

# Railtalk Magazine Xtra

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# 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 annual East Lancashire Railway's Summer Diesel Gala.

What a month it has been, I started off July by having a fantastic trip to Germany, Switzerland and France, and ended the month by spending some time in the south of the UK. Pleasing to say that the sun has finally arrived, for how long who knows, enjoy it whilst you can!. One thing that was apparent from my foreign travels this month was how much freight traffic still remains in Germany compared with it's neighbour France, all the German yards seemed to be busy whilst the French ones had little or no traffic, but perhaps it was just the regions I travelled through. I wish that I had seen the photos sent to us by Derek Neesham this month of the locos stored in the yard at Rouen before I went, I would have certainly called in there. Back in the UK, the highlight of the month was the East Lancs diesel gala where I had an excellent time, this event has been going for quite a few years now (who can forget the original Megamix galas) and is always worth attending.

Finally thanks for all the great photos sent to us this month, please do keep sending them and as always remember if you are going on holiday, don't forget to pack the camera.

**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, Anton Kendall, Laurence Sly, Colin Hart, David Mead, Piotr Kozłowski, Derek Neesham, Roger Williams and Mark Bearton.*

Front Cover: Canadian built Class 90 locos Nos. 9002, 9006 and 9021 lift an empty coal rake up the grade at Thornton on May 19th.

The back of the rake has just cleared Beresfield station. [Anton Kendall](#)

This Page: NMBS Class 20 electric locos have lost nearly all their passenger services in Belgium, in favour of the newly arrived Siemens Class 18s. At Ekeren on a sunny July 26th, loco No. 2008 can be seen on the railbarge service between the ports of Zeebrugge and Antwerp, one of many daily trains between these international ports. [BVT](#)

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## Submissions

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

**entries@railtalk.net**

Please include a detailed description and credits.

## Railtalk Magazine Xtra

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Benelux's only private freight operator, Crossrail operates with Class 66 and Class 77 diesel locomotives in Belgium. In July they ran extra container trains between the Port of Gent and Aachen. One of these train passes the newly built majestic "Palace of Justice" at Hasselt on July 26th. [BVT](#)





OBB unit No. 4020-228 trails an S-Bahn service to Gänserdorf away from Wien Mitte-Landstraße. Later this year OBB are reversing the direction of many lines in the Wien area to run on the right, so this track will then be used by trains coming towards the camera. [Mark Bearton](#)





SLB No. 82 Stands at the Pinzgaubahn terminal at Krimml after arriving with the 10:00 from Zell am See on June 14th. [Mark Pichowicz](#)





Class 62 diesel locomotives can still be found on the Belgian railway network used by Infrabel, the infrastructure leg of the NMBS Group. This is No. 6207 waiting for another job at the infrastructure logistics centre at Lier, between Antwerp and Aarschot on July 26th. [BVT](#)





ZSSK Class 751.128-0 is seen along with 2 others  
on Nové Zámky depot, June 28th.



*Mark Bearton*







This Page: The yard at Sotteville les Rouen has become a huge storage location for SNCF locos. Here we have a selection of what can be seen. [Derek Neesham](#)





On May 26th, SNCF Class 272137 is seen in the yard at  
Sotteville les Rouen looking like it has had a serious  
cab fire. [Derek Neesham](#)







This Page: Some more pics from the yard at Sotteville les Rouen, showing some more of the stored locos at this location. [Derek Neesham](#)





With the start of the Olympics in London,  
NS reliveried one set of their international coaches that  
runs between Amsterdam and Brussels.  
Seen here at Antwerpen-Noorderdokken, on July 26th. [BVT](#)





On July 11th, E.632 032 approaches Vignale whilst working Regionale train No. 10386 from Novara to Domodossola. [Laurence Sly](#)







On June 15th, Ge 4/4ii No. 611 grinds to a halt at Valendas-Sagogn with RE1232 10:40 Scuol-Tarasp to Disentis/Mustér. [Mark Pichowicz](#)





DB Class 151.100-5 and 151.106-4 power  
through Hamburg Harburg on July 2nd with a coal train.



*Class47*





E.656 091 passes Rigoroso whilst working Inter City  
train No. 743 from Milano Centrale - Ventimiglia  
on July 10th. [Laurence Sly](#)





On June 30th, the wheeltappers at Budapest Nyugati station go into action on the stock of an arrival from Záhony, headed by no. 431 140. [Mark Bearton](#)





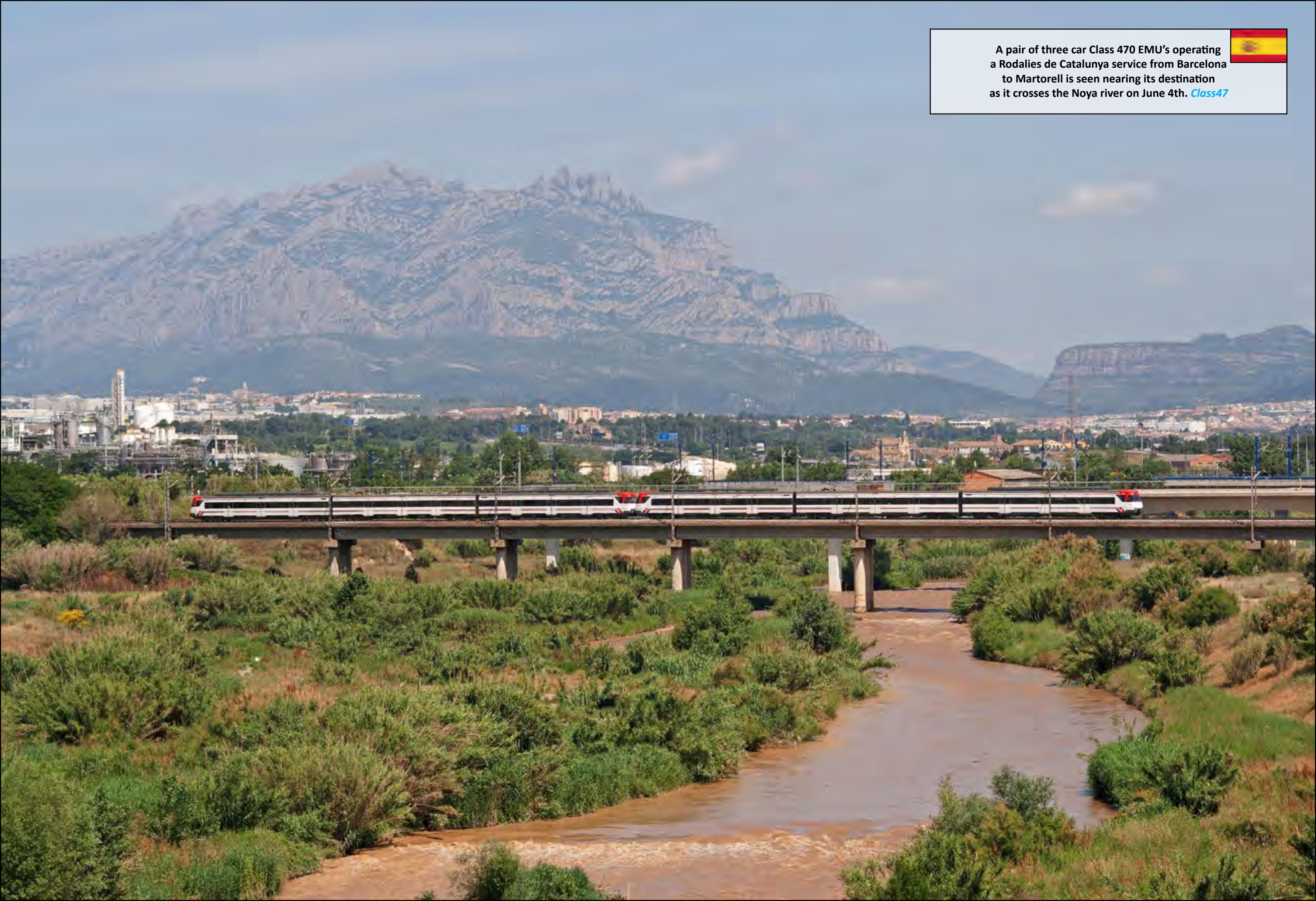
Class 2TE10M-3370 from Belarus works a  
long coal train through the forest at Izvalda on May 11th.

*Steve Madden*





A pair of three car Class 470 EMU's operating a Rodalies de Catalunya service from Barcelona to Martorell is seen nearing its destination as it crosses the Noya river on June 4th. [Class47](#)





Seen in the yard at Hegyeshalom, Hungary on  
June 28th, 0450.004-1 formally Class 86 232 is stabled  
with Class 429.005. [Steve Madden](#)





PTG's railtour "Rail Wonders of Latvia" is seen at Krace. There are only a handful of 2TE10's in this maroon livery, No. 2TE10U-0184 is working the Daugavpils to Rezekne leg of the tour on May 10th. [Steve Madden](#)





Hamburg Hochbahn DT4 unit No. 810-3 passes along the River Elbe on July 1st. This section of line is elevated and allows excellent views of the river. [Class47](#)





Pacific National Class C44aci locos Nos. 9209,  
9204 and 9208 work a loaded coal train  
through Thornton on May 19th. These locos are  
just over 3 years old and are currently only found  
on these Hunter Valley coal duties. [Anton Kendall](#)





On July 4th, SBB Re Class 460.087-0 is seen at Lausanne in "reklarail" livery with an express service from Geneva. [Class47](#)





On a sunny July 2nd, DB Class 152.035-2  
heads a loaded intermodal working through  
Hamburg Harburg. [Class47](#)





A Latvian Class 2TE116, No.2TE116-662 passes  
Stundas with a very long train of oil tanks, May 8th.

*Steve Madden*





SNCF BB 22000 Class No. 507244 is seen at  
Lyon Part-Dieu station on July 5th.



*Class47*







HGK hired Bombardier Traxx No. 185.523-8 leads an SBB liveried Class 185 through Hamburg Harburg on July 2nd with a lengthy tank train.

*Class47*







ARG's narrow gauge No. S3309 departs Brunswick Junction in the south west of Western Australia, with empty Alumina hoppers for the Worsley Alumina mine site and another load for export. [Colin Gildersleve](#)



DB Class 218.329-1 is seen at Hamburg  
Hbf with a DB Regio service to Lubek on July 3rd.



*Class47*





With bright yellow bauxite hoppers stretching into the distance Nos. ACA 6010 and Q 4004 leave the Perth suburbs for the bauxite mine site some several hundred kilometres to the east for another load for export to China.

*Colin Gildersleve*







A new service recently started in the Hamburg area is the HKX (Hamburg - Koln Xpress) seen here after departure from Hamburg in top and tail mode with ES 64 U2- 030 on the rear. The coaching stock appears to be ex Arriva Alex. [Class47](#)





Class V46 and M44 locos are seen stabled in the scrap line at the back of Gyor Depot on June 29th. [Steve Madden](#)





Crossrail branded Class 436.112-7 and  
436.114.3 speed through SBB's Olten station  
on July 4th. [Class47](#)





SNCF BB 26000 Class No. 526145R is seen at  
Mulhouse with an Alsace regional train on July 3rd.



*Class47*





QR National diesel electric locos Nos. 5021 and 5009 power an empty 74 wagon rake through Beresfield on May 19th. These locomotives weigh in at 176t and deliver 4000hp each. [Anton Kendall](#)





BLS liveried Class 465.013-1 heads through  
Basel Bad with a scrap train on July 3rd.



*Class47*





The Class V43s are being phased out in Hungary, this is Class V43 1115 now running as 431 115 and 630 153 departing Gyor Gyarvaros Yard with a long mixed freight on June 30th.

*Steve Madden*





A pair of Class M41s, Nos. 418-211 and 418-156 are seen double heading the 1600 Győr to Celldömölk, approaching Gyömöre-Tét on the June 27th. This seems to be a daily positioning move for the second loco. [Mark Bearton](#)





At Basel Bad on July 3rd, several Re4/4 BLS locos are seen stabled. BLS have this stabling point just north of the station and the locos here work trains of truck and trailers across into Switzerland. [Class47](#)







On July 3rd, Zurich Tram 2000 series No. 2098 passes a more modern Bombardier Cobra type. [Class47](#)







## The youngest member has been given the name “railjet fifty-one”



The railjet fleet is complete, all 51 trains built by Siemens are now in service. Since 15th July the conversion of the existing ÖBB InterCity services in southern Austria to railjet connections is also being implemented. ÖBB employees and customers have called in recent weeks for the 51st railjet to find a name and have chosen this now by Internet voting. In July, the youngest was named “railjet fifty-one” by Meidling Birgit Wagner, Chief Director of ÖBB-AG and Arnulf Wolfram, Director Infrastructure & Cities Sector CEE, Siemens AG Austria. Afterwards the train was on time at 10:29 for its maiden voyage on to Villach.

“With the railjet fifty-one, we close the largest fleet renewal in the history of the ÖBB-distance traffic. The winners are our passengers. They benefit from greater convenience and service,” said Birgit Wagner, Executive Director of ÖBB-AG.

“The railjet is one of our major innovations that are generated by our global business metros, coaches and light rail in Vienna. Railjet trains meet all the requirements of international high-speed traffic and provide train passengers with highest comforts,” says Arnulf Wolfram, Head of Sector Infrastructure & Cities, Siemens Austria.

### Rail travel at the highest level - with the premium train of the ÖBB

The railjet fleet is in operation on the southern and western rail lines of Austria, offering customers top-class travel. Speed, comfort, design and environmental friendliness are the hallmarks of the ÖBB railjet. The 206 meter long train is 330 tons and has 408 seats - 16 in Business Class, 76 in First Class and 316 in Economy Class. All are equipped with onboard railjets restaurants / bistros and will have Wi-Fi by the end of 2012. As of spring 2013 they will also have bicycle compartments. Each of the cars is equipped with an overview railjet clear passenger information system. Modern screens about the current travel speed, the driving history via digital maps, the current location and the distance to each destination. An electronic booking display makes it easy to locate the seats.

Photo: VD Wagner and Siemens CEE tungsten at the train inauguration of railjet fifty-one. © ÖBB / Zenger



## Stadler produces underground trains for Berlin for the first time



four-carriage walk-through trains will introduce a new Berlin underground typology and be used as IK-type trains for small-profile vehicles. The aim is that they will replace the A3L71 series underground trains, which have been in service for more than 45 years, and modernise our vehicle fleet.”

“We are pleased to be able to evidence our decades of experience and our technical know-how in the underground sector. At the same time, this contract marks an entry into the rail vehicle market in the capital,” reports Michael Daum, Director of Stadler Pankow GmbH. “All services, including development, design and production of the vehicles, as well as assembly, paintwork and commissioning, are carried out at the company’s own production sites in Pankow, Reinickendorf and Hohenschönhausen.

What sets these new underground rail vehicles apart is their “ballooning”. This means that the underground carriages are slightly curved in the middle towards the outside, providing more space in the passenger compartment without exceeding important tunnel restrictions. The trains have an overall passenger capacity of around 330, including around 80 seats in longitudinal seating and 250 standing spaces. As successors of the HK type, they have enlarged multi-purpose areas, which will improve transport conditions for persons of restricted mobility, bulky luggage and pushchairs in the future. The specific design of the interior is currently at the consultation stage. Furthermore, the trains have energy-saving lighting and signalling systems as well as TFT monitors in the passenger compartment.

- Trial run for two pre-production IK-type underground vehicles to begin in spring 2015
- Option for series production of a further 34 vehicles by 2017

After its successful participation in a pan-European tender, Berlin-based rail vehicle manufacturer Stadler Pankow GmbH is producing two pre-production underground vehicles for Berliner Verkehrsbetriebe (BVG) by 2015. If the trial run is successful, there is also an option for series production of up to 34 more vehicles, which could then be delivered to BVG from 2017 onwards.

“Stadler Pankow GmbH impressed us with an innovative concept and its references in the rail vehicle industry,” explains Hans-Christian Kaiser, Underground Director at Berliner Verkehrsbetriebe. “The use of



## Bombardier Wins Order for 39 Additional FLEXITY Berlin Trams



At the end of June, the Berlin Transport Authority (BVG) ordered an additional 39 BOMBARDIER FLEXITY Berlin trams from Bombardier Transportation. The call-off is part of a framework agreement for a maximum of 206 vehicles signed in 2006. The order is valued at approximately 134 million euro (\$168 million US). The total number of FLEXITY Berlin low-floor trams ordered now stands at 142. BVG originally ordered four pre-series vehicles for testing followed by 99 trams in 2009. Delivery of the additional trams is expected to start in 2016.



With this new option, BVG has ordered a higher proportion of longer trams than before to meet rising demand. The FLEXITY Berlin fleet now includes 38 long uni-directional vehicles, 53 short and 47 long bi-directional vehicles.

Bombardier presented the first series production vehicle to the Berlin public on September 10, 2011 at Alexanderplatz in the city centre. The delivery of all FLEXITY Berlin trams ordered to date is scheduled to be complete by 2017. With the deployment of low-floor GT6 series vehicles and the phasing-out of Tatra high-floor vehicles, Berlin will be well prepared for future public transport requirements including easy access for passengers with limited mobility. Klaus-Dietrich Matschke, Executive Director for trams at BVG said: “With this order of 138 vehicles, BVG is responding to a positive increase in passenger numbers and growing its capacity for the future. Furthermore, bi-directional vehicles provide the strategic option of removing track loops for turning, which would mean an improvement to the look and feel of tram stops. This order ensures that the old Tatra trams will be made redundant by the year 2017.” Germar Wacker, President Light Rail Vehicles, Bombardier Transportation said: “The call-off of another 39 vehicles by the BVG is yet another milestone in our long and successful cooperation. We are delighted that the vehicles are well received by the Berlin public. The trams featuring a ‘Bauhaus’ design were specifically created for the German capital and have already received the IF Design Award and the Universal Design and Consumer Favorite award.” The concept of the FLEXITY Berlin tram was developed jointly by BVG and Bombardier to meet the requirements of the German capital. This has resulted in a future-oriented tram with step-less entrances that provide 100% barrier-free tram access.

The interior offers ample space for passengers with multi-purpose areas and air conditioning both in the passenger area and in the driver’s cab. The vehicles boast low electricity consumption and feed braking energy back into the system. Bombardier offers the industry’s most complete portfolio of light rail solutions with a strong reputation for performance and reliability. To date, more than 3,500 Bombardier trams and LRVs are in revenue service or on order in approximately 100 cities across Europe, Australia and North America.







## Alstom begins dynamic testing on the Coradia Polyvalent



Alstom has begun its dynamic test campaign on the Coradia Polyvalent - the latest addition to its range of regional trains. The tests are taking place at the Vélím test centre in the Czech Republic and, in France, at the Railway Testing Centres (CEF) at Valenciennes and Bar-le-Duc and on a section of the RFF line between Wissembourg and Hoffen.

Approximately 50 engineers and specialist technicians from Alstom will be relayed on board ten pre-series Coradia Polyvalent trains until early 2013 in order to carry out the work needed to meet 3,000 contractual requirements.

The certifications and approvals required to obtain the EPSF's1 authorisation to operate will involve 10 regional trains undertaking a total of 1,400 days of testing and will directly or indirectly engage up to 200 people from 20 different bodies (Alstom's own sites, suppliers, test centres, drivers, etc.). The campaign will eventually generate 1,500 documents, including test specifications, procedures and reports.

Three trains have been operating at Vélím since late April; the site, which belongs to the Czech Railways Research Institute, boasts two independent circuits:

- a 4 km circuit with a maximum authorised speed of 90 km/h,
- a 13 km circuit with a maximum authorised speed of 210 km/h.



These test rings, which are electrified in accordance with European standards, make it possible to set up the Coradia Polyvalent's eclectic traction system in all power modes – diesel, 1500V and 25kV. The tests also help to qualify and certify the main functions of the train: electric or diesel braking and traction, air-operated braking system, noise emissions, acoustic comfort and electro-magnetic compatibility.

At the same time, two Coradia Polyvalent trains have been undergoing comfort tests in diesel mode in France since May 22nd on the section of line between the towns of Hoffen and Wissembourg. The test runs are operated at a maximum speed of 100 km/h and make it possible to set up the diesel traction system in different power-pack configurations<sup>2</sup>, ranging from maximum power to degraded mode. The vibrations made by the train and its equipment are measured using sensors positioned along the entire length of the train. All the tests are carried out at night in order to avoid disrupting commercial traffic.

In addition, validation tests are being carried out on six of the ten trains at the Valenciennes and Bar-le-Duc CEFs with the aim of configuring the Coradia Polyvalent's various instruments and functionalities (traction/braking). Finally, the certification trials will begin on the RFF3 tracks in July 2012. Nine sections of RFF4 track with specific configurations (bends, track quality, etc.) will host the Coradia Polyvalent trains.

The tests are being carried out as part of the contract, financed by the French regions, signed on October 27, 2009 between Alstom and SNCF. The initial contract included a firm order of 800 million euros for the delivery of 100 Coradia Polyvalent trains.

Up to now 171 trains in total have been ordered by the following French regions: Alsace, Aquitaine, Auvergne, Lower Normandy, Upper Normandy, Lorraine, Midi-Pyrénées, Pays de la Loire, Picardy, Poitou-Charentes and Provence-Alpes-Côte d'Azur. The framework contract should in time reach a volume of 1,000 trains for a total of more than seven billion euros. The delivery of the first of the 171 trains should take place in March 2013, with subsequent deliveries being staggered until mid-2015.

## New record set for rail passengers



- Revenues and profits rise again
- Capital expenditures increase substantially

Number of passengers rises by 40 million: More than one billion passengers recorded in first half of the year • DB CEO Grube: Still confident for 2012 despite economic uncertainties

More and more travelers in Germany are deciding in favor of Deutsche Bahn trains. During the first six months of 2012 the number of passengers (excluding Arriva) rose over the same year-ago figure by almost 40 million to over one billion, or about four percent.

DB's revenues increased by 3.3 percent, or € 616 million, to €19.5 billion during the first half of 2012. Adjusted results from operations (adjusted EBIT) surged by 16.6 percent, or € 188 million, to € 1.3 billion.

During the recent presentation of the first half results in Berlin Dr. Rüdiger Grube, CEO and Chairman of the Management Board of DB AG, stated that: "The first six months were very successful for DB. Despite economic uncertainties we remain confident for the full year 2012. Our business success makes it possible for us to realize the demanding investment objectives set out by our DB2020 Strategy. This means that we will continue to improve our service, quality and offers for our customers."

During the first half of 2012 DB increased its gross capital expenditures by € 349 million over the same year-ago period, or 13 percent, to € 3.0 billion, while net capital expenditures even soared by 34 percent, or € 359 million, to € 1.4 billion. Net financial debt rose slightly in comparison to the comparable figure noted at the end of 2011. Dr. Richard Lutz, DB CFO said: "Our central controlling figures show that we are on the right track as we were able to further improve both our ROCE figure, which is a measure of profitability, as well as our redemption coverage, which is a measure of our financial stability."

Contributions made by the various Deutsche Bahn business units to the overall favorable results varied. Volumes sold posted by the rail passenger transport segment (excluding Arriva) increased by 4.4 percent or 1.7 billion passenger kilometers (Pkm) to 39.7 billion Pkm. In contrast, bus transport (excluding Arriva) fell by 6.1 percent to 383.4 million passengers.

Rail freight transport figures for the first half of 2012 declined by 2.6 percent, from the same year-ago figure, or 5.5 million tons of less freight carried, to 202.3 million tons. Volumes sold fell by 4.9 percent to 54 billion ton kilometers (tkm). In the face of a difficult market environment, the DB Schenker Logistics business unit recorded a marginal gain of 0.5 percent in the number of shipments in European land transport, which rose to 47.8 million shipments. In contrast, volumes of air freight carried fell by 7.9 percent, while volumes of ocean freight transported developed far more favorably posting a substantial gain of 10.6 percent.

Demand for train-path in the rail network declined slightly during the first half of the year. Volumes sold for the network dropped by 0.6 percent to 518.5 million track kilometers (Trkm). Non-Group railways increased their performance by 4.1 percent, or 4.4 million Trkm, to 112.7 million Trkm. Their share of total train-path demand in the rail network was 21.7 percent and set a new record.



## Stadler presents future-orientated innovations on Innotrans 2012



Stadler Rail Group presents itself with five future-oriented vehicle innovations for the passenger and goods traffic during the Innotrans, the largest trade fair for transport technology from 18th to 21st September 2012 in Berlin. The company presents itself to the industry experts and trade visitors in hall 2.2, true to the motto "eco on board". The focus will not only be put on technical innovations and customized rail vehicle concepts but also on environmental performance of the vehicles with regards to their maintenance, consumption and production.

Furthermore, three railcars, one tram and one hybrid locomotive can be seen on the outside display. The modern vehicles cover the complete range from the local passenger traffic and long-distance traffic to the goods traffic and they clearly show the innovative strength, flexibility and competence of the company in the rail vehicle industry. Stadler vehicles combine high economic efficiency, timeless design and the careful use of resources. Therewith, Stadler meets its corporate demands for highest quality as well as national and international customer service.

### Regional train KISS ODEG for the rail network in Berlin / Brandenburg

Ordered by BeNEX and Netinera, Stadler produces a total of 16 double-decker railcars of the type KISS for the operation on the lines on the rail network in Berlin/Brandenburg. Due to its top speed of 160 km/h and its modular design, the KISS is designed for the regional traffic. The trains with four cars provide a total of 428 seats, air-conditioned passenger compartments as well as LED lighting and video surveillance. The needs of people with reduced mobility are also met with spacious entrance areas, an entrance height which is optimized for a platform height of 550 mm, gap bridging on all doors and a modern toilet system. There are also capacious multi-purpose areas for the transport of bicycles.

The traction equipment areas of the KISS are located over the traction bogies. The KISS vehicles are characterized by low energy consumption. The electric double-decker railcars not only fulfil the crashworthiness requirements according to EN

15227 but also the requirements of the TSI PRM and TSI Noise as well as fire protection class 3 according to DIN 5510-1 and category 2 according to CEN/TS 42545-1. Prior to the official handover to the Ostdeutsche Eisenbahn GmbH ODEG for the new timetable, the train is currently being tested and commissioned.

### Tram DT8.12 for the Stuttgarter Straßenbahnen AG

Stadler Pankow GmbH will deliver 20 trams DT8.12 of the vehicle family "Tango" for the urban area of Stuttgart. Thanks to the modular concept, the vehicle is designed on a proven bogie technology as thus, it can be adapted to the infrastructure within the city. The trams which consist of 2 modules have a length of 39.1 m. Due to the comfortable vehicle width it was possible to design the passenger compartments bright and spacious. The friendly interior of the vehicles provides 106 seats and room for 146 standing persons as well as air-conditioning of the passenger compartment and driver cabs. The bi-directional vehicle is equipped with four entrance doors on each side to allow a quick flow of passengers. The 100% high-floor trams have a gauge of 1,435 mm and can drive up to 80 km/h.

### Electric intercity FLIRT for LEO Express a.s., Czech Republic

Starting in December 2012, five intercity low-floor trains will be operating on the long-distance section between Prague and Ostrava. There will be 16 connections per day. The Czech private railway LEO Express a.s. already accepted 2 train sets, the remaining trains will be handed over by the end of the year. These vehicles are modern electric low-floor railcars with a length of 90 m. Compared to conventional trains, the vehicle weight has been reduced by half as a result of the intelligent use of material. The reduced weight results in a lower energy consumption as well as significantly reduced operational costs. Thanks to the unique combination of high speed, short travelling time and high-quality services, the "LEO Express" is the most modern railcar in the Czech Republic and it will provide a new level of passenger comfort. The passengers will be able to choose between premium, business or economy class. Spacious luggage racks and frames allow the transport of larger luggage. The railcar also provides special compartments for people with reduced mobility and a wheelchair-accessible toilet. The passenger catering can be placed and supplied with power in a special lockable compartment.

### Double-decker railcar KISS BLS for the suburban railway Bern, Switzerland

With the timetable change in December 2012, BLS, the second largest railway company in Switzerland, will start the gradual operation of a total of 28 double-decker railcars type KISS on the suburban railway Bern.

The new trains take account of the increasing demand and they provide with 335 seats, room for 566 standing persons and a maximum capacity of 901 persons per composition more comfort and space to the passengers. Therewith, the capacity of the seats on the lines on which it will be operating will be increased by 30%. Due to the multi-purpose areas, the KISS railcars have also sufficient space for prams and bicycles. The railcars are characterized by low-floor entrances with sliding steps, air-conditioning, floor and side wall heating, modern visual and acoustic passenger information, video surveillance, closed toilet system which is accessible for wheelchairs, wheelchair areas in both classes as well as waste bins near the seats.

### Efficient, environmental-friendly goods traffic: hybrid locomotive for the Swiss Federal Railways Cargo (SBB Cargo)

Stadler already started in spring with the delivery of a total of 30 ordered hybrid locomotives BUTLER Eem 923 to SBB Cargo. With this design, Stadler makes a contribution to the modern and environmental-friendly wagonload traffic. This hybrid vehicle is an electric compact locomotive that also allows an independency of the overhead line for the "last mile" with the help of the auxiliary diesel engine.

Thanks to the high performance of 1500 kW, this locomotive is suitable for both shunting and main line service. The train drivers can quickly switch between electric and diesel auxiliary drive. Therewith, SSB Cargo gains a lot of flexibility during production. At the same time, the operational and maintenance costs compared to the old shunting fleet are reduced. The hybrid locomotive Eem 923 will probably operate 90% electrically. This corresponds to a cumulative annual CO2 reduction of more than 4000t per year. Moreover, the Eem 923 integrates itself smoothly into the modernized vehicle fleet of SSB Cargo and thus, it combines efficiency and sustainability with economic efficiency.



## Under the Symbol of the Five Rings: Voith Gets Things Moving at the Olympic Games



London. 3,000 tubes, 1,500 double-decker busses, the Eurostar, the Javelin shuttle and several ferries on the Thames all have two things in common: they are all fitted with Voith technology and will ensure that millions of spectators and over 10,000 athletes get safely and soundly where they want to go during the Olympic Games. Voith drive technology as well as various technical services for numerous busses and trains will make a key contribution to smoothly running traffic systems operating around the Olympic Games over the next few weeks.

### Getting quickly and safely from one venue to the next

A sophisticatedly planned traffic concept for visitors was one aspect of the bid for this major event. Busses and trains are already the most important means of transport for London's eight million inhabitants and are at the heart of the city's local public transport system. Around 1,500 red double-decker busses are fitted with Voith DIWA automatic transmissions. Voith is also involved at four bus depots in the daily maintenance and cleaning – inside and outside – of around 600 busses. Couplings "Made by Voith" secure the mechanical, electrical and pneumatic connections of all 3,000 of London's world famous tubes. Several Thames ferries in the southern district of Woolwich are powered by Voith Schneider Propellers. Diverse components such as the drives, cooling systems or couplings of local and long-distance trains are also serviced in Voith service centers in Croydon and Greenford.

What is more, Voith technology not only ensures smooth-running local passenger transport, the "Javelin" shuttle, the UK's first high-speed train and the Eurostar – which brings visitors from Paris or Brussels through the Channel Tunnel to London – are also fitted with Voith couplings and other products.

Last but not least, there is another connection with the 2012 Olympics: two épée fencers from the Heidenheim Fencing Center of which Voith has been principal sponsor for many years now, will also be competing in London for Olympic medals: Monika Sozanska and Ricarda Multerer will be taking part in the team disciplines; Sozanska will also be competing in the individual rounds.

Voith sets standards in the markets for energy, oil & gas, paper, raw materials, transportation & automotive. Founded in 1867, Voith employs more than 40,000 people, generates 5.6 billion euros in sales, operates in around 50 countries around the world and is now one of the biggest family companies in Europe





## East Lancashire Railway's summer diesel gala 2012

Once again we head to the ELR in Lancashire for the annual summer diesel gala. One of the biggest diesel events at any of the preserved lines in the UK. Star attractions and repaints always bring out the crowds, this year Class 37 518 appeared in InterCity livery, seen here working from Heywood to Rawtenstall through Burrs on July 8th. [Carl Grocott](#)







Above: Class 20 087 arrives into Ramsbottom with the stock for the local service on July 7th. [Paul Godding](#)

Top Right: Class 37 901 approaches Ramsbottom with a Rawtenstall - Heywood working on July 7th. [Paul Godding](#)

Bottom Right: Class 37 901 "Mirrlees Pioneer" leads a Heywood service across 7 Arches. [CJ Sutcliffe](#)

Below: Class 37 518 and Class 33 109 pause between services at Bury Bolton Street on July 7th. [Richard Hargreaves](#)





Class 20 087 arrives with the shuttle at Ramsbottom sidings,  
July 8th. [Colin Irwin](#)



Class 24 No. 5081 departs Bury for Heywood during the East Lancs  
Railway Diesel Gala, July 7th. [Colin Irwin](#)





Class 37 109 departs Summerseat for Bury during the East Lancs Railway Diesel Gala, July 8th. [Colin Irwin](#)





"Teddy Burrs", as Class 14 No. D9531 works with Class 35 No. D7076 on a service for Rawtenstall through Burrs. [CJ Sutcliffe](#)



Class 33 109 runs round the shuttle at Ramsbottom, July 7th. [Colin Irwin](#)







Above: Deltic Class 55 002 "The Kings Own Yorkshire Light Infantry" is seen ready to depart Bury with a working to Rawtenstall on July 7th. [Paul Godding](#)

Below: Class 37 275 waits to depart Bury Bolton St. with a Rawtenstall working. [Andy](#)



On July 8th, Class 37 518 "Ian Riley" departs Heywood with the 12:10 to Rawtenstall service. [Colin Irwin](#)



Class 50 015 crosses Summerseat viaduct, July 7th.

*Colin Irwin*





Class 14 No. D9531 and Class 35 No. D7076 arrive into Ramsbottom on July 7th. [Brian Battersby](#)







Above: Proving to be very popular, Hymek Class 35 No. D7076 approaches Ramsbottom on July 7th with a Bury bound service. [Paul Godding](#)

Below: Class 55 002 "The Kings Own Yorkshire Light Infantry", or if you can't manage the tongue twisting title, "KOYLI", departs from Rawtenstall with a Heywood service. [CJ Sutcliffe](#)



Class 37 901 "Mirrlees Pioneer" approaches Bury from Heywood during the East Lancs Railway Diesel Gala on July 7th. [Colin Irwin](#)





Class 24 No. D5081 works 1Z01 Bury - Rawtenstall "Beerex" through Irwell Vale  
with Class 20 087 on the rear. [CJ Sutcliffe](#)





Looking great with the application of white window surrounds, Class 33 109 pauses at Ramsbottom on July 7th. [Brian Battersby](#)







On August 17th 1984, at Clermont Ferrand – BB locos Nos. 67580 and 67565, built in 1970, prepare to depart on an evening departure for Paris, the service having originated in Nîmes. Notice that the over-head wires had not reached that far south in 1984! Services as from 1990 were electric to Paris but today still diesel hauled for their southern portion of the journeys to Nîmes. [David Mead](#)





On August 17th 1984, Bo-Bo electric No. 22355  
reverses empty corridor stock into  
Neussargues, on the through scenic route from Beziers  
to Clermont Ferrand in the district of Auvergne. *David Mead*







A backwater line closed during World War II when various viaducts were destroyed - Nice to Breil Sur Roya and re-opened during the 1960s. Although only a rural line, it would have been a strategic route between Italy and France. Here on September 10th 1982 a unit arrives into Breil en-route for Nice. The Nice - Cuneo train is now called the Train des Merveilles, with a more touristique image for attracting visitors to the Roya valley and the region of Tende. *David Mead*