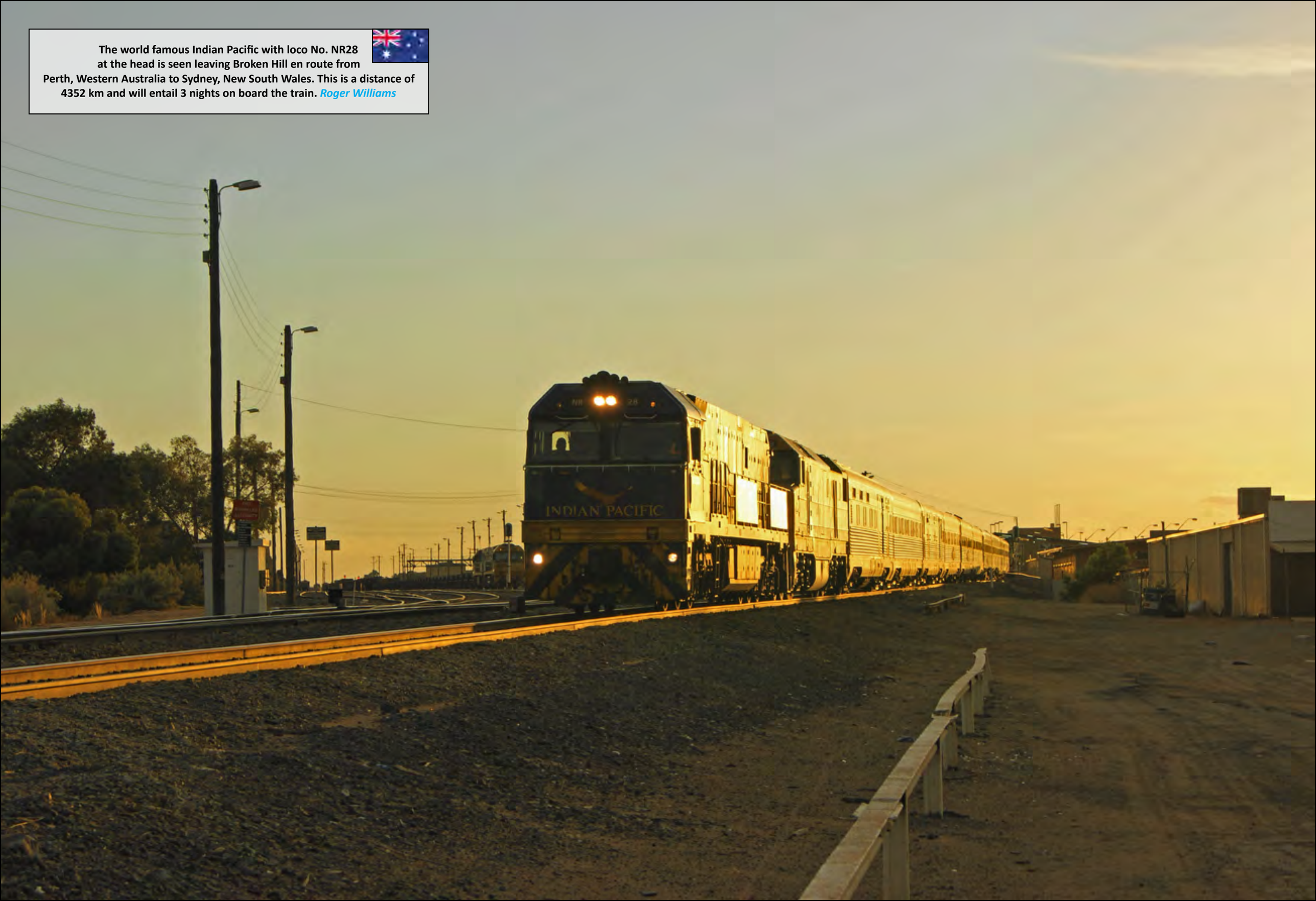


On February 26th, a pair of U20Cs depart Aqaba with an empty phosphate train for Hedjaz. The Israeli resort of Elat can be seen on the right of the shot. Aqaba and Elat are only seperated by a small strip of no mans land. *Steve Madden*

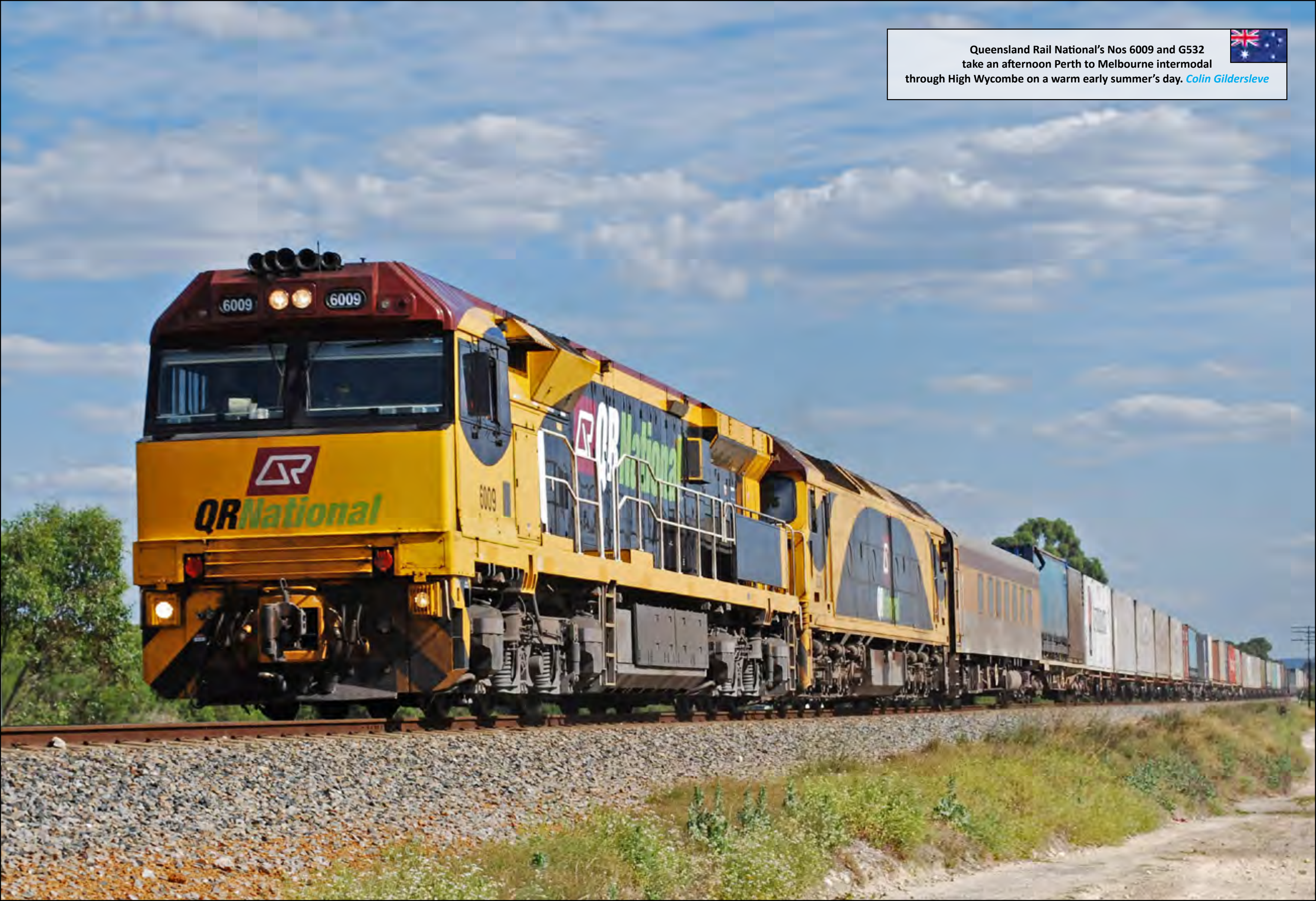
In Jordan there have been a large number of accidents caused by trains running away on the steep gradient down to Aqaba Port. The Depot at Aqaba is full of locos all in various stages of being stripped for spares. On February 26th, No. 957 heads a line of scrapped locos. *Steve Madden*

The HŽ Series 2062 are operated by the Croatian rail operator Hrvatske željeznice (HŽ). They are examples of the EMD G26 locomotive series. This is No. 2062 104 heading a passenger service through Karlovac on February 14th. *Carl Grocott*

Electro-Motive Division Type GT22HW, and operated by the Croatian rail operator Hrvatske željeznice (HŽ). This is No. 2044 027, seen in the falling snow at Osijek, Croatia on February 14th. *Carl Grocott*



The world famous Indian Pacific with loco No. NR28 at the head is seen leaving Broken Hill en route from Perth, Western Australia to Sydney, New South Wales. This is a distance of 4352 km and will entail 3 nights on board the train. ***Roger Williams***

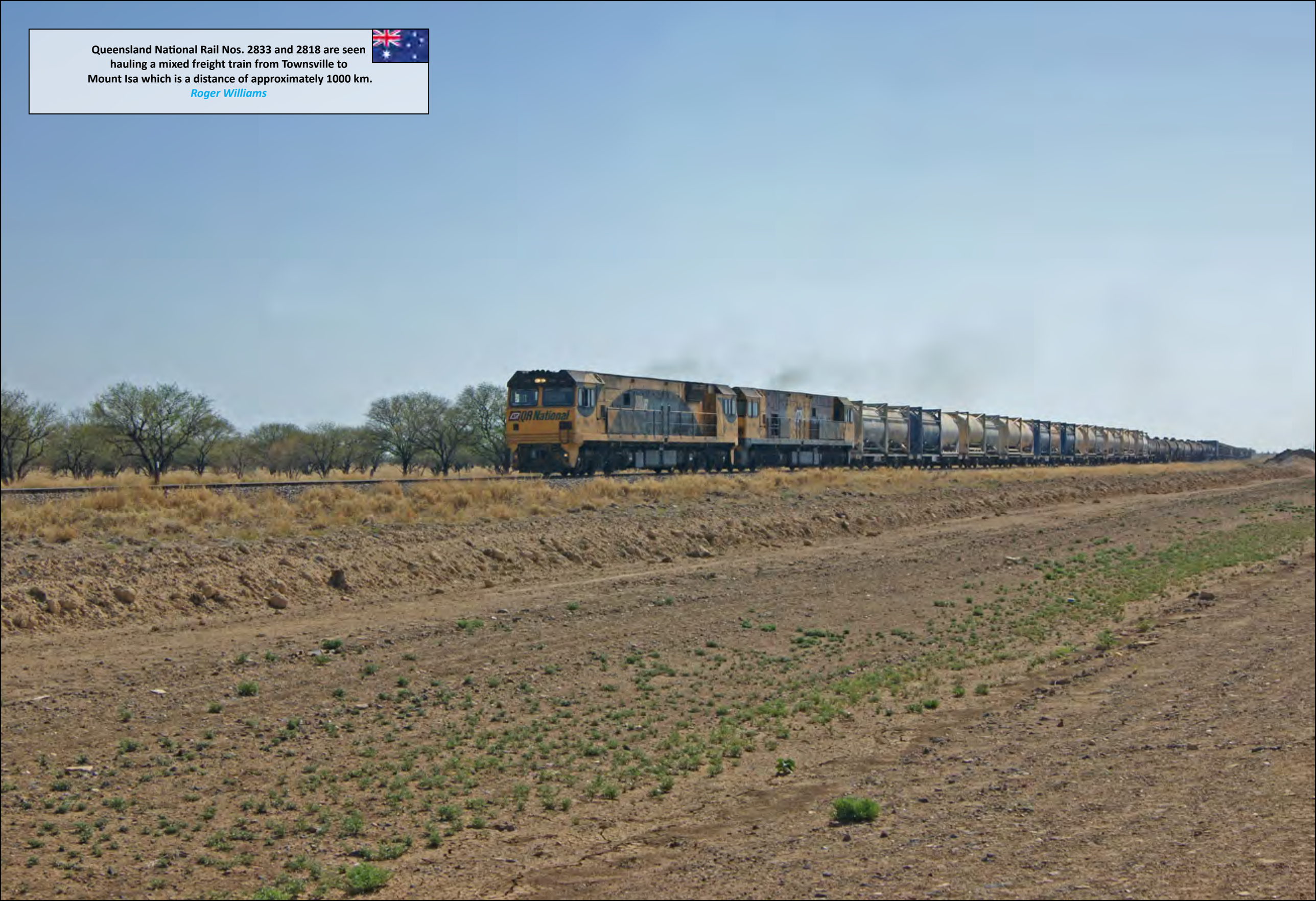


Queensland Rail National's Nos 6009 and G532 take an afternoon Perth to Melbourne intermodal through High Wycombe on a warm early summer's day. *Colin Gildersleve*

A Class 3100 DMU No. 3015, built between 1987 and 1996 is seen here leaving Adelaide Central with a suburban service. *Roger Williams*

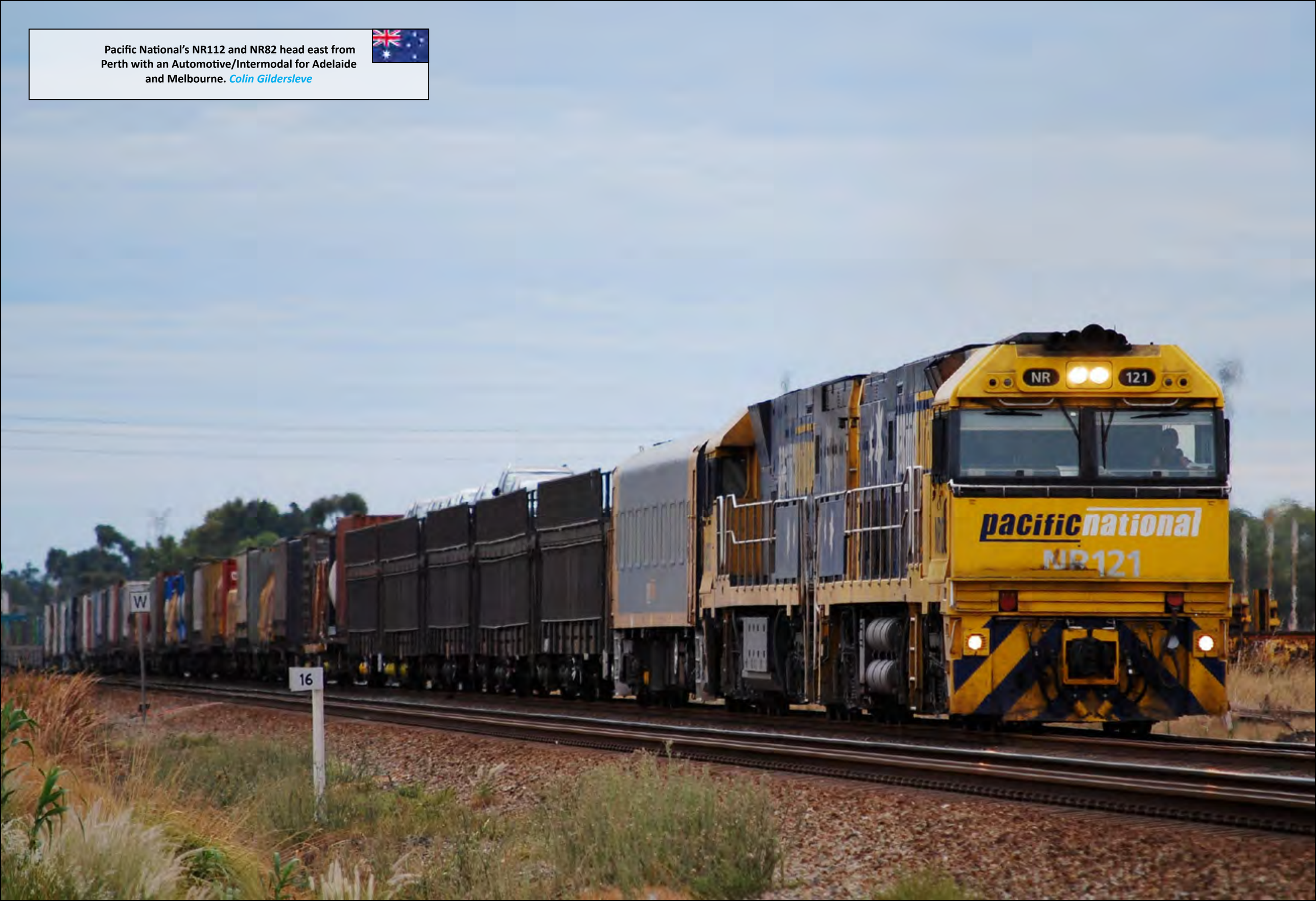
RENFE Class 596 single coach DMU No. 596.012-3 has just arrived at Murcia del Carmen station with a regional service from Cartagena, March 11th. *Steve Dennison*

General Electric built No. 2467 is seen working train No. 29, the 09:25 Luxor to Cairo with loaded phosphate wagons, March 17th. *Steve Madden*



Queensland National Rail Nos. 2833 and 2818 are seen hauling a mixed freight train from Townsville to Mount Isa which is a distance of approximately 1000 km.
Roger Williams

Renfe Class 599 DMU No. 599.064-3 is about to depart from Murcia del Carmen station with a regional service to Cartagena, March 11th. *Steve Dennison*

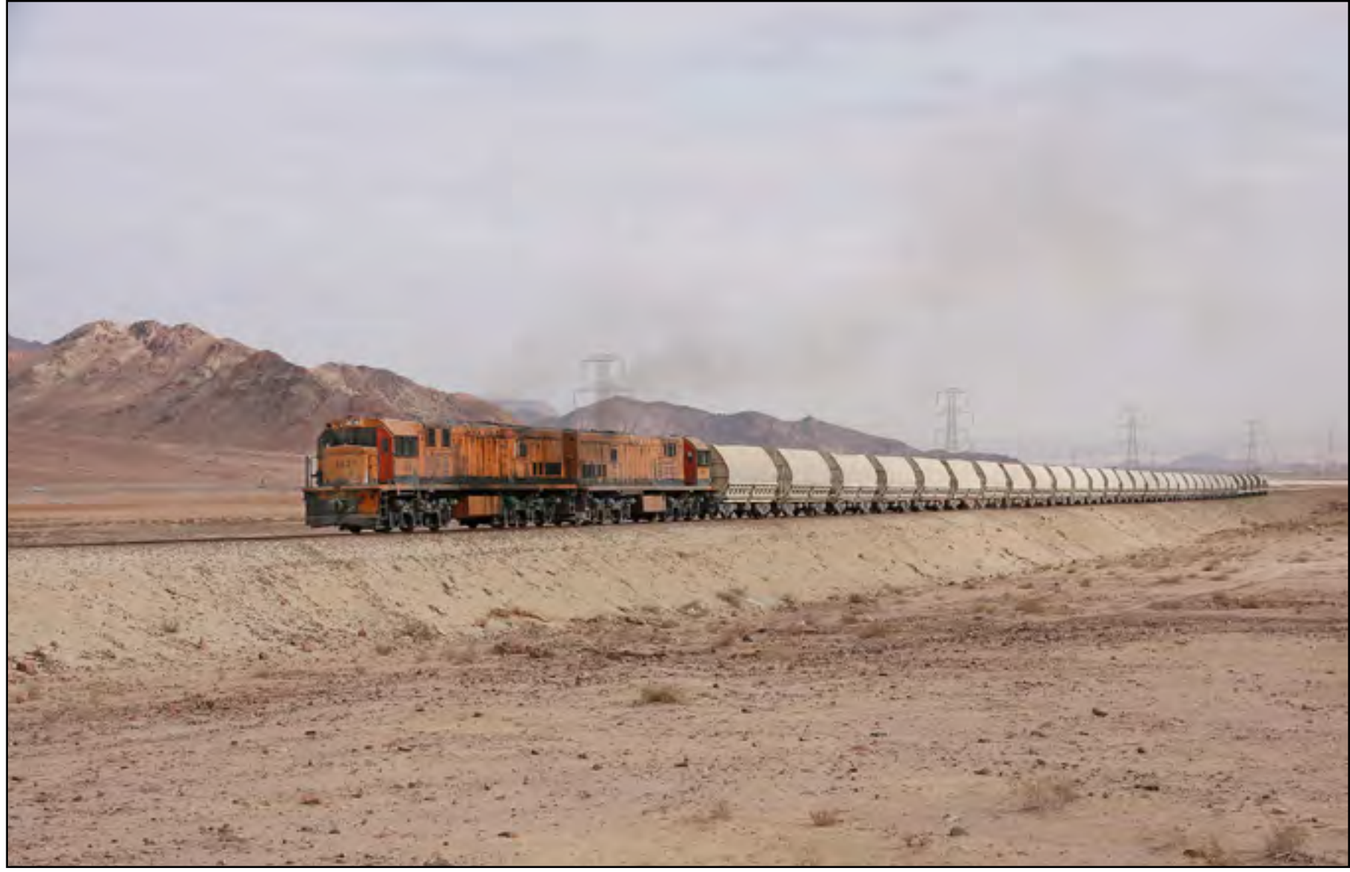


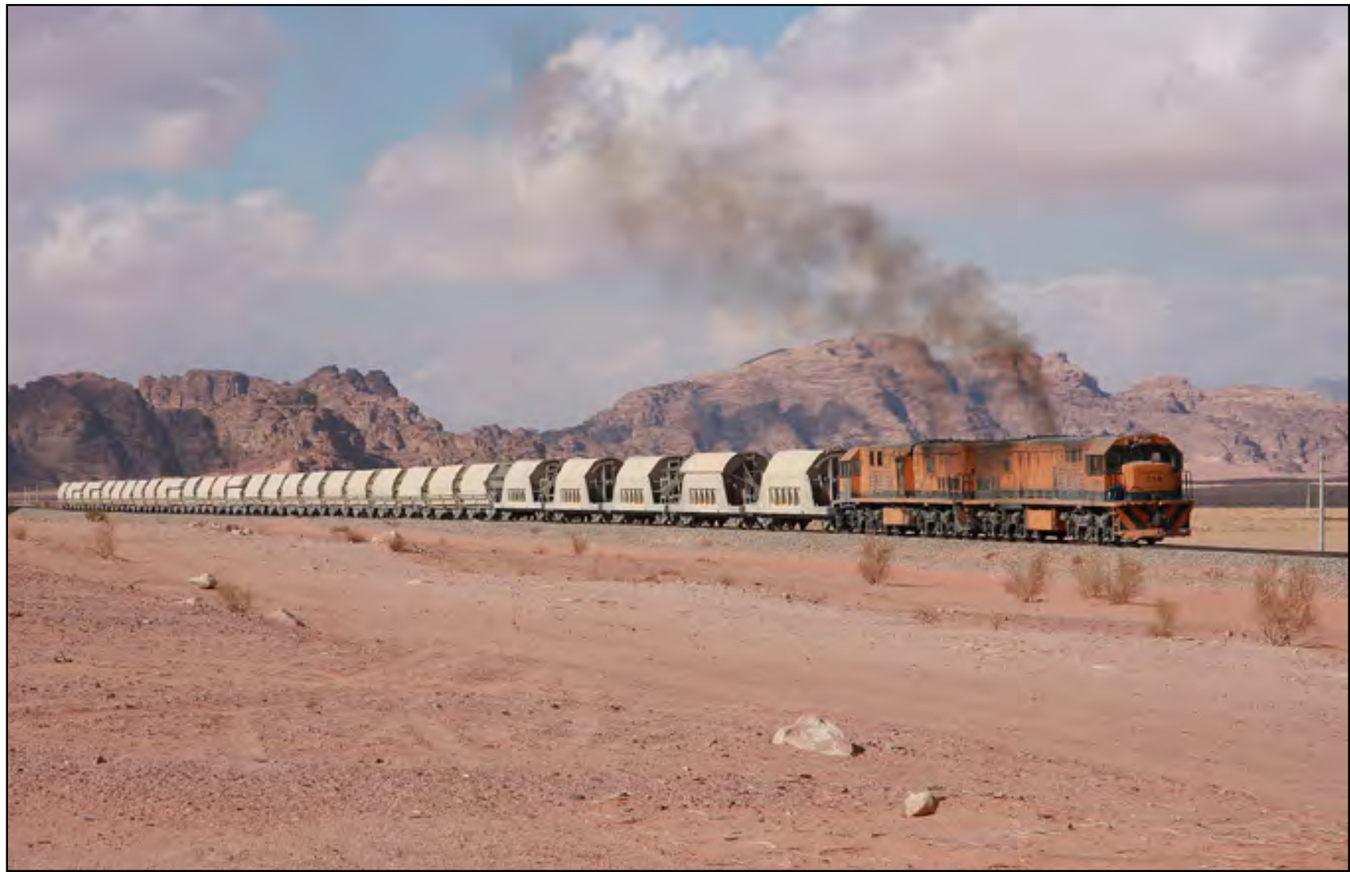
Pacific National's NR112 and NR82 head east from Perth with an Automotive/Intermodal for Adelaide and Melbourne. ***Colin Gildersleve***

Top Right: A pair of Aqaba Railway Corporation's Class U20Cs Nos. 313 and 306 pass Al Khaldi with a loaded phosphate train heading for Aqaba Port on February 24th. ***Steve Madden***

Bottom RIght: Class U20Cs Nos. 314 and 303 pass Rum en route from Aqaba to Hedjaz Mine on February 26th. ***Steve Madden***

Below: Nos. 702 and 701 accelerate away from an unscheduled stop after the driver rectified a power problem on No. 702 at El Disi, February 26th. ***Steve Madden***

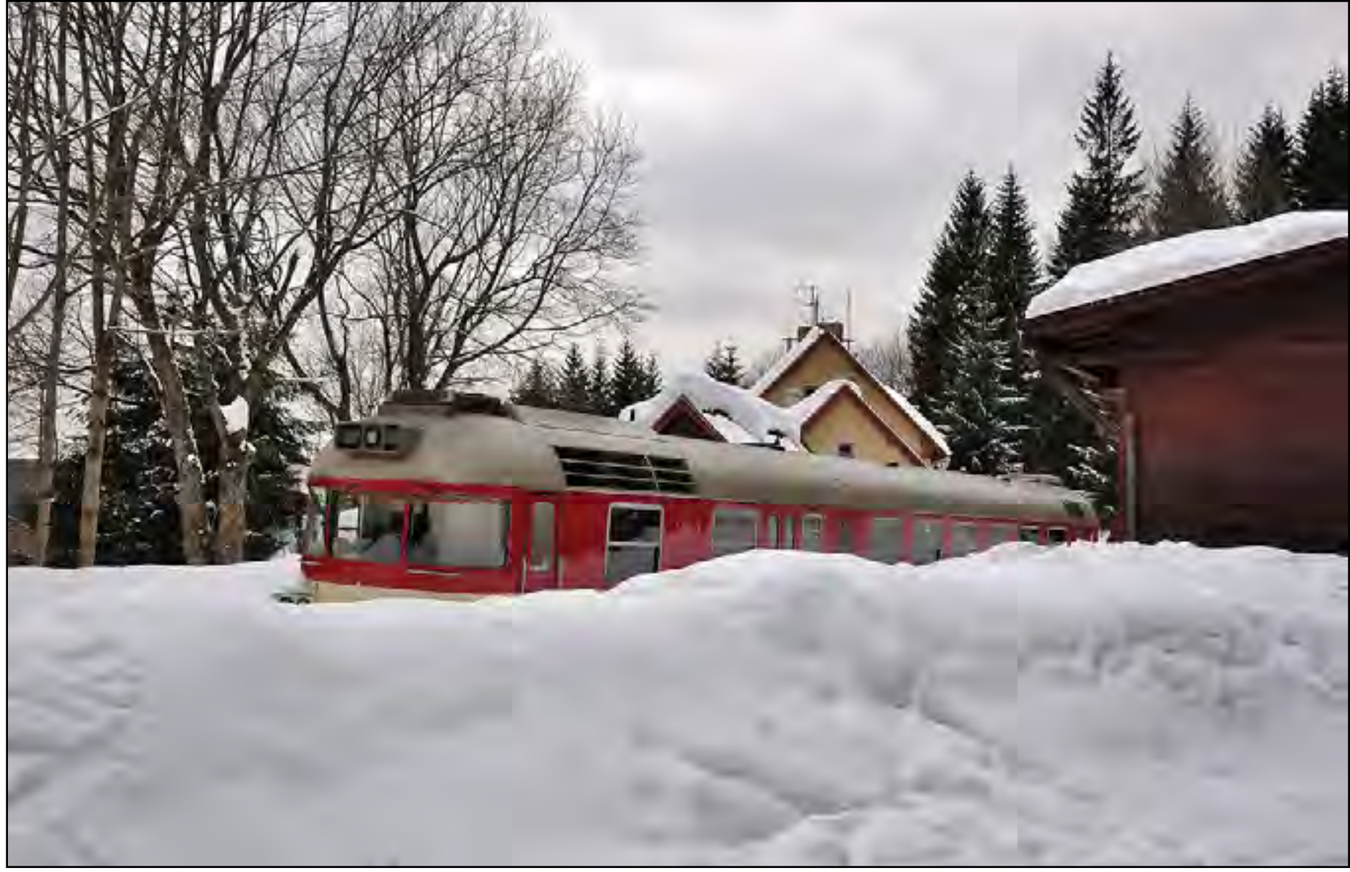


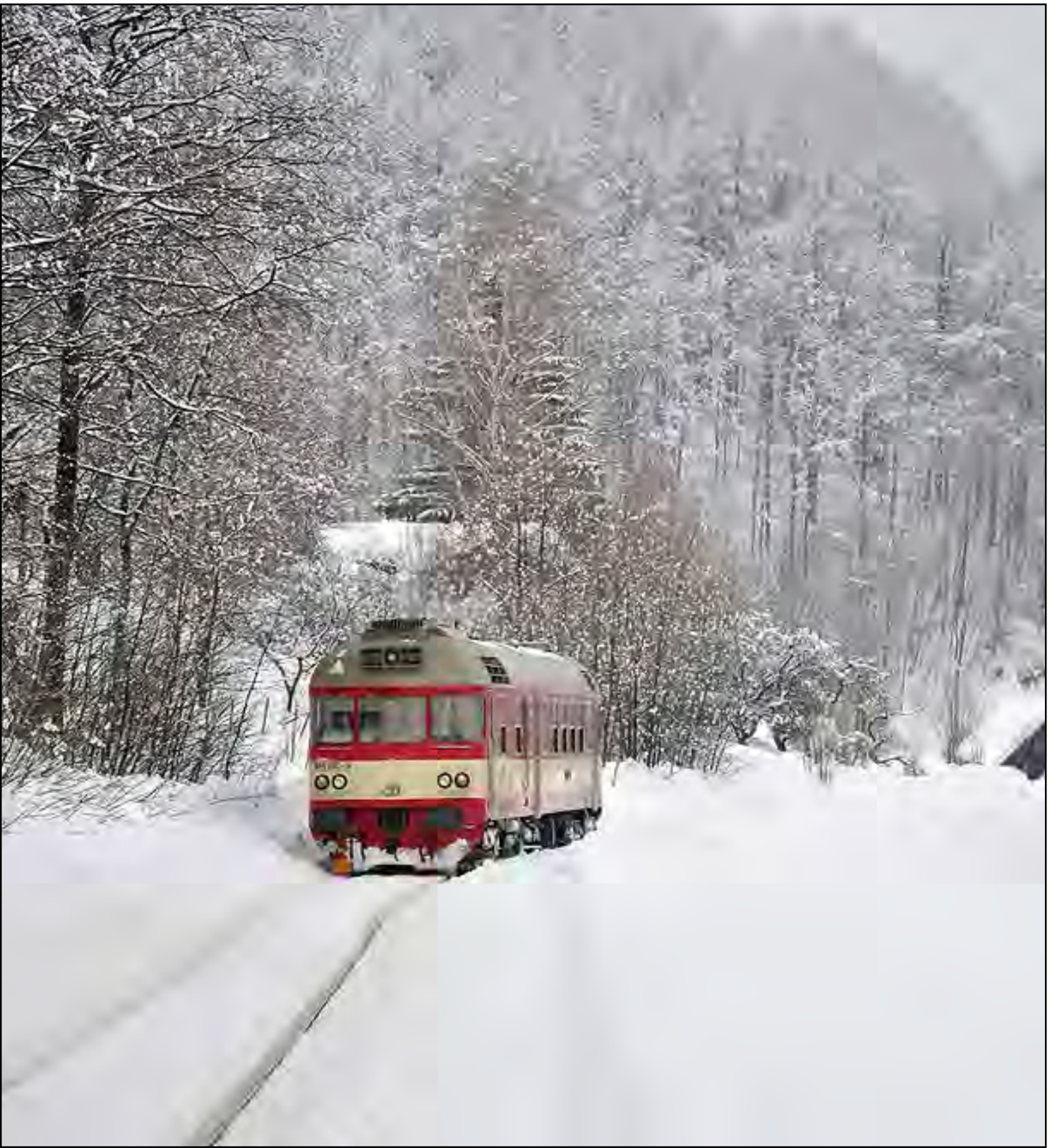


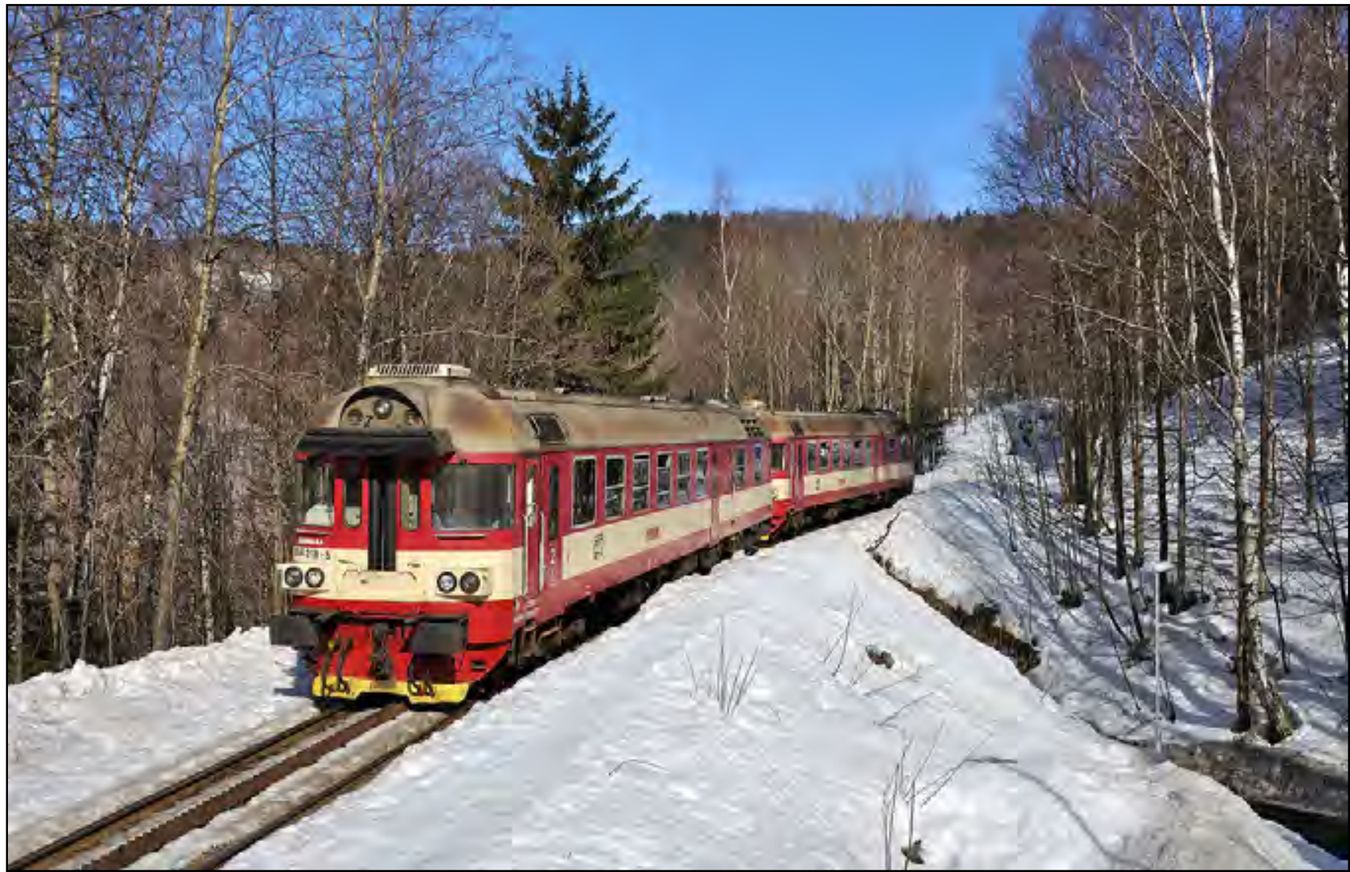
Top Right: CD Class 854.202-9 emerges from the deep snow at Harrachov working service Os16229 on February 27th. ***Pavel Šturm***

Bottom RIght: Ceske Drahy Class 854.218 and 854.212 pass through Desna-Pustinska working the Os16221 on March 3rd, as the snow begins to thaw. ***Pavel Šturm***

Below: One can only imagine the huge task of keeping these lines open with the huge amount of snow that has fallen recently. This is Ceske Drahy's Class 854.202-9 heading through Dolni-Polubny with the Os16221 working on February 19th. ***Pavel Šturm***







A gathering of Class 363s and Class 742s at Beroun on March 26th, including Class 363.507-5, 742.381-7 and 742.238-9. *Class47*

EMD Class 66, No.2137 is seen working an Aswan to Cairo express at Dandara on March 16th.

Steve Madden

Its quite difficult to see the train in the desert landscape. This is Nos. 702 and 701 passing through Al Tawisah with a rake of phosphate wagons from Aqaba to Hedjaz on February 26th. *Steve Madden*

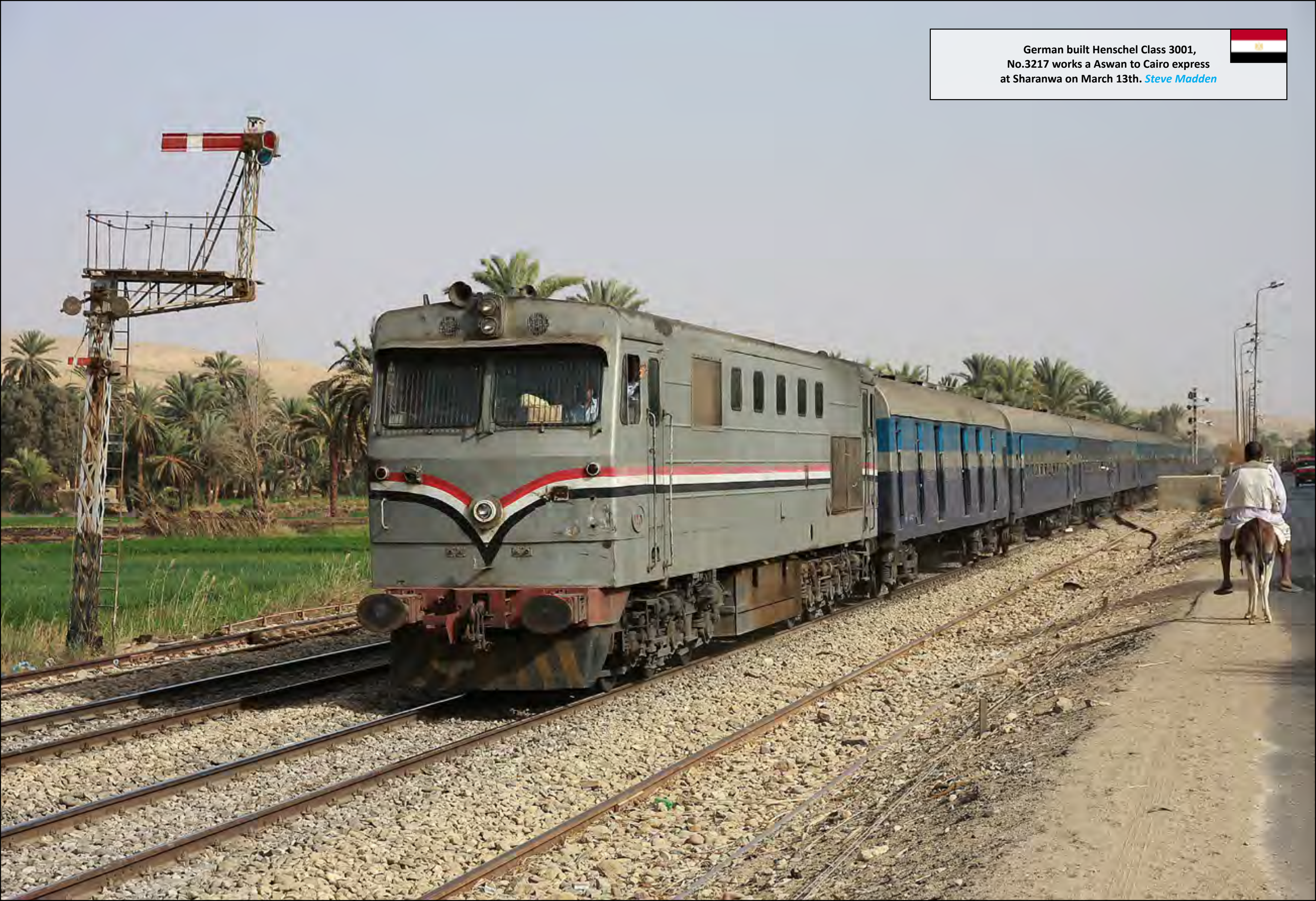
An OBB Class 1116 departs Bischofshofen with a Salzburg bound City Shuttle service on February 14th. *Andy*

Class 854.212-8 heads through Korenov with the Os16224 working on March 3rd. *Pavel Šturm*

A pair of SD-Kolejova Doprava operated Class 130s are seen at the Kadan power station on March 26th. *Class47*

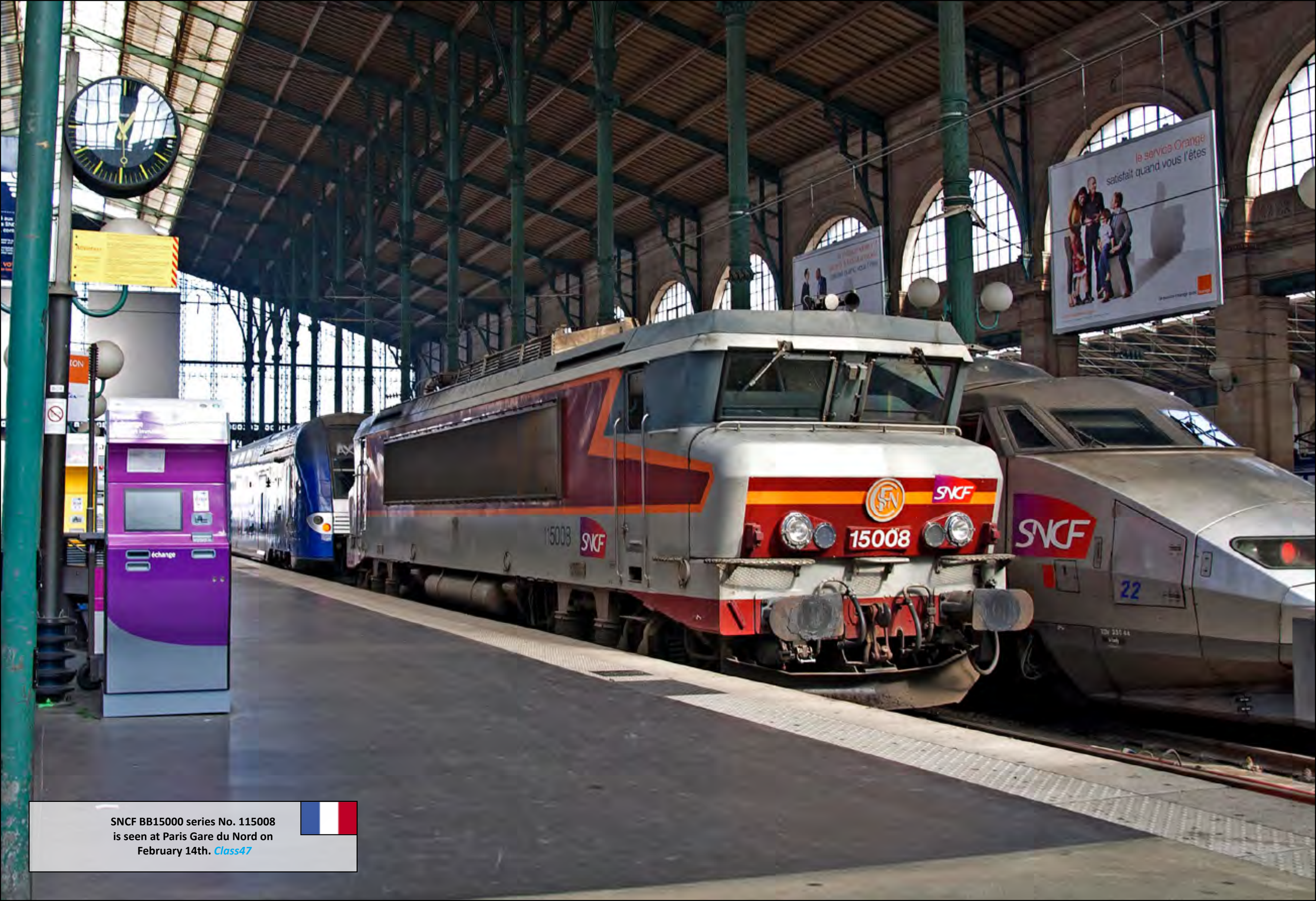
A pair of SNCF CC72000 series locos, Nos 272179 and 272189 are seen at Paris Gare de l'Est on February 14th. *Class47*

OBB Class 2043.555-8 is seen in the deep snow with a snow clearing train at Selzthal on February 15th. *Andy*



German built Henschel Class 3001, No.3217 works a Aswan to Cairo express at Sharanwa on March 13th. *Steve Madden*

Skanska owned Class 730.601-2 is seen at Plzen with an engineering train on March 26th. *Class47*

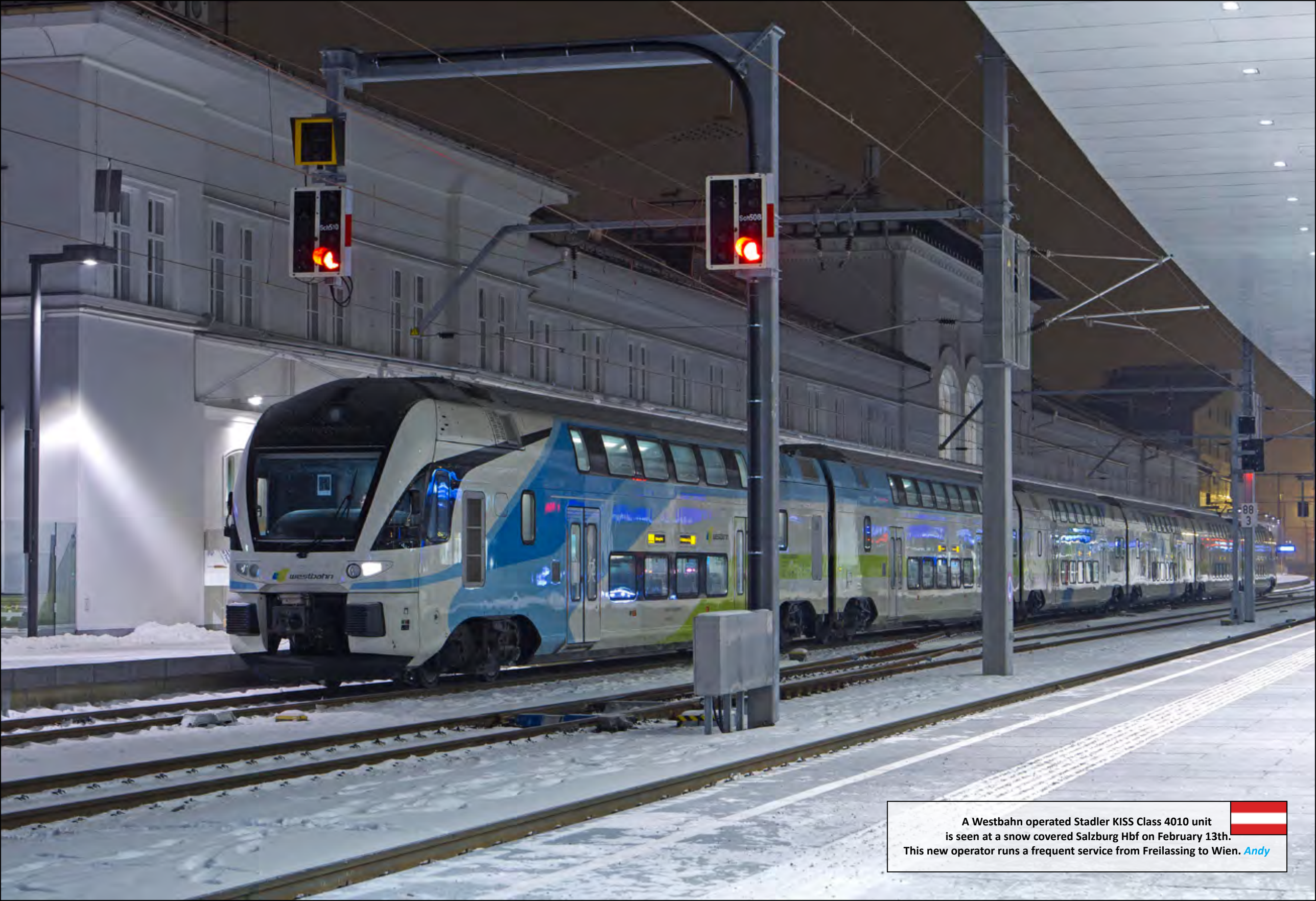


SNCF BB15000 series No. 115008 is seen at Paris Gare du Nord on February 14th. *Class47*

CD Cargo Class 122.032-6 speeds through Most on March 26th. *Class47*

One on the many OBB Class 1116 locos in an all over advertising livery, Class 1116.153-6 advertising “CATS” pauses at Linz on February 16th. *Class47*

Railion Class 185.211-0 pauses at Salzburg Hbf with a loaded car train on February 14th. *Andy*



A Westbahn operated Stadler KISS Class 4010 unit
is seen at a snow covered Salzburg Hbf on February 13th.
This new operator runs a frequent service from Freilassing to Wien. *Andy*

Still working in 2012, Class 749.253-1 enters Beroun station working service R1254 from Praha Hln. - Pisek on March 26th. *Class47*

Mariazellerbahn loco Class 1099.013
is seen arriving into St. Polton during a snow
storm on February 16th. *Class47*

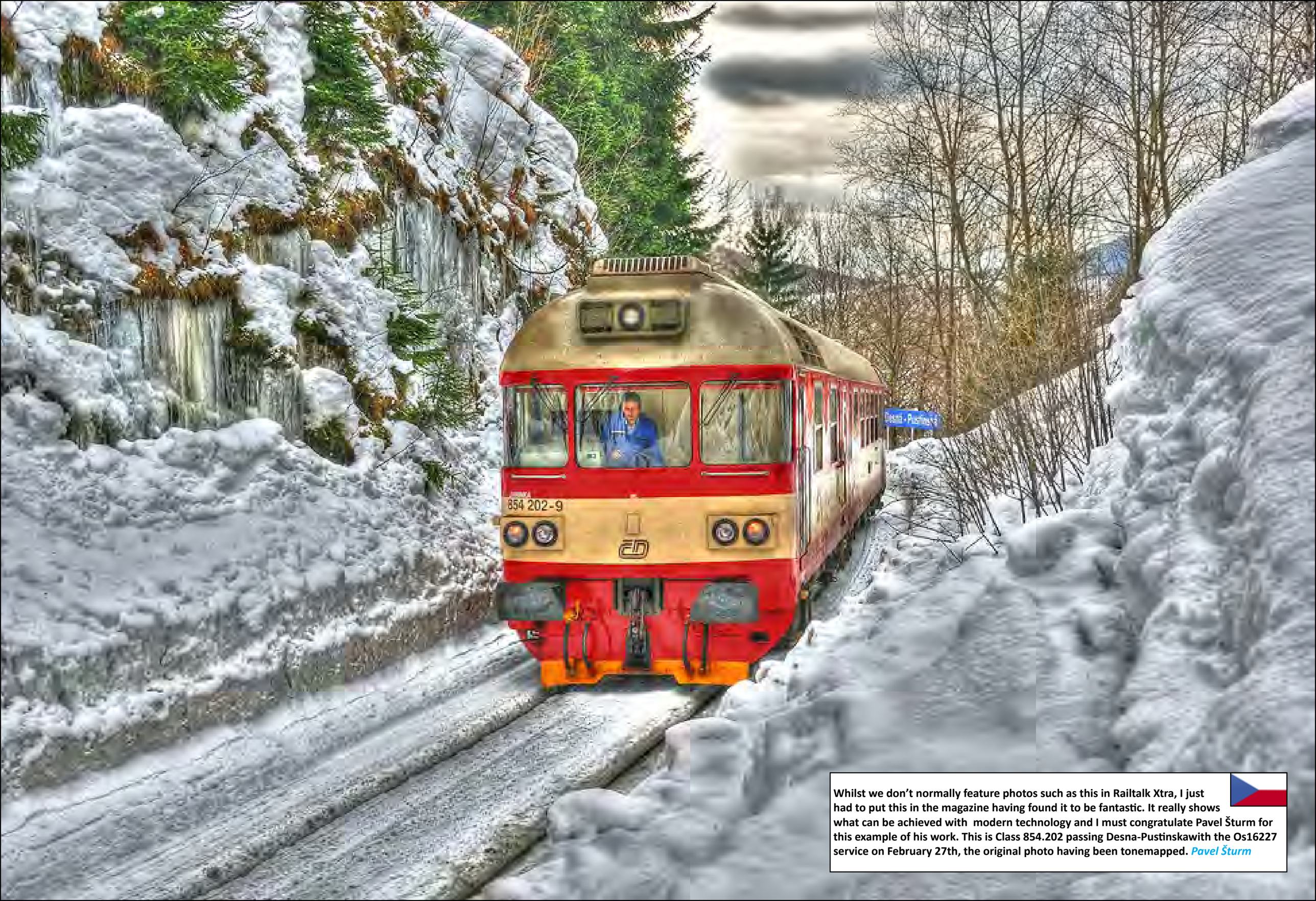
The EuroNight “Mare Toscana” runs every Friday from Austria to the Italian port city of Livorno

Effective immediately, a new international ÖBB-seller: The new Euro Night train “Toscana Mare” from Vienna to Livorno. Every Friday at 20:29 it leaves with seats, couchettes and sleepers from Wien Meidling station and, after a nearly twelve-hour ride at 08:56 arrives into the Tuscan port of Livorno. The return journey to Vienna is every Saturday at 19:25.

It also stops at Austrian stations, Wiener Neustadt, Bruck an der Mur, Leoben, Klagenfurt and Villach. In Italy, there are stops in Udine, Padua, Rovigo, Ferrara, Bologna, Florence and Pisa.

From just 49 €, a trip on the EN “Toscana Mare” can be booked. For customers in the sleeper car, breakfast is included, and in addition drinks and snacks can also be bought from the car attendants.

The night train “Toscana Mare” ideally complements the daily overnight train from Vienna to offer the Southern Railway from Vienna to Rome and Salzburg to Venice.



Whilst we don't normally feature photos such as this in Railtalk Xtra, I just had to put this in the magazine having found it to be fantastic. It really shows what can be achieved with modern technology and I must congratulate Pavel Šturm for this example of his work. This is Class 854.202 passing Desna-Pustinskawith the Os16227 service on February 27th, the original photo having been tonemapped. *Pavel Šturm*

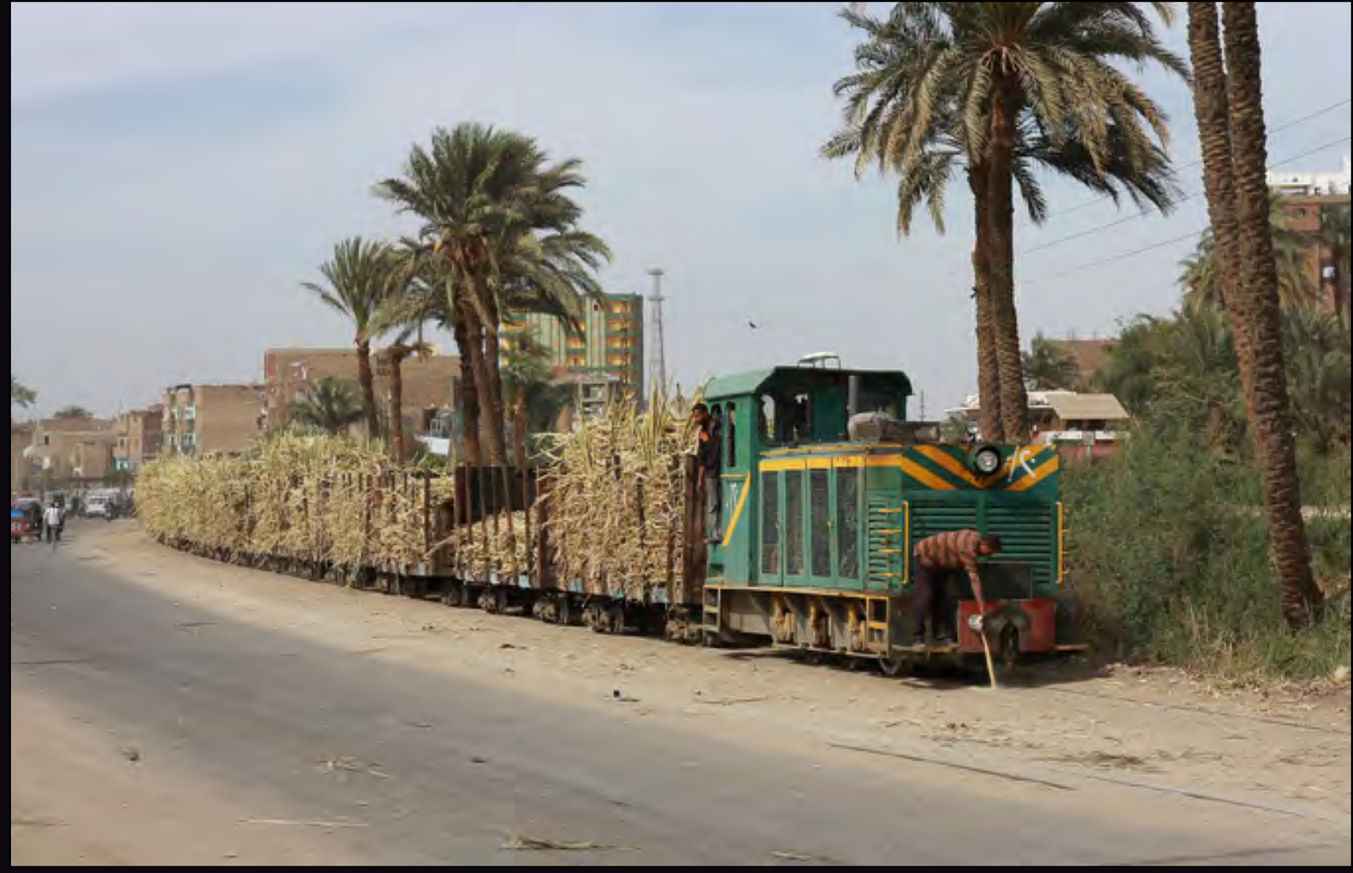
Egyptian Sugar Cane workings

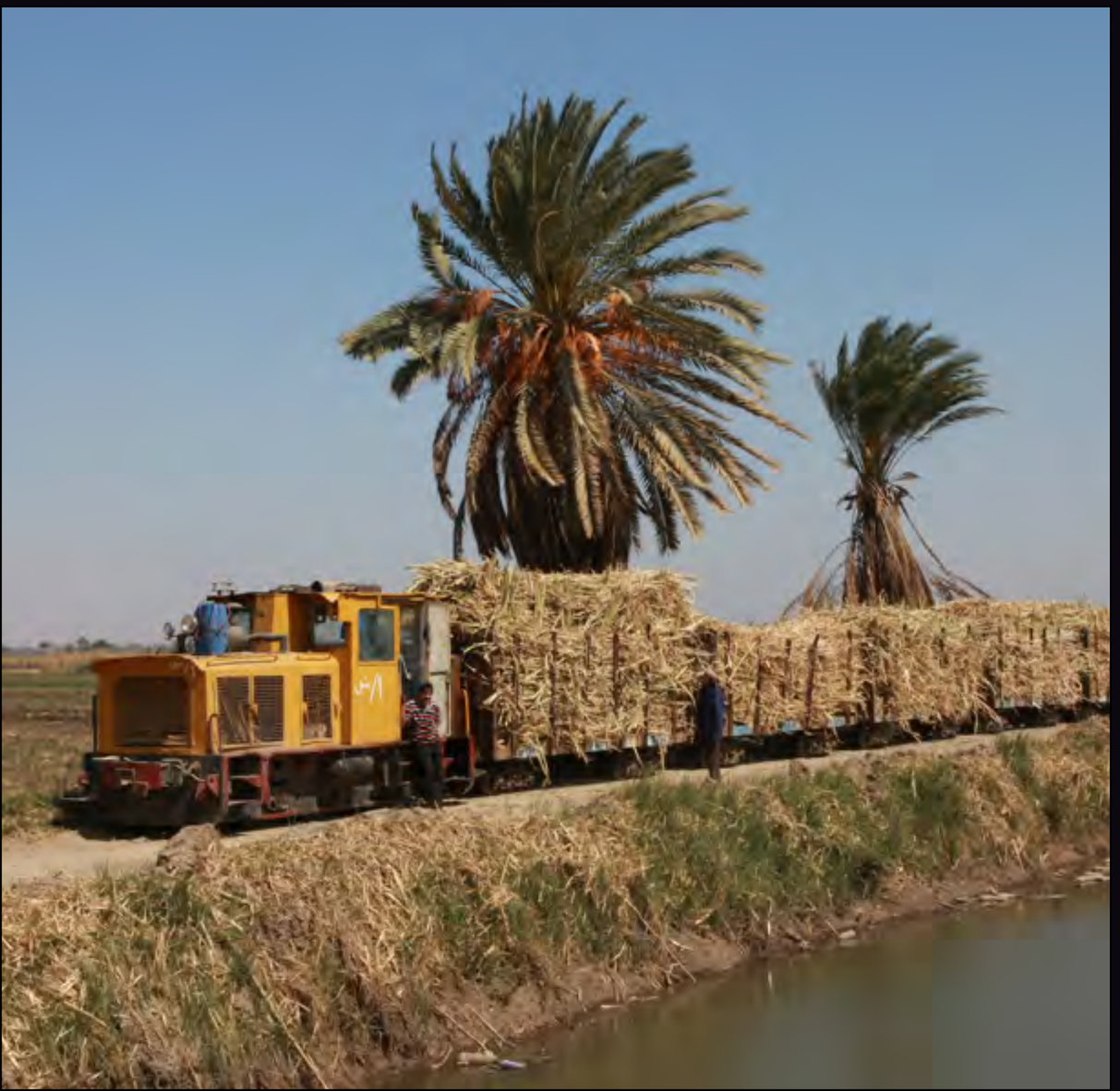
Three shots of sugar cane trains. There is an extensive track layout to the north of Luxor to deliver the sugar cane from the fields directly to the refinery at Qus. The sugar cane wagons are placed in the fields very early in the morning for the locals to load them up. The loco then picks all the loaded wagons up and works them to the refinery.

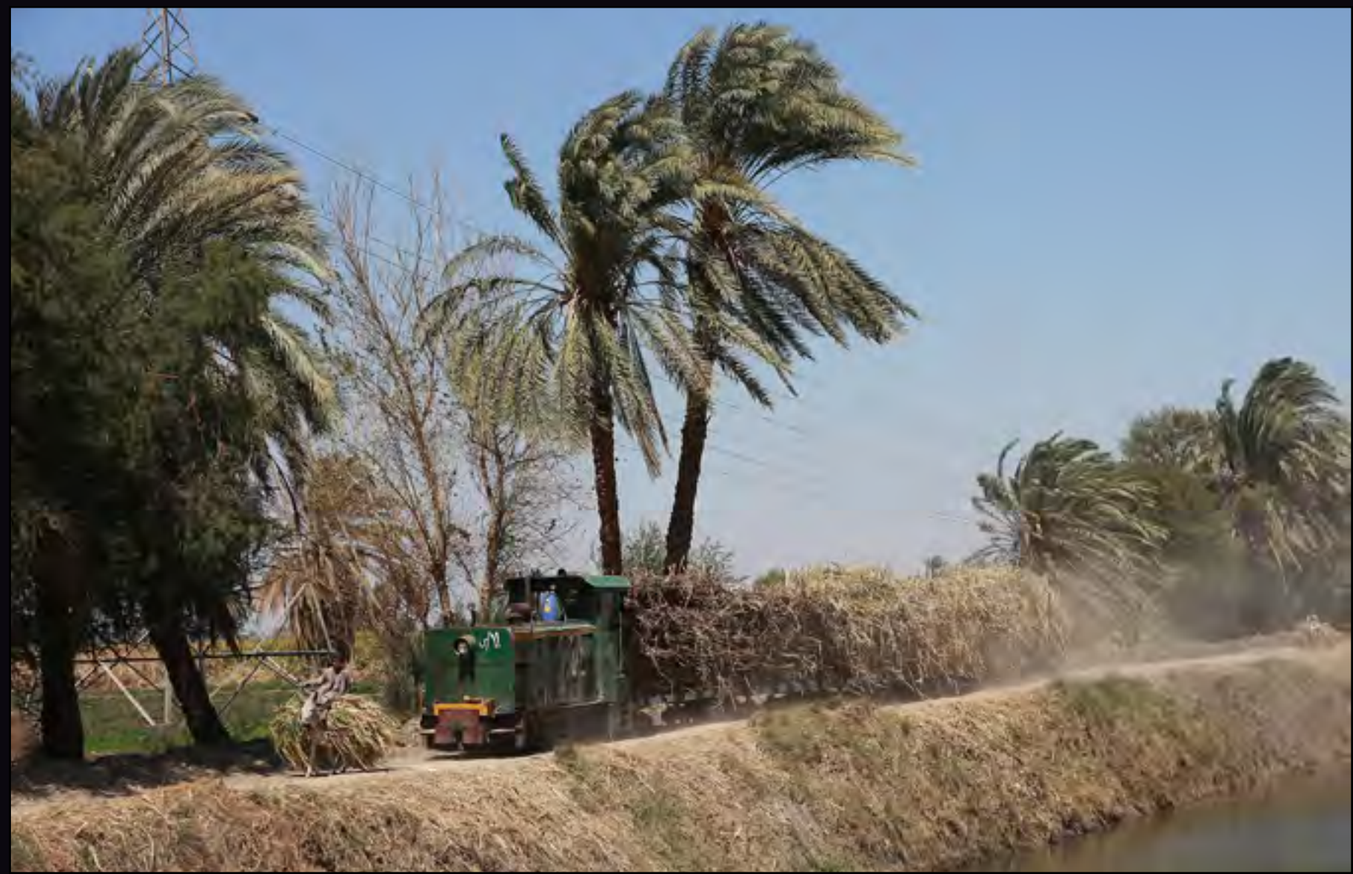
Top Right: A very heavily loaded train approximately 100 Metres from the refinery gates at Qus with a novel way of sanding the rails being carried out, March 14th. *Steve Madden*

Bottom RIght: Narrow Gauge loco. No.11 follows a Donkey along the track at Sanhur after picking up six loaded sugar cane wagons, March 16th. *Steve Madden*

Below: On March 17th, the Driver and Guard take a rest at Al Zainyya with Loco. No.1. *Steve Madden*







First Starbucks stores on board Intercity trains.

In an exciting new experience for Swiss rail travelers, during the first half of 2013, SBB and Starbucks plan to launch travelling Starbucks stores on board two SBB Intercity trains between St. Gallen and Geneva.

SBB is constantly improving the on-board restaurant service in order to increase the attractiveness of railway travel. The pilot project, taking place on two Intercity trains traveling between St. Gallen and Geneva, will offer customers a unique way to spend their journey in the first ever Starbucks store on wheels. The pilot project will convert the current on-board bistro and restaurant facilities of two 'IC 2000' bi-level trains into Starbucks stores. The design has been jointly developed by Starbucks and SBB in order to deliver customers a Starbucks store which fits inside a double-decker train. Travelers will be able to enjoy their favourite Starbucks drinks in the store on-board.

"Starbucks is a perfect complement for our own range of services. We would like to attract young guests and business

travelers in particular", says Jeannine Pilloud, Director of SBB Passenger Transportation.

Starbucks is always looking for unique ways and places to meet customers' growing demand for quality coffee. Starbucks presence onboard SBB trains is an example of Starbucks commitment to locally relevant growth in Europe.

"We are excited by SBB's invitation to participate in this pilot project, which is the first of its kind", says Frank Wubben, Managing Director of Starbucks Switzerland and Austria.

"Once again Switzerland is leading the way and planning a key role in innovating the Starbucks brand. It is here over ten years ago where we opened our first store in continental Europe, we purchase all of our coffee worldwide through our Lausanne trading center and our coffee machines come from Switzerland", says Rich Nelsen, Senior Vice President Starbucks EMEA.

SBB's subsidiary Elvetino remains in charge of operating the on-board restaurants and has been closely involved in the project.

Elvetino AG is a 100% subsidiary company of SBB with headquarters in Zürich. Elvetino operates 90 railway dining cars, 198 minibars and is in charge of on-board restaurant service of SBB trains throughout Switzerland, Germany, Italy and France.

Starbucks Coffee Switzerland opened the first coffeehouse in Switzerland 11 years ago. The location right at „Central" (downtown Zürich) was also the first Starbucks coffeehouse in continental Europe. Currently, Starbucks operates 50 coffeehouses. Starbucks has been maintaining close ties to Switzerland for many years. All the high-grade coffee machines used by Starbucks worldwide were developed exclusively for Starbucks and are manufactured by Thermoplan, a company located in Central Switzerland. In addition, the Starbucks Coffee Trading Company, which is in charge of the global coffee purchasing process, is based in Lausanne.

CAF signs two new contracts in Saudi Arabia for the railway company "Saudi Railway Company" (SAR) and for "Saudi Railways Organization" (SRO)

The contract with SAR was signed on the 14th of March, by the Secretary General of the Public Investment Fund (PIF) and CEO of the Saudi Railway Company "SAR" Mr. Mansour Al-Maiman, also attended by the Spanish Ambassador to Riyadh Mr. Pablo Bravo Lozano and representatives of the Business Office.
These new units, 5 trains for SAR, which are added to the previous 12 purchased by SRO, shall feature state-of-the-art safety technology and shall meet the strictest demands with regards to interior design aspects.
The new contract covers the design, production, supply and maintenance of state-of-the-art Push-Pull units, that can reach speeds in excess of 200 kilometres per hour. Amongst other features, the units shall include family sections, children's areas and prayer areas, Facilities specifically designed for persons with reduced mobility, dining car and vehicle trailers to that passengers so requesting can transport their own vehicles. A new contract has also been signed with SRO involving the supply of 4 trains similar to those previously purchased by this customer.
The aggregate value of these last two contracts signed in Saudi Arabia comes close to a total of 200 Million Euros and this is a clear example of the company's decisive positioning in this demanding and competitive market. It will serve to further strengthen out commitment to long term presence not only in Saudi Arabia, where all the Company's project amount to approximately 400 million Euros, but also in the area of influence, with representative offices already set up in Riyadh and Doha.

Arriva Danmark extend rail contract in Jutland

Arriva Danmark has extended its contract to operate the Vestbanen train operation in western Jutland. Chairman of Sydtrafik and Vestbanen Poul Rosendahl and Arriva Danmark managing director Thomas Øster signed the new six-year agreement to operate trains between Varde and Nr. Nebel.

To help attract new passengers from outlying areas the Region of Southern Denmark has invested DKK47 million (€6.3m) on upgrading the railway line and DKK58 million (€7.8m) on two new Lint 41 trains which will be painted in Arriva livery. As part of the contract Arriva Danmark is responsible for maintaining the tracks, signals, platforms and station buildings and traffic management.

Arriva Danmark managing director Thomas Øster, said: "It is a very forward-looking agreement. For the first time we can explore using our Vestbanen train fleet more effectively to complement our existing rail services in central and Western Jutland. "This approach means we will be able to provide our passengers with onward services to Esbjerg without having to change trains in Varde, which is excellent news for passengers.

"The combination of investment in new trains and infrastructure by the transport authority and Arriva's experience in delivering high quality train services will ensure Jutland's rail network continues to grow."

Arriva has been responsible for the Vestbanen operation since the summer of 2002. The new contract, which has an annual value of some DKK 25 million, will start on 1 July 2012 and run until 2018 with a possible extension for another two years. The new trains will enter service with the start of the contract.

Marseilles - Frankfurt, direct with Euroduplex !

Entry into revenue service of the new international Frankfurt–Marseilles connection is effective since 23rd March.

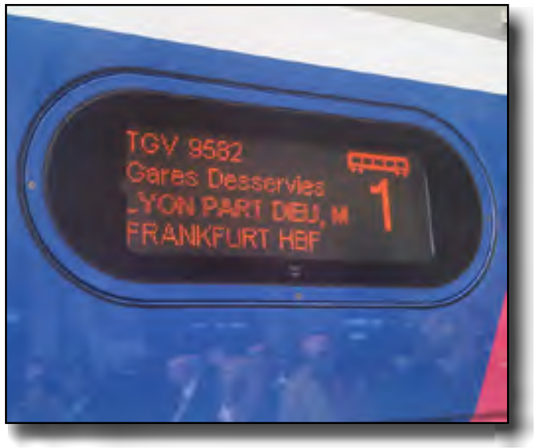
The Alstom very high-speed train Euroduplex will make two daily round-trips on this line. This is the first direct high-speed commercial service between the South of France and Frankfurt. It will be operated by the SNCF and the DB.

This connection can now enter service thanks to the certification of Euroduplex for the entire German network, obtained on 13 March.

It signifies that the train sets comply with Interoperability Technical Standards - ITS (15 KV voltage, LZB/PZB equipment, breaking, reception quality) and meet the specific German reference requirements (mechanical gauge, electromagnetic disturbance level, reception quality, arrangements for passengers with reduced mobility, ….).

Since its launch in 1996, Duplex has covered nearly 500 million kilometres, in complete reliability and safety.

The next generation Euroduplex has enhanced performance and comfort levels. Euroduplex is the only interoperable double-decker high-speed train able to run on European networks transporting up to 1,020 passengers (multiple units) at 320 km/h in complete safety.



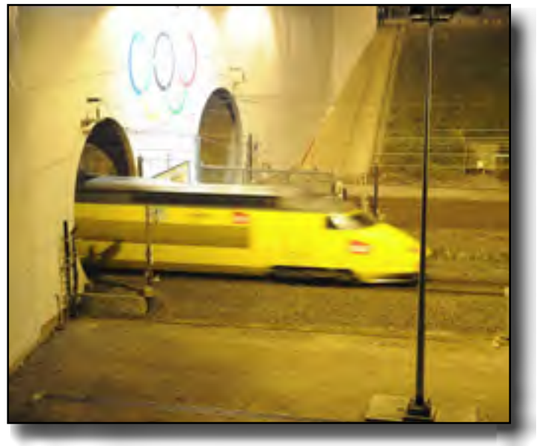
First major step for Euro Carex, the European high-speed rail freight network

Euro Carex has achieved a major first: the first test of a high-speed freight train between Lyon St Exupéry airport and St. Pancras International Station in London,travelling via Paris Charles De Gaulle airport and the Channel Tunnel.

This test demonstrates the efficiency, speed and environmental benefits of an intermodal transportation system combining air containers and high-speed rail network. The high-speed freight train number 27274 (which has a potential load of 120 tonnes of parcels equivalent to 7 articulated trucks) left Lyon-St Exupéry airport on Tuesday, 20 March at 16:42. It arrived at St. Pancras International Station in London the following morning travelling on High Speed One, via the Channel Tunnel, having previously stopped to load additional cargo at Roissy (Paris-Charles de Gaulle airport).

The Express Rail Euro Carex operation could, in time, be connected to the trans-continental distribution network for next-day delivery with a lower carbon footprint lower than air and road transportation. The express freight business could also be complemented by traditional freight and road freight. This achievement has been made possible by a seamless coordination between the main European airports which are members of Euro Carex (Paris - CDG, Amsterdam, Liège and Lyon), the infrastructure managers (Eurotunnel, High Speed One and the manager of the French railway network Réseau Ferré de France) the operators (SNCF and Europorte) and their carriers (Air France KLM Cargo Martinair Cargo, Chronopost International, Dimotrans, FedEx Express, Géodis, Geopost, TNT, WFS). Euro Carex is a project on a truly European scale and it is part of Eurotunnel's strategy to promote the use of the Channel Tunnel for the transfer of freight between the UK and continental Europe.

Euro Carex offers a potential solution to the continuous rise in fuel prices, road congestion and environmental constraints which limit the number of night flights. Yanick Paternotte, member of the French parliament and Chairman of EURO



CAREX, stated: "I am delighted that today's test over the European high speed rail network clearly shows the interest of strategic players in the logistics field – airports as well as rail operators –in linking their infrastructures to key European economic centres in order to benefit businesses and communities."

Alstom to supply the trackwork for the extension of the East-West metro line in Singapore

The Land Transport Authority of Singapore has awarded Alstom a contract for the East-West metro line extension - known as the Tuas West extension - worth around €40 million. Tuas West extension works include the design, supply and installation of a 7.5 km double track on viaduct and aluminium 3rd rail, 4 elevated stations, plus the track in the Tuas depot which consists of 18.5 km of single track, mainly in ballast. The construction of the trackwork is scheduled for completion in 2016. Following its completion, Joo Koon station will be connected to Tuas Link station. The Tuas West extension is set to serve 100,000 passengers a day and reduce travelling time by up to 35 minutes.

Alstom has been present in Singapore since 1964 and is a key player in the local market, having participated in the construction of key railway projects such as the North East Line (NEL) and the Circle Line (CCL), the world's longest automatic underground metro. It is currently constructing the trackwork for Downtown Line phase 1 & 2, Singapore's 5th MRT (Mass Rapid Transit) line, including the stabling tracks for the Gali Batu Depot which will provide its maintenance services.

The company employs nearly 500 people with almost 40% in the Transport sector - the majority as engineers and technicians -, providing important local expertise in electrification, signalling, safety and railway telecommunications.
"Our success in Singapore demonstrates our commitment to remain competitive whilst ensuring that we meet our customers' needs for today and tomorrow", declared Dominique Pouliquen, Alstom Transport Senior Vice President for Asia Pacific.

Alstom to design and test its ERTMS-based train control solution in Denmark

Banedanmark, the Danish railway infrastructure owner, has awarded Alstom a contract worth around €25 million to design and test Atlas, its ERTMS/ETCS on-board Level 2 solution. This solution meets the latest ERTMS standard and will be potentially deployed on 789 trains, mainly non Alstom-made ones, operated by 41 Operators on the Fjerbane Danish network.

The design phase will last approximately 2 years. Development and deployment of the solution for the 789 trains would last about 6 additional years. During the design phase, Alstom and Banedanmark teams will jointly work in Copenhagen (Denmark) in cooperation with Alstom site of Charleroi (Belgium) which has already delivered similar equipment in Italy, Belgium and the Netherlands. A centre of competencies in maintenance and data management service located in Copenhagen would contribute to fully industrialize the deployment process of the new on-board signalling systems.

The Fjerbane Danish network consists of approximately 2.000 km track line and 300 stations. Alstom's on-board solution would enable Banedanmark and Operators to increase its operational performance, as well as it will improve punctuality for travellers in Denmark. This on-board ERTMS contract is part of a €2.4 billion programme decided by the Danish Parliament in January 2009 to renew all Danish railways signalling before 2021.

Andreas Knitter, SVP Alstom Transport for North Europe stated: "Alstom is a key player in providing on-board equipment for European interoperability. We are delighted to share once again our experience with Banedanmark after Alstom was awarded few weeks ago a €300 million contract to replace the existing signalling system in the East region of Denmark with its trackside ERTMS solution. We are looking forward to pursue this long-term partnership and to further reinforce our local presence in Denmark. "

Jesper Hansen, CEO of Banedanmark said: "By signing contract with Alstom, we are entering into close cooperation with a supplier which is able to deliver both a technically modern and a mature solution. Alstom has proven this aspect in operation. "

1 ERTMS (European Rail Traffic Management System) is a system for the management and control of the rail traffic on the lines of the Trans-European Networks. The ETCS (European Train Control System) is one of the components of the ERTMS. It was designed to enable trains to quickly cross borders, ensuring the safety of rail traffic.

Adif improves traffic control systems train station in Figueres (Girona)

ADIF has commissioned the new electronic interlocking station in Figueres (Girona). This action is part of the work of adaptation and integrated treatment of Girona-Figueres section line Barcelona-Portbou conventional gauge for exploitation in gauge, involving an investment of 94 million euros.

Interlocks are the systems that manage all signals of switches and other devices that order the movement of trains. Its operation is based on computer systems that control the infrastructure elements and prevent the execution of conflicting orders. At the same time, to visualize the situation at all times of trains and increase the safety of railway operations.
The new technology is electronic equipment, art and equipped with videographic control systems. They are also coordinated with the traffic control systems external to regulate the maximum safety both the input and output operations of the stations as internal circulations. It has also been put into operation the automatic locking of double track trivialized in the route between stations and Vilamalla Figueres. This security system allows management and traffic control more efficient, since it allows to automatically connect signals that protect the legs or cantons that are split paths, preventing two trains in opposite directions of traffic simultaneously using the same stretch. These improvements have increased the safety of facilities and parking capacity at the station of Figueres, and the reliability, flexibility and functionality of the management systems of railway traffic.
This action has the character of work for the State, and comes under the Program Agreement signed by ADIF and the Central Government.

Alstom`s site in Barcelona to manufacture the new Citadis tramways for Nottingham

Alstom industrial site of Santa Perpetua (Barcelona) is in charge of manufacturing and servicing the new trams which will circulate in Nottingham from 2014.

22 Citadis model trams will be in total manufactured and exported from the Barcelona plant. Each unit will be 32.6 metres long with 57 seats and will be able to carry 200 passengers during peak hours."

On December 2011, Nottingham City Council awarded a €680 million contract to the Tramlink Nottingham consortium - of which Alstom belongs to - to construct and operate two new tram lines, expanding the existing network by 17.5 km. Alstom's share of the contract is worth around €350 million, including €120 million for maintenance. Alstom draws on its worldwide expertise in infrastructure and turnkey projects for the construction of the new track, power, signalling and the supply and maintenance of 22 Citadis trams as well as the maintenance of the existing 15 Line One trams over the 23-year period.

This latest order reaffirms Alstom Barcelona site as an export-oriented site. Indeed, 90% of its production is currently earmarked for export.

"As a result of the dramatic fall in internal demand, Alstom Spain has decided to focus on the international market," highlights Antonio Moreno, Managing Director of Alstom Transport Spain. "Barcelona is one of the most modern rolling stock production sites in Europe, best in class for quality and flexibility, which has the ability to manufacture all types of trains," Antonio Moreno adds.

Barcelona site has manufactured all types of Alstom trains running in Spain as well as in more than a dozen cities around the world. It has produced the trains which are currently operated on the Madrid-Seville high speed line, regional shuttles (medium distance trains which use the AVE tracks and reach up to 250 km/h), half of the modern Civia commuter units, the driverless metro in Barcelona and 60% of the trams which run in Spain.

With regard to the foreign market, Barcelona site has manufactured coaches for the London and Washington metros, as well as trams for Rabat, Oran, and Constantine. In 2011, the site has supplied all the metro coaches for Santo Domingo, Lima and Panama.

Alstom´s plant in Santa Perpetua employs more than 600 people. It has a centre dedicated to R&D and applied engineering in order to develop new rolling stock projects.

Alstom to supply the extension of Line 3 of the Athens metro to the Port of Piraeus in consortium with J&P Avax and Ghella

Attiko Metro, the owner of the Athens metro infrastructure, has signed with a consortium of French, Greek and Italian companies, Alstom Transport S.A, J&P Avax S.A. and Ghella S.p.A, a contract to supply the extension of Line 3 of the Athens metro to the Port of Piraeus.

Valued at €344 million, the contract is funded by the European Union and the Greek government. The project concerns a 7.6 km extension of Line 3 of the Athens metro, including six new stations, and is expected to be completed by 2017. Further to its completion, the major Greek port of Piraeus will be connected to Eleftherios Venizelos international airport. The line is set to serve 135,000 passengers a day and reduce travelling time by 60 minutes.
Alstom, whose share of the contract is worth around €32 million, will undertake responsibility for the design and installation of the traction power, including third rail, the medium voltage supply and the distribution of low voltage.

"This contract confirms Alstom's infrastructure expertise, having helped build the first Athens metro. This project will provide passengers and tourists travelling from the airport to the Port of Piraeus with a more convenient transportation service," declared Stavros Vlachos, Managing Director of Alstom Transport Greece.

Alstom has been present in Greece since 1991 and is a key player in the local market, having participated in the construction of key railway projects, such as Lines 2 & 3 of the Athens metro, the Athens suburban turnkey project, signaling, and a large number of electrification projects. It also successfully supplied the ERTMS safety system for the Athens suburban railway, which is compatible with all European railway networks. The company employs more than 100 people, in their majority Greek engineers and technicians who will form the project team, thereby providing important local expertise in electrification, signaling, safety and railway telecommunications.

DB Schenker Rail Offers Direct Services to Paris

Another DB Schenker Railport on city outskirts • strong customer response and high potential

With the opening of another rail logistics center on the outskirts of the city, DB Schenker Rail has linked the greater Paris area more closely to its European network. In mid-January, the company's first direct train was on its way to the French capital. At its Blanc Mesnil location, DB Schenker Rail now offers integrated rail logistics solutions for its customers in the steel processing industry.

The collection point for shipments from Germany is Saarbrücken, with services initially running twice a week from here to the DB Schenker Railport in Survilliers-Fosses, around 30 kilometers north of the center of Paris. It is only a short distance from here to the greater Paris area (Île-de-France), with the final delivery by truck as required by the customer.

The new service makes use of DB Schenker Rail's European network and, with shipments through France handled by Euro Cargo Rail (ECR), a wholly-owned subsidiary of DB Schenker Rail. It is ideal the shipment of paper, but also for paletted goods, such as consumer goods and construction materials. Numerous well-known companies from the paper industry and construction materials industry have already shown interest and are now using the new service.

DB Schenker Rail expects to carry up to 100,000 tons of rail freight on this corridor before the end of the year. As a result, the company is already planning to increase the number of trains per week.

A Europe-wide network of over 100 multifunctional and cross-sector rail logistics centers provides the interfaces between trucking and rail freight services, enabling the company to offer a complete range of additional logistics services. This means that DB Schenker customers can also benefit from integrated rail and intermodal door-to-door logistics concepts throughout Europe.

DB Schenker Contracted to Transport Desiro Trains to Russia

Siemens AG has sold 38 five-car Desiro RUS local trains to Russian Railways RZD. The trains are called "Lastochka" ("swallow") in Russian. They will also be used during the 2014 Olympic Winter Games in Sotchi. The trains are being produced at Siemens's Krefeld plant. They are being delivered fully assembled to an RZD depot in St. Petersburg Kolpino, Russia, between February 2012 and June 2013. It takes approximately 21 days and multiple crane transfers to transport the cars the some 2,700 kilometers to their destination.

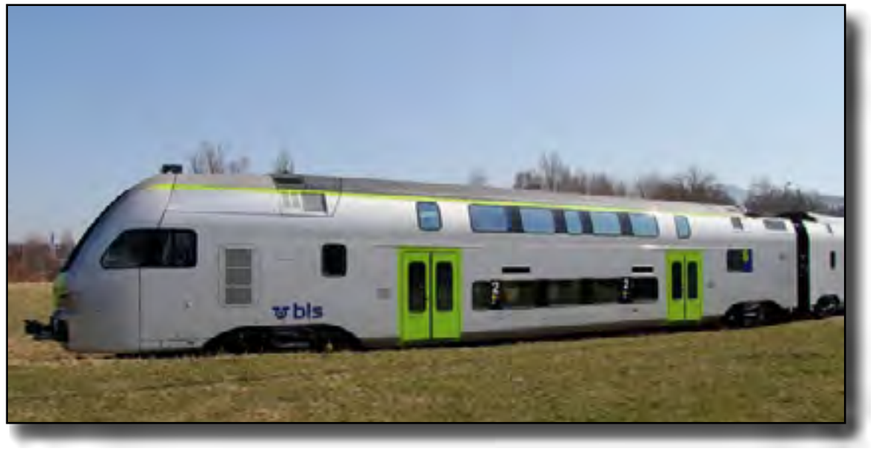
Siemens contracted the Global Projects Department of Schenker Deutschland AG's Düsseldorf office to transport the trains from Rheinhafen Krefeld to the TCh 10 depot Metallostroy in Russia. The first train was loaded at the Port of Krefeld on February 16. The contract presents a challenge for the specialists at Schenker since these are the first transports along this route. Equipment developed and built specifically for this project is being used for part of the process. The cars are up to 26 meters long, are 3.50 meters wide and have a height above rail level of 485 cm. They weigh up to just under 60 metric tons. The dimensions and gauges (1520 mm) of the trains make it impossible to transport them by rail or truck alone. The transport route In the first stage, the trains are transported by truck from the Krefeld plant to Rheinhafen Krefeld, where Siemens has contracted a company that specializes in heavy loads. At the Port of Krefeld, the cars are rolled onto "rail pallets," which DB Schenker manufactured specifically for this contract. The cars remain on the pallets for part of the journey and while they are hoisted during transshipment by crane. Five single cars (one train) at a time are then transported by inland vessel from Krefeld to Amsterdam via the Rhine. The cars are then loaded onto an ocean-going vessel in Amsterdam and shipped to Sassnitz. There at Sassnitz Sea Terminal, the cars are unloaded onto the pier, where they are rolled via a ramp from the rail pallets onto a special truck with integrated 1520-mm rails. The cars are then transported by truck to RTS Rail Terminal Sassnitz-Mukran, the only rail ferry port in Germany with broad gauge rails. The train is then re-formed, hauled onto the MS Petersburg broad gauge rail ferry and shipped to Ust-Luga. There the trains are hauled to the depot, rolling on their own wheels.

Stadler Rail presents first BLS double-decker

The presentation of the first BLS double-decker multiple-unit train in Erlen, canton of Thurgau, is a historic moment for BLS. BLS's first-time procurement of double-deckers will provide up to 30% more seating capacity on the Berne commuter railway system lines they are used on. The 28 compositions ordered will be produced by Stadler Rail in Altenrhein and delivered by the end of 2014. The first trains are due to start timetabled services in late 2012.

On March 20th in Erlen, canton of Thurgau, Peter Spuhler (owner and CEO of Stadler Rail) and Bernard Guillelmon (CEO of BLS) unveiled the first BLS double-decker train in history. BLS is procuring 28 double-decker multiple-unit KISS trains (KISS stands for the German for comfortable innovative speedy suburban train) worth a total of CHF 494 million. The second-largest train company in Switzerland will gradually be putting the new trains into service when the new Berne commuter railway system timetables come into effect in December 2012. The last units will be delivered in late 2014.

The first KISS was built in just nine months in the Alternrhein plant. After extensive tests and trial runs in Eastern Switzerland, the handover of the first double-decker to BLS and the roll-out in the Berne area is scheduled for September 2012.



More space, comfort and safety

With 335 seats (including 61 in 1st class) and standing room for 110 passengers, the double-deckers are not lacking in space and comfort. Bernard Guillelmon is pleased to report: "This is a historic moment for the company and a groundbreaking step forward for the passengers. The new trains will allow us to increase peak-time seating capacity by around 30% on the Berne commuter railway system lines affected." The new vehicles feature low-floor entry with sliding steps, air conditioning, underfloor and wall heating, modern audio and visual passenger information, video surveillance, two toilets (one accessible for wheelchairs), wheelchair spaces in both carriage classes, sockets in 1st class and waste bins in the seating area.

Double-deckers to operate on S1, S3, S31 and S6 routes

As of this summer, BLS will start operating the vehicles to introduce them to the network and for staff training purposes. Service trials with passengers are scheduled to start in September 2012. These will be carried out exclusively on the S31 route for all 28 trains. In December 2012, the trains will gradually be introduced on timetabled services. By the end of 2014, they will be brought in on a gradual basis on Berne commuter railway system routes S1 (Fribourg–Berne–Münsingen–Thun), S3 (Biel/Bienne–Berne–Belp), S31 (Münchenbuchsee–Berne–Belp) and S6 (Schwarzenburg–Berne). By that time, all the platforms must be extended to ensure the trains can operate effortlessly in double-traction mode.

Milestone for BLS and Stadler

This order is a milestone for Stadler. Peter Spuhler is proud of this vehicle: "The development and enhancement of our KISS trains have once again proven how innovative and flexible we are. In just nine months, we have developed the vehicles to meet the most stringent fire-safety and crash-test standards required for transit through the Lötschberg Base Tunnel. I am very pleased that BLS will now be using our trains in and around the capital."

The acquisition of the 28 low-floored double-decker multiple-unit trains is the biggest single investment in rolling stock in the history of BLS. In line with its long-term fleet strategy, BLS is planning further investments totalling around CHF 1.2 billion by 2025, providing that planned extensions to its infrastructure and services can be completed by then.

SBB Cargo commissions first hybrid locomotive

Efficient and eco-friendly wagonload service

On March 9th, SBB Cargo put the first of its 30 hybrid locomotives into operation. This will provide a more economical and ecological wagonload service. As the most modern locomotive on the market, it will be deployed on main-line duties and in shunting operations. At the Limmattal marshalling yard, Nicolas Perrin, CEO of SBB Cargo, proclaimed: «Today a modern and even greener wagonload service is born.» Together with Peter Spuhler, the owner and CEO of the manufacturer Stadler Rail, and Käthi Hagmann, councillor of the town of Zofingen, he christened the first Eem 923 hybrid locomotive Heitern. «I am proud that we are effectively combining sustainability and cost-efficiency with this groundbreaking locomotive and consequently setting a new standard on the market», said Peter Spuhler. In light of this development, SBB Cargo will take on a pioneer role in the European railfreight sector. The second locomotive will be delivered in May; the remaining 28 vehicles ordered will be supplied by Stadler Winterthur AG at a rate of one every three weeks until the end of 2013. The total order volume amounts to CHF 88 million, including replacement parts package.

Greater efficiency, sustainability and cost-effectiveness

The new hybrid locomotive is ideally suited to the future needs of Swiss wagonload service customers, as it combines efficiency and sustainability with cost-effectiveness. The Eam 923 is a perfect match with SBB Cargo's modernised vehicles; the Am 843 locomotive is primarily used for heavy shunting and empty-stock duties and the Tm 232 for light duties. At the same time, the Bm 4/4 shunting locomotives and various six-wheel locomotives and tractors can be taken out of service. Thanks to this new acquisition, SBB Cargo can further reduce the diversity of its vehicles, which makes the operation and maintenance of the entire fleet more cost-effective.
The new hybrid locomotive will also meet SBB Cargo's high environmental standards. Thanks to its high power rating of 1500 kilowatts, it is suitable for both main-line duties and shunting operations. This gives SBB Cargo greater flexibility in the provision of its services. Locomotive drivers can rapidly switch between an electric drive system and auxiliary diesel power. This saves time and money, as it is no longer necessary to make a time-consuming and costly locomotive change for the final leg on non-electrified sidings. The operating and maintenance costs of the hybrid locomotives are also significantly lower than those of the old shunting fleet, and at the same time SBB Cargo anticipates a considerably higher degree of vehicle availability.
The Eem 923 hybrid locomotives are likely to be powered over 90% by electricity. The auxiliary diesel power will only be used on sidings without overhead power lines. As a result, SBB can achieve an annual reduction in CO_2 emissions of more than 4000 tonnes per annum compared with today. «We have consciously opted for a forward-looking vehicle which combines long-term economic and ecological benefits»; concluded Nicolas Perrin.

Name-giving: Local peaks as a symbol of sustainability

SBB Cargo is not only breaking new ground with the hybrid locomotive itself, but also in the name-giving process. As the locomotives are going to be used at regional locations, they are being named after local mountains, which symbolise the sustainable, regional and environmental links. The names are being selected by the respective area's Cargo Production Team. In the case of the first Eem 923, which is stationed in Zofingen, the decision was tough. The RCP team, led by Christoph Unternährer, decided on Zofingen's local peak Heitern.

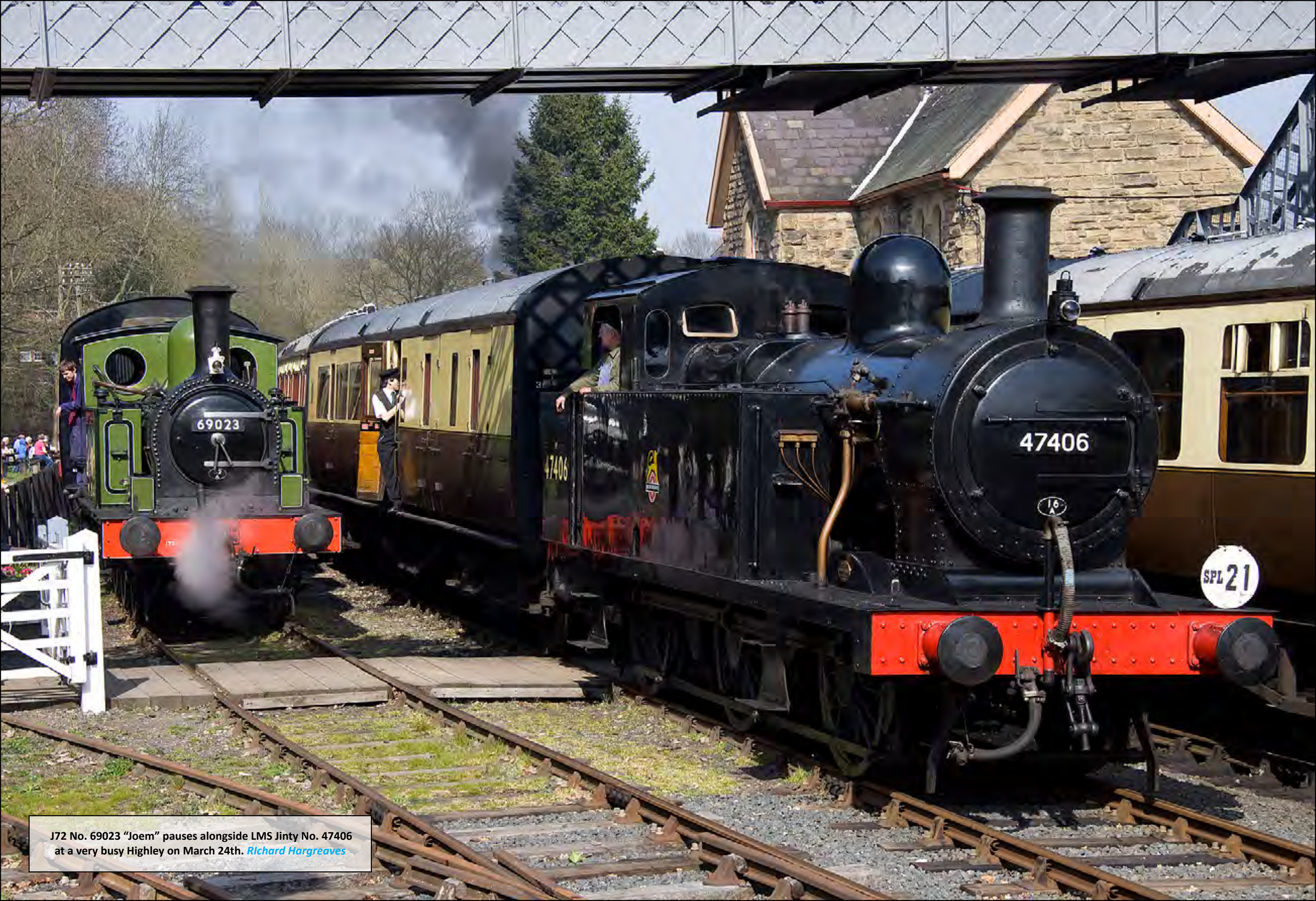
Severn Valley Railway: Spring Steam Gala

The Severn Valley Railway is a heritage railway in Shropshire and Worcestershire, England. The 16-mile (26 km) heritage line runs along the Severn Valley from Bridgnorth to Kidderminster, crossing the Shropshire/ Worcestershire border, following the course of the River Severn for much of its route. From March 23rd to 25th the line held their Spring Steam Gala featuring many preserved steam locos and rolling stock, combined with an intensive three day timetable.

On March 25th, Stanier Mogul No. 42968 is seen departing Bridgnorth with a service to Kidderminster. ***RIchard Hargreaves***

Ivatt 4MT No. 43106 is seen arriving into Highley with a Kidderminster - Bridgnorth working on March 24th. *Class47*

Tiny J72 No. 69023 “Joem” storms into Bewdley with a local service from Arley on March 24th. *Class47*



J72 No. 69023 “Joem” pauses alongside LMS Jinty No. 47406 at a very busy Highley on March 24th. *Richard Hargreaves*

One of the stars of the gala was LNER A4 No. 4464 "Bittern" complete with matching rake of LNER teak coaching stock, seen here arriving into Highley. *Class47*

Caledonian Railway 812 Class No. 828 looks stunning in its blue livery as it pauses at Bridgnorth on March 25th. *Richard Hargreaves*

Designed originally for the GNR in 1920, N2 0-6-2 Tank No. 1744 heads into Highley on March 24th.
RIchard Hargreaves

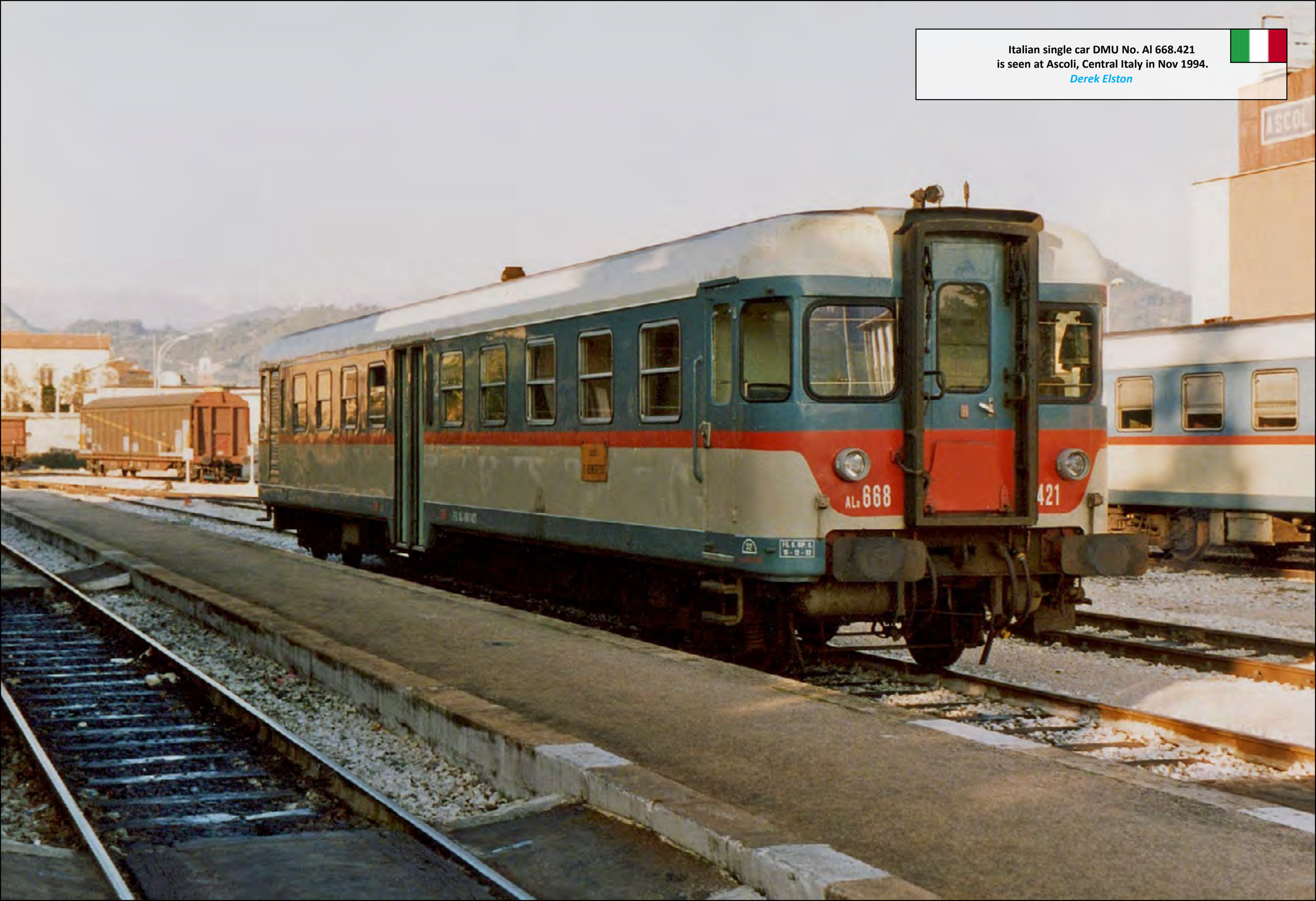
Another shot of LNER A4 No. 4464 "Bittern"
this time as the loco approaches Arley on March 23rd.
Richard Hargreaves

GWR 2-6-2 Small Prairie No. 4566 and GWR Large Prairie No. 5164 are seen paired on the stabling point at Bewdley having routine maintainance undertaken. *Class47*

GWR 4-6-0 Manor Class No. 7812 “Erlestoke Manor” waits at Highley with a Kidderminster bound service. *Class47*

Continuing on from last month with some more English Electric archive action in Portugal as No. CP1803 approaches San Marcos Santana du Serra on train to Barriero, September 8th 1995. *Ian Leech*

This is Portugese No. CP1806 departing Tunes with the evening train to Barriero on June 3rd 1993. *Ian Leech*



Italian single car DMU No. Al 668.421
is seen at Ascoli, Central Italy in Nov 1994.
Derek Elston