Railtalk Magazine Xtra

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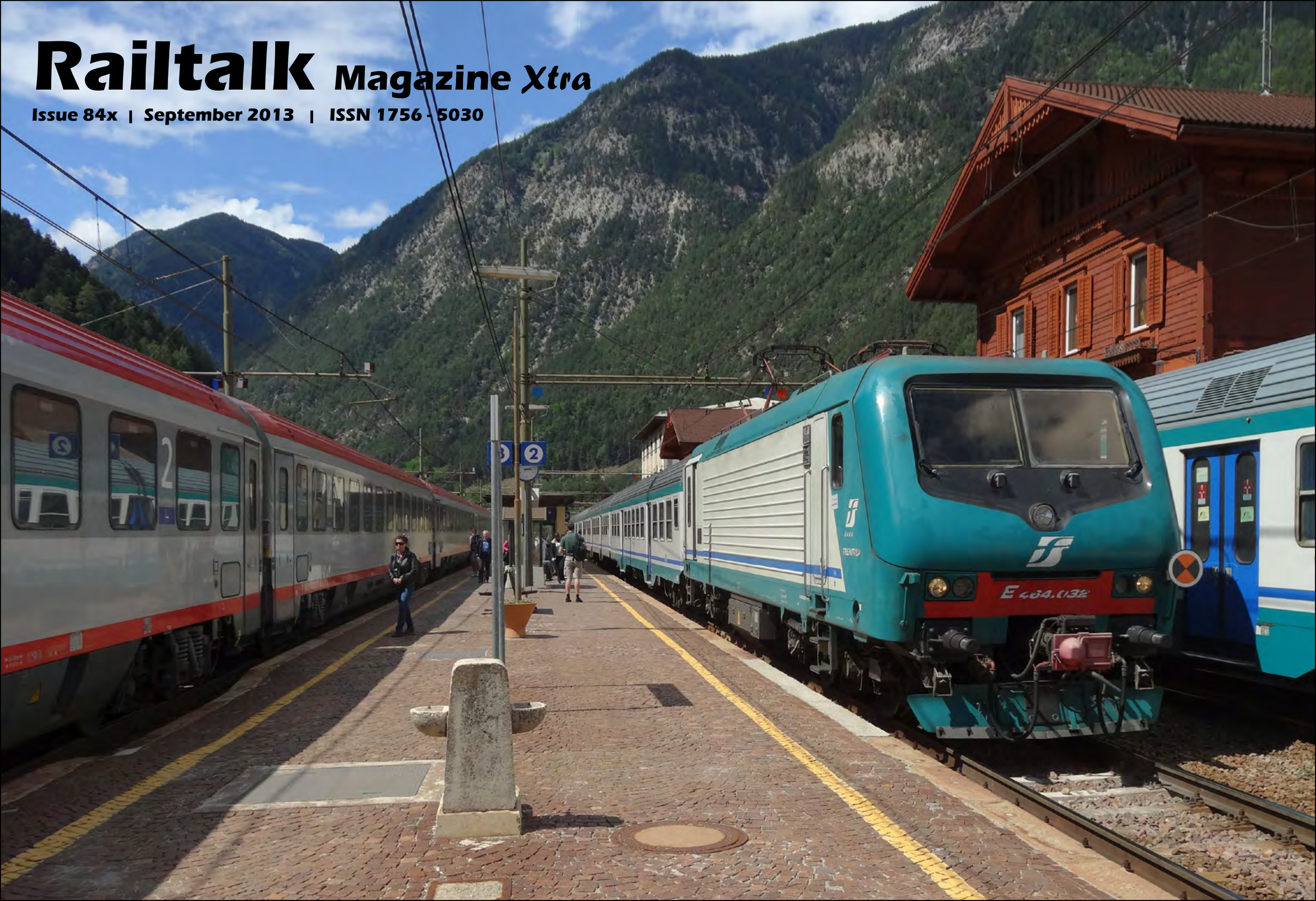

Railtalk Magazine *Xtra*

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 takes our annual look at Devon, and in particular the sea wall around Dawlish and Teignmouth. Once again there has been plenty of HST action and quite a bit of freight along the famous line that stretches along the coastal route.

This month I travelled down to London, a place that I must admit has been on the ‘must go to’ list for a while but I haven’t been able to find any cheap tickets on East Coast for ages. However a discovery that if I drove to Peterborough, then First Capital Connect have an excellent ticket that includes the price of a travelcard and although it might not be as fast as East Coast, it does mean that I can get there on any train of my choice and purchase the ticket on the day of travel - bargain!.
We have plenty of photos again this month from quite a varied amount of countries, but one thing that always amazes me is that for a country the size of France, how come we don’t see that many photos? Are the photography regulations too strict, or is it that there just isn’t much of interest in the country? Please let me know....
I’ve been on a short holiday in the UK and visited amongst other places, the South West and I have to say that I was very impressed with the friendliness of railway staff in the region, most seemed very willing to help and chat, is this a FGW policy or just that life seems more relaxed in the south west?
Anyway, as always thanks for reading the magazine and 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, John Coleman, Steve Thompson, Steamsounds, Piotr Kozlowski, Derek Neesham, Roger Williams, Mark Bearton, Andy Pratt, Derek Elston, Julian Churchill, and Dave Felton.

Front Cover: Trenitalia Class E464.032 is seen at Fortezza/Franzensfeste with train No. R20459 from Brennero/Brenner to Merano/Meran on June 25th. *Steamsounds*
This Page: Former DB Class 232 No. 232.553 now running as 651-003 departs Repceiak with train No. IC922, 10:10 Budapest Keleti to Szombathley on July 18th. *Steve Madden*

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Contents

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

Railtalk Magazine Xtra is published monthly by Railtalk Group.

Slovakian ‘Goldfish Bowl’ Class 240.076 departs Bratislava hlavná stanica with train No. 2020, the 16:28 to Kuty on July 14th. *Steve Madden*

Belarus Class 2TE10, No. 2TE10MK-3351
powers away from Daugavpils Yard, Latvia
with a empty coal train bound for Indra Yard, Belarus
on May 20th. *Steve Madden*

DB liveried Class 3E/1-46 is seen hauling a freight through Poznan Staleka on August 28th. ***Brian Battersby***

PKP's Class EU07-134 is seen at Krakow Bieżanów depot on August 21st.
Brian Battersby

Veolia's Class 810 railbus coach, Btax No. 29-419, is seen at Sumperk on April 15th. Veolia work the local services to Petrov from here. *Class47*

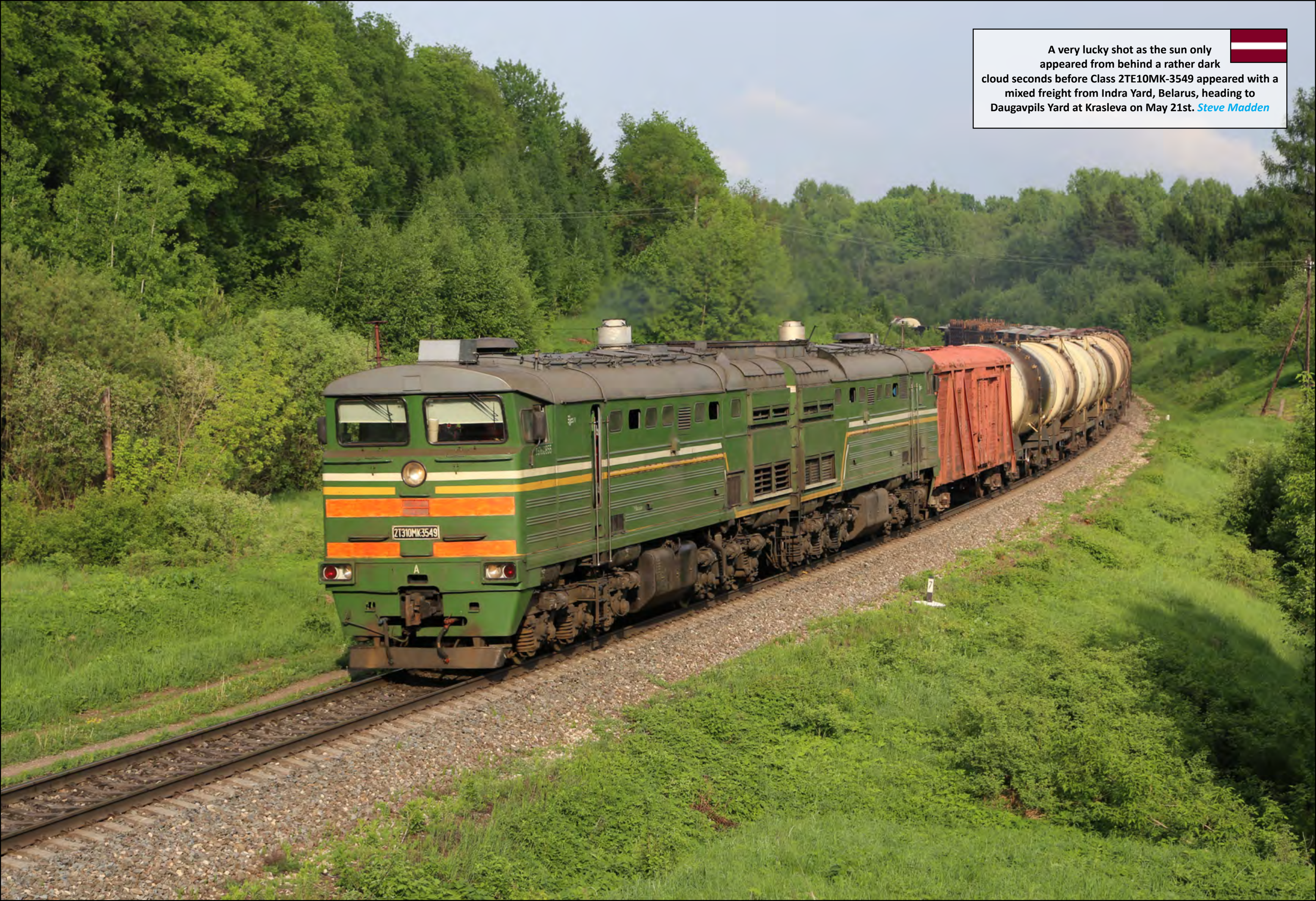
GYSEV Raaberbahn Class 430.334
is seen departing Veszprem on July 2nd with
train No. D907 heading to Budapest Deli.
Mark Pichowicz

A NS DD-IRM, full name Dubbeldeksinterregiomaterieel EMU (now known as a V-IRM since being extended to 6 cars) pauses in Haarlem on June 15th.

Steamsounds

Still carrying its Euro 2012 football livery, CD Class 380.011-7 is seen arriving into Olomouc on a sunny April 15th. *Class47*

On July 2nd, MAV Class 408.235 stands at Szekesfehervar after arriving with the 06:58 from Gyor.
Mark Pichowicz



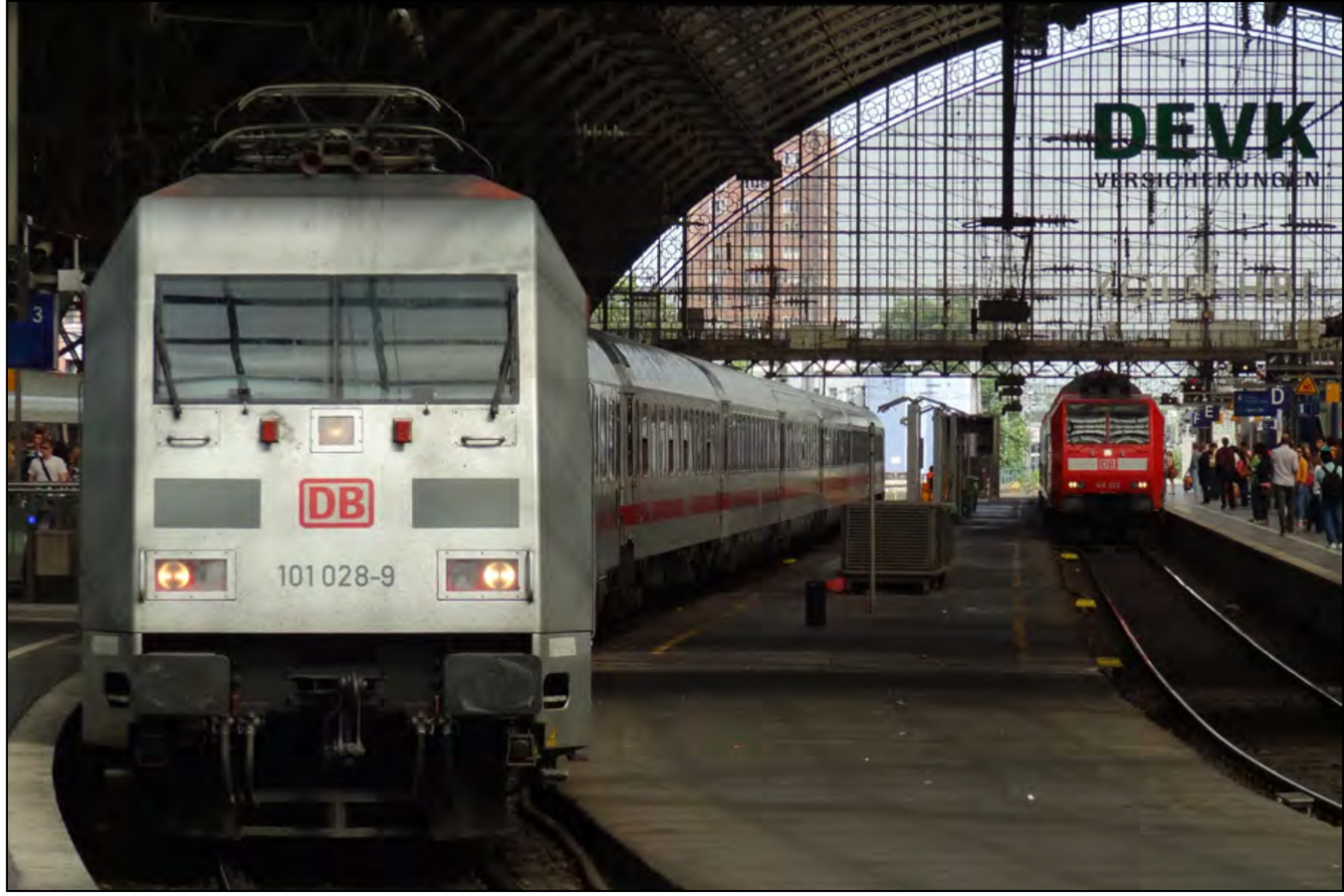
A very lucky shot as the sun only appeared from behind a rather dark cloud seconds before Class 2TE10MK-3549 appeared with a mixed freight from Indra Yard, Belarus, heading to Daugavpils Yard at Krasleva on May 21st. *Steve Madden*

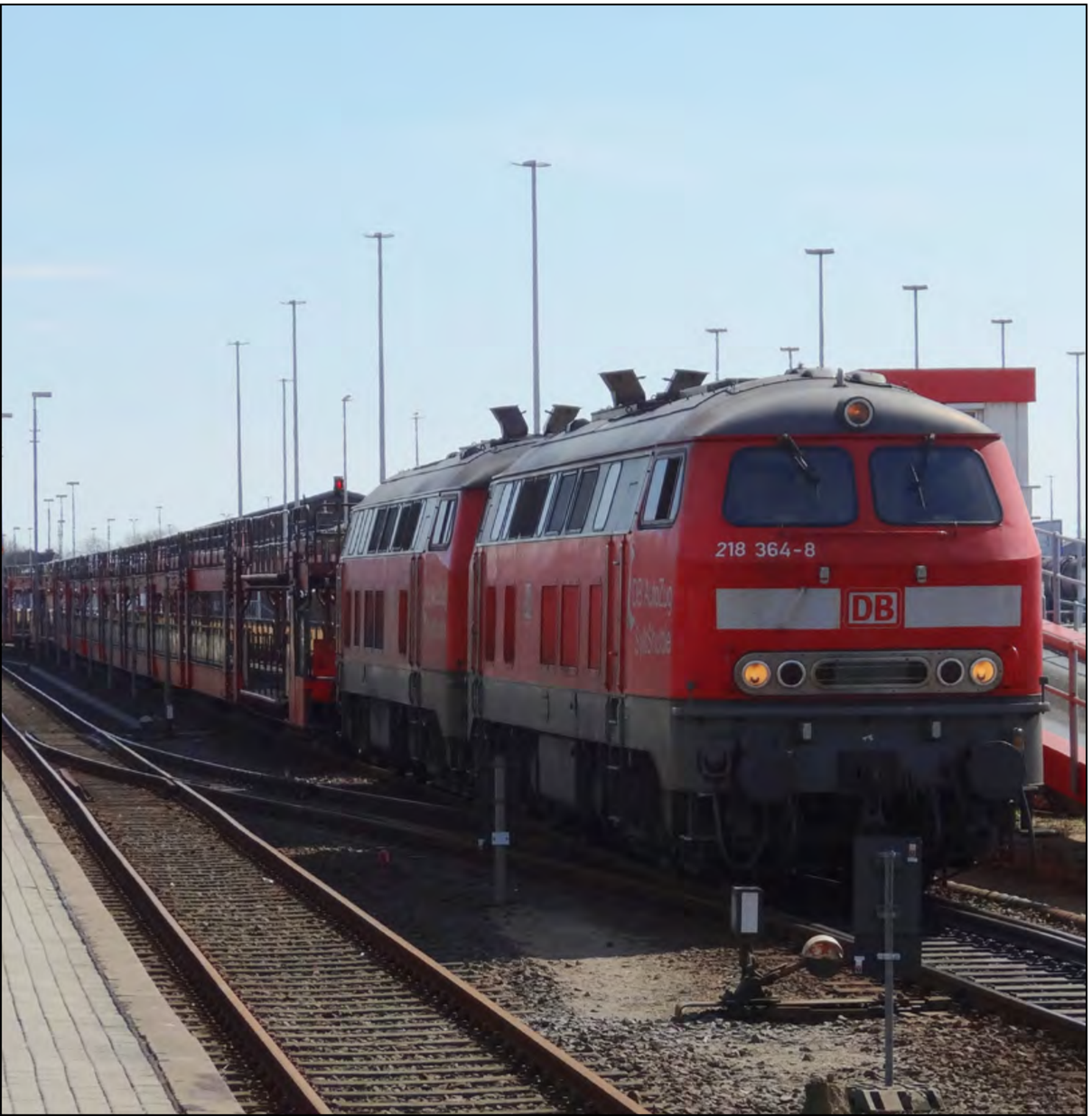
Ceske Drahy's Class 163.022 is seen departing with a passenger service from Krakow Glonwy on August 18th, whilst on hire to Przewozy Regionalne. *Brian Battersby*

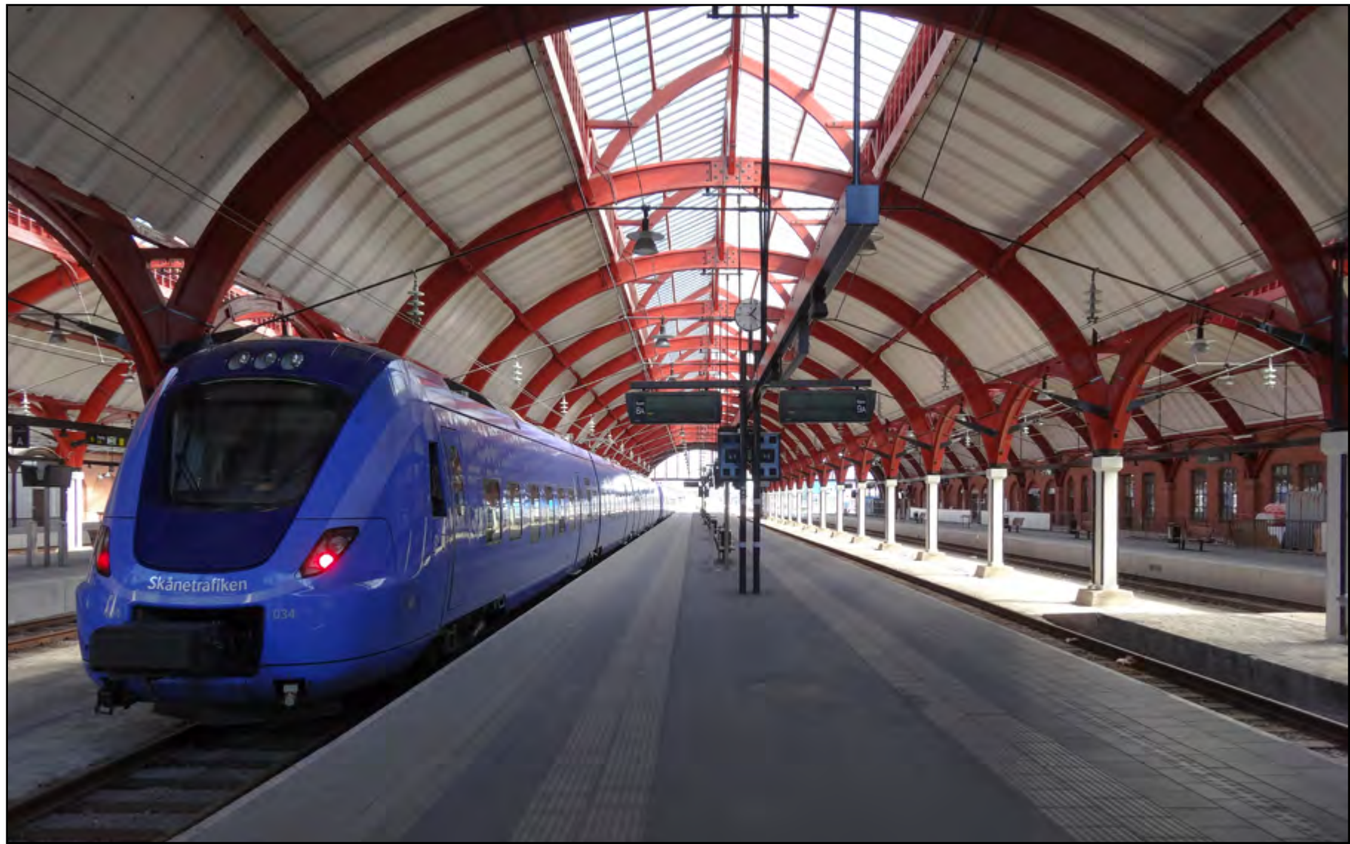
Top Right: At Köln Hbf on June 28th, DB Class 101 028 waits with train No. IC2010 from Tübingen Hbf to Berlin Südkreuz while Class 146.022 arrives in the adjacent platform with an RE1 service to Hamm. *Steamsounds*

Bottom Right: In its striking deep blue livery, Skånetrafiken EMU is seen at Malmö Central on April 20th. *Steamsounds*

Below: A pair of DB Class 218s with 218.364-8 leading are seen at Westerland on April 21st with the Sylt AutoZug Shuttle. *Steamsounds*







On April 15th, a Regiojet service speeds through Olomouc with a Praha hl.n. - Havířov working.

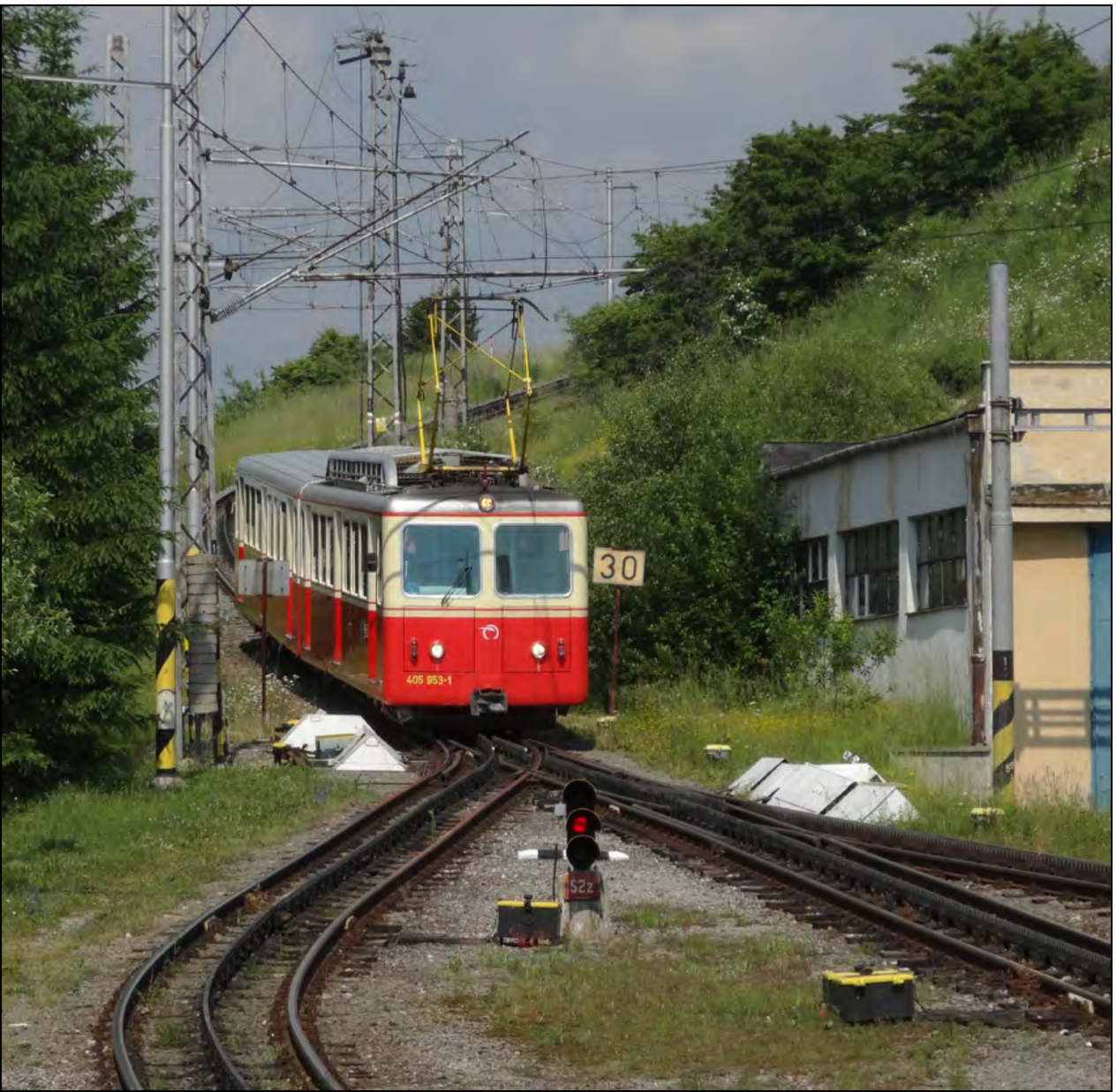
Class47

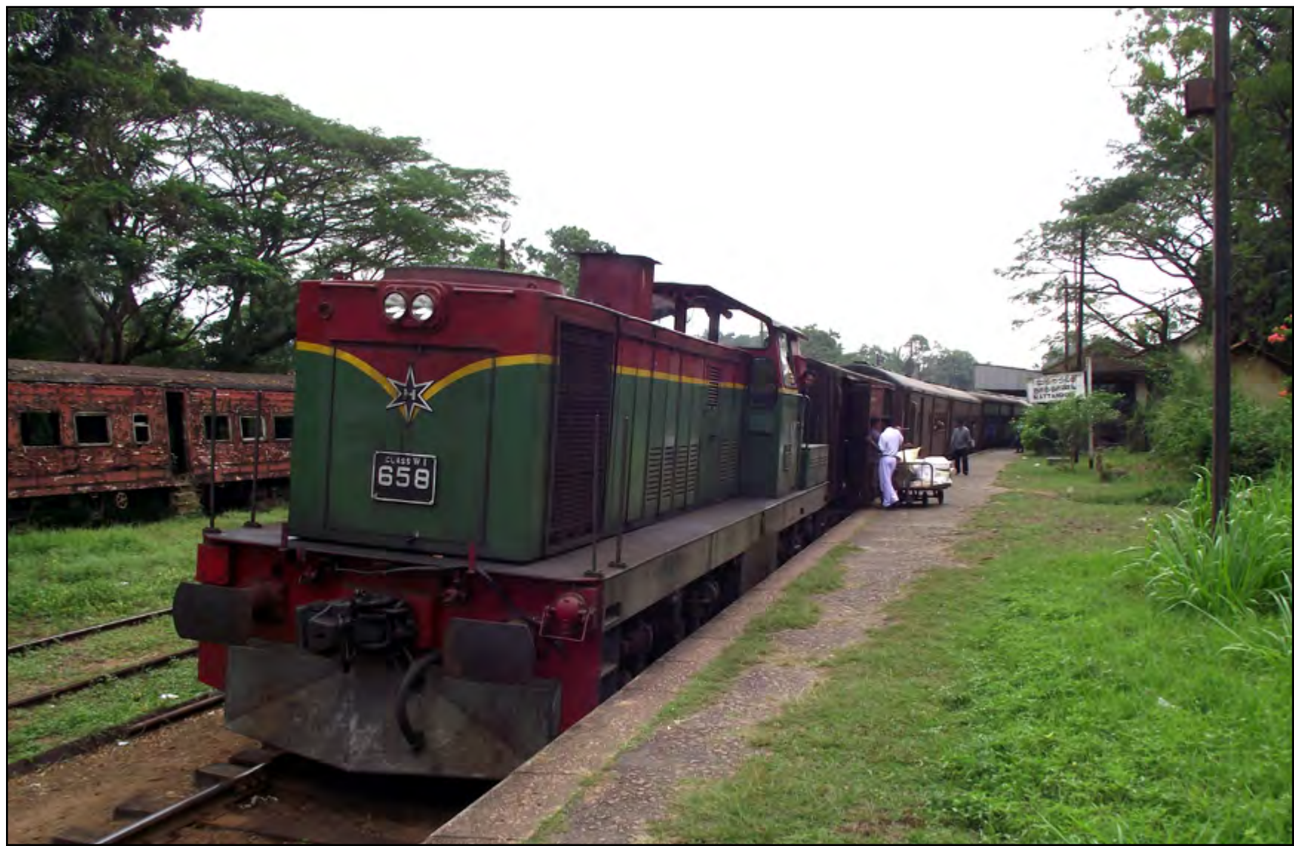
MAV Class M41 Nos. 418.308 and 418.197 cross at Zalaszentivan on July 2nd whilst working services between Szombathely and Pecs. *Mark Pichowicz*

Top Right: An ÖBB Class 4124 EMU is seen in Wien Hbf on June 20th.
Steamsounds

Bottom Right: In a scene reminiscent of olden days on British Railways, staff at Nattandiya station are busy unloading parcels from the 07:40 service from Maradana with Sri Lanka Railways Diesel Hydraulic Class W1 No. 658 waiting to patiently for departure to Puttalam. *Dave Felton*

Below: TEŽ No. 405 953 descends into Štrba on June 21st.
Steamsounds





On May 21st, Class 2TE10MK-2897 powers an empty coal train from Daugavpils Yard to Indra Yard at Krauja, Latvia. *Steve Madden*

CD Class 163.082-1 is seen stabled in Kolin on April 15th. This loco and stock will work an early morning service to Havlíčkův Brod the following day. *Class47*

With station staff waiting to exchange tokens for the single line. Sri Lanka Railways Class S8 diesel hydraulic multiple unit No. 832 is seen arriving at Nattandiya station with the 09:10 service from Chilaw to Colombo Fort. *Dave Felton*

Class EN71-002 EMU is seen looking in ex works condition as it arrives into Krakow Glonwy on August 18th. *Brian Battersby*

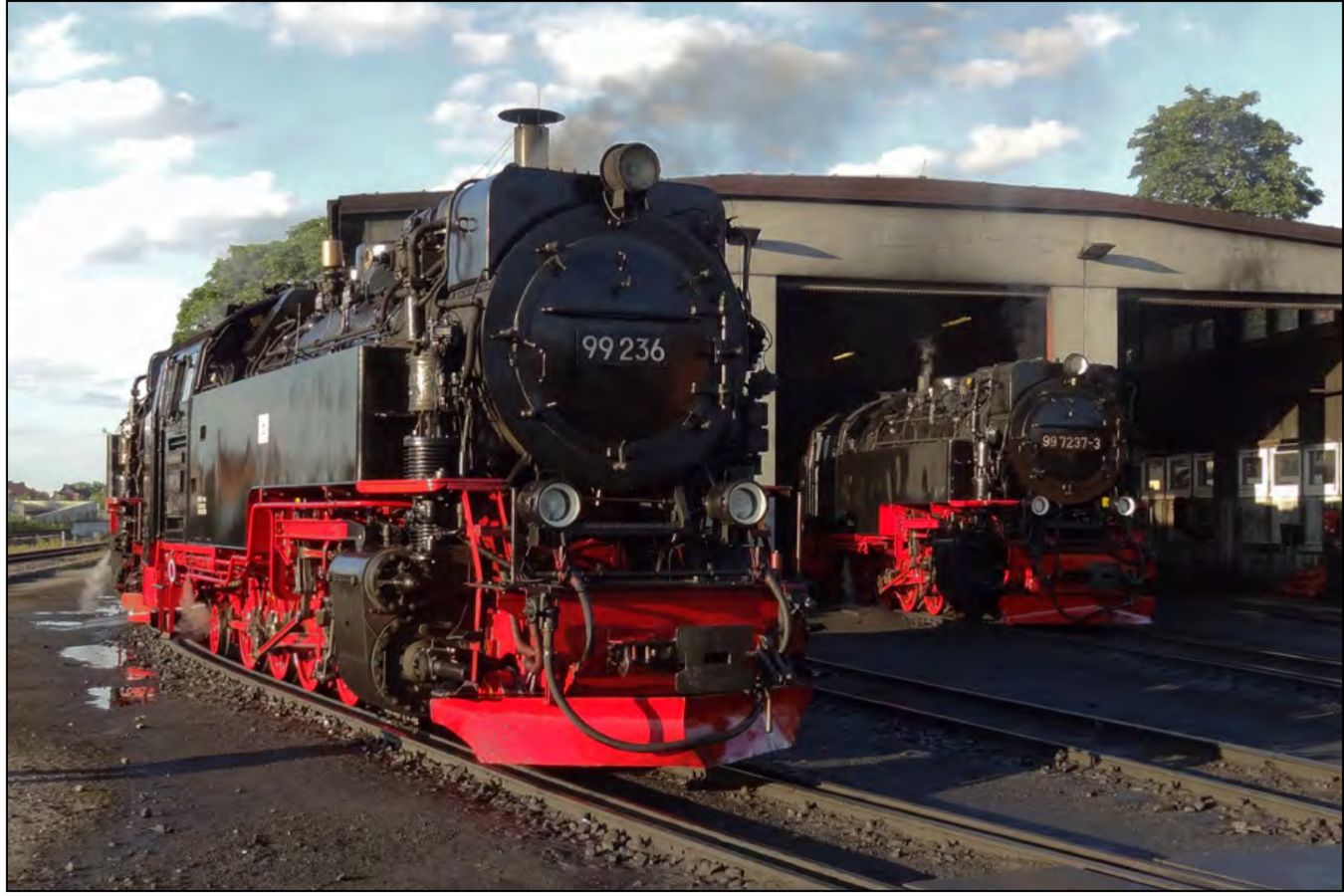
A late bonus in the last rays of sunshine on July 19th is this triple header, as Floyd Class 060DAs Nos. 609-003 and 609-002 sandwich 0450-003 (the former Class 86 No. 86 218) at Gyomore. The Class 86 looks very small compared to the 060DA's.

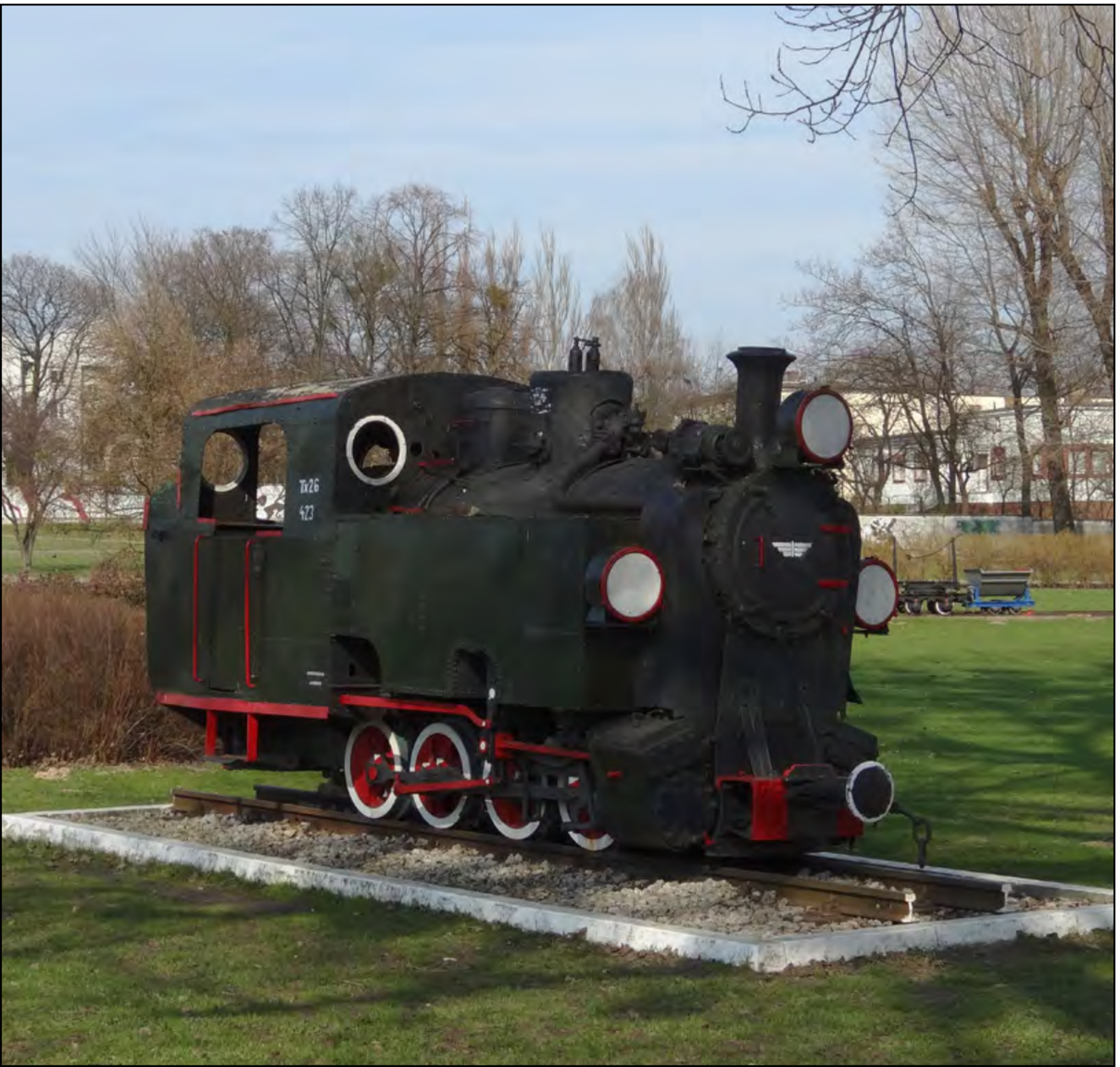
Steve Madden

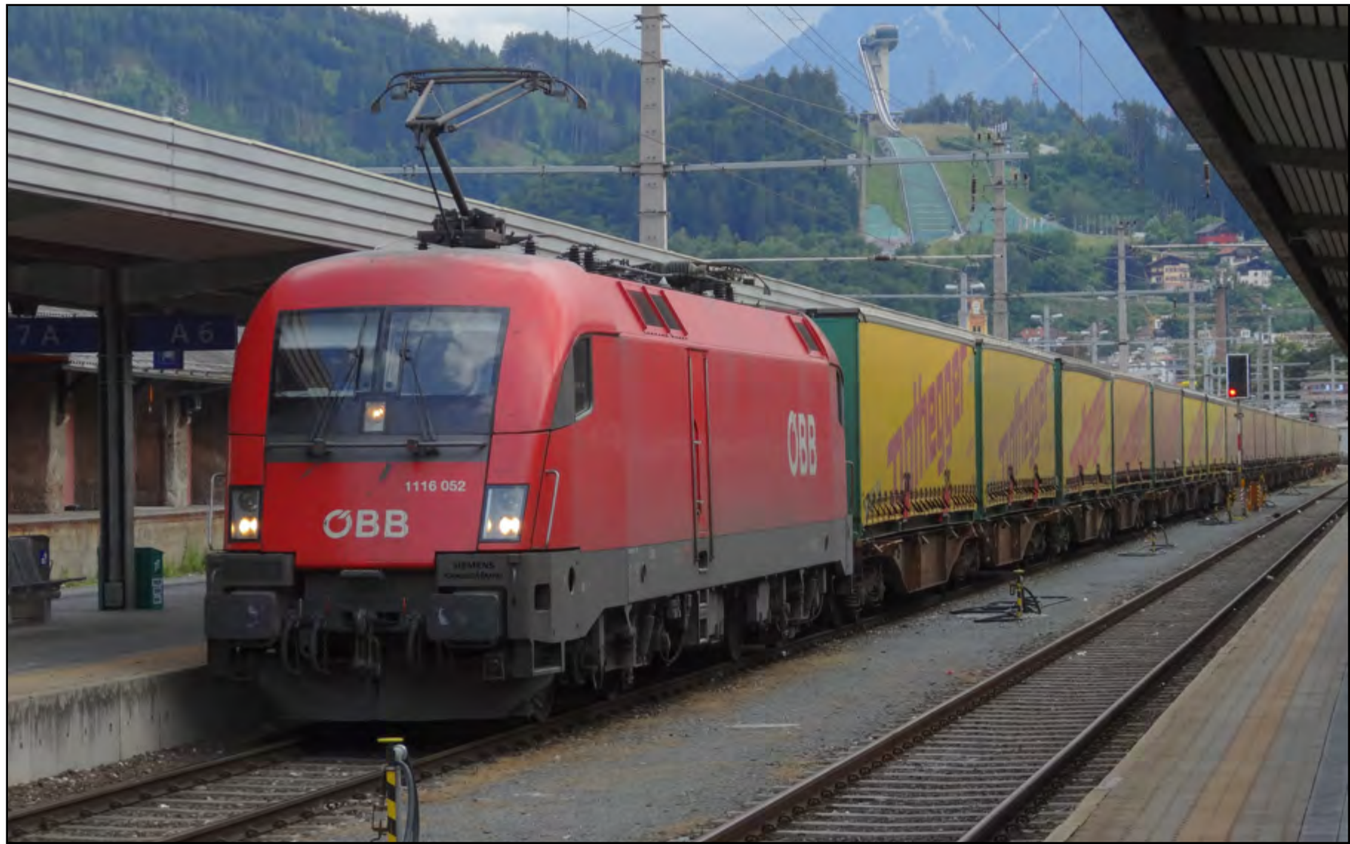
Top Right: On June 17th, DR Class 99.236 and 99.7237 are seen on HSB's Wernigerode shed. The network here is notable for its significant use of steam locomotives. This is primarily as a result of lack of investment during the period the line was in Deutsche Reichsbahn ownership, between 1945 and 1993. The mainstay of the steam locomotive fleet is a fleet of seventeen 2-10-2 tank locomotives. *Steamsounds*

Bottom Right: Top Right: ÖBB Class 1116.097 passes through Innsbruck Hbf on June 26th, with an eastbound freight working. *Steamsounds*

Below: Plinthed Tx26 423 is seen at the Kolejka Parkowa Maltanka, which is a 600 mm (1 ft 11 5⁄8 in) narrow gauge railway located in Poznań. It is 2.4 miles long and is owned by Miejskie Przedsiębiorstwo Komunikacyjne w Poznaniu Sp. zoo. The line connects Rondo Śródka (Śródka Roundabout) and New Zoo transporting around 200.000 passengers annually. *Steamsounds*







CTL Logistics Dispolok Class 189 No. 189.209-0 (ES64 F4-209) is seen passing through Wilhelmsburg on June 17th. *Andy*

A rather unusual pairing seen at Daugavpils depot on May 20th, as part of Class 2M62-0322 and part of Class 2TE116-992 wait outside the maintenance shed while their other half's are repaired. *Steve Madden*

At Jenbach Achenseebahn on June 27th, No. 4 'Hannah' has just arrived with train No. R4 from Achensee Schiffsstation. *Steamsounds*

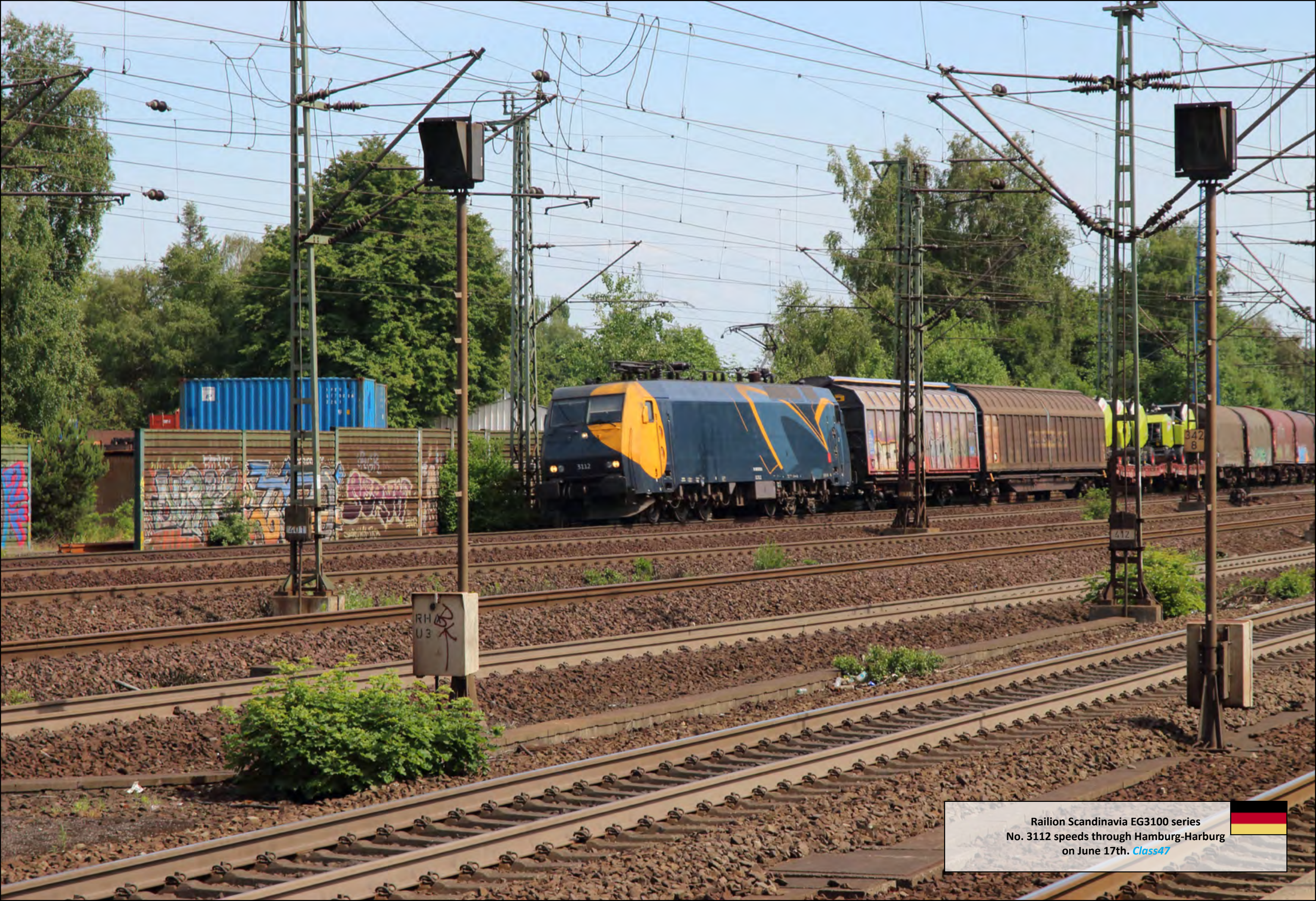
Class 1116.007 pulls away from the loop at Tata with a mixed freight from Ferencvaros Yard on July 17th. *Steve Madden*

Metronom Class 146.536-8 is seen at Maschen on June 17th with a service for Hamburg.

Class47

At Jenbach on June 27th, Zillertalbahn No. D15 is ready to propel train No. R141 to Mayrhofen. *Steamsounds*

PKP Intercity Class EP09-001 heads light engine through Krakow Glonwy on August 18th.
Brian Battersby



Railion Scandinavia EG3100 series
No. 3112 speeds through Hamburg-Harburg
on June 17th. *Class47*

CD Class T466 2201 (742.201) is seen departing Karlovy Vary with a service to Johanngeorgenstadt on July 6th. *Mark Pichowicz*

Preserved RhB Krok No. 415 is pictured at Preda whilst working train No. EXT2131, 08:55 Landquart - St. Moritz on June 30th.
Keith Hookham

One half of Class 2TE10M-2983 stands outside Daugavpils locomotive works looking in need of some attention, May 20th.
Steve Madden

ZSSK Class 240.132 stands at Trnava with the 14:41 to Kuty on July 3rd.
Mark Pichowicz

Polish Class SM42-514 shunts the stock at Krakow Glonwy on August 18th.
Brian Battersby

Preserved RhB No. 353 is seen at Zuoz whilst working train No. EXT2936, 10:20 Samedan - Scuol Tarasp for the RhB celebrations on June 30th. *Keith Hookham*

SAD No. ETR 170 EMU is seen at
Fortezza/Franzensfeste with train
No. R23831 to San Candido/Innichen on June 25th.
Steamsounds

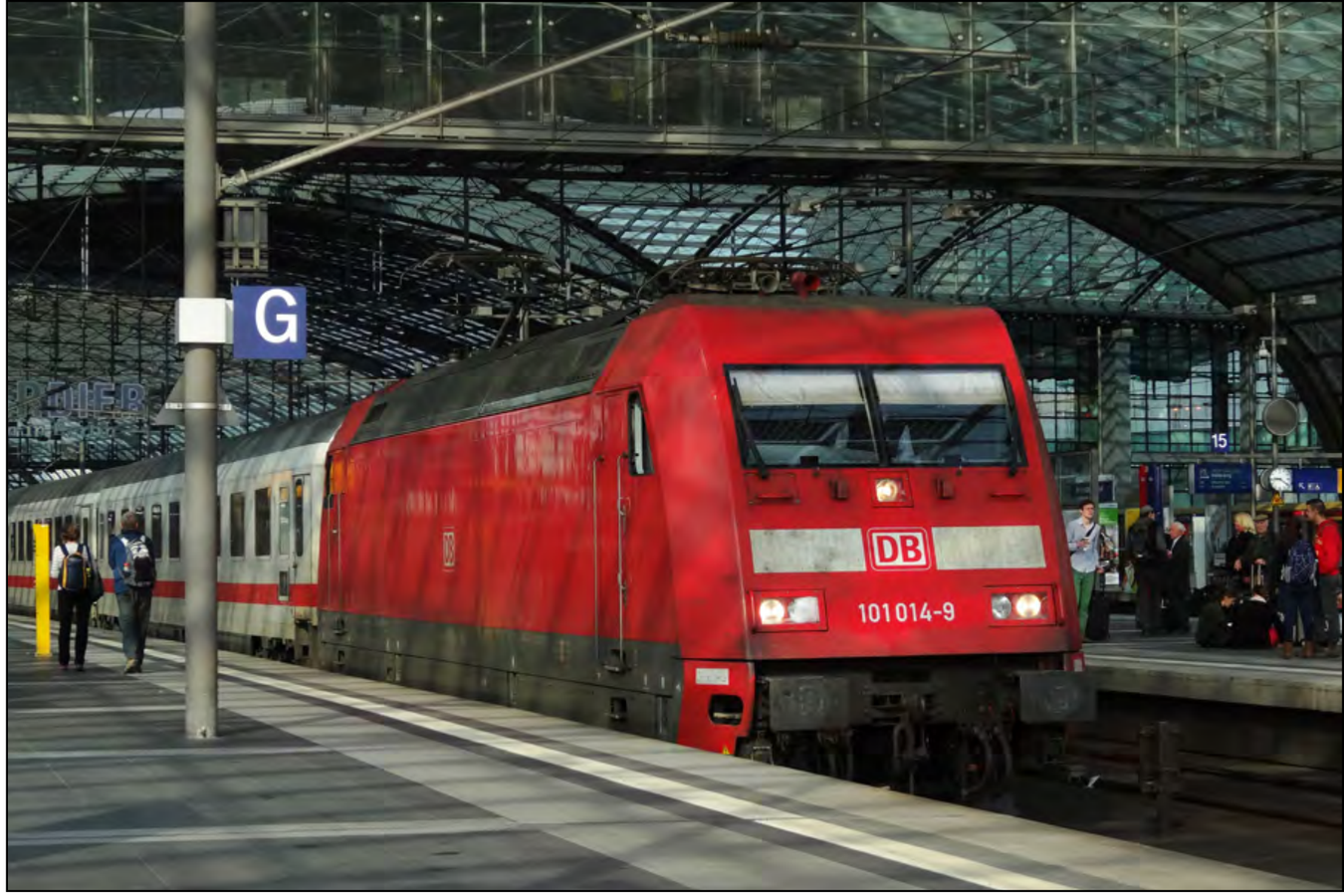
Preserved ex BLS Nos. 208 and 205 are seen at a very wet Kandersteg after working train No. 31047, 11:50 Frutigen - Kandersteg special shuttle for the BLS celebrations held on June 29th. *Keith Hookham*

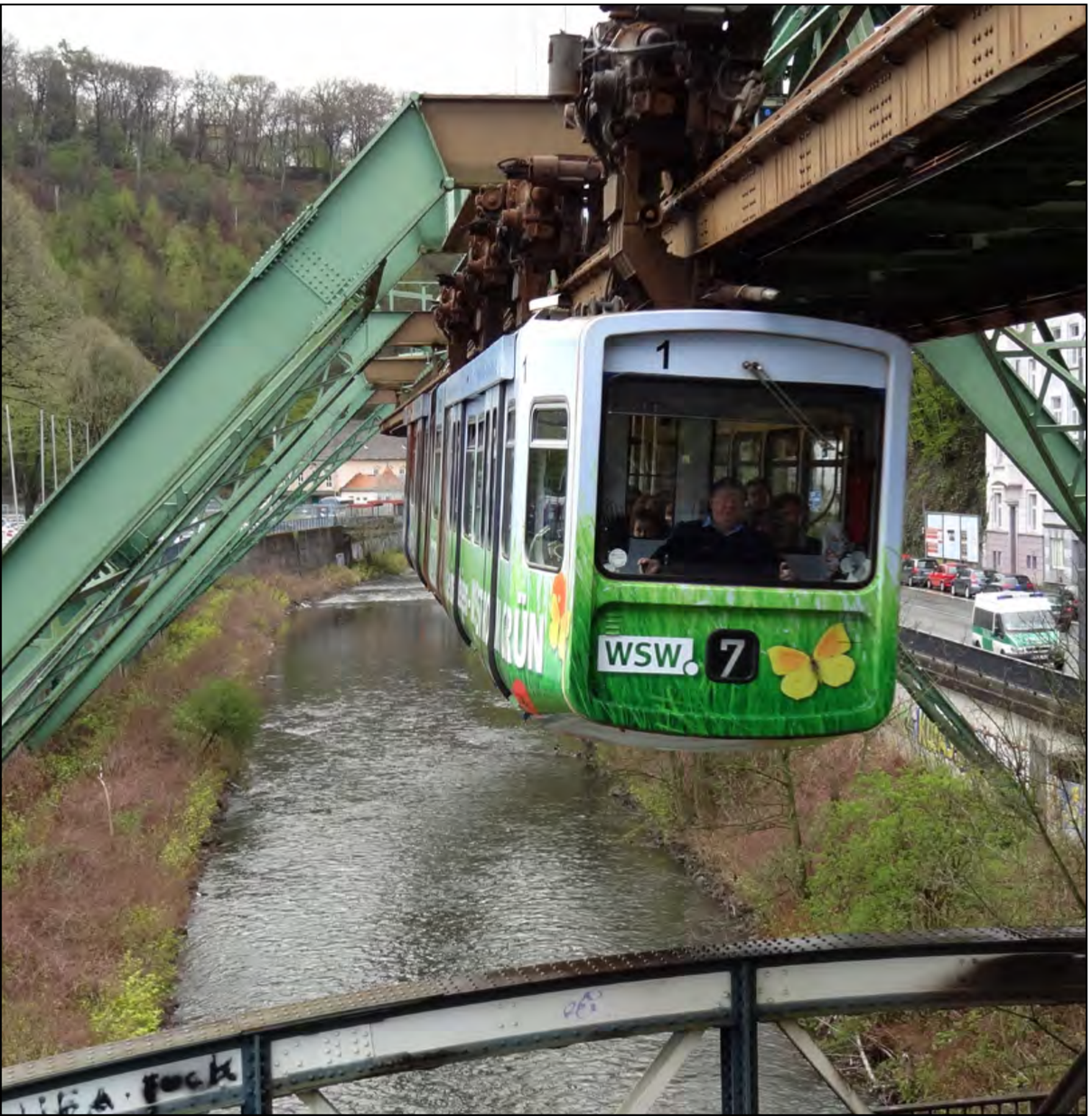
SBB's Re 460 (popularly known as the Lok 2000) Class 460.116 and 460.090 are seen at Romashorn on June 26th. *Steamsounds*

Top Right: DB Class 101.014 is seen at Berlin Hbf, on April 18th arriving with service No. IC2214 from Münster Hbf. ***Steamsounds***

Bottom Right: A pair of S-Bahn units are seen at Berlin Hauptbahnhof on April 16th. ***Steamsounds***

Below: Wuppertal Schwebebahn No. 7 is seen arriving into Zoo/Stadion on April 21st. ***Steamsounds***





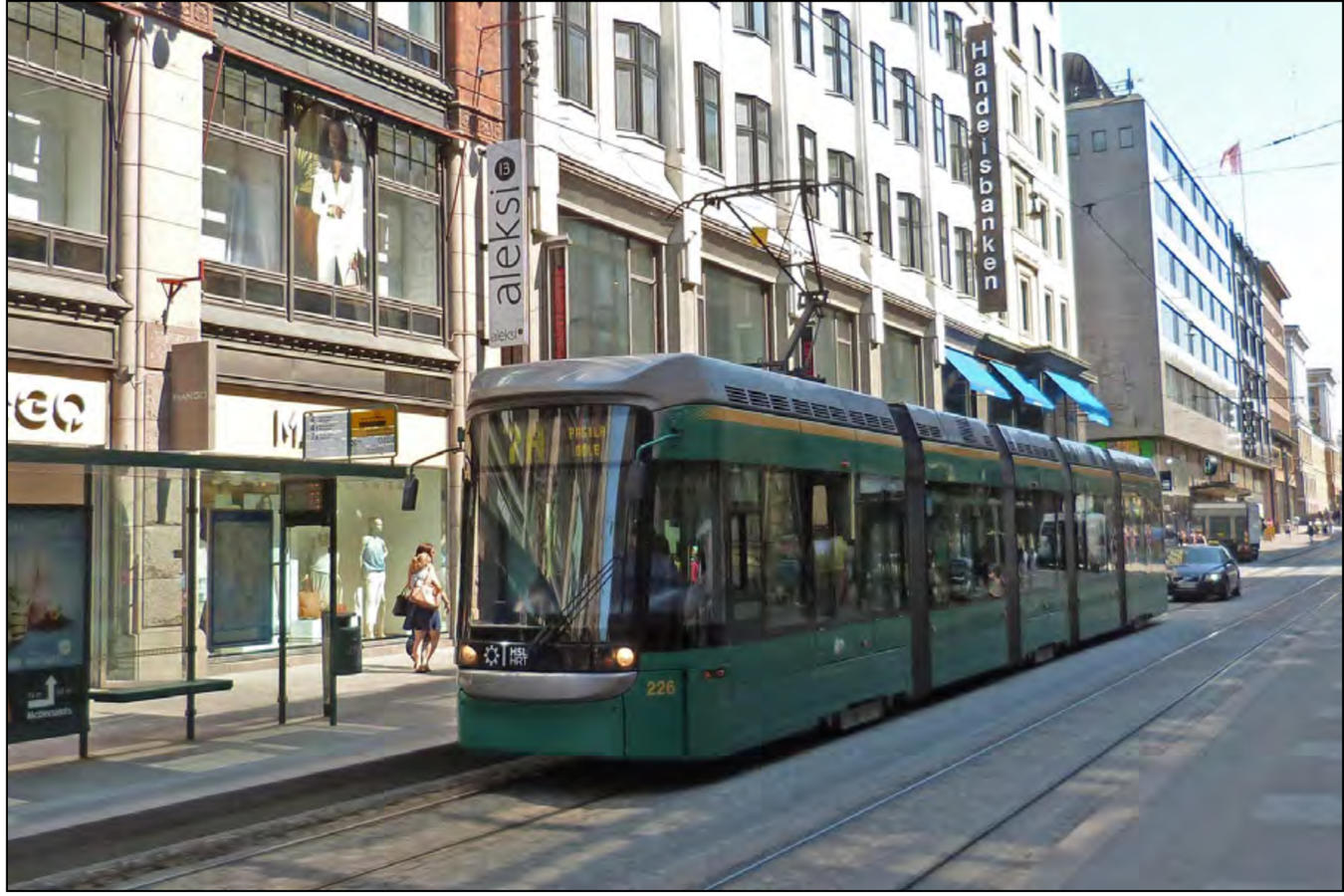
MRCE Dispolok No. ER20-014 is seen working a NOB service to Westerland through Eidelstedt on June 17th. *Class47*

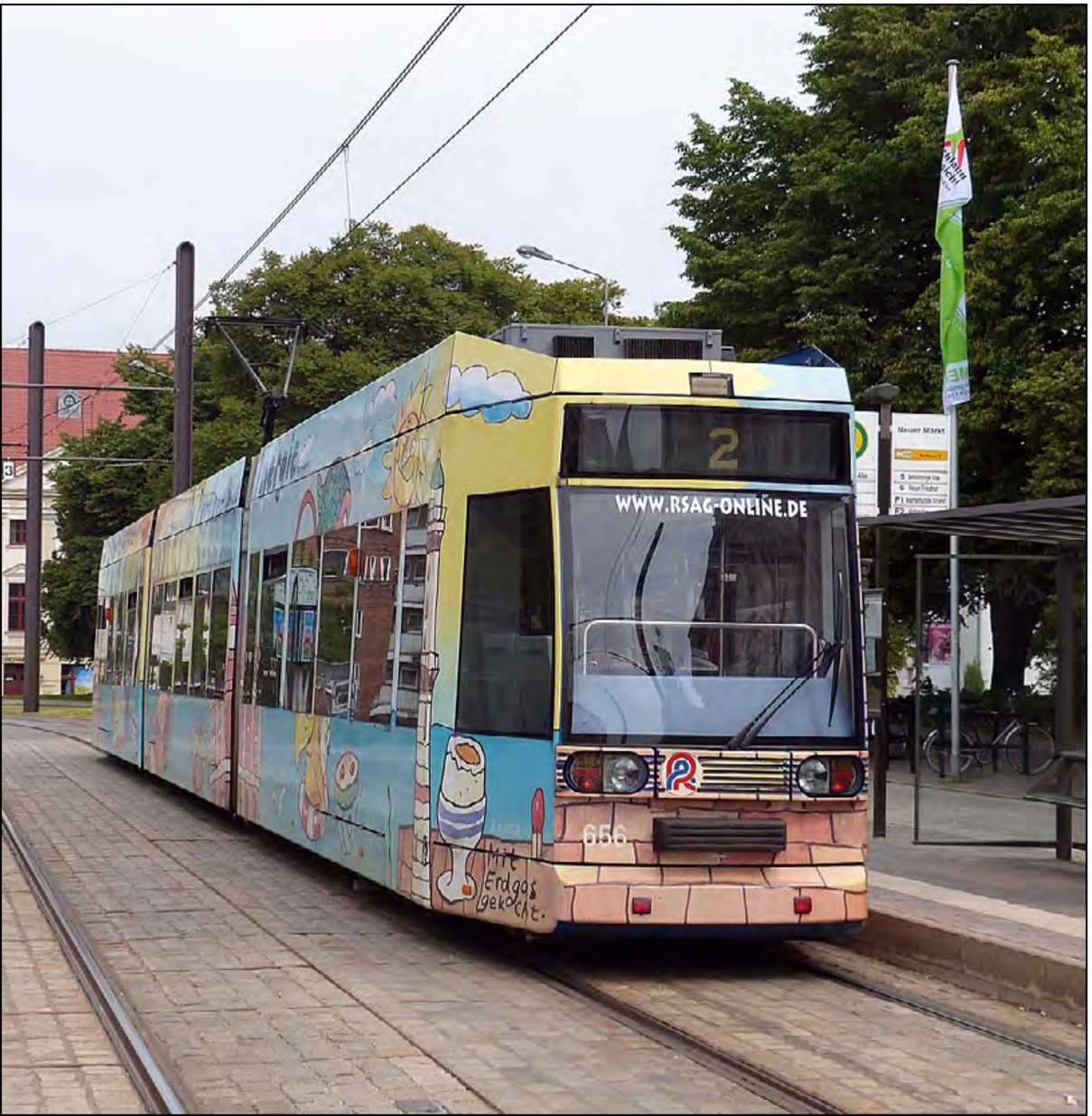
MAV Class 418-313 is seen working a Saturday relief train from Budapest to Balaton Fured at Badasconytomaj on July 20th. Many Hungarians spend there summer holidays at Lake Balaton, some of which can be see in this shot. The lake is just behind the trees. *Steve Madden*

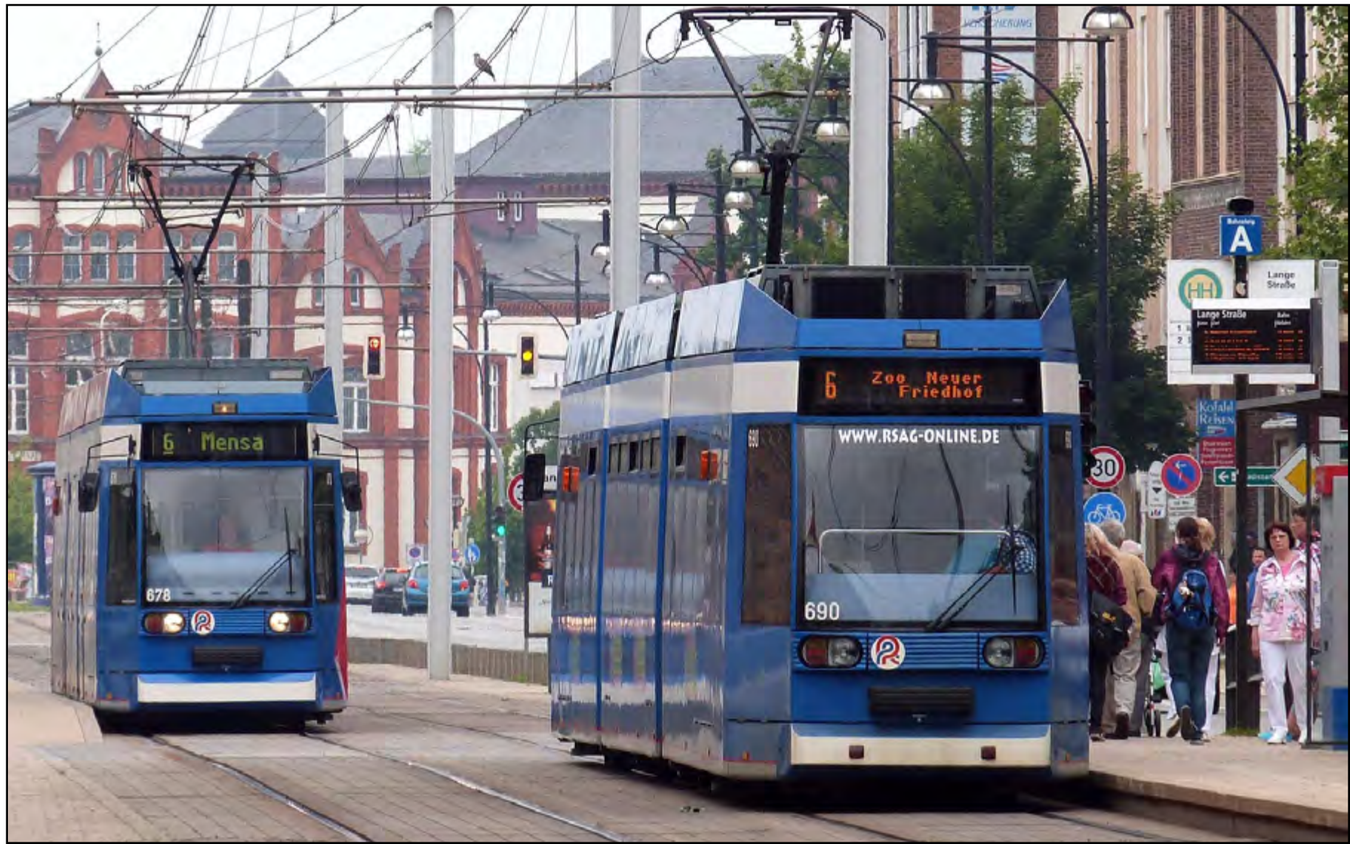
Top Right: In Helsinki, Adtranz Vario tram No. 226 is seen working through the city centre on service 7A to Pasila Bole, June 6th. ***Michael Lynam***

Bottom Right: Three car DWA built Rostok trams Nos. 678 and 690 are seen in the town on June 11th, carrying the standard blue and white livery.
Michael Lynam

Below: DWA manufactured tram No. 654 in colourful all over advertising livery is seen in Rostok town hall square on June 11th. ***Michael Lynam***







Deutsche Bahn and Bombardier Sign Vehicle Contract Worth 216 Million Euro

•Call-off under framework agreement

•New trains will operate on the regional network in Bavaria, Germany, from 2016

Deutsche Bahn AG has ordered 18 electric double-deck multiple units from Bombardier Transportation for regional transport in Germany. The order is valued at approximately 216 million euro ($289 million US). The new trains will operate from December 2016 on the lines Augsburg – Treuchtlingen – Nuremberg and Treuchtlingen – Ingolstadt – Munich.

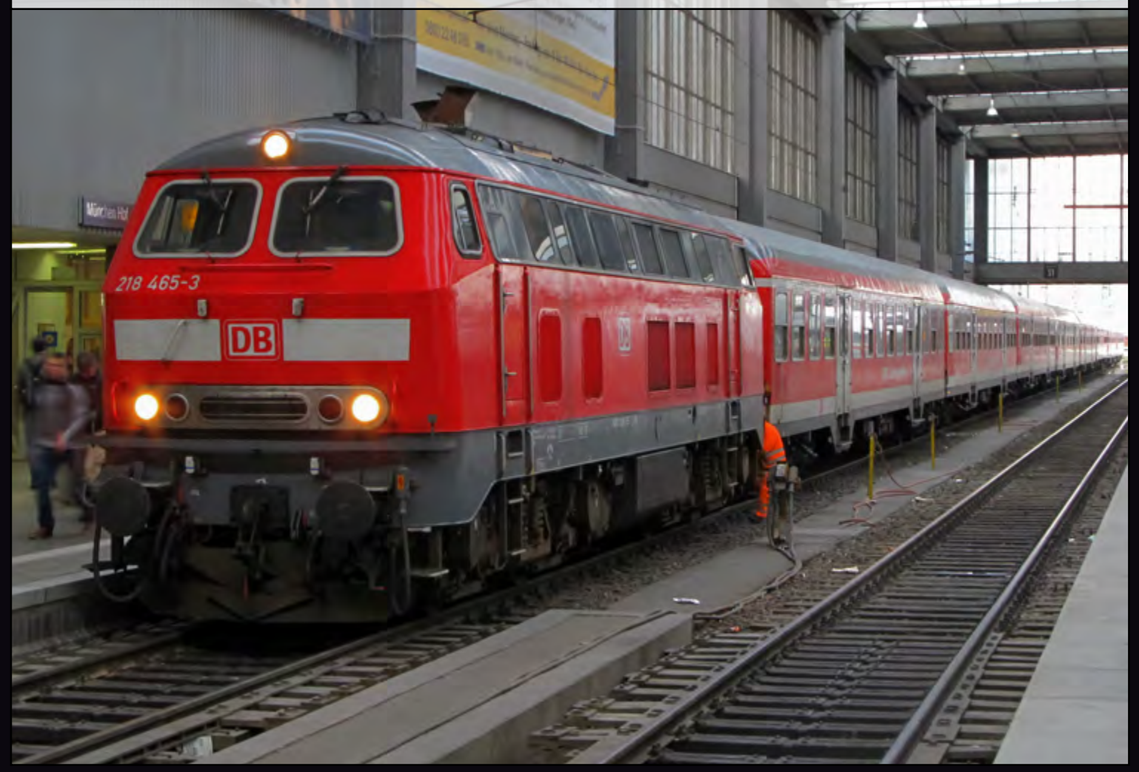
Dr. Rüdiger Grube, Chairman of Deutsche Bahn, said: “Our consistent investments in new rail vehicles clearly show that we are strengthening our company for the future requirements of the transport markets.”

Dr. Lutz Bertling, President, Bombardier Transportation, added: “Our modern and environmentally friendly BOMBARDIER TWINDEXX Vario trains can be flexibly adapted to passenger volumes. This is how our trains create value for our customer Deutsche Bahn and contribute significantly to effective regional transportation.”

The three new four-car and 15 new six-car TWINDEXX Vario double-deck multiple units of the generation Do2010 each comprise two power cars with two or four intermediate cars. They can reach speeds of up to 160 km/h. Particular attention has been paid to attractive facilities for passengers, such as comfortable legroom between seats, wide doors and lots of storage space.

The contract with Bombardier is a call-off under a framework agreement from 2008. The total number of variable double-deck cars ordered under the agreement now stands at 392.

DB Class 218.465 is seen being uncoupled upon arrival into München Hbf. *Steamsounds*



Shenyang tramway network operated by RATP Dev and Transdev enters service

Service began simultaneously on lines 1, 2 and 5 of the Shenyang tramway network on August 15th, in the run-up to the 12th "China National Games 2013" beginning on August 31st - less than four months after the RATP Dev / Transdev joint venture won the operations contract.

Line 1 connects the Exhibition Centre station to the Olympic Center station across 18.7 km. Line 2 stretches across 15 km between the Olympic Centre and Taoxian Airport stations and line 5 connects the Olympic Centre station to Shenfu City across 21.1 km. The 15.1 km long line 3 is scheduled to enter service soon.

"The Shenyang tramway is highly symbolic; it is China's first modern tramway. Some of its sections operate without catenaries. The service launch demonstrates the dynamic approach of the RATP Dev / Transdev joint venture and consolidates our development strategy in China, where several tramway projects are being research or are already in progress. It was also achieved less than four months after the operations contract was signed. Being ready in such a short time frame was a real challenge for our staff members" François-Xavier Perin, RATP Dev CEO / Jean-Marc Janaillac, Transdev Chairman and CEO

At almost 70 km in length and boasting 65 stations, the new tramway network should make travel considerably easier for the 7.2 million inhabitants of Shenyang and for the thousands of spectators expected at the 2013 China National Games to be held from the August 31st to September 12th.

In time the four new lines should carry over 150,000 passengers per day. The tramway network is also scheduled to expand with a 6th line under construction and a 4th currently which still under review. According to the standard Chinese business model, on April 26th 2013 the Shenyang city authorities awarded the operations and maintenance contract for the new tramway network to an operations company of which is 51% owned by the city and 49% by the RATP Dev / Transdev joint venture. The three-year contract should generate overall revenue of 330 million yuan (over €41 million).

About the jointly owned Transdev and RATP Dev company for Asia

The joint venture between RATP Dev and Transdev is an equally owned company established in April 2009 to enhance their development potential in Asia and particularly in China, South Korea and India. The joint company aims to become one of the leading urban transport operators in Asia. The joint venture already operates the iconic Hong Kong tramway system, the urban network in Nanjing with nearly 2,000 buses and Seoul metro line 9.

As subsidiary of Caisse des Dépôts and Veolia Environnement, Transdev is one of the world's leading public transport companies. Transdev advises and assists local authorities, from pre-project to daily operations of public transport systems to project management. With 95,000 employees in 21 countries, the company operates 48,000 vehicles and 24 tram networks. Transdev generated revenues of 7.9 billion euros in 2012. RATP Dev is the RATP Group subsidiary established in 2002 to export the group's operations and maintenance know-how in France and internationally outside its historic remit operated by RATP in the Paris region.

RATP Dev is present in twelve countries across four continents (Algeria, Brazil, China, France, India, Italy, Morocco, South Africa, South Korea, Switzerland, the United Kingdom and the USA).

ÖBB: New freight terminal in Inzersdorf

Groundbreaking for new terminal to replace the existing facilities in and around Vienna

Planned completion in 2017

ÖBB is investing around 300 million euros

ÖBB has announced plans for a new freight terminal in the south of Vienna. The freight terminal at Vienna Inzersdorf is on about 55 acres and will be built in 2017. The concentration of freight transport to a location in the south of Vienna will bring a relief to the urban area, mainly because urban train and shunting movements are reduced. In addition, the project will make a significant contribution to the shift of freight from road to environmentally friendly rail. ÖBB are investing for planning and building around 300 million euros, the project is co-financed by the European Commission.

Doris Bures, Minister for Transport, Innovation and Technology: “Freight terminals are a key interface for modal shift to environmentally friendly rail. Vienna is located in the intersection of the main European corridors in the east-west and north-south traffic. The new railway station and the terminal at Inzersdorf Vienna will be a European hub for environmentally-friendly transport.”

Christian Kern, Chairman of the Board of ÖBB-Holding AG: “The project is to provide even more quality a crucial measure to our customers, and we are creating new opportunities for the shipping industry.”.

Maria Vassilakou, Vice Mayor of Vienna and councilor for urban development, transport, climate protection, energy planning and citizen participation: “With the new terminal at Inzersdorf we achieve several goals at the same time. We gain inner urban areas in absolute prime locations for life worth living, and for working life the train will receive all the conditions to be more attractive to the transport of goods and thus avoid more greenhouse gas emissions.

The new terminal at Inzersdorf will also be near the port at Freudenau, another important trading center on the outskirts of the city, so that shunting and empty runs through the city in the future will be significantly less.“

Klaus Schierhackl, Executive Director of ASFINAG: “This joint project is a prime example of the linking of two high-level infrastructure providers through the direct connection of the rail on the highway, the secondary network is relieved massively That raises road safety and protect the environment and at an expected truck frequency of about 1,600 trucks a day, so the total of 19.8 million construction costs are a very good investment.“

Johann Heuras, Second President of the Lower Austrian Landtag: “This terminal is a very important step, the trend of urbanization of the surrounding area to take proper account of Vienna”.

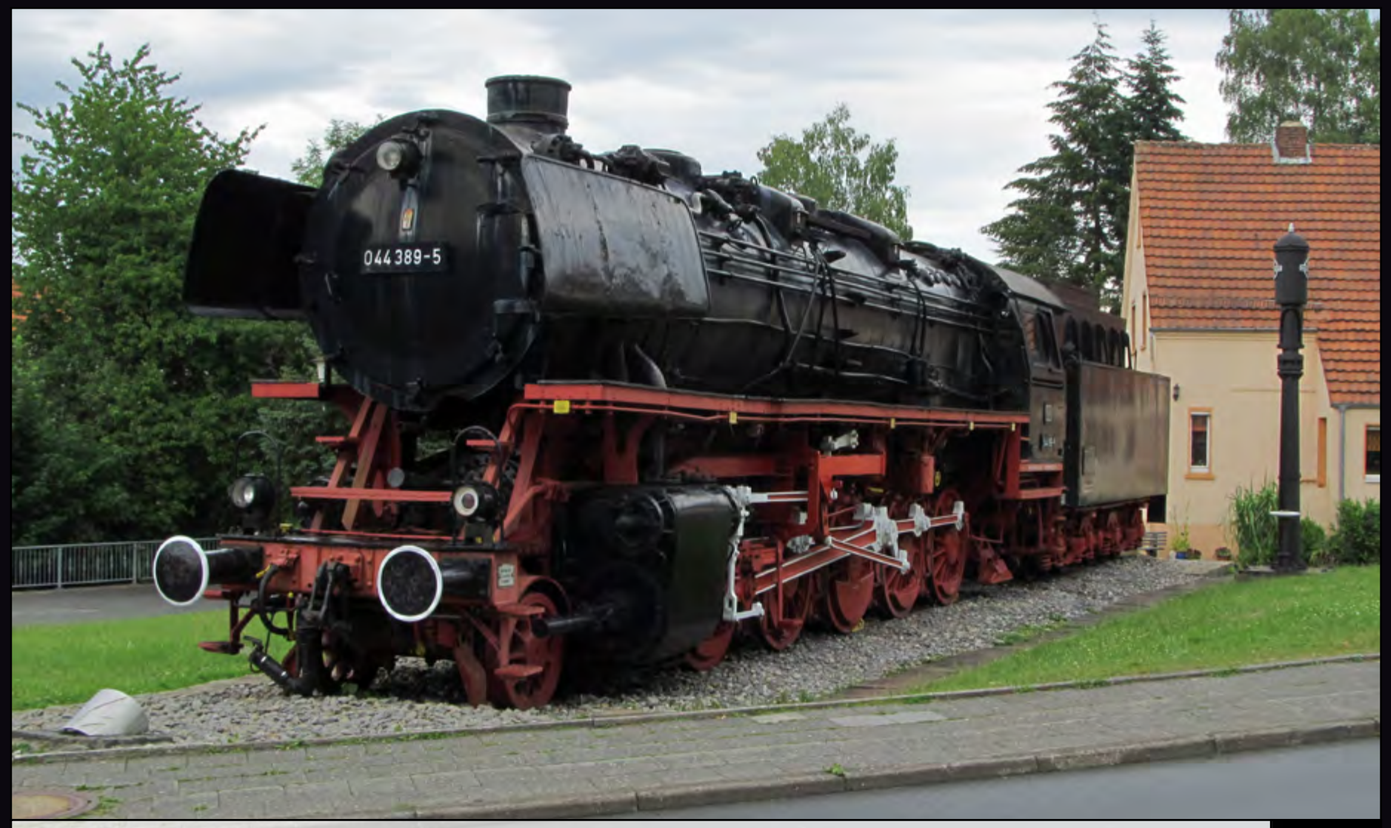
Sensible location in the south of Vienna

The terminal location Inzersdorf Vienna lies at the junction of the Pottendorfer line and the S1 motorway. Thus, the connection is given to the existing rail network and also to the road network in all main directions of traffic. At this strategically chosen location of the terminal can help to optimize travel time of freight trains, which further increases the attractiveness of the freight for the economy.

Multifunctional freight terminal, designed for future freight volumes

The new freight station will be constructed as a multifunctional cargo terminal, which means capabilities wagonload traffic, intermodal traffic (KLV) and equipment for contract logistics, together with the construction equipment required for this purpose, as well as transport and operating systems. Vienna is growing, and more and more people want to be provided with more and more goods.

Photo: Geoconsult Vienna ZT GmbH



DR 044.389-5 is seen plinthed at Altenbeken on June 15th. *Steamsounds*

Alstom to carry out Bangkok's Green Line Extension

Alstom has been awarded by Ch. Karnchang Public Company Limited, one of Thailand's leading general contractors and basic infrastructure designer, a contract worth €14 million to extend Mass Rapid Transit Authority of Thailand's (MRTA) existing Green Line. Alstom will participate in the works to design and build the trackwork and the third rail power collector from Bearing to Samutpakran Station as well as the 48 acre depot that will house 40x3 car trains intended to circulate on the extended line.

The extension will add nine stations from Bearing to Samutpakran at a total length of 12.6km and aims to carry up to 57,000 passengers per day. The project is set to begin construction at the end of 2014 and completed in 2017.

This project is part of Thailand's program to improve its public transport infrastructure and better address the growing traffic congestion issues. With more than 3 million cars and nearly 3 million motorcycles in Bangkok, the Thai government has decided to invest Bt2.2trillion (€52.7 billion) in infrastructure development programmes which results in 55 projects2 of which 31 (representing 64% of the budget) will be dedicated to Rail transport. The extension of the green line is part of the program led by the Thai government. The Green Line, better known as the Sukhumvit Line, currently extends from Mo Chit, located close to the popular Chatuchak Weekend Market to Bearing in the Bang Na District. The extended line will enable more residents of the city of Bankgok to opt for a safer, cleaner mode of transport.

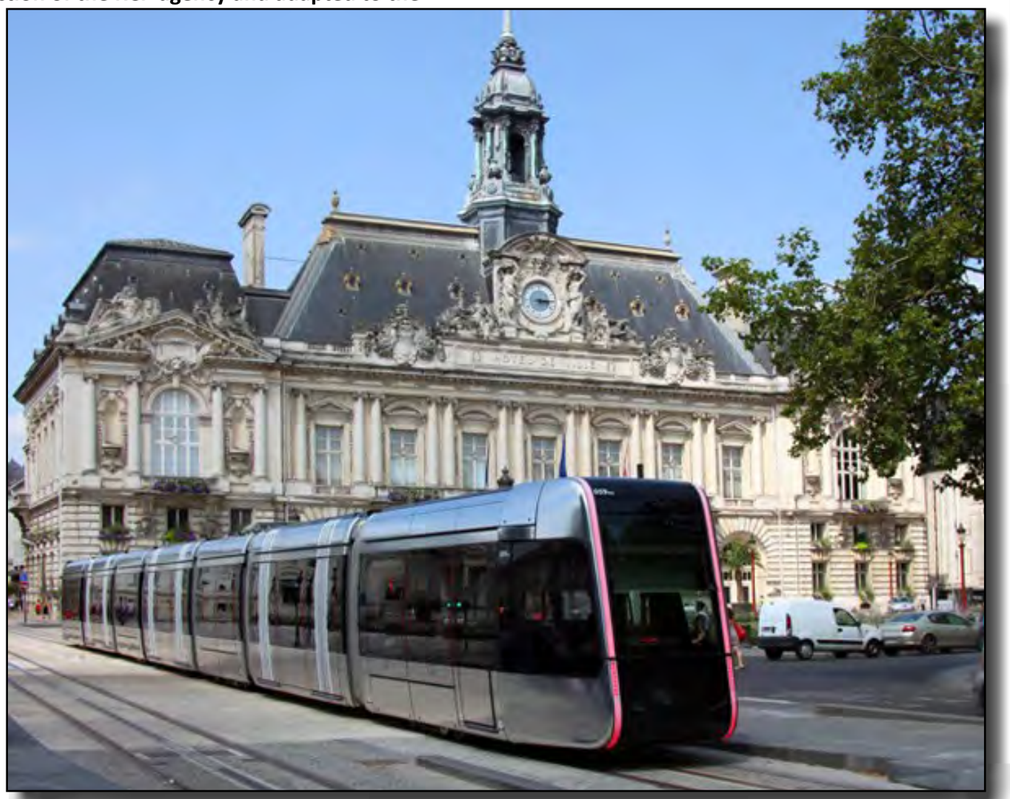
Dominique Pouliquen, Senior Vice President of Alstom Transport Asia Pacific declares "We are excited to take a key role in the development of Thailand's transport infrastructure. The confidence shown in Alstom, backed by what we have delivered for the blue line, is a true testament to our technology and expertise and further consolidates our position as the leading metro system provider in Asia."

Alstom's Citadis commissioned in Tours

On Saturday August 31, the first line of the Tours tramway network was inaugurated at the Tours train station by Jean Germain, president of the Greater Tours Community and the Greater Tours Transport Union (SITCAT), Guillaume Pépy, president of SNCF, and Jérôme Wallut, Managing Director of Alstom Transport France.
Alstom supplied 21 Citadis trams that are 43 meters long to the Greater Tours area, with a capacity of up to 280 passengers. The trams run on the network's first tramway line, which is 15 km long and serves 29 stations. Alstom has also fitted 1.8 km of tracks with its APS system using a third rail and ground-level power supply, between the Tours train station and Place Choiseul to preserve the historic heritage of the city centre.
The Tours tramway was designed by the "Ensemble(s) la ligne" collective under the direction of the RCP agency and adapted to the lighting depends on the exterior luminosity: it is softer in summer and warmer in winter.
The exterior colours of the tram, "mirroring the waters of the Loire" a tribute to the river that crosses the town, reflect the city of Tours and the weather's colour. The design of the tram's front section is natural and discreet. It has two luminous LED strips that light the tracks and give the impression that the tram is moving like a cursor and raising the track in front of it.

Alstom's Citadis tram offers a quality on board experience and optimal comfort thanks to an integral low floor, air-conditioning, video-surveillance systems and information conveyed via announcements and screens.
Alstom's APS solution, tested for the last ten years, preserves the urban setting and the historic heritage of the cities that have opted for it.

Eight French Alstom Transport sites were involved in this project: La Rochelle for the design, Reichshoffen for the assembly, Ornans for the engines, Le Creusot for the bogies, Tarbes for traction system components, Villeurbanne for



Citadis by Alstom Design & Styling department. With its interior fittings, the Tours Citadis has achieved an unmatched level of passenger comfort using sensorial design technology. The on-board on-board electronics, Saint-Ouen for interior design and Vitrolles for the APS. The project has generated more than 2,000 jobs in France at Alstom and its suppliers.

Škoda Transportation and Deutsche Bahn signed a contract for rolling stock deliveries amounting to 110 million euro

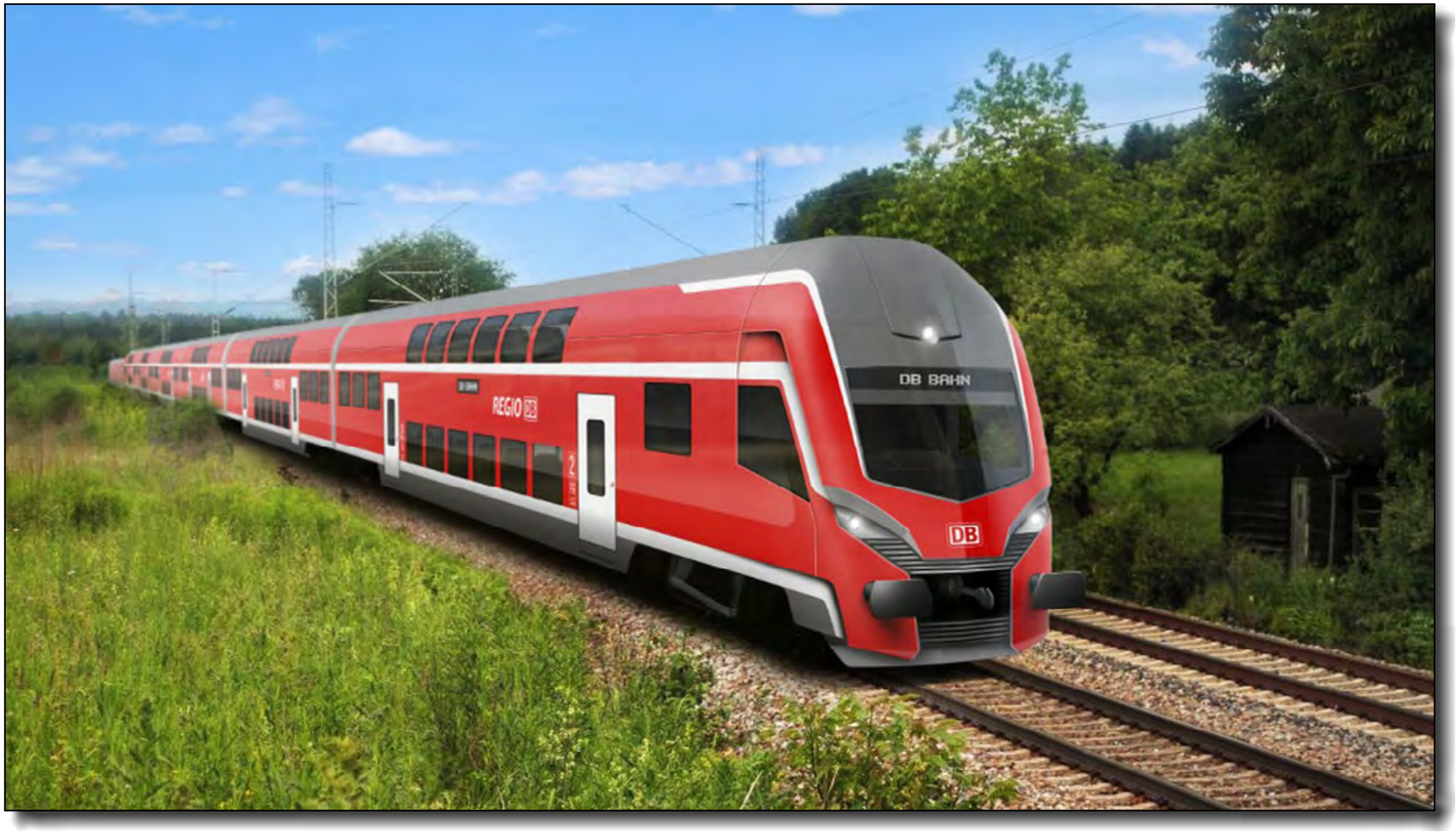
At Plzeň on August 5th, representatives of the Škoda Transportation company and the German operator Deutsche Bahn (DB) signed a contract for the delivery of six modern train sets, amounting to 110 million euro. The vehicles will be operating in Bavaria on the railway track Nurnberg - Ingolstadt – Munich from December 2016.

“This day confirms that our company, Škoda Transportation, can be ranked among the biggest world producers of rolling stock. The conclusion of this contract is a proof of the high quality and competitive ability of our rolling stock. To Germany, we will supply a modern train with technical top equipment. The reference by the giant Deutsche Bahn opens us the door to the entire world,“ Tomáš Krsek, the Chairman of the Škoda Transportation Board of Directors, says.

“By the fact that Škoda Transportation won this tender, the competition on our market has increased. However, it is necessary to say that Škoda Transportation has a long tradition in producing the trains, therefore we are not doubtful about fulfilling our expectations,“ Rüdiger Grube, Managing Director of Deutsche Bahn, says.

Škoda Transportation will supply DB Regio with six six-vehicle two-floor sets of Push-Pull type. Each of the sets is operated as a returning one, i.e. the vehicles are either pushed or pulled by the locomotive – the engine driver is either in the cab of the driving car or in that of the locomotive. The sets consist of one driving car, five intermediate cars and the locomotive Emil Zátopek in the new design intended particularly for DB.

The maximum speed of the trains will reach 189 km/h. The sets are equipped with pressure-tight bodies which stabilize the pressure inside the cars when passing the high-speed vehicles (speed up to 300 km). Altogether, the sets will include 705 seats. All the seats in the trains will be comfortable, equipped with a power point. The Wi-Fi connection, both in the first and the second class, is a matter of course. The equipment includes also air-condition, which takes care of convenient temperature on hot summer days. For the safety, each of the trains will be equipped with an external and internal CCTV system.



Stadler wins in Poland

Stadler Rail has won a tender for 20 long-distance trains in Poland, tendered by the Polish State Railways PKP Intercity. These trains are eight-carriage FLIRT3 trains with a high-quality interior. They are based on the established FLIRT family, which is already in successful operation in 14 countries with 930 trains. Stadler has won the assignment together with the Polish rail vehicle manufacturer Newag. This success is an important milestone for Stadler in Poland. Since 2007, the company has been operating a plant with currently around 700 employees in Siedlce in eastern Poland. The trains will be mainly constructed at the Stadler plant in Siedlce as well as at the Newag plants. Various components, such as the bogies and the drive components, will be produced in Switzerland.

Together with Newag, Stadler Rail will construct the intercity trains, which will be used for long-distance railway traffic throughout Poland. In addition, Stadler will ensure the technical maintenance of the trains for 15 years. All 20 compositions with a value of approximately CHF 350 million will be delivered by the end of 2015.

High degree of travel comfort

The trains for PKP Intercity are an advanced development of the FLIRT. They will be fitted with an especially high-quality interior for comfortable travelling across long distances. The trains will also feature a buffet car. Altogether, there will be six toilets in the eight carriages. The seating arrangements are spacious to ensure comfortable long-distance journeys. In first class, the seats will be installed in a 2 + 1 configuration (three seats across the width of the carriage. The trains operate with 3 kV direct current and are equipped with the modern European train control system ETCS Level 2. So far, Stadler is the only company that supplies trains with this high-quality train control system in Poland. The top speed of these trains will be 160 km/h.

Consortium with Newag

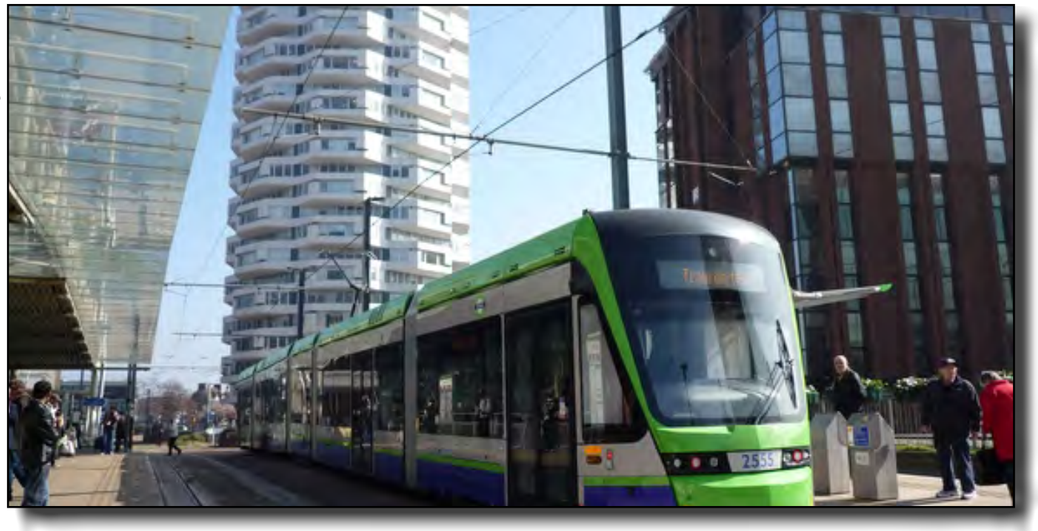
Stadler Rail has formed a consortium with the Polish manufacturer Newag for this assignment. In the scope of this consortium, Stadler will construct the two end vehicles with the entire drive system. It will also supply the bogies and the aluminium bodies for all cars. Stadler is the global leader in lightweight aluminium technology. This technology allows the trains to accelerate faster, thus significantly reducing energy consumption and operating costs in comparison to conventional vehicles. Newag is responsible for planning the interior fittings and will take care of the final assembly of all intermediate cars. Newag will also be in charge of the composition of the trains (joining the two end vehicles with the intermediate cars) and the entire commissioning process. This way, Stadler and Newag were able to find the ideal division of labour.

London Tramlink orders additional Variobahn trams from Stadler Pankow

- **Four 5-carriage low-floor trams will come into service in 2015**

- **Variobahn success story: 90 million kilometres travelled worldwide in 20 years**

The UK tram operator London Tramlink has ordered four additional 5-carriage Variobahn trams, thereby exercising its option to receive further vehicles. These vehicles will come into use from 2015 in the London Borough of Croydon, and will supplement the existing Variobahn fleet. Six vehicles have been in operation in Croydon's tram network since spring 2012.



"We are happy to continue our cooperation with Stadler Pankow because this company convinced us with their delivery to the agreed timescales, the high quality product and a great deal of personal commitment of the employees on site in Croydon," says Sharon Thompson, Director of London Tramlink. "We are continuing to expand our modern transport system with these additional vehicles."

Michael Daum, Director of Stadler Pankow GmbH, explains: "We are delighted with the high level of satisfaction with the Variobahn. The four additional trams will be built at our factories in Berlin, before being transported to London, where they will be in use from 2015."

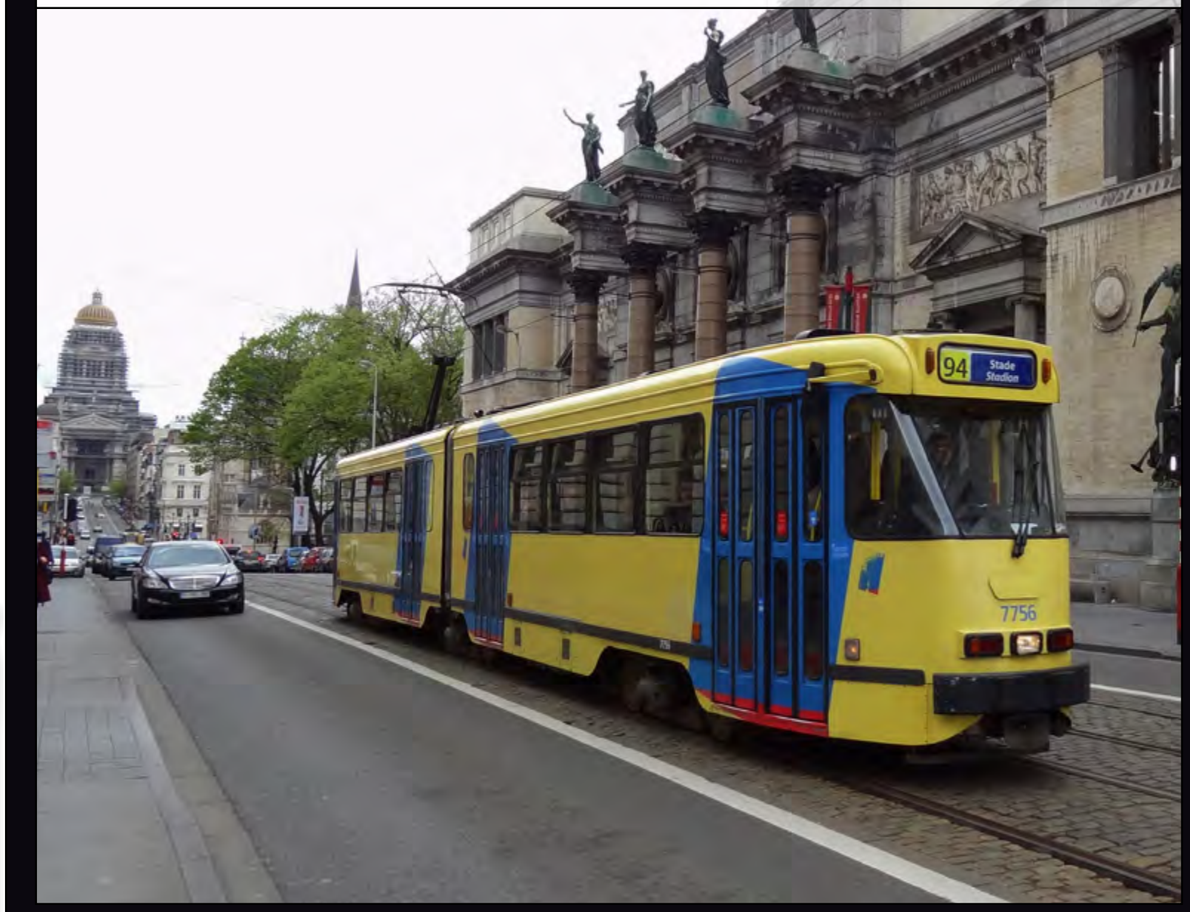
Thanks to its modular construction, the Variobahn can be adapted to suit the infrastructure and individual needs of the operator. The trams are particularly flexible in terms of length, width, track gauge and contact wire voltage. In addition to this, the vehicles for Croydon also offer an additional benefit for passengers with limited mobility in particular: with low floors throughout, at a maximum level of 385 millimetres, these trams are easier to board. The bidirectional vehicles have 72 seats and standing room for 134 passengers, and can reach a maximum speed of 80 km/h. The Variobahn is 32,370 millimetres long and 2,650 millimetres wide. In addition to its modern interior design, the vehicle is equipped with facilities such as air-conditioned passenger and driver areas, and an ergonomic driver's cab design. What is more, the tram meets the fire-safety requirements for vehicles used in tunnels in accordance with DIN 5510.

Variobahn success story: 90 million kilometres travelled worldwide in 20 years. Not only in London does the Variobahn from Stadler Pankow GmbH offer short maintenance intervals, high passenger comfort, sustainability, flexibility and reliability. The Variobahn has been travelling reliably through towns and cities both within Germany and abroad for 20 years now. Whether in Bochum, Bergen, Mannheim, Potsdam, Helsinki or Sydney – the low-floor trams have travelled some 90 million kilometres, and are considered to be one of the most state-of-the-art articulated urban vehicles with fully modular construction. The first vehicle was put to the test in Chemnitz in 1993 – ABB Henschel, which formed part of Adtranz from 1996, was responsible for the development of the prototype.

Following the acquisition of Adtranz by Bombardier, Variobahn remained at its original production location, and Stadler Pankow GmbH took over responsibility for its distribution, construction and further development. "With its high kilometric performance, the Variobahn is designed for daily and high-frequency use in cities," says Michael Daum, Director of Stadler Pankow GmbH.

Bochum, Nuremberg and Munich were some of the first cities to order Stadler's Variobahn in 2005. The rail vehicle manufacturer expanded the concept of the tram, adapting its fixtures and fittings to meet the needs of customers in the various towns and cities. In addition to this, the Berlin-based company developed a new design that received the iF design award from International Forum Design Hannover in 2006.

Brussels tram No. 7756 is seen at Royale working route No. 94 to Stade. *Steamsounds*



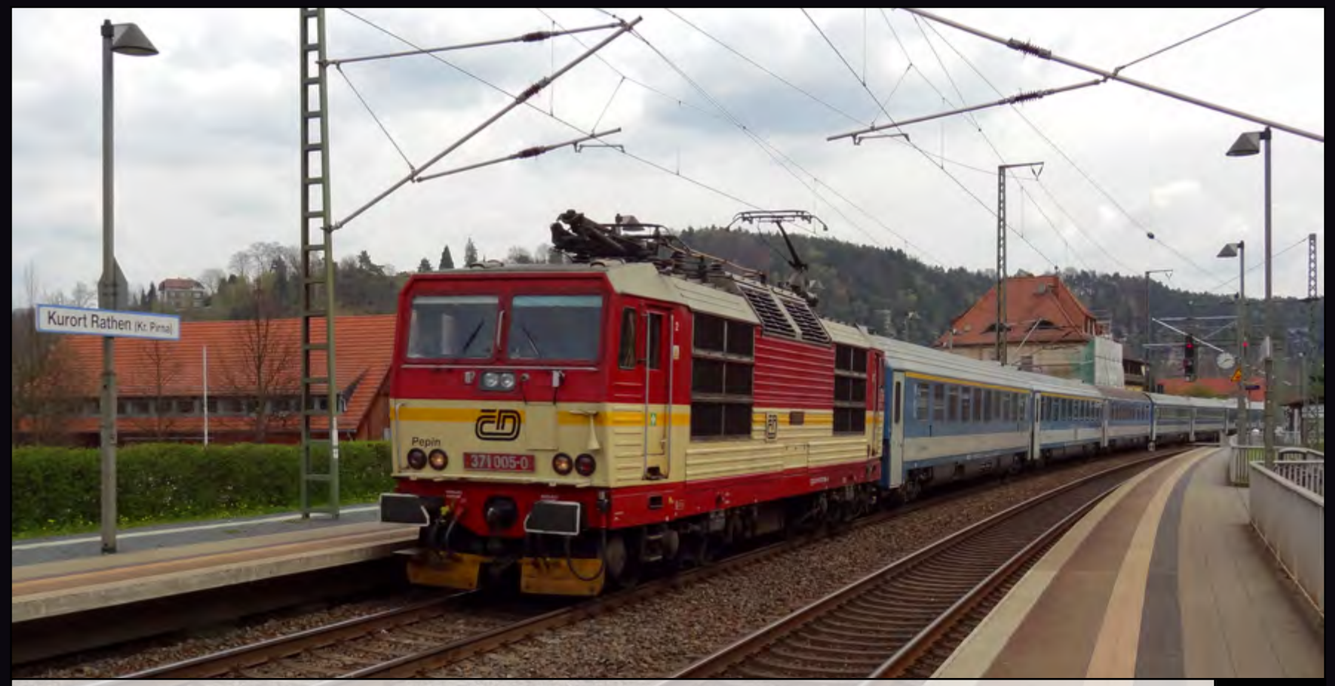
New All Time Record: almost 16,000 passenger vehicles carried on Eurotunnel Passenger Shuttles in one day

Eurotunnel's Le Shuttle saw record traffic on Saturday August 17th, when 15,982 vehicles including 168 coaches travelled in both directions between Folkestone, in Kent, and Coquelles, in the Nord Pas-de-Calais, breaking the existing record for the heaviest traffic ever seen in one day since Le Shuttle opened for commercial service in 1994.

To cope with this unprecedented volume of traffic, 151 Shuttle departures were organized, sometimes at a rate of up to one every 12 minutes. Meanwhile, thanks to the efficiency of the French and British border administration, passengers passed rapidly through the frontier controls, and were able to board their departure in plenty of time.

This is the third time this year that the 15,000 vehicle ceiling has been broken, a clear sign that customers value Le Shuttle's 35 minute journey across the Channel and that our British customers have an ever increasing desire for travel.

Jacques Gounon, Chairman and Chief Executive of Groupe Eurotunnel, stated: "This considerable volume of cross-Channel traffic, a first in the history of our company, was achieved through the long term collaboration established with the staff at the border and frontier security control points"



Ceske Drahy's Class 371.005 passes Kurort Rathen with EC174 Budapest to Hamburg. *Steamsounds*

ADIF tender catenary renewal in the section between Palencia and Marcilla de Campos

The ADIF Board of Directors has approved the contract bidding rehabilitation and modernization of the catenary in the area of Marcilla de Campos Palencia, on the conventional gauge line from Palencia - Santander, which amounts to 8,851 389 euros.

The fundamental purpose of the renewal and replacement of materials and electrical elements of the catenary is to achieve greater durability and strength of overhead contact line and improve the power supply. These actions will ultimately prevent damage and minimize delays as a result.

The ADIF project aims to provide a more reliable and robust railway infrastructure.

The tender for this contract by ADIF is the first step to improve the connection with the central plateau of Cantabria by running performances, total amount of 95 million euros, aimed at the overall improvement of the conventional line between Palencia and Santander, of 217 km in total length.

This also marks the commitment of the Ministry of Development with Cantabria to promote action, immediately, in both electrification and infrastructure, satellite and security installations, with the aim of reducing travel times between Madrid and Santander of about an hour, with the aim of a journey time of about 3 hours and 30 minutes by 2015.

Bombardier Builds Customer Base for Leading Light Rail Technology in North America

Rail technology leader Bombardier Transportation announced it has signed an agreement with the Regional Municipality of Waterloo to supply 14 BOMBARDIER FLEXITY Freedom light rail vehicles (LRV) for its ION rapid transit service in the cities of Kitchener and Waterloo. The Region of Waterloo is the third North American customer to choose the FLEXITY Freedom LRV platform and brings the total number of this vehicle on order to 400.

The contract is valued at approximately $66 million CAD ($63 million US, 47 million euro). Deliveries are planned in the second half of 2016. Final assembly of the vehicles will take place at Bombardier production facility in Thunder Bay, Ontario. The Regional Municipality of Waterloo can also exercise options for 14 additional light rail vehicles.

"The purchase of light rail vehicles is a significant milestone for our project," said Jim Wideman, Regional Councillor and Chair of the Region of Waterloo's Planning and Works Committee. "The vehicles symbolize the considerable progress being made to bring this new service to residents in Waterloo Region."

"Bombardier commends the Region of Waterloo for this important expansion of public transit in Ontario by offering rail transportation as a solution for increasing mobility, reducing congestion, and benefiting their economy." said Raymond Bachant, President, Bombardier Transportation North America. "We greatly appreciate the confidence the Region of Waterloo has placed in us in choosing Bombardier's proven state of the art light rail technology."

The FLEXITY Freedom LRV is the next generation of the highly successful FLEXITY modular light rail platform. It combines proven elements and innovations, making it a perfect fit for future developments in urban transport. Agile enough for urban roadways and fast enough to connect a city to its suburbs, the FLEXITY Freedom allows modern cities to move faster and better. It saves energy, emits no CO_2, and reduces visual and noise pollution.

The five-module, 100% low-floor vehicles are 30.2 meters long and 2.65 meters wide. These vehicles provide reliable performance along with a wide range of features, including car capacity for more than 280 passengers with a comfortable interior, energy-efficient heating and air conditioning. It has enhanced accessibility and safety features with locations for wheelchairs and strollers and a regenerative braking system that feeds power back into the network.

More than 3,500 trams and light rail vehicles are in service or on order around the world. Bombardier's FLEXITY low-floor vehicles meet the individual needs of numerous cities including Toronto, Geneva, Zurich, Innsbruck, Brussels, Marseille, Valencia and Palermo as well as in the Rhine-Neckar Region, Berlin, Augsburg and Krefeld.

Production of the first FLIRT train for Łódź Agglomeration Railway (ŁKA) begins

The first of the forty cars for FLIRT trains ordered from Stadler Polska by Łódź Agglomeration Railway (ŁKA) are now ready and awaiting further production stages in the producer's Siedlce plant. The car bodies already bear the painted designs of the Łódź operator. The final assembly of the first train has also commenced, including installation of the roof, internal equipment and electrical components. It will be followed by equipping the train's interior. Simultaneously, the production of electrical components is underway. The first complete compact BordLine® converters to be used in the new EMUs have been handed over at ABB's Aleksandrów Łódzki plant. These are the best energy-efficient devices in their category, which will help maintain the vehicles' reliability and ensure low operating costs. Once the final assembly of the cars has been completed, the car bodies will be connected and the multiple units will be put together. The vehicle will then be set in motion and testing will begin, first at the Siedlce plant and afterwards on test tracks.

"The production of FLIRT trains for Łódź Agglomeration Railway is progressing according to schedule in our assembly plant and the assembly of the first FLIRT train is well advanced. The first 6 FLIRT vehicles will be delivered to ŁKA by the end of April 2014. The next 10 vehicles will arrive in Łódź by the end of October 2014, and the remaining 4 units will be handed over to the railway operator at the end of February 2015," said Stanisław Skalski, Member of the Management Board of Stadler Polska and Sales Director of Stadler Rail Group.

Trains produced by Stadler Polska for ŁKA are the latest generation of the FLIRT family.

A significant advantage of these environment friendly vehicles is their efficient energy consumption, which directly translates into lower running costs. These modern, two-unit trains will reach a top speed of 160 kph and accommodate 254 passengers. They also offer a number of solutions aimed at increasing passenger comfort, convenience and security, such as the option to transport large pieces of luggage and bicycles, a spacious toilet, air-conditioning and an interior surveillance system. The trains will also be equipped with LCD screens. Additionally, this will be the first series of trains in Poland equipped with the European Train Control System 2 (ETCS 2), which assures a higher level of safety.

Łódź Agglomeration Railway in the Łódź province was set up by its Marshal, Witold Stępień. "This is one of the key projects we are now working on in the Łódź region. We are counting on ŁKA to enhance the accessibility of public transport, which will encourage and enable residents of the region to make more frequent use of public transport on their way to work or university. In this way, the railways of the Łódź area will be a key factor in fulfilling the economic, cultural and educational potential of the city and the whole region, and lead to its integration," said Witold Stępień, Marshal of the Łódź province.

The cost of supplying 20 FLIRT trains to Łódź Agglomeration Railway is PLN 311,071,420. The investment is being co-financed by the European Union. The first vehicles operated by Łódź Agglomeration Railway will start regular services in the region on 15 June 2014.

"We are very satisfied with the pace of the work, as well as the quality of the first FLIRT train components produced for the Łódź Agglomeration Railway. Stadler Polska is once again proving its position as a leading rail vehicle supplier, giving us absolute confidence that our trains will set new quality standards on the tracks of the Łódź province," assured Andrzej Wasilewski, President of Łódź Agglomeration Railway.

Łódź Agglomeration Railway is intensively preparing to launch its passenger services, now working on the train timetable, tariffs and internal transport regulations. The CEO of ŁKA, Andrzej Wasilewski, signed a letter of intent to enter the Joint Agglomeration Ticket project on 21 August 2013. From 1 September, joint tickets will be required on the buses and trams of MPK Łódź (Łódź City Transportation Company) and trains operated by Przewozy Regionalne (Regional Railways). On 15 June 2014, when Łódź Agglomeration Railway is launched, the offer will be expanded to cover ŁKA trains. In this way passengers will be able to purchase cheaper tickets in the Łódź region.

Freight Wagons Heading from Louny to France

The delivery of 155 freight wagons of different types for ERMEWA, a French company has begun with the total value of the contract more than CZK 330 million and the wagons will be delivered this year.

"This new contract is another "pebble in the mosaic" of the company's export achievements," said Radek Rybáček, LEGIOS CEO in reaction to the conclusion of the contract. "The demand for our wagons is in fact the recognition of the work of our technicians and other employees as well as the guarantee of the further development of our company, including employment in the city and its surroundings," added Rybáček.

In 2013, LEGIOS has already scored when it concluded a contract for the supply of wagons to Turkey in the amount of over CZK 600 million, and now it has even entered the French market.

ERMEWA is one of the European leading companies specialising in the leasing of railway cars, a subsidiary of the French Railways - SNCF.

First freight train from Zhengzhou arrives in Hamburg

DB Chairman Dr. Rüdiger Grube: "DB Schenker in Asia is in an excellent starting position"

Maiden voyage to Billwerder in only 15 days

On behalf of the city of Zhengzhou, DB Schenker cooperated in the first freight train from the north-central Chinese city to Hamburg. The voyage was organized by the Zhengzhou International Land Port Development and Construction Co. Ltd. The train with 51 containers arrived at the freight yard in Hamburg-Billwerder on Friday August 2nd.

DB Schenker acted as logistics partner to Zhengzhou for all services outside China which includes operations as well as additional logistics services.

"The growing Chinese goods traffic, together with the ongoing shift from production-intensive industries to the Chinese hinterland, offers a lot of potential. DB Schenker in Asia is in an excellent starting position", says Dr. Rüdiger Grube, Chairman of the Management Board of Deutsche Bahn AG at the occasion of the arrival of the train in Hamburg. Zhengzhou, the capital of Henan province, has nearly nine million inhabitants and is considered as an important industrial center and transportation hub.

As the first international logistics provider, DB Schenker used the new connection for the transportation of containers for different customers from trade and industry.

For three years, DB Schenker trains have been travelling on the Euro-Asian route, in the past two years, more than 300 freight trains were sent to and from China.

DB Schenker Logistics has been in China for decades and has a closely-knit network of locations in all major economic regions.

In particular, the relatively short travel time from the Chinese inland, the arrival in the middle of Europe and the ability to distribute containers from here quickly and safely further, indicates the offer of DB Schenker.

The train from Zhengzhou covered the 10,214 kilometre route through China, Kazakhstan, Russia, Belarus and Poland to Germany in a record time of just 15 days.

DB Schenker has a long experience in travelling the Euro-Asian route. Already in 1973 the first container travelled along the Trans-Siberian. And a first goods train been started in Beijing arrived at Hamburg in 2008.

As of 2011 DB Schenker has set up regular weekly block train service between China and Germany mainly for the automotive and electronics industry.

Project starts for shunting locomotive fleet with hybrid technology

Deutsche Bahn AG, Alstom Deutschland AG, the State of Bavaria and DAL Deutsche Anlagen Leasing GmbH & Co. KG have launched the ERI (Eco Rail Innovation) H3 hybrid shunting locomotive project - an initiative of the ERI platform formed by 17 companies.

One of ERI's goals is to create an emission-free rail system by 2050. To this end, the partners have signed contracts to finance and construct five H3 series shunting locomotives using hybrid technology. The State of Bavaria is investing around €600,000 in the project.

The project aims to check the technical and economic feasibility and readiness of a hybrid shunting locomotive for in-series production and daily use. Operational reliability of the hybrid technology as well as the reduction in fuel consumption, pollutant emissions and the maintenance outlay are set to be tested.

"By launching this project, we are taking a major step towards the market readiness of hybrid technology and are affirming rail travel as the most environmentally friendly means of transport", declares Dr Volker Kefer, Member of DB's Management Board for Technology and Infrastructure.

"Our newly developed shunting locomotive platform is based on modern technology which can be used in a wide range of applications, especially in its hybrid version", says Alf Henryk Wulf, Chairman of the board of Alstom Deutschland AG.

Starting in 2015, the environmentally friendly shunting locomotives will be tested for their suitability for daily use in Franconia at DB Regio's sites in Würzburg and Nuremberg over an eight-year period. "This project breathes life into the energy turnaround in the Free State of Bavaria. It is active politics for a more sustainable transportation. I am proud, that my homeland Franconia is a nationwide pioneer in this technology", says Katja Hessel, undersecretary of state from the Department of Transport who derives from Nuremberg.

The three-axle H3 hybrid locomotive consumes 50% less fuel than conventional shunting locomotives. The new technology will lead to a 70% reduction in pollutant emissions. In addition, the 350 KW diesel generators feature particle filters and thus meet exhaust gas standard, stage IIIB. The hybrid locomotive spends 80% of its operating time in battery mode. This makes emission-free rail transport possible at a local level, e.g. in central areas of cities. The locomotive achieves a maximum speed of around 100 kilometres an hour.

The locomotives will be purchased by Deutsche Anlagen Leasing GmbH & Co. KG and then leased to DB for eight years. "Tailor-made asset-finance solutions are a real challenge, especially for new technologies. We are convinced of this trend-setting technology and are happy to contribute to this project by taking the risk within the frame of an operate lease", emphasizes Andreas Geue, a member of Executive Management at DAL.

"This project will have a positive effect for DB region. We are expecting hybrid technology to lead to discernible cost savings with regard to fuel consumption and maintenance outlay as well as for emissions. We also want to gain authoritative information regarding reliability and operability", explains Kay Euler, Executive Director of DB Regio AG.

Glorious Devon 2013

Every year, members of the Railtalk team migrate to the South West of England for their summer holidays, and in particular the area of Dawlish and Teignmouth where trains run alongside the sea wall. This year was no exception and once again we have a selection of what variety can be expected in the area.

On August 1st, and in superb weather, a First Great Western HST speeds along the sea wall at Dawlish with a London Paddington - Plymouth service. ***Andy***

During 2013 two FGW power cars were liveried in all over white carrying an advert for HP. This is No. 43186 on the rear of a service to London Paddington as it heads along the sea wall on August 3rd.

Richard Hargreaves

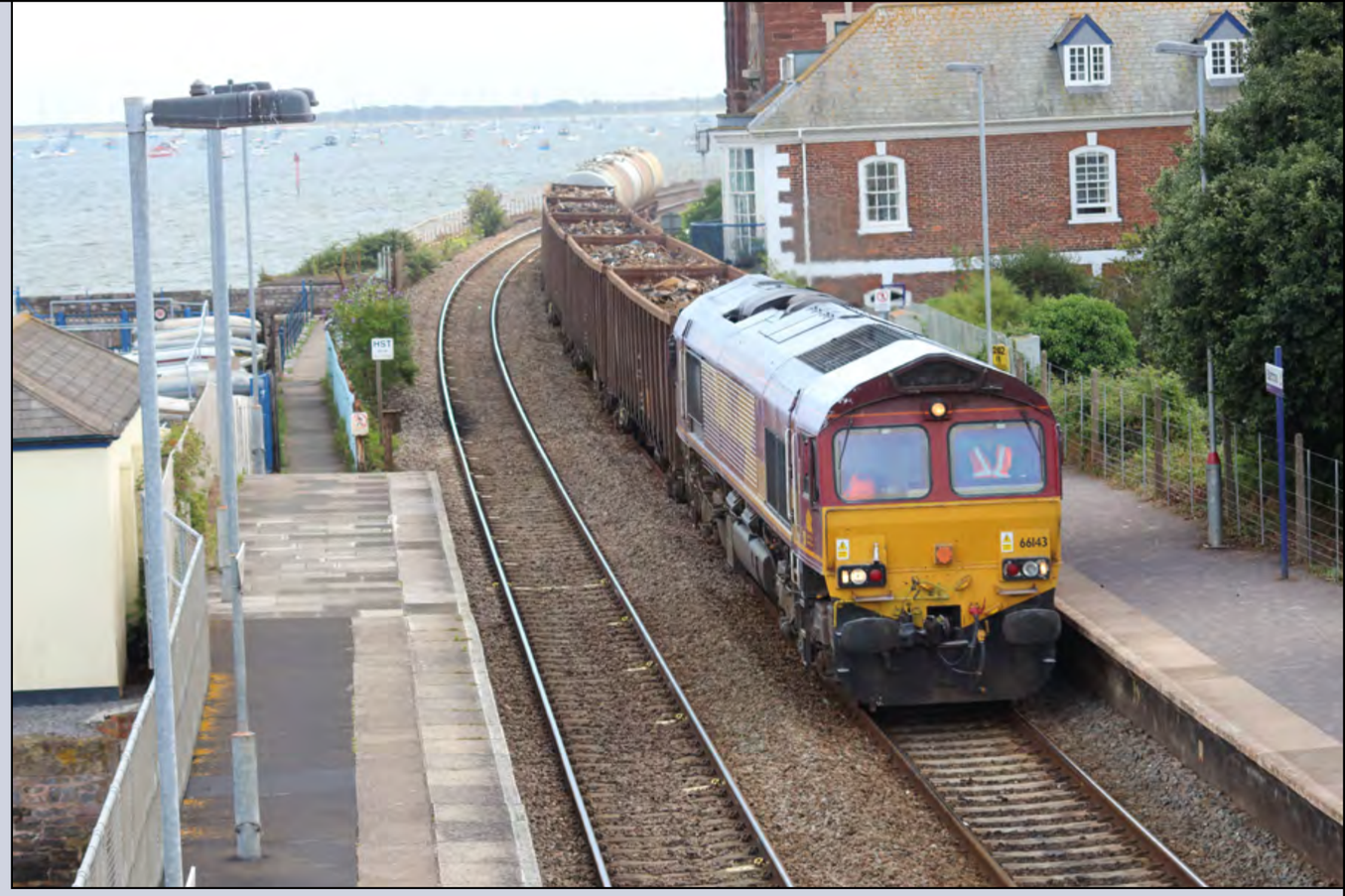
One of the highlights in 2013 was the occasional working of Colas Rail to Teigngrace to collect logs for Kronospan at Chirk. This is Class 56 087 passing Cockwood Harbour on August 2nd working the Teigngrace to Chirk loaded logs. *Class47*

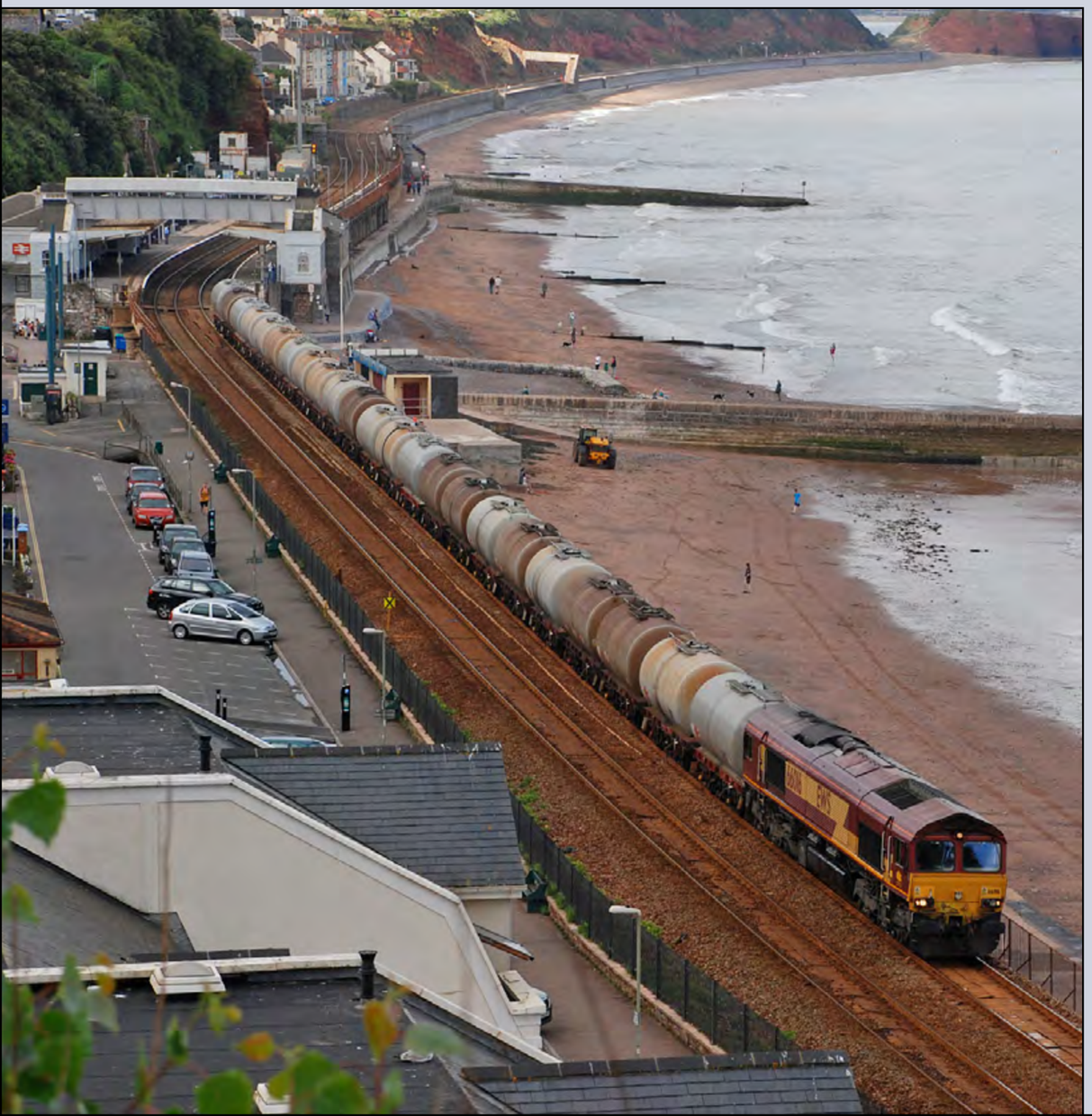
On July 29th, CrossCountry's HST power cars Nos. 43303 and 43384 pass Dawlish with a Leeds - Plymouth working.
Richard Hargreaves

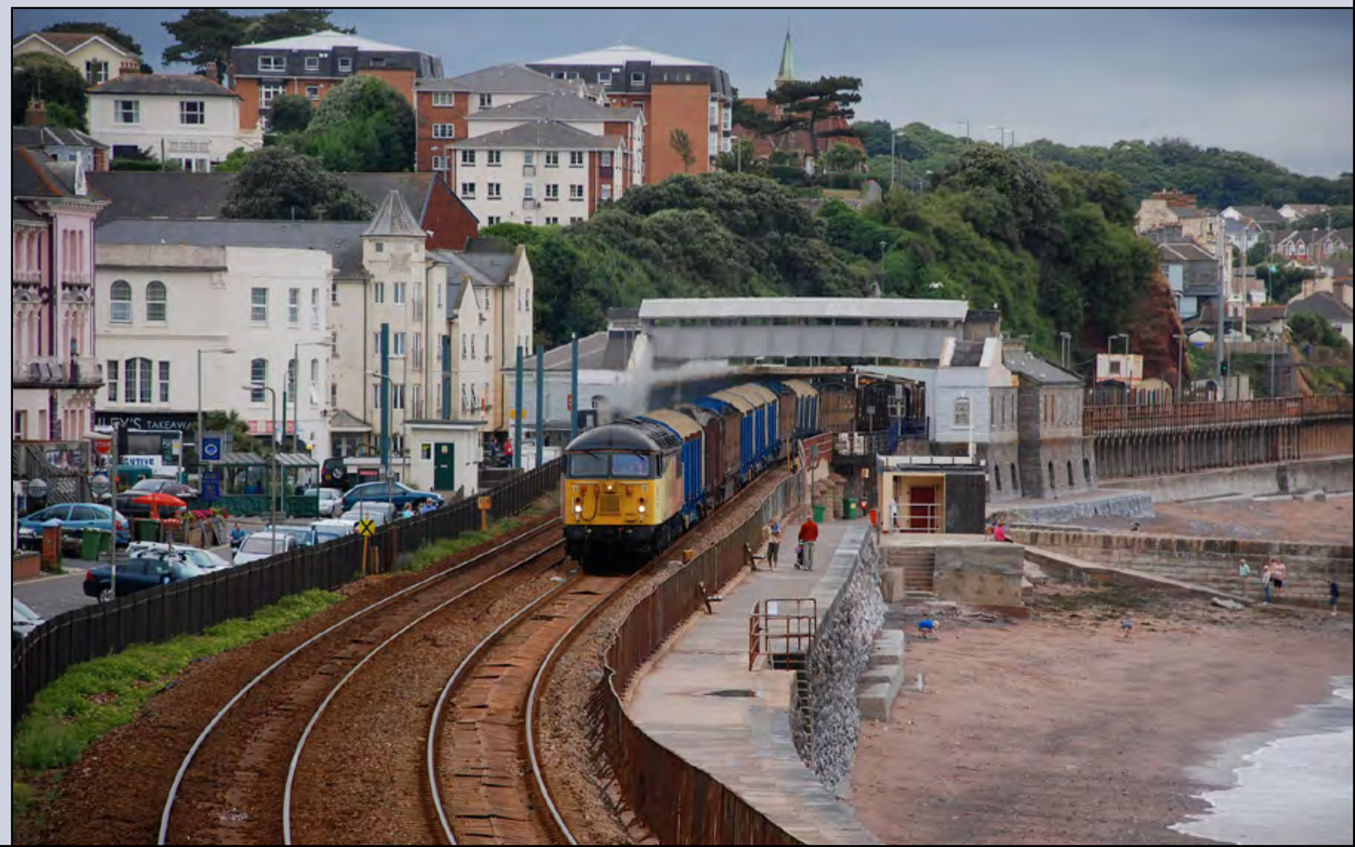
Top Right: Class 66 143 passes through Starcross on August 2nd with a mixture of scrap wagons and fuel tanks from St. Blazey heading for Exeter Riverside. ***Class47***

Bottom Right: Colas liveried Class 56 087 makes it's way alongside Marine Parade on July 30th with the 6Z52 Chirk - Teigngrace, alas no sun, but I suppose you can't have everything.
Steve Thompson

Below: On July 30th, Class 66 016 heads the 6C62 St. Philips Marsh - Tavistock Jct. through Dawlish.
Steve Thompson



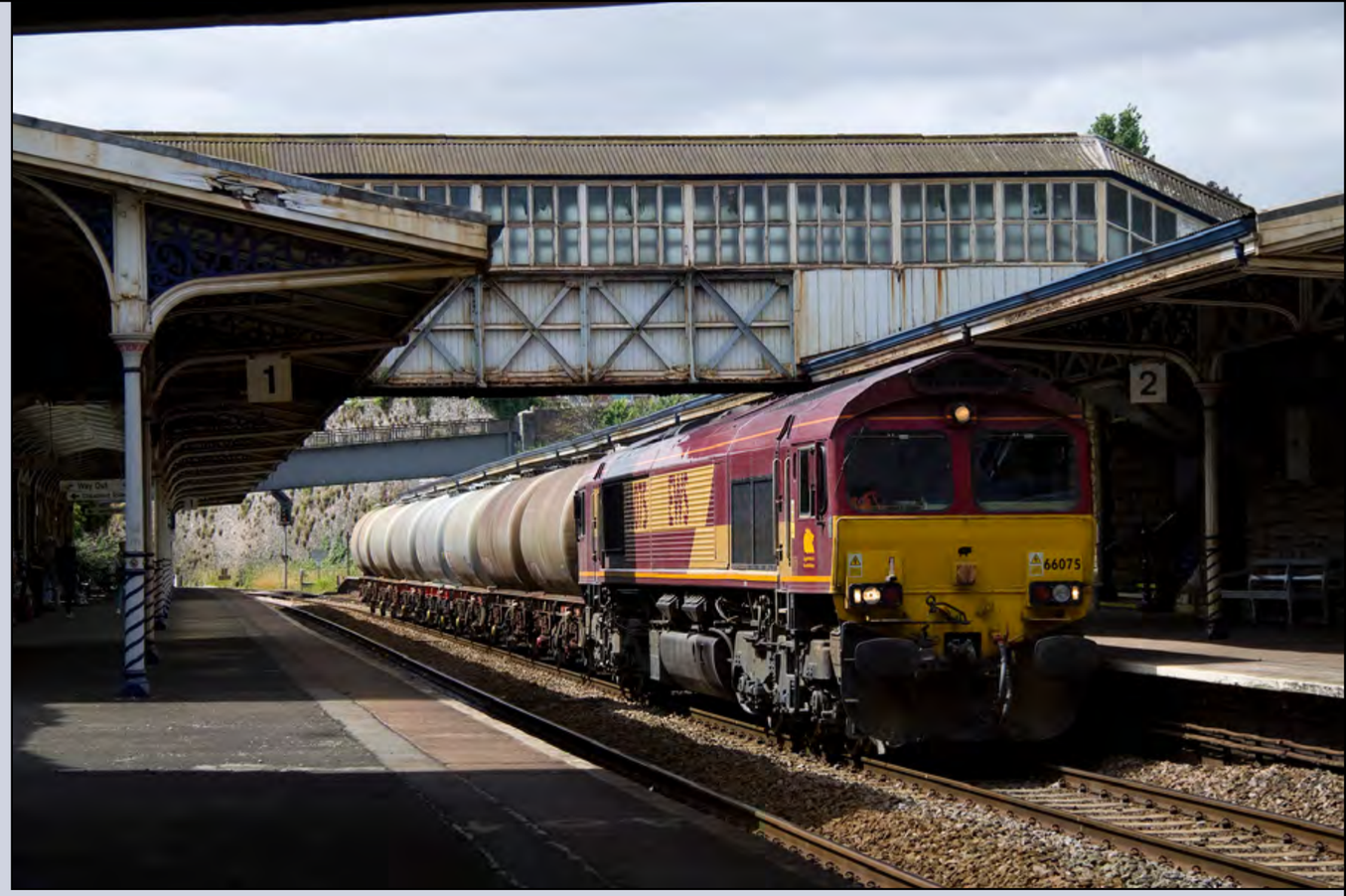


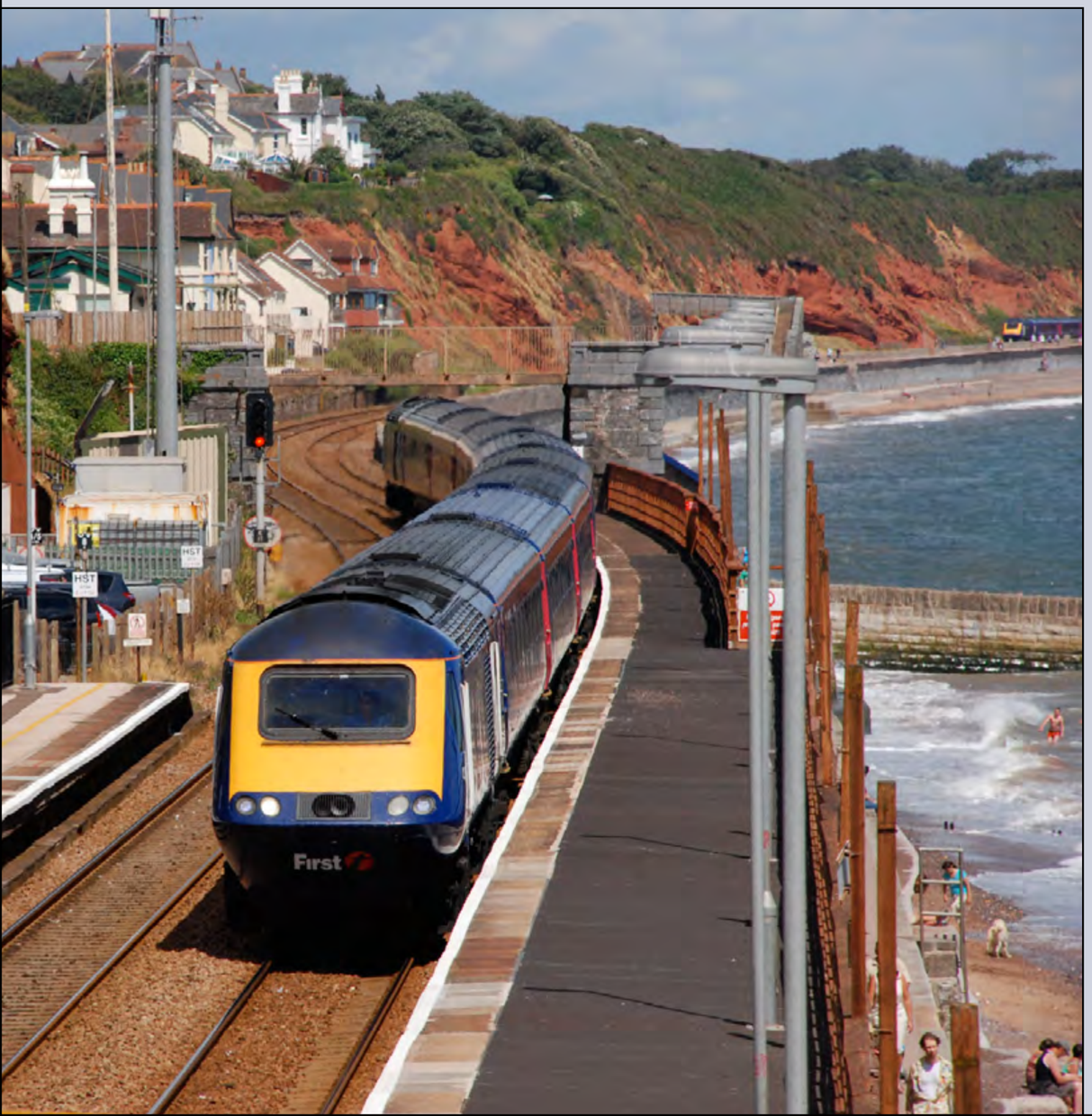


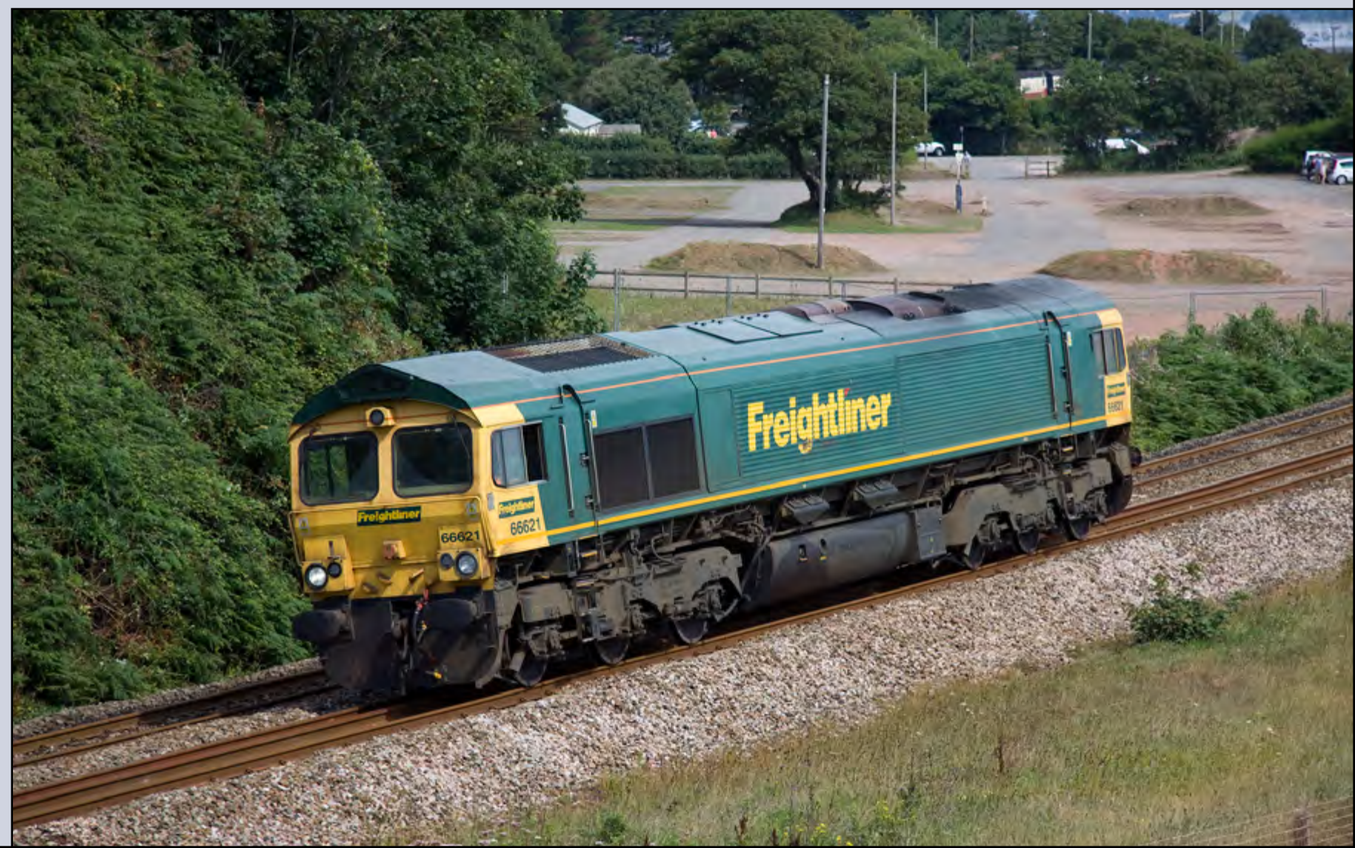
Top Right: Class 66 075 heads through Teignmouth on August 9th, with an empty fuel tank working from St. Blazey. ***Richard Hargreaves***

Bottom Right: Freightliner workings in the South West are mainly restricted to engineer's trains. This is Class 66 621 heading to collect a rails train from Hackney Yard and take it to Taunton. ***Richard Hargreaves***

Below: First Great Western HST power cars Nos. 43145 and 43143 pass through the station at Dawlish on August 3rd with 1C80 Paddington - Newquay, while it's opposite number, 1A86 Newquay - Paddington tries to disappear out of the frame in the background. ***Steve Thompson***







On July 29th, Class 66 109 passes through Dawlish working 7Z28, it's 4 JNAs loaded with sand forming the second part of the Burngullow - Westbury working, these having been picked up from Tavistock Jct. Yard to marry up with the first portion at Riverside Yard, Exeter. *Steve Thompson*

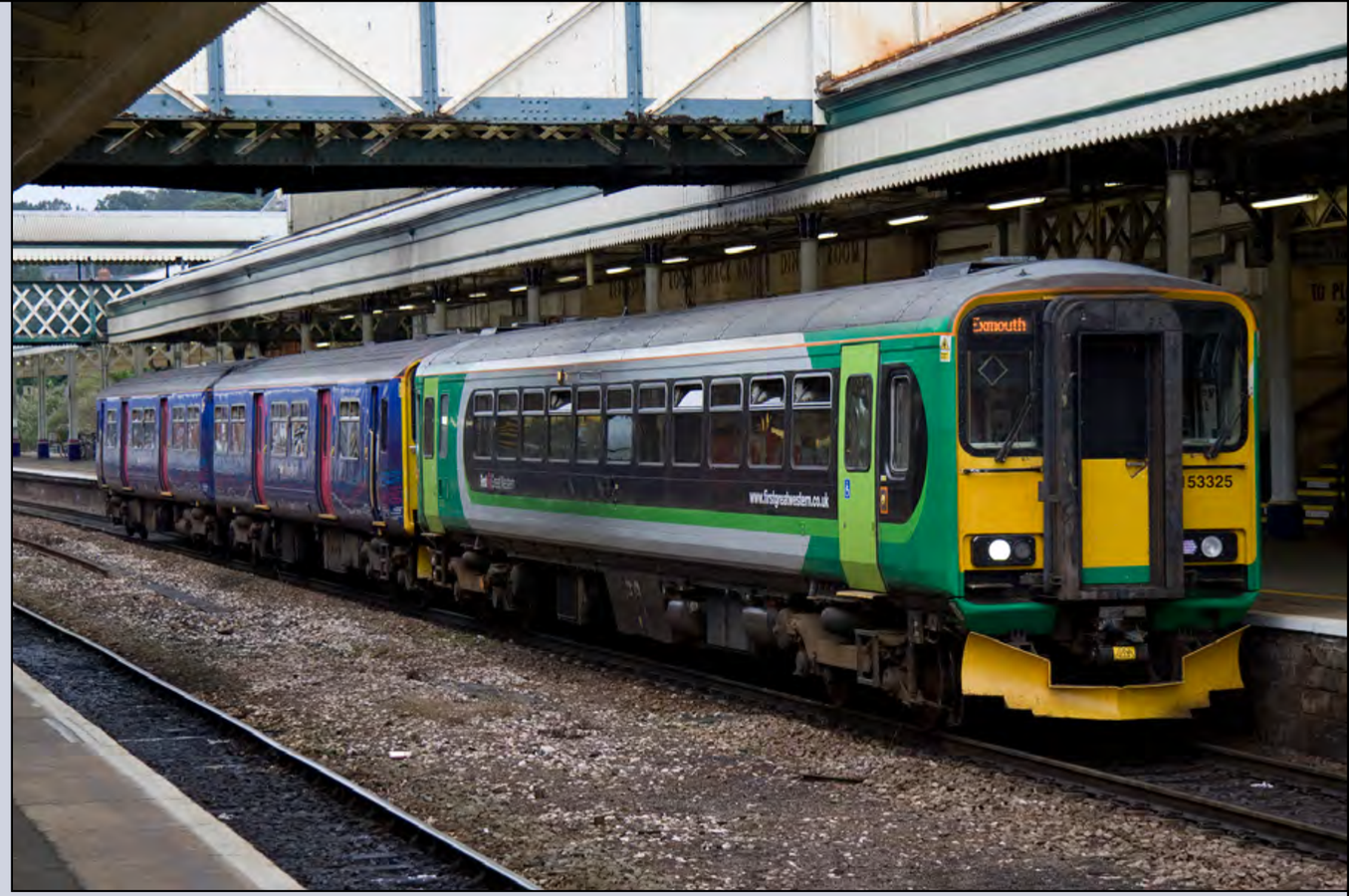
Occasional oddities do turn up on the sea wall, such as this on August 8th, when First Great Western HST power cars Nos. 43138 and 43154 were used to take a single Mk3 coach from Plymouth to Bristol.
Richard Hargreaves

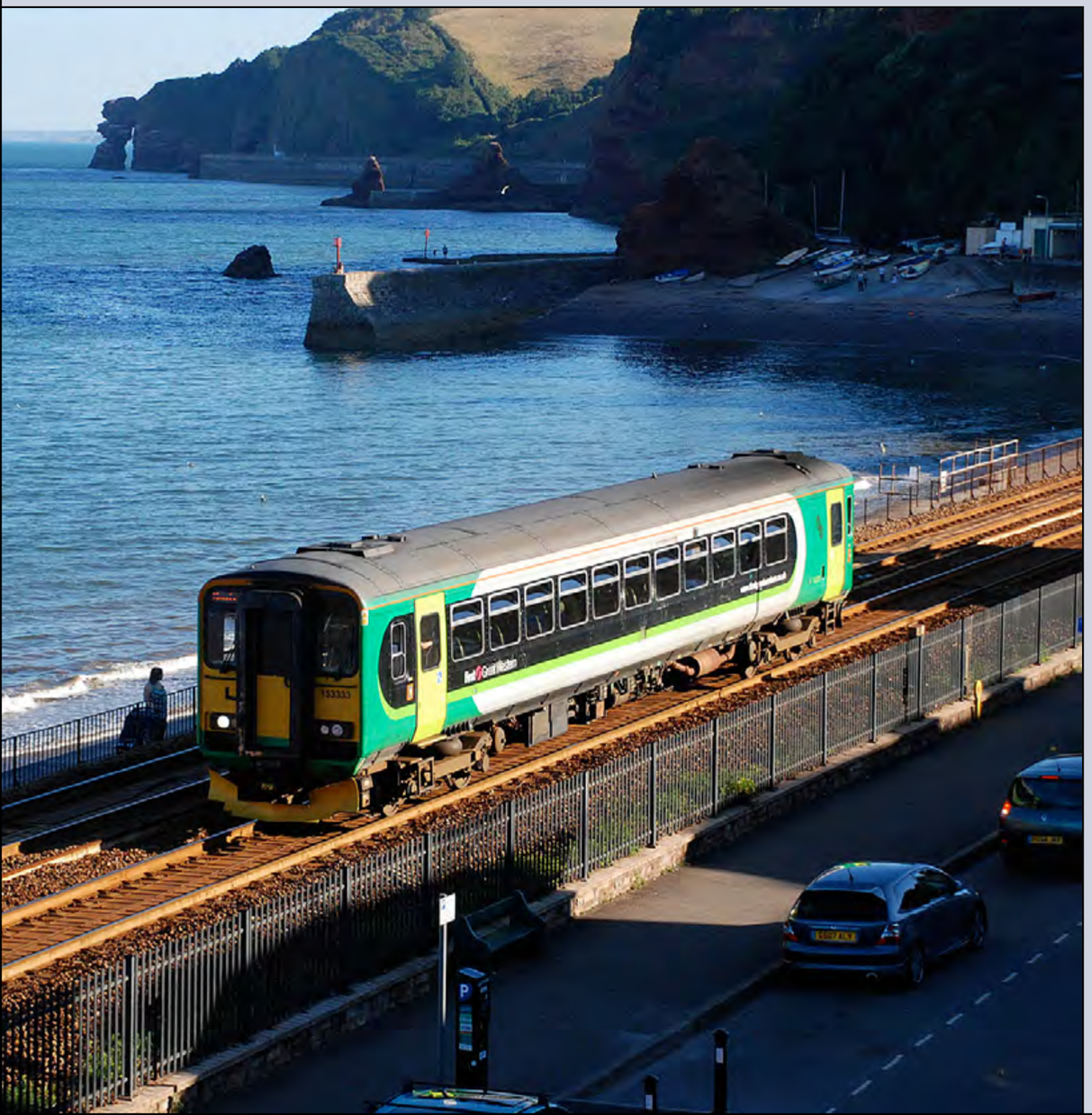
On August 6th, First Great Western's HST power car No. 43159 leads a London Paddington - Penzance working along the sea wall at Dawlish.
Richard Hargreaves

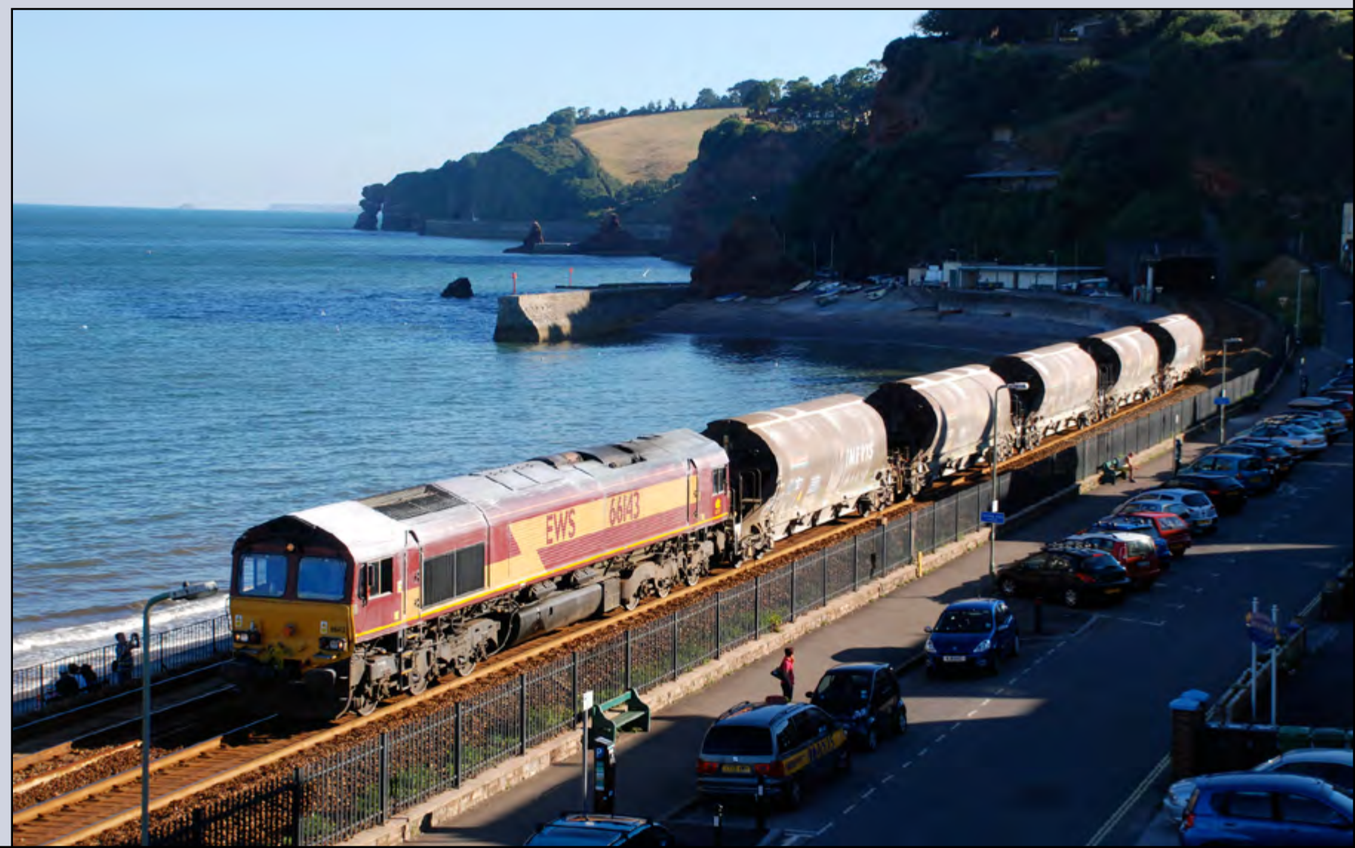
Top Right: Class 153 325 is one of a couple of ex London Midland Class 153s that have remained in the London Midland livery but have First Great Western branding. The unit is seen here at Exeter St. Davids with Class 150 234 working a service to Exmouth on August 4th. ***Richard Hargreaves***

Bottom Right: On August 1st, Class 66 143 heads through Dawlish working the 6C53 Parkandillack to Exeter Riverside, its roof now betraying its origin. ***Steve Thompson***

Below: First Great Western's other ex London Midland Class 153, No. 153 333 shows off it's attractive livery while working 2E46 Plymouth - Exeter through Dawlish on August 1st. ***Steve Thompson***







From the Archives

DB Class 215 036-5
is seen at Koln Hbf on June 1st 1983.
Dave Felton

OBB Class 1044.007-1 is seen at St. Pölten on June 22nd 2004 with a local service from Amstetten. *Class47*

DB Class 111 Electric Locomotive
No. 111 111-1 is seen at Dusseldorf
Hbf on June 1st 1983. *Dave Felton*

The SNCB Class 11 locomotives are dual-voltage (1500 V DC and 3000 V DC) with a design based on single-voltage Class 21 locomotives. This is No. 1192 arriving into Amsterdam on February 9th 2002. *Brian Battersby*