

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 recent Severn Valley Railway's Autumn Steam Gala, where there were three days of continuous running services.

I know that it has become a regular thing for me to say thanks for the photos sent in, but this month I think has been an all time record, so yes once again a huge thanks go to all those who have sent in the fantastic pictures this month, it really makes putting the magazine together very enjoyable indeed, but with all those sunny photos arriving I can't help but think that we've certainly been robbed of a decent summer in the UK this year.

Not having been away for a couple of months, I am looking forward to my trip to the Czech Republic in October, and I am going to try to get over the border into Slovakia which is a country that I have wanted to visit for quite a while, but never have had the time to do so.

Before I forget I must say a big thanks to BVT (Bart) for the excellent text and photos from Innotrans that he has sent, another place that I have said I must get to and never have. I really must make a list and stick to it next year!

Once again thanks for all the great photos sent to us this month, please do keep sending them and as always, 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, John Coleman, David Mead, Piotr Kozłowski, Derek Neesham, Roger Williams, Mark Bearton and Andy Pratt.

Front Cover: A weathered Class 2062.036 makes it's way past Rocko Polje with train 1472, the 03:40 Maribor - Pula on July 20th. This is one of two 2062s outstationed on the Istrian peninsular, isolated from the rest of the HZ network, the other loco being 2062.049. 036 normally works the passenger trains with 049 looking after the freight workings. The weathered appearance is probably down to the fact they are kept in the open air all time with no covered facilities available at Lupoglav where they are stabled between duties. [Andy Pratt](#)

This Page: Class 754.052-9 heads through the countryside at Abovce on August 29th. [John Coleman](#)

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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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SZ loco Class 664.103 powers away from Buzet towards it's home country with train 1473. the 18.00 Pula - Maribor in the low evening sun on 19th July. [Andy Pratt](#)





BLS Re 4/4 Class 425 loco No. 179 brings a train load of GEFCO car carriers loaded with vans through Pratteln, Switzerland on July 6th, heading for France.

Anton Kendall



Durchgang verboten
Passage interdit
Passaggio proibito
Passage prohibited

DB Class 218.400 pushes a rake of Dosto stock out of the newly refurbished Salzburg Hauptbahnhof, Austria on June 27th.

Anton Kendall





Lotos Class 182 025-7 passes through Tczew
with an oil train on July 31st.



Julian Churchill

100

Top Right: Class 1061.012 sweeps around the curves at Plase with freight 48902, the 13:05 Bakar - Gyekenyes. Parts of the HZ network are electrified to 25kV AC, while the section from Moravice to Rijeka and onto the border at Sapjane is electrified to 3000V DC. Work is underway to standardise this to 25kV, but for the time being the old 1061 DC electrics soldier on in this section.

Andy Pratt



Bottom Right: Class 2062.108 and 2062.109 get to grips with the gradient at Vrbnik on July 19th, with freight 60309, the 02:13 Ogulin - Split.

Andy Pratt



Below: SZ loco Class 664.103 approaches the frontier station at Buzet with train 1472, the 03:40 Maribor - Pula. At Buzet the Slovenian engine will come off and be replaced with an HZ 2062 for the final 87 kms to Pula. *Andy Pratt*



E.656 435 waits to depart Pisa Centrale for Napoli Centrale whilst working train EXP 14459, believed to be a working from Lourdes carrying returning Pilgrims, September 13th.

Laurence Sly



Desiro SZ Class 312.001 in McDonalds livery sits in Ljubljana, Slovenia on June 28th. As most of these units are heavily covered in graffiti, this livery makes a pleasant change for once. [Anton Kendall](#)



Przewozy Regionalne PKP No. SM42-221
heads a Chojnice to Gdynia Główna service
seen departing from Tczew on August 3rd. [Julian Churchill](#)



České Dráhy have converted some of their coaches into driving vehicles. On August 6th an example of one, No. 80-30 008-4 arrives into Brno with a terminating local service. [Andy](#)



SZ Class 541-010 leads a container train headed for Koper Docks through Ljubljana on June 28th. These locos, from the Siemens Taurus family, are similar to the ÖBB Class 1216.



Anton Kendall





České Dráhy's City Elefant EMU No. 471.069-5 sits at Praha Hln. waiting for its next service. This unit is in the new České Dráhy livery which looks really smart when compared to the unit just visible behind which carries the old blue and red livery. *Andy*



DB Class 143.881 and 143.882 are seen at Plochingen
awaiting respective departures on July 13th.

Keith Hookham



OBB Class 1116.125 is seen at Breclav with a Wien Westbahnhof service on August 8th. [Andy](#)



Amtrak No. 459 is refuelled prior to working
Surfliner train No. 785 16:00 San Diego - Santa Barbara
on July 23rd. [Laurence Sly](#)



Top Right: Class 2062.114 and 2062.109 depart Plaski with freight 61303, the 04:01 Zagreb Resnik - Split. Note the concrete bridge sections on the wagons behind the locos. [Andy Pratt](#)



Bottom Right: Large logo Class 2062.026 passes the mechanical distant signal protecting Josipdol at Susnjevo Selo with train 520, the 08:35 Split - Zagreb Gl. Kol vice unit on July 21st. [Andy Pratt](#)



Below: Class 2062.008 departs Susnjevo Selo with train 5423, the 15:57 Ogulin - Vrhovine on July 21st. This one coach train was working vice the single car railcar that normally works the service. [Andy Pratt](#)



E.656 435 passes Pizzale whilst working
IC 743 from Milano Centrale to Ventimiglia
on July 12th. [Laurence Sly](#)



On August 15th, the 107th out of 120
Siemens Eurosprinters on order for SNCB is seen
at Leuven with the 16:15 Eupen to Oostende IC service.

Mark Bearton



Two FEVE (Ferrocarriles de Via Estrecha - Narrow Gauge Railways) Class 2900 Diesel Hydraulic Units Nos. 2911 and 2910 approach Cartagena station with a service from Los Nietos on July 20th. [Steve Dennison](#)



Latvian Class 2M62-1003 passes Spungeni
with a mixed freight on May 9th.

Steve Madden



Former Rumanian Class 40, No. 40-0119
accelerates away after a signal stop at Tata
Station. It is running wrong road at this point with a train of long
welded rails for private company Train Hungary.



Steve Madden



SZ Class 363-026 hauls a mixed freight along the embankment of the Sava River through Hrastnik, Slovenia towards Ljubljana on June 29th.

Anton Kendall



FEVE (Ferrocarriles de Via Estrecha -
Narrow Gauge Railways) Class 2600 DMU Nos.
2609 and 2610 waits to depart from Los Nietos station
with a service to Cartagena on July 20th. [Steve Dennison](#)



SBB loco Re 6/6 No. 11657 brings a rake of tank wagons through Pratteln, Switzerland on July 4th. [Anton Kendall](#)



Top Right: A Slovenian loco in Croatia. SZ loco Class 664.103 has just backed onto train 1473, the 18:00 Pula - Maribor at the frontier station of Buzet on July 19th.

Andy Pratt



Bottom Right: Class 2062.108 and 2062.109 power over the undulations in the track at Vrbnik in the early morning sun on July 19th with freight 60309, the 02:13 Ogulin - Split. *Andy Pratt*



Below: Class 2062.036 is framed in the broken window of the old station waiting room at Rocko Polje while working train 1473, the 18:00 Pula - Maribor on July 19th. *Andy Pratt*



Top Right: Privately owned Class T478.1008 (749.008) waits to bring up the rear of train Os 14949, the 13:03 Nedvedice - Tisnov , while T478.1010 (751.010) can be seen in the distance at the head of the train on July 6th. [Andy Pratt](#)



Bottom Right: Class 754.006 prepares to run around it's train having just arrived at Nove Udoli, the end of the line for train Os 8108, the 08:07 from Ceske Budejovice on July 26th. [Andy Pratt](#)



Below: Ex PKP 0-8-0 No. Px48 1916 departs Jindrichuv Hradec with train 280, the 09:25 to Nova Bystrica on the JHMD Narrow Gauge system, July 23rd. [Andy Pratt](#)



Top Right: Class 1061.101 is seen departing Plase station with freight 48900, the 16:00 Bakar - Gyekenyes on July 20th.

Andy Pratt



Bottom Right: Class 2062.111 and 2062.104 approach Latin with train 61334, the previous day's 13.32 Bibinje - Zagreb Resnik running in the region of 10 hours late on July 21st.

Andy Pratt



Below: Class 2062.008 crosses the bridge south of Ostarije Ravnice with freight 61300, the previous evening's 23:04 departure from Split Predgrade - Ogulin on July 21st.

Andy Pratt





A privately owned Russian Class 2TE116,
No. 2TE116-559 works its long train of
tanks away from Plavinas Yard on May 9th.
Steve Madden

Crossrail Class 185.591-5 leads a classmate
through Pratteln, Switzerland on a container train
from Italy on July 4th. [Anton Kendall](#)



Top Right: Gysev liveried Class 470-504 is seen working named train No. 918 'REPCE' 18:10 Budapest Keleti to Szombathely at Tata, Hungary on June 28th. *Steve Madden*



Bottom Right: Formally numbered M41-2197 but now renumbered into the new European standard, No. 418-197 works train No. 9307 07:09 Szombathely to Budapest Keleti at Pusztagyimot Felso, Hungary on June 29th. *Steve Madden*



Below: Rail Polska liveried Class M62 No. M62M-002 is seen working train No. 43345 from Guben (Germany) to Dwory (Poland) at Wezyska (Poland) on July 24th. *Steve Madden*



Top Right: Slovakian Class 240.081-0 and OBB Class 2016.016 are seen at Bratislava Halavna Stanica on August 12th.

Brian Battersby



Bottom Right: Class 350.011 pulls into a very sunny Bratislava Halavna Stanica with an express from Praha Hln. on August 12th.

Brian Battersby



Below: Class 742.605-9 hauls a freight working through Bratislava Halavna Stanica on August 11th. *Brian Battersby*





'Koploper' No. 4028 is seen at Zwolle Station, waiting to leave for Amsterdam Schiphol Airport on June 17th. [Chris Stanley](#)



Former UK Class 59 003 is seen minus its bogies
at Cottbus Works on July 23rd.

Steve Madden



Top Right: Hungarian Class V43 No. 431.153 is seen at Bratislava Halavna Stanica on August 12th.

Brian Battersby



Bottom Right: ZSSK old timer Class 721.046-1 is seen resting after doing a spot of shunting at Bratislava Halavna Stanica on August 12th.

Brian Battersby



Below: Viamont DSP Class 741.703 and 741.702 head a ballast train through Bratislava Halavna Stanica on August 12th.

Brian Battersby



DB Class 218.427 arrives into Plochingen
leading train IRE4233 17:02 Stuttgart - Lindau
on July 13th. [Keith Hookham](#)



Class 66 No. 92 80 1266 035-5-D-Dispo
is seen heading light through Zwolle Station
on June 17th. [Chris Stanley](#)



On August 5th, Class 749.121-0 stands at Světlá nad Sázavou ready to work the Sunday afternoon service to Praha Hln. [Andy](#)





QR Nationals Nos. 6003 and 6007 pass through the Wheatbelt town of Merridan in the mid west of Western Australia with an intermodal service from Perth to Adelaide and Melbourne. [Colin Gildersleve](#)



Top Right: DB Class 218.493 powers away from Sonthofen with train RB 57666, the 09:04 Oberstdorf - Immenstadt on July 28th.

[Andy Pratt](#)



Bottom Right: DB Class 218.461 is seen at Köln Hbf with train RE 11431, the 17:05 Köln Messe/Deutz - Euskirchen on July 30th.

[Andy Pratt](#)



Below: Alex Class 223.063 arrives at Immenstadt with train ALX 84162/84142, the 07:19 departure from München Hbf on July 28th. The train will divide here with 223.063 carrying onto Lindau Hbf with the first 3 coaches. In the background can be seen 223.064 which will attach to the back of the train and take the rear 3 coaches to Oberstdorf. [Andy Pratt](#)



České Dráhy's Class 749.100-4 arrives into
Ceské Budějovice with a local service from Nove Udoli
on August 3rd. [Andy](#)



ARG's DD2357 passes the small town of Wokalup in the south west of Western Australia with a short rake of Alumina hoppers returning to the minesite. [Colin Gildersleve](#)



Top Right: EZ owned and operated Class 797.707 is seen at Bratislava Halavna Stanica with an engineers train on August 12th. [Brian Battersby](#)



Bottom Right: ZSSK Cargo 'Goggles' Class 756.003-0 pauses at Bratislava Halavna Stanica on August 13th. [Brian Battersby](#)



Below: AWT liveried Class 753.704-8 and 753.705-3 are seen heading through Bratislava Halavna Stanica on August 13th. [Brian Battersby](#)



On October 4th, České Dráhy's Class
754.020-6 departs Týned nad Sazavou with
a service from Cercany to Praha Hln. [Andy](#)





Matterhorn Gotthard Bahn diesel loco, HGm 4/4 No. 61 stands at Gletsch on the Furka Oberwald Railway with a Saturday morning train to Oberwald. The Rhône glacier can be seen in the distance above the train. [Mark Pichowicz](#)



Top Right: On September 16th, SNCF railcar No. 73728 is seen waiting to leave Le Buisson for Périgueux with the 16:45 Sundays only service.

Martin Hill



Bottom Right: SNCF TGV No. 400 is seen at Le Croisic (estuary of the River Loire) on September 9th waiting to leave with the 10:25 service for Paris.

Martin Hill



Below: A pair of Ter 'Pays de la Loire' units are seen at Le Croisic on September 9th. *Martin Hill*



MAV M62 No. 628- 213 is seen at
Centre station on August 31st.

John Coleman



On August 11th, Class V200.007 stands at Dagebüll Mole after arriving with the 16:05 from Niebüll. The preserved V200 was used on the NOB portions for a number of weekends in August & September. [Mark Pichowicz](#)



Top Right: Class T478.1010 (751.010) powers away from the small halt at Veselicko with train Os 14916, the 15:35 Tisnov - Zdar nad Sazavou.

[Andy Pratt](#)



Bottom Right: Class T478.1002 (751.002) has just arrived at Tisnov with an ECS working from Zdar nad Sazavou on July 7th. This train had meant to form the 10:40 Zdar nad Sazavou - Tisnov via Nedvedice, but an earlier Steam loco failure had thrown the timetable into chaos, and T478.1002 ended up working ECS via Krizanov to regain it's next booked working.

[Andy Pratt](#)



Below: Class 754.022 powers away from Ceske Budejovice with train Os 8120, the 14:07 to Nove Udoli on July 26th.

[Andy Pratt](#)





Slovakian Class 754.005 heads a passenger working through Abovce on August 29th.

John Coleman



Top Right: Class 630-144 and 460-018 are seen stabled outside the depot at Győr, Hungary on June 27th.

Mark Bearton



Bottom Right: Class 240.028-1 waits its next turn of duty at Komárno, Slovakia on June 28th.

Mark Bearton



Below: Track recording train No. 9160-035 heads south towards Celldömölk at Vaszar on June 27th.

Mark Bearton



Top Right: Class 2062.114 and 2062.109 approach Prgomet after the long uphill slog from Primorski Dolac with freight 60309, the 02:13 Ogulin - Split on July 17th. [Andy Pratt](#)



Bottom Right: Class 2062.119 and 2062.114 round the curves towards the tunnel and summit at Labin Dalmatinski on July 16th with freight 60308, the 15:48 Solin - Ogulin. [Andy Pratt](#)



Below: Class 2062.016 is seen near Planjane with train 521, the 07:50 Zagreb Gl. Kol working vice unit. [Andy Pratt](#)



TMR 22 stands at the Swiss-French border
station of Chaterlard on June 30th.



Keith Hookham



San Francisco Cable Car No. 25 passes
Francisco Street as it heads towards
Fisherman`s Wharf on the Powell Hyde line.



Laurence Sly



Wien tram E2 Class No. 4323 was built
in March 1990 by Lohner, seen here
in Wien on August 13th. Behind it is single car No. 1500.



Brian Battersby



InnoTrans 2012

InnoTrans 2012 was held from September 18th until the 21st at the Messe in Berlin. It is the two-yearly leading international trade fair for transport technology. More than 2.500 exhibitors from 49 countries presented their innovative products and services at InnoTrans 2012. This event attracted some 100,000 trade visitors from more than 100 countries. The ninth InnoTrans featured five trade fair segments devoted to Railway Technology, Railway Infrastructure, Tunnel Construction, Interiors and Public Transport.

Firstly there was the Bombardier TRAXX DE Multi Engine. At Innotrans DB placed an order of twenty units for services around Kempten, Mühlendorf and for Frankfurt-Griesheim. The first DB 245 series locomotive was first presented at Innotrans 2012. It has four diesel engines, which can be independently controlled according to specific needs also the four engines are designed to adapt to the requirements of any given situation, so the multi-engine concept reduces diesel consumption by 13%. Furthermore, the engines already meet the Stage IIIB emissions standard. © BVT



InnoTrans 2012 continued...

Polish company Pesa presented the brand new Gama platform at INNOTRANS 2012. The name Gama was selected as the best name for the new locomotive, after a competition organised by Pesa and rynek-kolejowy.pl. Pesa wants to offer both an electric and a diesel-electric version (2400kW) of the Gama.

The first unit, no. 111Ed-001 is a four-axle version for 3kV voltage systems. The unit is equipped with Pesa's Marathon last-mile diesel engine system, which allows it to operate over limited distances on non-electrified lines. The 160km/h locomotive has a starting tractive effort of 300kN and a maximum speed of 160km/h. The locomotive is certified for operation in Poland. © BVT



InnoTrans 2012 continued...

Stadler Rail Group presented the new Intercity FLIRT for the first time at InnoTrans, together with train company LEO Express. It is scheduled to go into service between Prague and Ostrava at the end of the year. The private operator which only recently entered the Czech railway market, has ordered a total of five Intercity trains from Stadler. The train on display was provided with the most modern technical equipment to be found at the present time in the railway industry. Passengers have a choice of Premium, Business or Economy class. Out of a total of 237 seats six are assigned to the Premium class, 19 to Business and 212 to Economy class. WLAN, the latest passenger information system, air conditioning, toilets which are accessible to wheelchair users and generous luggage space are all standard features. © BVT



InnoTrans 2012 continued...

In December 2009 Siemens was awarded a contract to supply 38 regional trains for the city of Sotschi, the venue for the Winter Olympics in 2014. A subsequent contract was awarded at InnoTrans 2010 for an additional 16 units, to be built in the Russian city of Jekaterinburg. At the end of 2011 an order was placed for a further 240 for the Russian railway company RZD to be constructed under a joint venture in Jekaterinburg. At this year's InnoTrans the new Desiro RUS train was presented to the public for the first time in Germany. © BVT





InnoTrans 2012 continued...

POLISH manufacturer ZNLE revealed its new family of Griffin locomotives for the European market. ZNLE is offering the Griffin in seven different variants to suit passenger and freight operations, including 3kV dc, 15kV/25kV ac, and multi-system electrics and a 2.3MW diesel version. All electric variants of the Griffin have a continuous output of 5.6MW, with a maximum speed of 140km/h or 200km/h.

ZNLE was displaying the E4MSU multi-system freight model, and this is the first locomotive in the Griffin range to undergo certification. ZNLE will initially seek approval of the locomotive in Poland, and dynamic testing will begin at the Zmigród test track near Poznan in December. Main line testing is due to start in the first quarter of next year. Once type approval has been achieved in Poland, ZNLE plans to certify the Griffin for operation in the Czech Republic and Germany. © BVT

InnoTrans 2012 continued...

Another interesting train displayed was the DB DMU series 642. Deutsche Bahn and Tognum subsidiary MTU Friedrichshafen GmbH (MTU) have converted a diesel-mechanical power car from the VT 642 series into a hybrid vehicle as part of a joint research project. The new drive system from MTU – a hybrid Powerpack – uses a generator to convert the kinetic energy generated during braking into electrical energy. This electrical energy is temporarily stored in batteries and then used as required for operation. The aim here is to reduce CO2 emissions and fuel consumption by up to 25%. © BVT



InnoTrans 2012 continued...

Finally SBB Cargo presented the first loco of its Eem 923 series. This loco will replace the Bm 4/4 and older three axle locos. It is based on the electric loco Ee 922 in use by SBB. It can run up to 100 km/h and it has a 360 kW auxiliary diesel engine for 'last mile' operation on non-electrified sidings. It is nicknamed 'Butler'. The loco displayed was No. 923 005-3 © BVT



NETINERA Deutschland and Alstom sign a contract for 63 Coradia Lint regional trains



NETINERA Deutschland and Alstom Transport have signed a contract worth around €300 million for the supply of 63 Coradia Lint regional trains. The new trains will run between Frankfurt and Saarbrücken (Nahe/Rhine-Hessen region), and between Koblenz and Kaiserslautern (Saar region) from December 2014. The 63 trains will operate in the Southwest Diesel Network and will cover all together a distance of 6.7 million kilometres each year. Alstom develops and manufactures the Coradia Lint trains at its Salzgitter site, in Germany.

“The acquisition of these new trains from Alstom gives the growth potential from NETINERA on the German market an important impulse and is a big step for the group Ferrovie dello Stato Italiane to embrace the challenges in Europe – from the railway operating perspective as well as for the technical knowhow”, says Mauro Moretti, CEO of the Italian State Railways, Ferrovie dello Stato (FS), mother company of NETINERA Deutschland GmbH. Jost Knebel, CEO of NETINERA Deutschland, adds: “We are very pleased to be able to offer the passengers an improved mass transit concept in that region, using our long standing expertise, the extraordinarily high service orientation of our employees and the new train sets”.

“We are delighted to sign our first contract with NETINERA Deutschland. With more than 700 regional trains sold over the past fifteen years, we provide our customers and their passengers a proven, comfortable and environmentally friendly

means of transport”, states Henri Poupart-Lafarge, President of Alstom Transport. “Our Coradia Lint trains are based on an extended and fully developed platform which has become the reference in terms of quality and cost efficiency”, explains Dr. Martin Lange, member of the board of Alstom Deutschland AG responsible for Transport.

The Coradia two and three-car diesel multiple units can run at a maximum speed of 140 km/h. They benefit from high acceleration capacities in order to meet the requirements of fast regional traffic. To increase passengers’ safety, Coradia Lint is equipped with monitoring cameras and with the newest crash elements. Alstom has implemented a series of measures according to the European Standard for Collision Safety of Rail Vehicles (EN 15227).

The new trains provide large seating capacities with 160 seats (Lint 54) and 270 seats (Lint 81). They are equipped with comfortable seats, spacious aisles, air conditioning systems and low-floor entrances to meet passengers’ requirements with respect to comfort and access. Coradia Lint is particularly adapted to passengers with reduced mobility thanks to wheelchair spaces, an intercom and a ramp for bridging the gap between the train and the platform.

Coradia Lint meets the most stringent emission standard of the presently applicable Stage IIIb regulation and will be more environmentally effective than the trains used so far in the Southwest Diesel Network. The emission control and measures inside the engine are expected to reduce the emission of particles to about 90%. The innovative engine management allows for a reduced diesel consumption and consequently leads to a reduction in CO2 emission. In addition, the trains will be equipped for the first time with fuel consumption and tank level indicators to optimize fuel consumption

Bombardier and Electro-Motive Diesel to Assemble Locomotives for Export to Southeast Asia and the Pacific Region



Bombardier will assemble diesel locomotives for EMD at its Savli site near Vadodara, India

Rail technology leader Bombardier Transportation is joining forces with Electro-Motive Diesel, Inc. (EMD), to assemble diesel electric locomotives in India. Bombardier will deliver diesel locomotives to EMD for its export to Southeast Asia and the Pacific region. This announcement builds upon a similar collaboration between both companies at Bombardier’s manufacturing site in Ciudad Sahagun, Mexico.

Bombardier will manufacture components, including underframes and bogies, and assemble the EMD locomotives at its Savli facility in India. EMD will provide all engineering and quality control and will be responsible for product performance.

“Bombardier and EMD will help transform the rail transportation industry in the region by leveraging both of our companies’ capabilities,” said André Navarri, President and Chief Operating Officer, Bombardier Transportation. “By further expanding its global relationship with EMD, Bombardier will provide best-in-class products in keeping with its tradition of quality and extend its range of rail vehicle manufacturing in India.”

“This announcement furthers our commitment to our global customer base, and we fully intend to build upon our heritage,” said Billy Ainsworth, President and CEO, EMD.

“In September 2011, we announced the opening of a facility in Patli for locomotive traction control systems, and we want to continue to invest in the region with this and other promising projects. Bombardier has been an excellent partner, and we look forward to

working with them in India.”

About Electro-Motive Diesel

Founded in 1922, Electro-Motive Diesel, Inc., a subsidiary of Progress Rail Services Corp., a Caterpillar company, is an original equipment manufacturer of diesel-electric locomotives. Headquartered in LaGrange, Illinois, with additional manufacturing facilities and business offices around the world, EMD designs, manufactures and sells diesel-electric locomotives for all commercial railroad applications and has sold its products in more than 70 countries worldwide. EMD is the only diesel-electric locomotive manufacturer to have produced more than 72,500 engines and has the largest installed base in both North America and worldwide. In addition to its manufacturing activities, EMD has an extensive aftermarket business offering customers replacement parts, maintenance solutions, and a range of value-added services. EMD is also a global provider of diesel engines for marine propulsion, offshore and land-based oil well drilling rigs, and stationary power generation.

About Bombardier Transportation in India

After more than four decades of investing in the country, Bombardier Transportation has built up capabilities that cover the complete range of railway vehicle manufacturing, software development, and customer service competencies. The company employs around 1,100 people in India, where it operates a railway vehicle manufacturing site at Savli, Gujarat; a propulsion systems manufacturing facility and software development centre for signalling and traction applications at Maneja, Gujarat; and an engineering centre in Hyderabad, Andhra Pradesh, which is already sourcing key global projects. The company has the capability not only to address the country’s rail industry requirements for the production of metros and monorails, electric multiple units and locomotives, advanced IGBT propulsion systems and signalling systems, but also to supply state-of-the-art made-in-India trains to neighbouring markets in the region.

iPod 3:07 PM

The iPod Repair Team

Have you broken your iPod or iPhone and not sure where to get it fixed? Look no further as we can repair most problems quickly and cheaply. Send it to us for a quote...

... Prices start from only £25/€30 including return postage. Contact us on Facebook to discuss your needs, just search for iPodRepairTeam or we are on the web at: <http://www.ipodrepairteam.co.uk> or email us at: helen@ipodrepairteam.co.uk or david@ipodrepairteam.co.uk

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Bombardier Double-deck Coaches Boost Israel Railways' Fleet Modernisation Programme



New order of 72 coaches brings the total number of new double-deck cars to 222

Israel Railways to double the size of its double-deck fleet within three years

New vehicles answer strong demand for improved passenger comfort

Israel Railways (ISR) is taking an important next step in its fleet modernisation programme by ordering an additional 72 double-deck coaches from rail technology leader Bombardier Transportation. This order is part of a framework agreement signed in October 2010, from which 150 coaches were ordered in 2010. This order, valued at approximately 122 million euro (\$158 million US), brings the total number of new double-deck cars for ISR to 222.

The new coaches are an improved version of the trains currently in operation. The first coaches of this improved model, ordered last year, entered passenger service on December 1, 2011. Bombardier manufactures and tests the coaches at its Görlitz plant in Germany before they are completed by Bombardier's partner in Israel, the Dimona-based company Matar.

Bombardier's commitment to the Israeli market and its proven and established production processes will enable it to deliver the newly ordered cars in a short timeframe. The deliveries will take place between March 2014 and February 2015.

"With each double-deck train capable of carrying approximately 900 passengers, these 222 new cars will significantly enhance passengers' comfort," said Jean Bergé, Vice President Sales, Mainline and Metros, Bombardier Transportation. "More trains, more seats, more comfort and improved safety all add up to making modern mass transit in Israel more attractive and reliable."

Yossi Daskal, Chief Country Representative of Bombardier Transportation in Israel added: "The trust ISR has once again placed in Bombardier clearly reflects our valued customer's confidence in our double-deck trains. We are extremely committed to bringing our expertise and our state-of-the art technology to Israel and we will support ISR in providing a reliable, high-capacity means of transport, ready to support future growth."

The Israeli public transportation market is growing rapidly. There is a clear demand for more trains at shorter intervals to make passengers' journeys more comfortable. The new double-deck trains from Bombardier will help alleviate the overcrowding of current trains serving increasing numbers of passengers across the country. To further reduce the use of private cars, Israel is also developing Light Rail Vehicle (LRV) systems for several lines, including a pilot project in Jerusalem.



Alstom will supply 10 additional Coradia Meridian regional trains to FNM



Alstom has been awarded an order from FNM1, Lombardy regional railways operator, for 10 additional Coradia Meridian regional trains. This order worth €67 million is part of a frame agreement signed in 2008 by Alstom and FNM. Within this frame agreement, 14 trains have already been delivered. The delivery of the 10 additional trains is scheduled for early 2014. The addition of the new trains aims to strengthen Lombardy regional service and to answer its increasing demand for mobility.

“This new order from FNM is a strong sign of trust in Alstom regional trains, especially as it comes in the wake of the successful introduction of the previously ordered trains that are now circulating on Lombardy regional lines” said Pierre-Louis Bertina, Managing Director of Alstom Transport in Italy.



Coradia Meridian is designed for regional operators in Southern Europe. It is a five car-train EMU type (Electric Multiple Unit) that can run at a maximum speed of 160 km/h. Its concentrated traction system with two motor bogies, optimize the electrical braking capability of the train allowing energy consumption and brake wear to be reduced. With 95% rate of recyclability, the train is environmentally friendly.

Coradia Meridian regional train meets with new standards in terms of comfort, safety and accessibility. Its low-floor facilitates access to passengers, especially those with reduced mobility. Each door is equipped with integrated bridging plates to fill the gap between the train and the platform. For passengers' comfort and safety, the train is equipped with on-board video-surveillance system as well as display screens visible from all parts of the train, audio information, Braille signs, 220 V sockets for mobile phones and laptops, and space dedicated to luggage.

Coradia Meridian regional trains will be designed and manufactured in Italy. Project development, most of the manufacturing as well as the certification, will be done in Savigliano site in Cuneo. The plant in Sesto San Giovanni (Milan) will be responsible for the design and manufacturing traction systems and auxiliary converters. Trainborne signalling systems will be delivered by the Bologna site

Alstom will supply 8 additional Coradia Nordic regional trains to the Swedish operator Östgötatrafiken



Alstom has received an order from the Swedish Public Transport Authority Östgötatrafiken AB for eight additional Coradia Nordic regional trains. This order worth €50 million is part of a frame agreement signed in 2008 between Alstom and Östgötatrafiken. It brings the total number of Coradia Nordic trains ordered by Östgötatrafiken to 13.

The new Coradia Nordic X61 regional trains will replace older trains on the Östgöta railway network. Delivery is planned for early 2015.

“The Coradia Nordic regional trains have proven themselves over the past seven years of service in Sweden” said Henrik Anderberg, Managing Director of Alstom Transport in Sweden. “With this new order, Östgötatrafiken will be offering modern, comfortable and efficient trains to its passengers. We are pleased of the renewed trust from the operator which reaffirms our leading position in the supply of regional trains in Sweden”.



“The new and modern trains from Alstom have contributed to a higher level of customer satisfaction and we are looking forward to be able to increase the railway traffic in the area with these new trains” says Paul Hakansson, CEO, of Östgötatrafiken.

Coradia Nordic is a 4 car-train EMU type (Electric Multiple Unit) that can run at a speed of 160 km per hour. Built to stand up to rigorous winter conditions, operating at -35° C, Alstom Coradia Nordic regional train is particularly well-suited to Scandinavian climates. Equipment is installed on the roof to blast away snow and ice, which in turn, simplifies maintenance and reduces maintenance costs. Its distributed traction optimizes the braking and acceleration of each carriage reducing travel time and energy use. With an approximately 95% rate of recyclability, the train is environmentally friendly.

Coradia Nordic regional train is designed to meet passengers' requirements in respect to comfort, access and mobility. Its lower floors and absence of steps facilitate access to passengers, especially those with reduced mobility.

Coradia Nordic regional train for Östgötatrafiken will be manufactured in Alstom's competence center for regional trains in Salzgitter in Germany. Since 2002, Alstom has sold 247 regional trains in Sweden.

DB's long-distance fleet: modern, environmentally friendly and comfortable



DB invests consistently in modernising and upgrading its entire long-distance fleet. There are three good reasons for this: more comfort for all passengers and higher vehicle availability, while upgrading the ecological advantage of railway transport.

DB is investing around EUR 1.2 billion through to 2014 in modernising the long-distance fleet.

"One of our targets is to offer contemporary comfort and service for passengers in all our trains in the interests of being absolutely competitive. We also attach particular importance to improvements for mobility impaired passengers", says Ulrich Homburg, Member of the Board for Passenger Transport. At the same time, the modernisations and all new purchases are aimed at keeping the fleet in line with the very latest technical standards.

New purchases

The new acquisitions include 16 ICE 3 class 407 which will go into service successively as from December 2012, initially in Germany. They will cost altogether around EUR 500 million. DB is also investing EUR 360 million in 135 new IC double-deck coaches and 27 locomotives.

ICE 2 redesign for 44 trains

In terms of modernisation, good progress has already been made with the redesign of the ICE 2 fleet started in early 2011. Already 27 of the 44 trains have been upgraded in the Nuremberg depot. By July 2013, all will have been modernised and made fit to carry on operating for another 15 years. Here DB is investing another EUR 100 million.

Project IC mod - rejuvenation process for 770 coaches

Every year, more than 53 million passengers use DB's IC and EC trains. The "IC mod" project therefore encompasses around 770 coaches of 34 different classes which are up to 40 years old. This extensive modernisation of the IC fleet has just started and costs EUR 250 million. By the end of 2014, the coaches will be brought completely up-to-date in the Neumünster, Kassel and Nuremberg depots for operation through to 2023. After this, they will gradually be replaced by the new ICx coaches.

Three divisions - one project

Particularly where such extensive projects as the ICE 2 redesign and IC mod are concerned, it is vital for DB Long Distance, DB Systemtechnik and DB Heavy Maintenance to work together perfectly. And so the experts from DB Systemtechnik have proceeded with the engineering work for IC mod on behalf of DB Long Distance - as was already the case with ICE 2. Together the teams elaborated all the necessary details to enhance comfort and improve vehicle reliability. DB Systemtechnik produced all design plans, drawings and installation instructions. These are now being used for the renewal process in the depots. Altogether around 50,000 hours of engineering work and more than one million hours of production will be devoted to modernising the IC fleet. "Entrusting DB Systemtechnik and DB Heavy Maintenance with this work demonstrates the Group's trust in the Technology Division, while at the same time confirming our accumulated know-how in vehicle modernisation", says Dr. Volker Kefer, Member of the Board for Technology and Infrastructure.

ICx – the new economical generation

As from 2016, DB will be investing around EUR 6 billion in the new ICx. The Group will be taking immediate delivery of the 130 trains from the framework agreement with Siemens, while another 90 are already in the planning stage; the total number could reach 300. "In this way we are laying the foundations for future long-distance traffic, setting standards for reliability, eco-friendliness and comfort", says Homburg. The ICx will replace the Intercity and Eurocity trains together with the first two ICE generations. The ICx are lighter and more aerodynamic than their predecessors, thus making them more economical. The energy consumption per seat will decrease by 25 to 30 percent.

Stadler and SBB present state-of-the-art hybrid locomotive



Efficient, environmentally friendly wagon-load freight

At the InnoTrans trade fair in Berlin, Nicolas Perrin, CEO of SBB Cargo, and Peter Spuhler, CEO and owner of Stadler Rail Group, presented the most modern hybrid locomotive anywhere in the world. It enables more environmentally friendly and ecological wagon-load freight. SBB Cargo has ordered 30 of these locomotives from Stadler Rail and plans to use them both on routes and for shunting operations.



The first of these type Eem 923 hybrid locomotives has been successfully in service for SBB Cargo since March 2012. "We made a conscious decision to go for a future-oriented vehicle that combines economic and ecological benefits in the long term," reported Nicolas Perrin, CEO of SBB Cargo, at the presentation in Berlin. Together with Peter Spuhler, CEO and owner of the manufacturer, Stadler Rail Group, he showcased the benefits of this world first to the international industry professionals. "I am proud that this innovative locomotive allows us to efficiently combine sustainability and economy. This means we are setting a new standard in the market," explained Peter Spuhler, going on to say that SBB Cargo will be taking on a pioneering role in the European rail freight market. The 30 vehicles ordered are currently being delivered at three-week intervals, with the last due by the end of 2013. The total order volume is CHF 88 million, including a spare-parts package.

Increased efficiency, sustainability and economy

The new hybrid locomotive will allow optimum fulfilment of future customer needs in the Swiss wagon-load freight industry. The Eem 923 combines efficiency and sustainability with economy. Thanks to the new purchase, SBB Cargo can decommission some old vehicles and reduce vehicle variety, which enables more economical operation and maintenance of the entire fleet. The new hybrid locomotive also meets SBB Cargo's specifications in terms of the environment. Its high 1500-kilowatt performance makes it suitable both for route transit and for shunting. This gives SBB Cargo more flexibility in production. The driver can switch quickly between electric and diesel auxiliary drives. This saves time and money, as complicated locomotive changes are no longer required to cover the last mile of non-electrified connection tracks. The operating and maintenance costs of the hybrid locomotive are also considerably below those for the old shunting fleet – at the same time, SBB Cargo is expecting considerably improved vehicle availability.

The Eem 923 hybrid locomotive operates mainly on electric power (over 90 per cent). It is only on connecting tracks without an overhead line that the auxiliary diesel engine is used. This will enable SBB Cargo to save more than 4,000 tonnes of CO2 per year compared to its current figures.

Stadler Pankow presents new tram for Stuttgart

As part of the InnoTrans trade fair, Stadler Pankow GmbH and Stuttgarter Straßenbahnen AG presented the new DT8.12 tram for Stuttgart in the open-air area of the Messe Berlin Exhibition Grounds (platform 4/1) on 20 September 2012. These are the first vehicles of the series for Stuttgarter Straßenbahnen AG, who has ordered a total of 20 vehicles. Before the high-floored vehicles can be put into service in Stuttgart, they still need to undergo a few tests at Stadler. These will be followed by tests on SSB lines – some of which have gradients of up to 8.6% – and finally a stint at the SSB driving school.



“The vehicles have been developed specially for the Stuttgart tram network and can easily be adapted to the existing infrastructure within the city. This means they can not only cope with gradients of up to 9%, they can also handle tight bends,” reports Michael Daum, Director of Stadler Pankow GmbH. “In the future, passengers will be able to enjoy the comfort of modern trams. At the same time, the vehicles can fit right into the existing vehicle fleet with just a few tweaks to the established design.”

“Stuttgart has an interesting, demanding topography from the perspective of a rail vehicle manufacturer – steep gradients and a historic old town mean the trams have to meet exacting technical requirements,” explains Michael Daum. “We are pleased that we have been able to successfully work together with our customers to address this. And you can see the results right here.”

The DT8.12 is based on the Tango vehicle series. With a maximum speed of 80 km/h and a modular construction, the Tango is designed for city transport. Due to the comfortable carriage width of 2.65 metres, it has a generous, friendly interior with 106 seats and room for 146 standing passengers, as well as air-conditioning in the passenger compartment and driver’s cab. Energy-saving LED interior lighting and the transparent driver’s cab back walls all add to the friendly design of the interior.

There are four entry doors on each side to allow fast passenger embarkation and disembarkation for the bidirectional vehicle. Barrier-free access and stepless access throughout the passenger compartment allow use by persons with restricted mobility. In order to guarantee safety in the event of a collision, newly developed crash elements have been fitted. The trams are 39.1 m long across the coupling and have a track gauge of 1,435 mm.

Audi Expands Its CO2-free Transports with DB Schenker Rail

Now from Neckarsulm to Emden • Member of the DB Management Board Rausch:
“Eco Plus is well established” • Approximately 38 kg of carbon dioxide saved per car

Beginning in October, DB Schenker Rail will transport new cars CO2-free from Neckarsulm to the port of lading Emden in Lower Saxony on behalf of Audi. This is the second time Audi has selected DB Schenker Rail’s Eco Plus transport offer for one of its routes. Audi already switched transports of new cars between Ingolstadt and Emden to this environmentally friendly option back in August 2010. In Eco Plus, the electricity purchased for transports comes from renewable energy sources.

Dr. Frank Dreves, Board Member for Production at AUDI AG, and Dr. Karl-Friedrich Rausch, Member of the Management Board of DB Mobility Logistics AG responsible for Transportation and Logistics, announced the start of Audi’s second connection to use Eco Plus together in Neckarsulm on Friday.

“Climate protection and environmental responsibility are central pillars of our sustainable DB2020 strategy,” said Rausch. “As an eco-pioneer, we want to set the standard in the efficient use of resources. Audi, one of our most important customers, has once again selected Eco Plus. Its decision demonstrates that our product is well established on the market,” he continued.

“Our successive switch to carbon-neutral transports is an important factor in our environmental protection efforts,” explained Dreves. “Today we are taking another step toward CO2-neutral mobility,” he added at the announcement in Neckarsulm.

DB Schenker Rail Automotive transports over 90,000 vehicles each year from Neckarsulm to Emden on behalf of Audi. By switching transports to Eco Plus, Audi can reduce its carbon emissions by more than 3,420 metric tons of CO2 compared with regular rail transport. That’s a savings of roughly 38 kilograms per car transported along the nearly 700 kilometer route. Each year 150,000 vehicles are transported CO2-free by rail from Ingolstadt to Emden. Transports of close to half of the finished Audi vehicles forwarded by rail will now be even greener.

Audi was the first customer to opt for the Eco Plus product. Over a dozen customers of DB Schenker Rail now use Eco Plus, including Europipe, Lanxess, Hermes and Vinnolit. The product is available on all German routes. The CO2-free option and procurement of the energy for the product have been certified by TÜV SÜD. DB uses ten percent of its revenues from Eco Plus to fund new plants for producing renewable energy. Customers pay an additional charge for these transports to cover the added cost of this energy.

Eco Plus from DB Schenker Rail helps the company’s customers reach their CO2 targets. Its own ambitious environmental targets are set out in DB’s Climate Protection Program 2020. Through this program the DB Group aims to cut its specific CO2 emissions by 20 percent worldwide over 2006 levels by 2020. DB’s vision is for rail transport to be entirely CO2-free in 2050. DB Schenker’s environmental advantage is based on intelligently linking individual modes of transportation in its vast international network.

Environmentally friendly solutions are increasingly becoming a selling point. DB Schenker helps its customers create transparency about the carbon footprint of their transports. Its online EcoTransIT World tool reliably calculates the global CO2 and pollutant emissions for modes of transportation such as train, truck, airplane, and ocean-going and inland-waterway vessel as well as for combined transport. The tool also offers alternative environmentally friendly routes.

Stadler Rail and BLS present double-decker vehicle



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 by the end of 2014. In Berlin today, Claude Nicati, Councillor for the canton of Neuchâtel, named one of the BLS double-deckers "Ville de Neuchâtel".

This vehicle purchase represents the biggest investment in rolling stock in BLS's history. The trains are being built at the Stadler plant in Altenrhein near St. Gallen. After a series of successful test and trial runs, the first double-decker was handed over to BLS and it was rolled into the Berne region on 4 September 2012. This vehicle was named "Stadt Bern". As part of its fleet strategy, BLS plans to invest another CHF 0.7 billion in new rolling stock by 2025.

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, CEO of BLS AG, 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.

Milestone for BLS and Stadler

This order is a milestone for Stadler. Peter Spuhler, CEO and owner of Stadler Rail Group, is proud of the 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. I am very pleased that BLS will now be using our trains in and around the capital."



Bombardier Signs Contracts with Talgo for High Speed Rail Project in Saudi Arabia



Rail technology leader Bombardier Transportation has announced that it has signed contracts with Talgo SA to develop and supply components for 36 very high speed trains for Saudi Arabia. The contracts are valued at approximately 281 million euro (\$367 million US). Talgo is a member of the Al Shoula consortium, led by the Spanish railway operator RENFE and the railway infrastructure company ADIF, recently contracted by the Saudi Railways Organization to build and operate a 450 km high-speed rail line connecting the cities of Mecca and Medina.

Bombardier's supply scope for Talgo includes the BOMBARDIER MITRAC 3000 propulsion and control package, the BOMBARDIER FLEXX Power 350 high speed bogies for the power heads of the 330 km/h trains and 12-year maintenance services for the Bombardier-built systems and components.

The majority of Bombardier's manufacturing for the project will take place at its plant in Trápaga, Spain.

The technology is similar to that of the 46 AVE 102 and AVE 112 trains developed and manufactured for RENFE between 2001 and 2010. Bombardier has participated in the development of many of the world's leading high speed rail systems, including four different generations of TGV in France, the ICE trains used in Germany and the Netherlands, Italy's ETR 500 and V300ZEFIRO, Spain's AVE 102 and AVE 112, China's Xinshisu, the BOMBARDIER ZEFIRO family of high speed trains and the Acela in the USA.

LEO Express and Stadler presented new intercity FLIRT at InnoTrans



LEO Express and Stadler Rail Group presented to the professional audience and the wider public for the first time the new intercity FLIRT train, which is expected to start commercial operation between Prague and Ostrava from the end of this year. LEO Express, which has recently entered the Czech passenger transport railway market, ordered altogether 5 intercity trains from the Swiss rolling stock producer Stadler. The introduced vehicle is equipped with the most state-of-the-art technology available in the railway industry, which provides LEO Express all necessary means to reach an outstanding performance in the competition for passengers.

LEO Express has assigned Stadler with the production and delivery of 5 intercity trains back in 2010. Since then 2 trains have been already delivered to the Czech Republic for testing purposes, while the remaining 3 vehicles will be delivered by the Swiss company until the end of this year. LEO Express plans to set the trains into commercial operation in full range already from December 2012, with 16 connections per day on the line of Prague-Pardubice-Olomouc-Ostrava-Bohumin.

Based on the model it launches on the Czech market, the private operator also has plans to extend its service to the neighbouring countries.

On the new train passengers will be able to choose among Premium, Business and Economy classes. The trains are equipped with 237 seating places, out of which 6 will belong to the Premium, 19 to the Business, and 212 to the Economy class. WIFI internet, advanced passenger information system, air-conditioning, as well as disabled accessible toilets and large luggage racks are also default features of the trains, which make travelling especially comfortable and convenient for passengers. The 90 meter long 5 part vehicles will have a maximum speed of 160 km/h, including an unrivalled speeding and braking ability within its category.

The trains have a modern, light and very durable construction, thus their weight is only the half of the conventional vehicles. This modern design and construction significantly decrease the power consumption and as a result, the overall operational costs. The maintenance friendly design of the train also lets the operators reach outstanding availability results in operation.

"In these weeks we are finishing the preparations for the start of our operation. InnoTrans is the very first opportunity for the general public to see closely the interior and exterior of this complete new train. Our train units belong to the most modern

ones in Europe, the Swiss manufacturer Stadler has produced it exactly according to our requirements specifically for Czech customers. In many parameters these units represent the best that passengers could use in the Czech rail. They bring a unique combination of high speed, short travel time, comfortable interior, modern ICT technologies and providing high quality services, fully equivalent with the level of travelling in Western Europe. Our new trains will allow us to effectively fight our true competitors, namely road transport" said at the event Leos Novotny, the owner of LEO Express.

Peter Jenelten, Executive Vice President of Stadler Rail Group added: "On such presentations producers usually say how proud they are for their actual vehicle, which these days is more and more becoming a cliché. Of course we are proud.

But at the same time we have to emphasize that this vehicle is not only an outstanding example of high-tech technology, but together with LEO Express it is also a trendsetter in the CEE region in terms of private operation of railways. We also believe that this model has a place in the market, as a large part of our customers are also from the private sector, and we wish good luck for LEO Express in the competition for passengers.

Severn Valley Railway's Autumn Steam Gala

This is one of the major events in the railway calendar. A three day continual running of steam locos at one of the UK's premiere heritage railway lines. The overnight trains are very popular indeed and the line takes on a unique atmosphere during the night.

On September 22nd, Great Western Railway 2-8-0 No. 2857 heads out of Highley with a working to Kidderminster. [Richard Hargreaves](#)



Rebuilt Southern Railway Battle of Britain Class No. 34053 'Sir Keith Park' arrives into Highley with the superbly restored rake of LNER teak carriages. [Richard Hargreaves](#)



LSWR Drummond T9 4-4-0 No. 30120 and Southern Railway
Maunsell U Class 2-6-0 No. 31806 are seen at
Kidderminster station on September 23rd. [Jon Jebb](#)



LNWR Webb 0-6-2T Coal Tank No. 1054, currently running as LMS No. 7799 was a visitor to the line for the gala, arriving from the Keighley and Worth Valley railway. [Richard Hargreaves](#)



3

26986

4

7799

LMS

EATS

Great Western Pannier Tank No. 3650 is seen at Arley
on a very wet first day of the gala, September 21st.

Richard Hargreaves



Another visiting loco to the line for the gala was LSWR Drummond T9 4-4-0 No. 30120, making the 215 mile journey north from the Bodmin and Wenford railway. The T9 is seen here being watered at Kidderminster. [Richard Hargreaves](#)



On September 22nd, the best day for the weather by far, Southern Railway Maunsell U Class 2-6-0 No. 31806 departs Highley with a rake of LMS coaches on a Kidderminster service.

Richard Hargreaves



Great Western 78xx Class No. 7812 'Erlestoke Manor'
is seen at Bridgnorth with a service to Kidderminster on
September 22nd. [Phil Martin](#)



Top Right: Great Western 0-6-0PT No. 1501 is seen working a freight from Bridgnorth through Eardington on September 22nd. [John Alsop](#)

Bottom Right: Great Western Pannier Tank No. 3650 is seen on Bridgnorth MPD getting watered and coaled, September 22nd. [Phil Martin](#)

Below: Great Western Railway 2-8-0 No. 2857 waits to depart Bridgnorth with a night working to Kidderminster on September 23rd. [Phil Martin](#)



Top Right: Southern Railway Maunsell U Class 2-6-0 No. 31806 emerges from the early morning mist at Eardington on September 22nd. [John Alsop](#)

Bottom Right: GWR 0-6-0PT No. 1501 gets a clean at Bewdley on September 21st. [John Alsop](#)

Below: Time for a chat at Arley on September 21st as LSWR Drummond T9 4-4-0 No. 30120 waits for a service to arrive from Bewdley before it can proceed. [John Alsop](#)



On September 22nd, Great Western 5101 Class No. 5164 is seen at Bridgnorth station ready to depart with the evening freight working. [Jon Jebb](#)



In the early hours of September 23rd, Southern Railway
Maunsell U Class 2-6-0 No. 31806 enjoys a rest
on Bridgnorth MPD. [Jon Jebb](#)





On August 16th 1984, various SNCF BB electric locos line up at Perpignan.

David Mead



On June 26th 2006, CD Class 751.333-6
is seen dumped on Kralupy depot.



Class47



On June 28th 2006, Class 742.288-4
arrives into Vsetaty with a passenger service
to Praha. [Class47](#)

