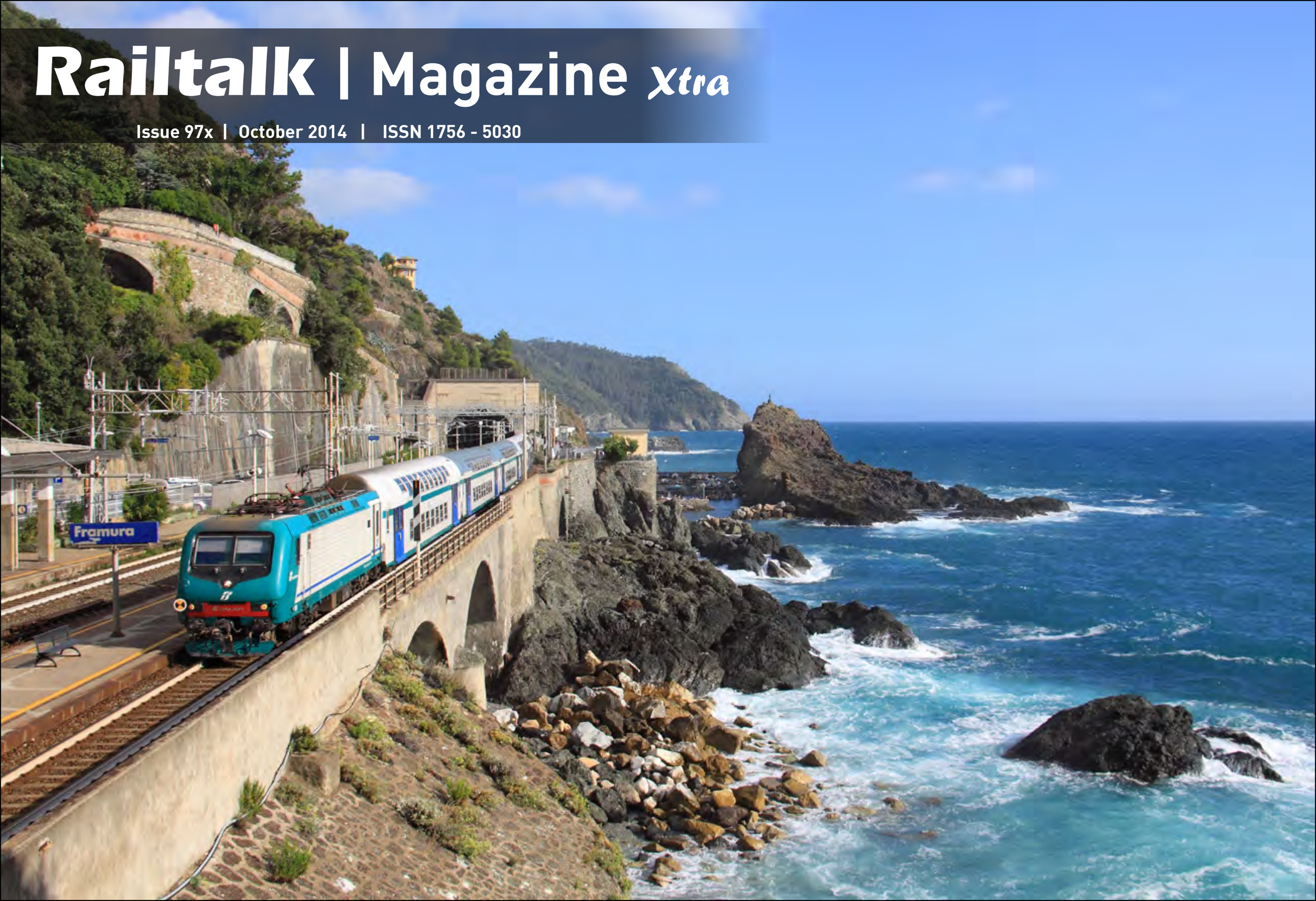
Railtalk | Magazine *Xtra*

Issue 97x | October 2014 | ISSN 1756 - 5030



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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.

Welcome to Railtalk Magazine Xtra, which compliments the main Railtalk magazine and features photos and news items from around the world.

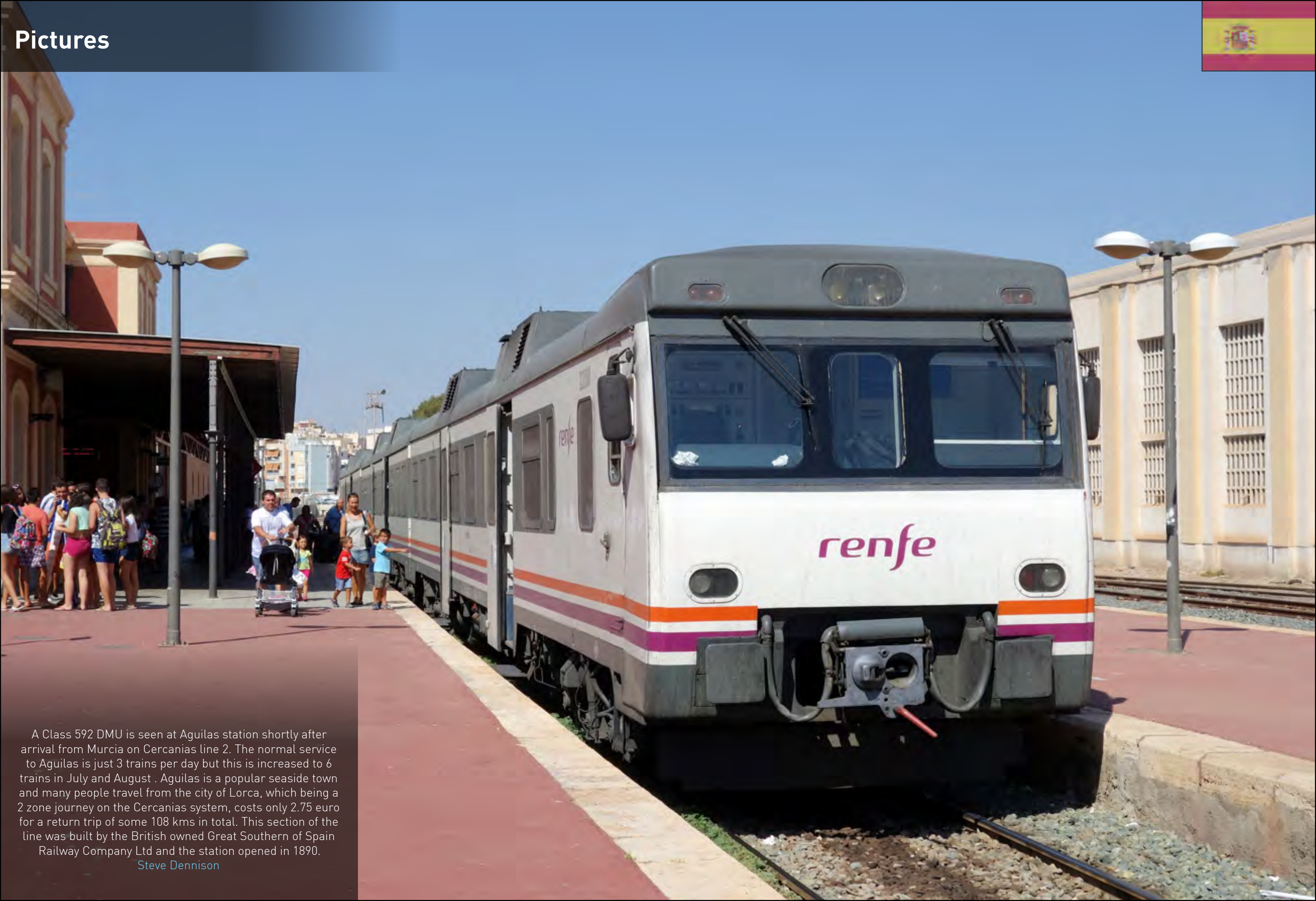
Well another month has flown by and what a busy one it has been. With many of the major companies making announcements at Innotrans this month, you will find a bigger than normal news section. Business seems to be booming with companies either placing orders for locomotives or rolling stock which although is good for the economy and the 'normal' traveller, it also means the end of some favourite classes and I would assume that more and more trains will become units instead of loco and stock. With the end of September also comes the end of the summer timetable and all those additional services. I was fortunate to be in Czech for the last weekend of the summer timetable and the additional Class 749 turns have now ceased for the year, one does wonder if these locos will return in 2015, as although they are very popular, both locos and stock are getting to an age and condition where sums of money will have to be spent to keep them going. Whilst on the subject of Czech, I was also over there for their annual 'Railday' celebrating the railways. Many events were put on and there were also quite a few steam and diesel specials running. But the most amazing thing was that many of the events were totally free. Well done to Ceske Drahy and CD Cargo along with quite a few other companies like SZDC and AZD Praha for a very enjoyable weekend. It's a pity that the UK doesn't also celebrate with such style.

Our 'From the UK' section this month features a visit to the Derby Etches Park open day, and just a quick mention to East Midlands Trains for putting on such a great event. Open days in the UK are sadly too few these days.
Anyway 'till next month and as always keep sending in the photos. If you are going on holiday please don't forget to take 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: Ken Abram, BVT, Brian Battersby, Mark Bearton, Mark Bennett, Steve Dennison,Dave Felton, FrontCompVids, Paul Godding, Carl Grocott, Richard Hargreaves Dave Harris, Stuart Hillis, Keith Hookham, Richard Jones, Anton Kendall, Steve Madden, Phil Martin, Lewis Mitchell, Mike Morant, Chris Morrison, Gerald Nicholl, Chris Perkins, Mark Pichowicz, Andy Pratt, Gary Smith, Laurence Sly, Railwaymedia, Steamsounds, and Steve Thompson.

Front Cover: On August 27th, FS Class E464.521 passes Framura whilst working Regional train No. 11212, 16:39 S. Stefano di Magra - Ventimiglia. Laurence Sly
This Page: An immaculate LWB Class 225.101 leads 225.806 through Bremen Hbf. Paul Godding



A Class 592 DMU is seen at Aguilas station shortly after arrival from Murcia on Cercanias line 2. The normal service to Aguilas is just 3 trains per day but this is increased to 6 trains in July and August . Aguilas is a popular seaside town and many people travel from the city of Lorca, which being a 2 zone journey on the Cercanias system, costs only 2.75 euro for a return trip of some 108 kms in total. This section of the line was built by the British owned Great Southern of Spain Railway Company Ltd and the station opened in 1890.

Steve Dennison

Trenitalia's Class E403.010 passes Zoagli whilst working train No. IC511, 11:05 Torino P.N. - Salerno on August 28th. Laurence Sly

On August 2nd, preserved Class 715.001 is seen working a special between Korenov and Harrachov. Gary Smith

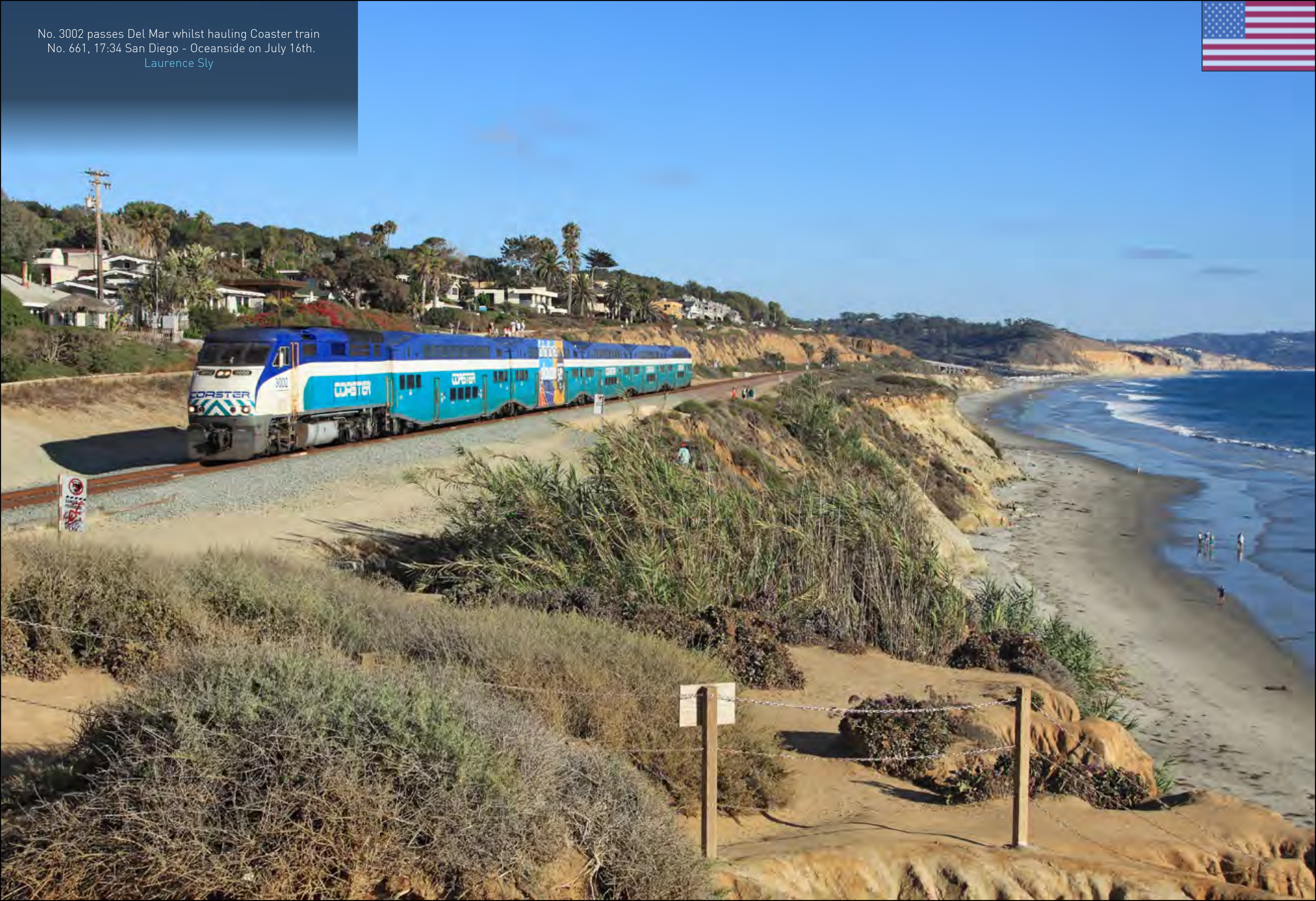
On August 4th, Ceske Drahy's Class 363.129 passes through Praha Vysehrad with an Alex working to Praha hl.n.. Gary Smith

BLS loco's Nos. 171 and 190 lead a freight working through Silinan. Class25

VUZ Preserved Class 751 No. T478-1010 (751.010) stands at Liberec whilst working a charter on August 2nd.
Gary Smith

On August 25th, Renfe's Class 252.070 prepares to take over Talgo No. 264, 12:55 Catagena - Barcelona Sants from Class 334 008 at Alicante. Mark Pichowicz

No. 3002 passes Del Mar whilst hauling Coaster train No. 661, 17:34 San Diego - Oceanside on July 16th.
Laurence Sly



On August 31st, a Class 596 single car diesel unit is about to change direction and enter Murcia del Carmen station after moving out of the sidings. It will form a service to Cartagena.
Steve Dennison

A pair of Crossrail locos, Nos. 485.012 and 486.505 head an intermodal working through Gurtnellen. Class25

One of the few remaining Class 749 hauled services is the weekend trip from Cercany to Zruc nad Sazavou. On August 3rd, Class 749.006 stands at Kacov with the return working to Cercany. Gary Smith

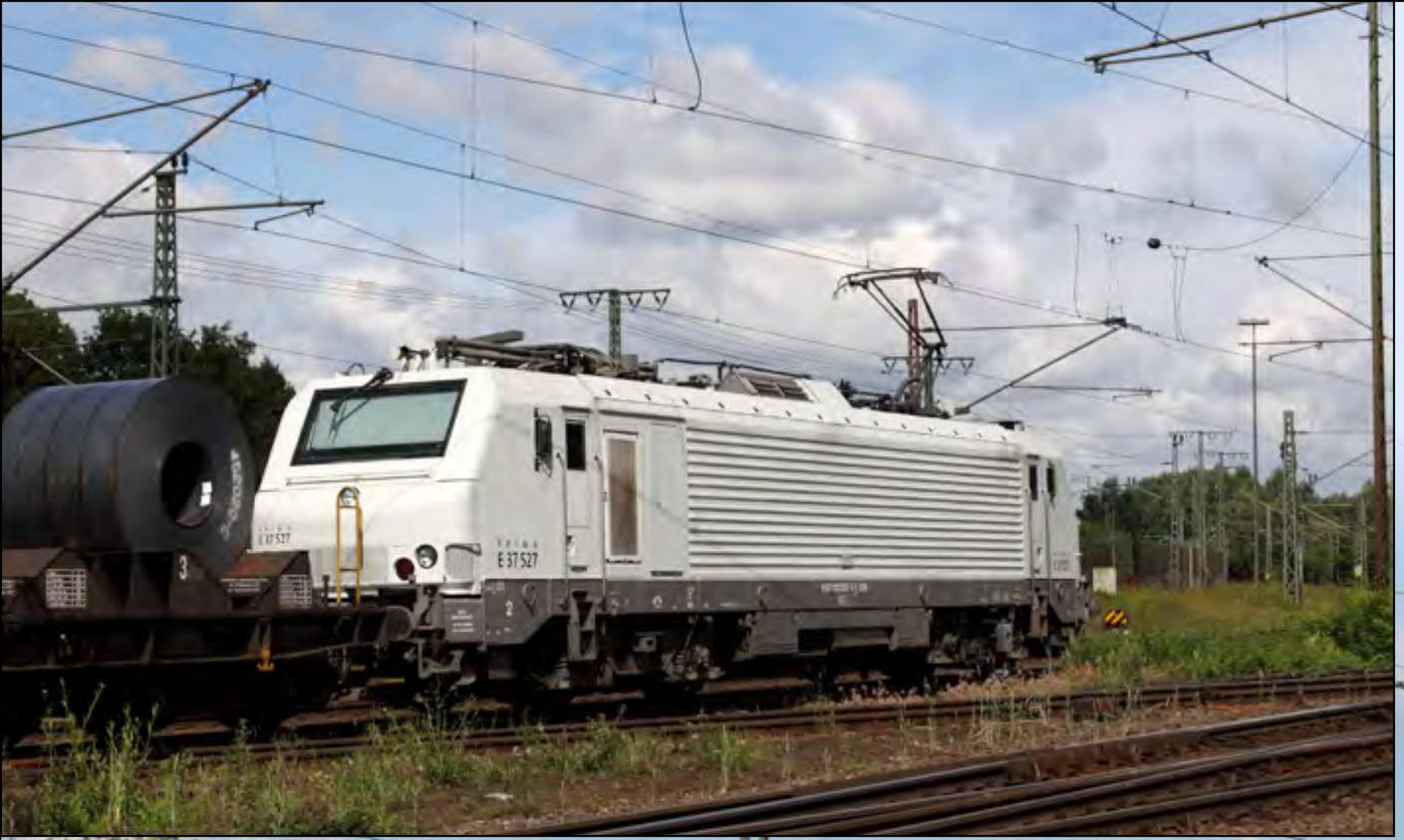
Trenitalia's Class E444.026 crosses the viaduct at Zoagli whilst working train No. IC680, 16:37 La Spezia Centrale - Milano Centrale on August 28th. Laurence Sly

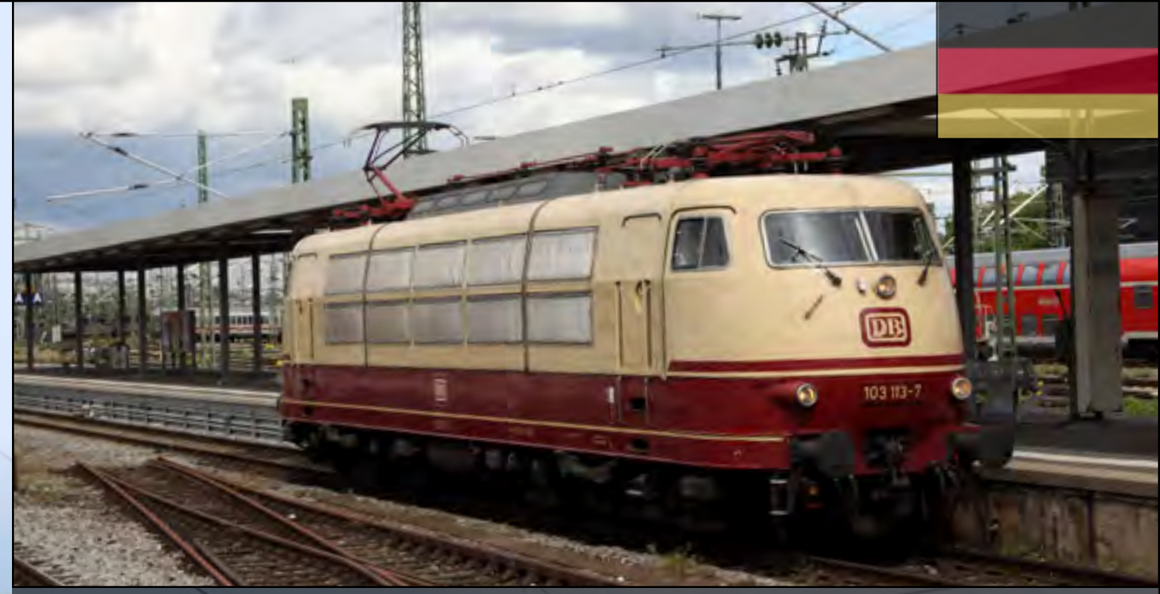
HZ'z Class 2044.020 is seen at Zeljeznicki kolodvor Split on August 13th working the 22:04 sleeper to Zagreb.
Brian Battersby

Coaster No. 3002 departs San Diego heading for Oceanside whilst working train No. 657 on July 17th. Laurence Sly

An SBB postal train passes through Erstfeld on with Re 4/4 II No. 11251 in charge. Class25

Freccia Bianca train No. 35772, 11:57 Roma Termini - Milano Centrale passes Manarola on August 5th.
Laurence Sly





Above: Heritage Class 103.113 backs onto its next working at Stuttgart on May 11th. Paul Godding

Left: Akiem's Alstom Prima No. 37527 passes through Lehrte on June 12th with a train of steel coils. Paul Godding

Main: DB's Class 101.133-7 passes through Hunfeld on May 16th with an IC working heading for Frankfurt. Paul Godding

Hz's Class 2062.113 hauls a mixed freight through Split Predgrade on August 21st. Brian Battersby

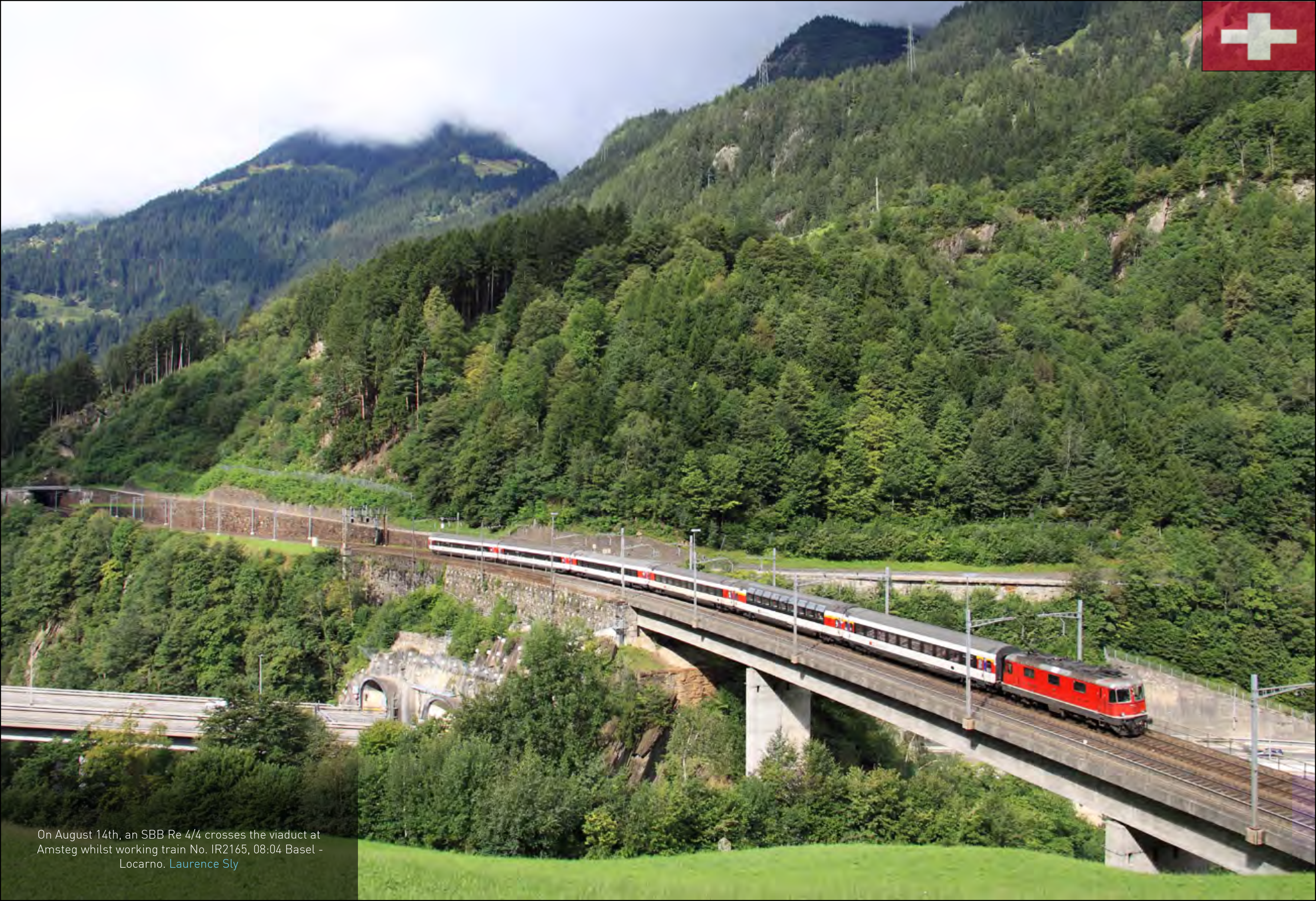
HVLE's Class 185.583 passes through Bremen Hbf on June 11th with a train of covered steel carriers.
Paul Godding

A Class E444 passes Manarola whilst working train No. IC684, 16:10 Grosseto - Milano Centrale on August 5th.
Laurence Sly

A view of a busy Dresden station on August 1st.
Gary Smith

DB's Class 143.073 arrives at Boppard Hbf on one of the two-hourly Koblenz to Frankfurt Regional Express services that are currently operated by BR 143s in top and tail mode with four double deck coaches (Class 143.194 was out of sight on the rear). Mark Bearton

SBB Re 4/4 II No. 11196 disturbs the sheep as it speeds through Gurtnellen. Class25



On August 14th, an SBB Re 4/4 crosses the viaduct at Amsteg whilst working train No. IR2165, 08:04 Basel - Locarno. Laurence Sly

Kombi Verkehr's Class 185.665 heads an intermodal working through Oberwesel. Paul Godding

A Crossrail intermodal train, with Class E185.596 leading, heads south past Silenen on August 14th. Laurence Sly

The daily postal train rounds Wassen Curve with SBB Re 4/4 II No. 11251 in charge. Class25

SNCF's Alstom BB No. 36018 speeds through Gent St. Pieters with a freight working. Class47

The Y1 is a diesel-hydraulic locomotive standard gauge railcar which is classified as series 7122 on the Croatian Railways. Second-hand examples begun arriving from Sweden in 1996, and now total around 20. No. 7122.007 is seen here departing Split Predgrade on August 21st.
Brian Battersby

A rather smart 0-6-0 shunter, built in the 1960s by CKD, No. T334.0161 is seen at the Velim test track. In the distance can be seen several DB Class 245 TRAXX locos here for testing. Andy

A pair of Crossrail Class 185s Nos. 185-903 and 185-904 haul a container train round Wassen Curve. Class25

The RegioSwinger was first manufactured by Adtranz in Hennigsdorf, and was introduced to Croatia with Croatian Railways as Hz Class 7123 or InterCity Nagibni (ICN) in 2004. The public shortened that name, so it caught the nickname Nagibni (swinger) in Croatia. This is No. 7123.008 departing Split Predgrade on August 21st. Brian Battersby

GJW Praha owned and operated Class 721.540-3 stands at Kladno with a single ballast wagon. The loco was stabled here whilst track repair work was being undertaken further up the line. Andy

SNCB Class 21 No. 2112 is seen arriving into Gent St. Pieters with a local service from Bruxelles. Class47

On August 29th, Class E444.091 passes Zoagli whilst working train No. IC505, 06:33 Ventimiglia - Roma Termini.
Laurence Sly

Now in private ownership the former DB Class 139.287-7 heads through Kaub with a rake of vans. Paul Godding

A GTS Rail Class E483 passes Monterosso whilst hauling Oceanogate intermodal train No. 54024 from Spezia to Melzo Scalo on August 7th. Laurence Sly

Trenitalia Class E444.090 passes Framura whilst working train No. IC680, 16:37 La Spezia - Milano Centrale on August 27th. Laurence Sly

Above: On September 11th, FS E444-084 is seen hauling an Inter-City train at Chiavari, on the Genoa - La Spezia line. Martin Hill

Left: On September 7th, Trenord Class E464.548 is seen at Milano Centrale. Martin Hill

Main: Trenitalia's Freccia Rossa and Freccia Blanca trains are pictured at at Milano Centrale, September 7th. Martin Hill

Still carrying the Railion branding, vintage Class 155.271-0 hauls a coal train through Lehrte. Paul Godding

On August 28th, FS Class E652.003 passes Zoagli whilst working freight train No. 56328 from Lucca to Chiasso.
Laurence Sly

A Class E402b passes Monterosso whilst working train No. C35810, 06:30 Salerno - Torino P. Nuova, on August 8th.
Laurence Sly

One of many built by the October Revolution Locomotive Works in the 1970s, DB Class 233.321-9 hauls an infrastructure train into Lehrte on June 12th. Paul Godding

CD 'Goggles' Class 750.707-2 stands in Praha Masarykovo ready to work on of the many services out of this station that are diesel hauled along the line to Rakovnik. A highly recommended journey during any visit. Andy

SBB Cargo's Class 482.036 heads into Lehrte with a rake of Innofreight containers. Paul Godding

A pair of DB TRAXX locomotives pass Silenen whilst hauling freight train No. 41051 from Wuppertal to Piacenza. The leading locomotive is No. E185.117. Laurence Sly

The Glacier Express lead by HGe 4/4II No. 105 is seen at Hospental. Class25

Regionova Class 814.123 DMU, rebuilt from a Class 810 stands at Kladno, having arrived on a local service from Kralupy. Andy

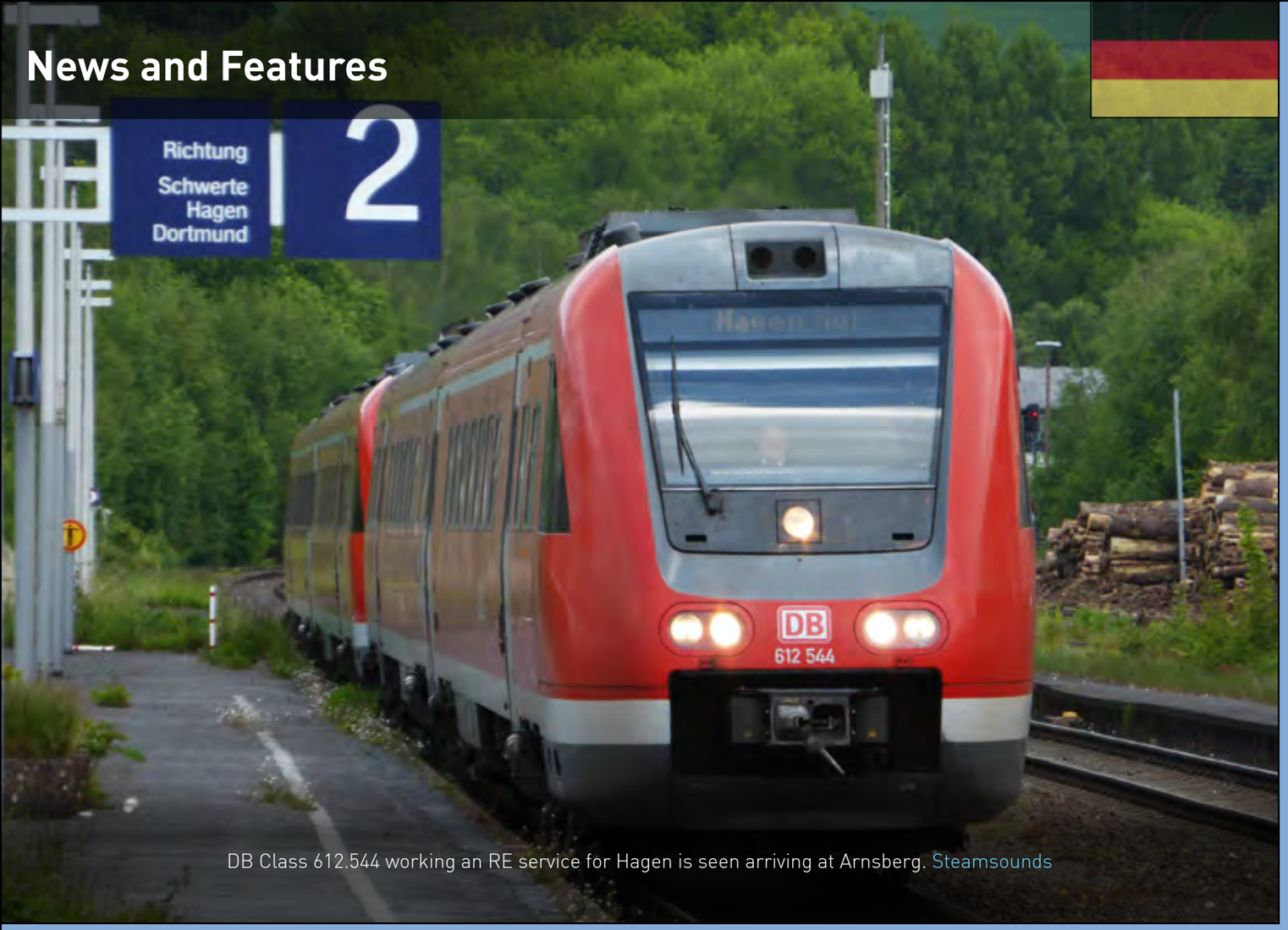
SBB's Class 460.026 passes Silenen whilst working train No. IR2177, 14:04 Basel - Locarno on August 12th.
Laurence Sly

FS Class E655.165 hauls a northbound freight train through Monterosso on August 7th. Laurence Sly

CD's Class 242.236 stands at Bratislava hl. st. having arrived with train No. R832 from Zvolen os. st. on June 22nd.
Steamsounds

Tatra T3R.P tram No. 8228 calls at Masarykovo Nadrazi whilst working a line 3 service to Nadrazi Branik. Class47

A Düsseldorf tram, heading for Neuss is seen at the Hbf. Steamsounds



DB Class 612.544 working an RE service for Hagen is seen arriving at Arnsberg. Steamsounds

Alstom to develop a new emission-free train for passengers in Germany

Alstom has signed Letter of Intents with Landers of Lower Saxony, North Rhine-Westphalia, Baden-Württemberg, and the Public Transportation Authorities of Hesse, for the use of a new generation of emission-free train equipped with fuel cell drive.

The German Federal Ministry of Transportation intends to support the development of the train. Two prototypes will be tested in 2018.

This new train will be equipped with fuel cell drive – a device that converts the energy from a fuel into electricity through a chemical reaction. This technology has already been proven on the automotive industry.

The new train will be based on Alstom Coradia regional train. It will be completely emission-free and its noise level will be drastically reduced.

Furthermore, through the use of energy storage, as well as intelligent energy management system and a cost competitive fuel, the new train will consume less energy compared with a conventional diesel multiple unit.

"This new generation of train with fuel cell technology is the first in the world for passenger transportation. In times of increasing costs for energy and higher level of pollution, the development of a completely emission-free train is key. We are proud that prominent partners are supporting and sharing our vision of the railway transportation of the future" says Henri Poupart-Lafarge, President of Alstom Transport.

The new trains will be developed and manufactured at Alstom Salzgitter site in Germany, the competence centre for regional trains.

Alstom launches the latest evolution of its Citadis tramway: Citadis X05

Alstom launched the latest evolution of its Citadis range at InnoTrans, the world's biggest railway tradeshow which took place in Berlin from 23-26 September. Alstom's Citadis tramway was upgraded to deliver extra configurations, capacity, flexibility, speed and an enhanced passenger experience.

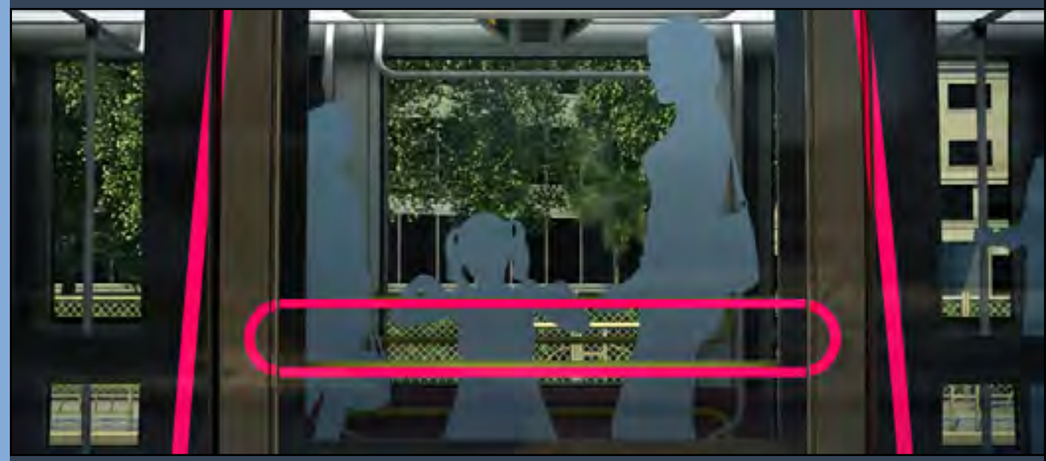
"Alstom's Citadis tramway has been at the core of multiple city renewal projects since 1997. Citadis X05 is based on this 17-year proven track record, with over 1,800 Citadis sold worldwide. The research into the new evolution of Citadis took into account Alstom's product improvement policy as well as the return on experience from customers" said Bernard Dailly, Vice-President Light rail vehicles.

thanks to the broad choice of lengths (24 to 44m) and new design options. Cities can still design their own livery and nose and can now also choose from different external and internal LED lighting systems.

A configurator application available on ipads, has been developed to allow Alstom commercial teams to show customers the different options they could choose. Passenger experience has been at the heart of the product development phase. Alstom now offers double doors all along the vehicle, a wider central aisle for greater accessibility and an increased number of seats while still maintaining capacity.

The surface area of the tram covered by glass has been increased by 12% thanks to the 'balcony concept ' in suspended modules allowing the passenger to enjoy its travel across the city.

Citadis X05 is still environmentally friendly and REACH compliant.



Citadis X05 integrates new technologies such as permanent magnet motors which reduce energy consumption, and easier sub-system integration and maintenance which decrease lifecycle costs. Citadis X05 will be faster, able to run at around 80 km/h, allowing operators to increase distances between stops on the outskirts of cities. Two catenary-free solutions will be offered: besides the proven APS technology, Alstom now offers full on-board autonomy systems.

Citadis X05 will provide more flexible customer options than ever before, notably

All paints are water-based and it uses 10 times less energy than a car. Moreover, the new motors will allow the electrical brakings to be more powerful.

As of today, over 45 cities in 14 countries across the world have chosen an Alstom Citadis tramway solution, over 1,800 vehicles have been sold and more than 1,500 are in commercial operation. They have transported 5.4 billion passengers around the world.

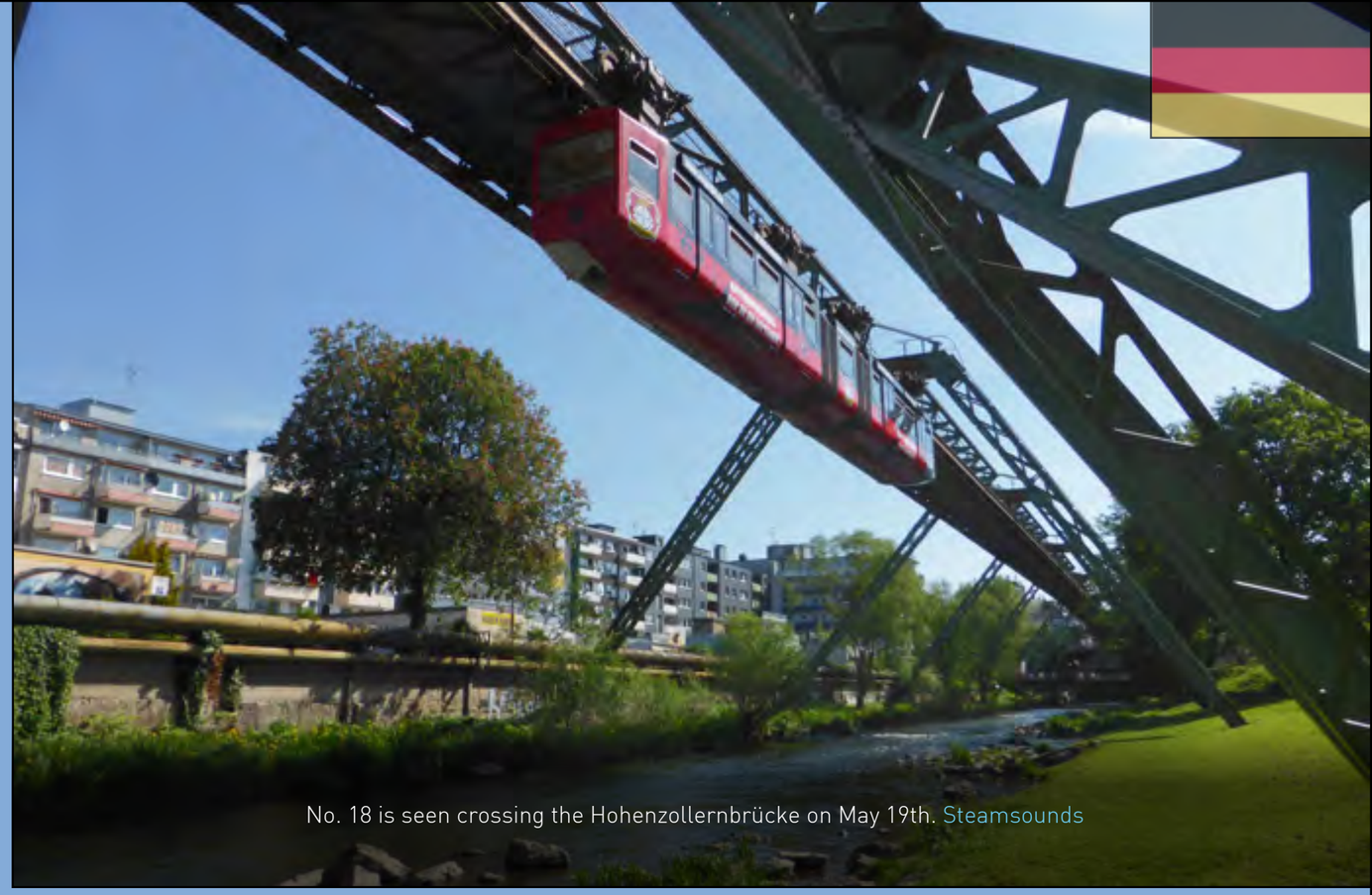
Pendolino High Speed trains certified in Poland for up to 250 km/h

Alstom has already delivered on time 16 trainsets, out of the 20 ordered in May 2011. The Pendolino high speed trains will circulate from and to cities like Warsaw, Gdynia, Kraków as from December 2014. The trains will be maintained at Alstom's Train Technical Service Centre in Warsaw. This facility, located in Olszynka Grochowska, is equipped with the most high-tech rolling stock servicing tools in this part of Europe.

Designed to run at up to 250 km/h on both high-speed and conventional lines, Pendolino is one of the world's best-selling high speed train (500 trainsets sold). Certified to operate in 14 countries and to cross seven European borders, this range of trains is designed to offer excellent passenger comfort and seamless international travelling. With a 25-year return of experience in commercial service and an R&D programme designed to further optimise its performance, this Alstom high-speed train is able to address the needs of all regions worldwide - including Russia, CIS and Asia - willing to develop high-speed transport.

On 11th September, the Polish Office of Rail Transport - responsible for supervision over the railway sector's safety in Poland - has certified Pendolino train for up to 250 km/h. It has also confirmed that Pendolino train is compliant with Polish signalling system and European ERTMS level 1. The compliance with ERTMS level 2 will be subject of further certification process. This milestone occurs after Pendolino train reached a high-speed record of 293 km/h in Poland.

"Alstom's Pendolino trains are successfully expanding internationally and will now provide Polish passengers with superior standards of travelling" said Andreas Knitter, Vice President of Alstom Transport Europe.



No. 18 is seen crossing the Hohenzollernbrücke on May 19th. Steamsounds

Alstom launches HealthHub, an innovative tool for predictive maintenance

Alstom has launched HealthHub, a new predictive maintenance tool able to monitor the health of trains, infrastructure and signalling assets using advanced data analytics to predict their remaining useful life.

It is an innovative approach designed to shift from traditional mileage-based maintenance to condition-based predictive maintenance, thus reducing the lifecycle cost for the operator.

HealthHub is supported by various high technology data capture solutions such as TrainScanner, an automated diagnostics portal capable of measuring the condition of three key consumables of a train as it moves through the portal: wheels, brake pads and pantograph carbon strips.

It allows up to 15% of material costs to be saved by replacing them only on an as-needed basis. For infrastructures, TrackTracer will allow similar monitoring of the track and catenaries.

"HealthHub strengthens the implementation of the "pit-stop" approach by anticipating maintenance activities. Everything is ready when the train arrives so that maintainers can complete the tasks swiftly and without waste. It has been specifically designed to issue recommendations to carry out the tasks that are actually needed, at the moment they are required. For our customers, the advantages are multiple: they optimise their fleet-size thanks to the increased train availability, the time in depot is reduced and the total lifecycle cost is lowered" says Laurent Fromont, Alstom Transport Vice-President Services.

Alstom already has significant experience in using remote condition monitoring of trains to optimise operations and maintenance and over 25 fleets have been equipped since 2006.

This first real predictive maintenance application, HealthHub with TrainScanner, is undergoing a series of tests and will be in service at the end of 2014. This first version of HealthHub will be upgraded in the near future with new data analysis tools.

Alstom to deliver Australia's first fully-automated rapid transit trains

Alstom will deliver Sydney's new generation of rapid transit trains as part of the North West Rail Link, Australia's first fully-automated rail network and Australia's largest public transport project.
Under the operations contract for the North West Rail Link, awarded to the Northwest Rapid Transit consortium, Alstom will be responsible for the project management, design, supply, manufacturing, testing and commissioning of the rolling stock and signalling systems.
Alstom will supply 22 six-car fully-automated Metropolis train sets and the Communications Based Train Control (CBTC) signalling system.

Under the contract, the North West Rail Link is expected to open in 2019. "Alstom's Metropolis and computer based train control signalling systems are based on proven platforms that have been adapted to the specific needs of Sydney which will ensure fast, safe and reliable services to the residents of Sydney's North West", said Bernard Joyce, Managing Director of Alstom Transport in Australia and New Zealand. Alstom's Metropolis is a world leading, proven, safe and reliable train that serves many of the great global cities including Amsterdam, Barcelona and Singapore, with more than 10 years of operational experience in fully-automated operation. More than 4000 cars have been sold in over 40 cities.

The streamlined design for Sydney's rapid transit trains has been developed to meet the needs of customers in Sydney. The trains will include 3 double-doors per car for improved access and passenger flows, large windows, ambient LED lighting. They will also have the highest levels of customer safety including constant CCTV monitoring, emergency intercoms and the latest way-finding aids for customer information and real time travel information. The system will be equipped with Alstom's world leading computer based train control system, Urbalis 400, which minimises the time stopping at stations and the times between each service – ensuring a comfortable and reliable journey for all passengers.

The North West Rail Link further strengthens Alstom's position as a leading supplier of railway infrastructure for the Australian market. The NRT consortium, made up of MTR Corporation (Australia), John Holland, Leighton Contractors, UGL Rail Services and Plenary Group, have been awarded the Operations, Trains and Systems (OTS) contract from Transport for New South Wales (TfNSW), the State's public transport authority, to supply and operate the new rapid transit system.

A new generation of shunting locomotives featuring hybrid technology is launched

Deutsche Bahn AG and Alstom unveiled the first of a new generation of H3 hybrid shunting locomotives at InnoTrans 2014, the leading trade fair for transport technology, in Berlin.

Starting in 2015, five locomotives will be tested to verify the technical and economic readiness of the train in 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.

The tests will be done in Franconia at DB Regio's sites in Würzburg and Nuremberg over an eight-year period.

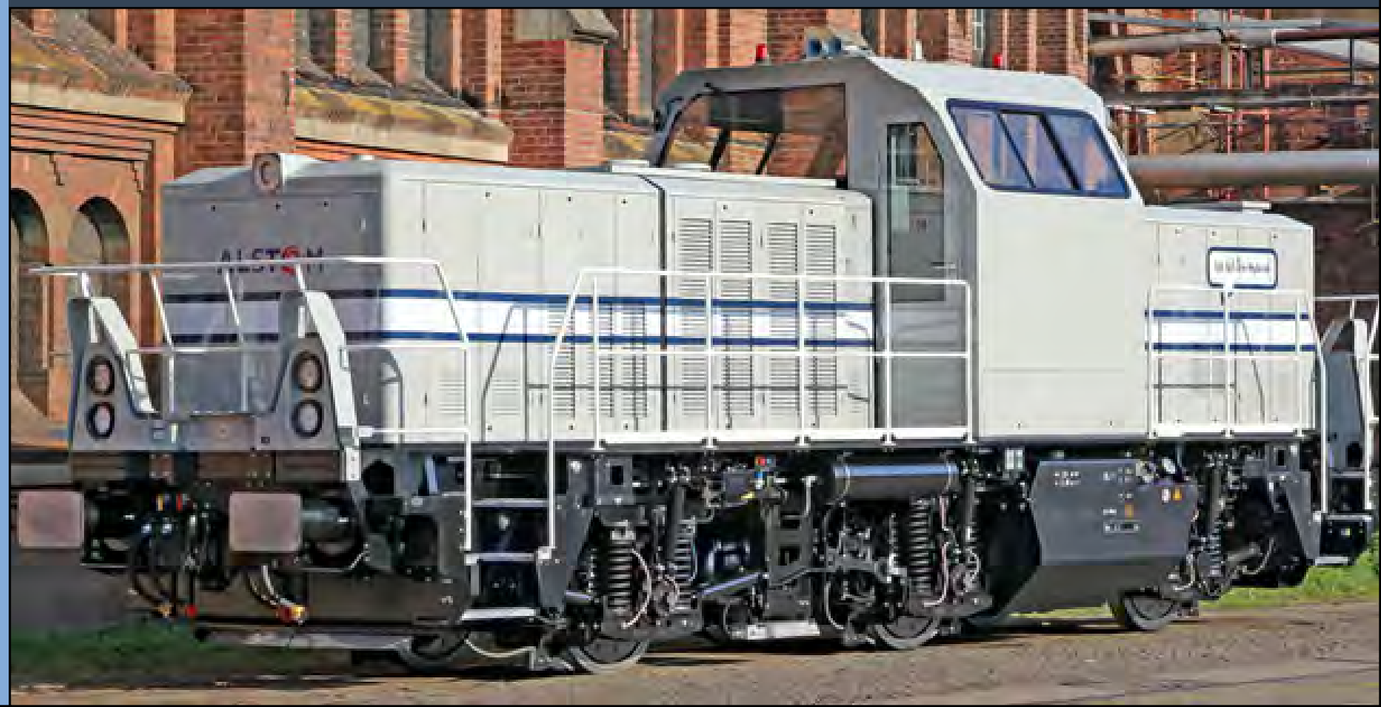
The three-axle H3 hybrid locomotive is environmentally friendly. It consumes up to 50% less fuel than conventional shunting locomotives and cuts pollutant emissions by up to 70%. Noise emissions are also significantly reduced.
The 350 kW diesel generators meet the requirements of exhaust gas standard stage IIIB and are prepared for future exhaust gas standards. Depending on the use, the hybrid locomotive will run between 50% and 75% in battery mode.
This makes emission-free rail transport possible in urban contexts. The locomotive can reach a maximum speed of around 100 km/h.

"With the use of this new generation of hybrid locomotives, we are taking an important step towards making this environmentally friendly drive technology ready for series production", explains Dr Heike Hanagarth, Director of the Management Board of Deutsche Bahn AG's Technology and Environment division.

"Our newly developed shunting locomotive is based on a low-consumption, environmentally friendly hybrid drive concept, which also makes zero emission operation possible. This unique concept guarantees flexibility as well as profitability for our customers", says Andreas Knitter, SVP of Alstom Transport Europe.

The hybrid locomotive is being used in the model region of Franconia for innovative drive technologies. This region is supported by the State of Bavaria, which is providing around 600,000 euros for the project.

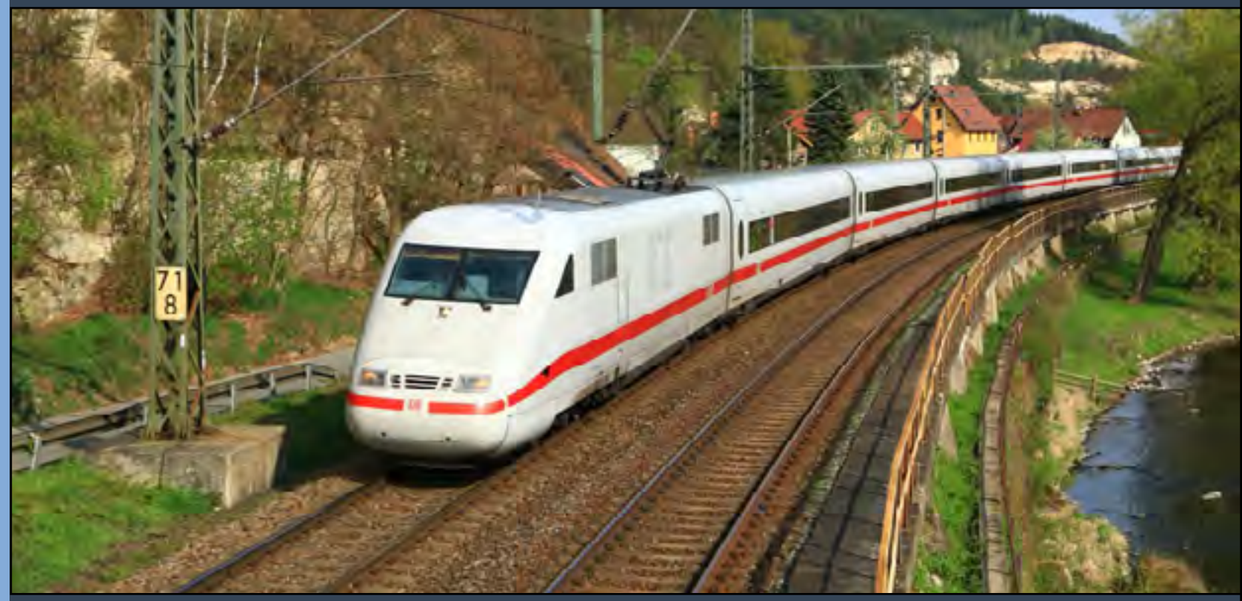
The H3-Hybrid project is an initiative of the Eco Rail Innovation (ERI) platform, which currently has 19 member companies.



DR 99.5902 is seen arriving at Wernigerode. Steamsounds

Alstom to equip Deutsche Bahn ICE trains with its ERTMS signalling solution

Alstom has been awarded a contract by Deutsche Bahn (DB) worth around 23 million euro to equip 40 first-generation ICE high speed trains with Atlas 200, its ETCS/ERTMS Level 2 signalling solution. The contract includes also a software maintenance contract over six years and an option to equip 19 other trains.



The ERTMS level 2 that will be installed, complies with the most recent Technical Specifications for Interoperability and with 'Baseline 3 maintenance release 1' – a standard that will be in force in Europe as from July 2015. Equipped with the new system, the train will be able to run from Berlin to Munich in four hours instead of the current six.

"This order proves our contribution to the interoperability of European rail transport" says Dr. Martin Lange, the member of the board of Alstom Deutschland AG responsible for transport. "With this award, Alstom is now equipping nearly the entire Deutsche Bahn's intercity fleet with ERTMS Level 2 and is pleased to be contributing to the improvement of the rail network and making it more fluid".

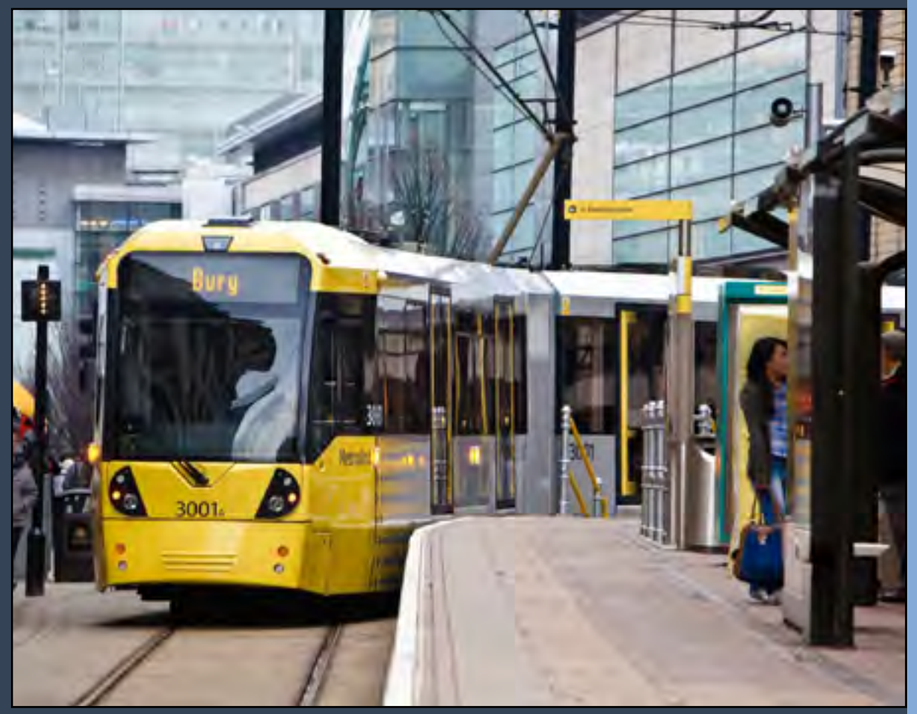
"The first newly equipped ICE 1 trains will be circulating again from December 2017 at the connection from Berlin – Leipzig/ Halle (Saale) – Erfurt – Nuremberg – Munich. Our travellers will profit from a travelling time of about four hours between Berlin and Munich", said Andreas Busemann, Director Production at DB Fernverkehr. "Furthermore, some trains will also operate as far as Basel and throughout Switzerland under ERTMS Level 1 mode 'Limited Supervision', which is set to be introduced there in 2017".

Atlas 200 is a signalling system developed by Alstom to introduce a single signalling system shared by all European Union countries. This facilitates border crossing, allows for more trains to circulate both freight and passenger, and at the same time, ensures maximum safety.
Today, more than 4,600 trains, in more than 110 different models, are being equipped with Atlas worldwide, amongst which more than 1,850 are in commercial service. In Germany, more than 90% of the ERTMS-equipped vehicles in active service are equipped by Alstom.

The project will be undertaken as a partnership between several Alstom sites: the ERTMS centre of excellence in Charleroi, Belgium (software development and adaption); Villeurbanne, France (hardware); the rolling stock construction and service sites in Salzgitter and Brunswick (vehicle integration and installation); and the leading project office in Berlin (project and approval management).

Bombardier to Supply 16 Additional Light Rail Vehicles to Manchester Metrolink in the UK

New option order for Manchester Metrolink brings the number of vehicles to 120
Bombardier Transportation plays a key role as Manchester continues to embrace green rail technology for urban transit



Bombardier Transportation, together with consortium partner Vossloh Kiepe, has signed an option to supply 16 additional BOMBARDIER FLEXITY Swift light rail vehicles (LRVs) to Transport for Greater Manchester's (TfGM's) Metrolink system. This option forms part of the contract signed with Greater Manchester Passenger Transport Executive (GMPTE now referred to as TfGM) in 2007 and is valued at approximately £34 million GBP (43 million euro, $55 million US), with Bombardier's share valued at approximately £25 million GBP (32 million euro, $41 million US).

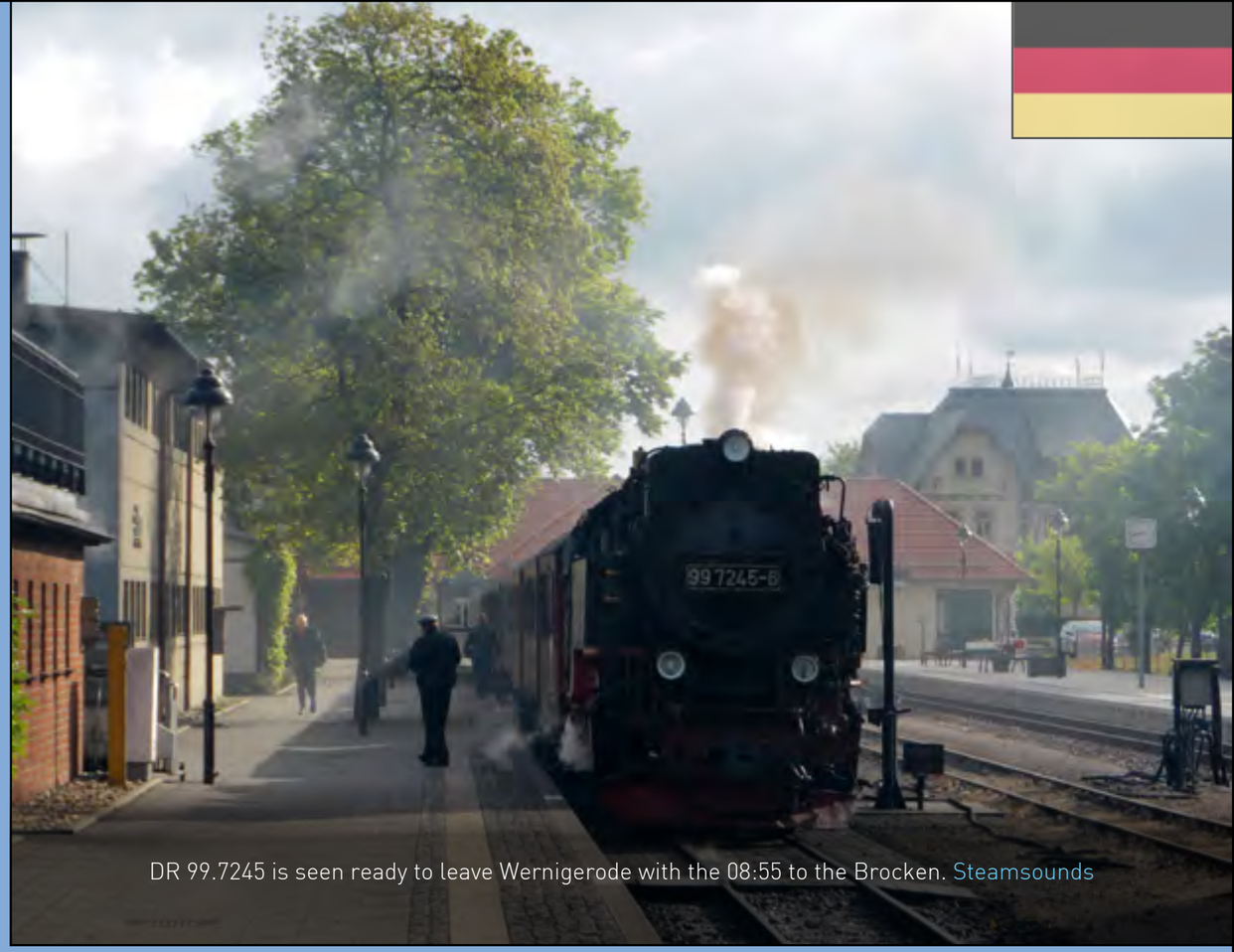
At 28.4 m long and 2.65 m wide, the LRVs for Greater Manchester can accommodate more than 200 passengers. Wide double-door entrances provide rapid passenger flow and multi-purpose areas accommodate pushchairs and wheelchair users. The vehicles' ease of maintenance and industry-leading reliability ensure unparalleled operational efficiency.

Bombardier's FLEXITY Swift light rail vehicles are TfGM's trams of choice for this ambitious project and are helping to relieve congestion in the Greater Manchester urban area. Since the first vehicles began operating almost five years ago, the FLEXITY Swift light rail vehicles have enjoyed great popularity with both passengers and Metrolink.

Commenting on the trams, Councillor Andrew Fender, Chair of the TfGM Committee said, "I am delighted we have been able to place this order, which will bring our fleet to 120 vehicles – a symbol of just how far our network has come since it opened in 1992 with just 26 trams. The expansion of the network has been a giant leap for Metrolink, and that leap has been matched by the far greater performance and quality of the new M5000 trams compared to the original, now-retired T68 vehicles."

Germar Wacker, President, Light Rail Vehicles, Bombardier Transportation said, "Our FLEXITY Swift light rail vehicles have proven to be a success with both the travelling public and the customer. We have an excellent relationship with Transport for Greater Manchester and are delighted to be able to further cement our partnership with this additional order."

Bombardier's FLEXITY Swift light rail vehicles operate successfully in cities around the globe. In total, Bombardier now has more than 3,500 trams and light rail vehicles in successful revenue service or on order in cities across Europe, Australia and North America.



DR 99.7245 is seen ready to leave Wernigerode with the 08:55 to the Brocken. Steamsounds

New owner makes Hector Rail even stronger

Hector Rail has since its inception in 2004 established itself as a powerful player in the rail market. With a strong customer focus, the business has grown to produce six million train kilometres annually. During the same time Hector Rail has invested over SEK 800 million (approximately EUR 90 million) in the loco fleet consisting of approximately 50 line haul locomotives. EQT Infrastructure II now enters as new majority owner of the company. EQT's ownership strengthens Hector Rail further and lays the foundation for further expansion and growth.

Hector Rail operates trains in Sweden, Norway, Denmark and Germany. Hector Rail's customers are large industrial and transport companies. For these customers cost-effectiveness and quality are crucial criteria when selecting transportation partners. Financial stability and sustainability are also of fundamental importance.

Together with EQT Hector Rail will be able to continue developing the attractive offering in the rail market. The change in ownership is highly beneficial for Hector Rail's continued expansion.

EQT views Hector Rail as a well-run business with a strong track record and an excellent reputation. EQT believes the railway will gain market shares going forward and has the ambition to realise substantial value creation opportunities together with the Company

The transaction is expected to close during the fourth quarter of 2014 after customary anti-trust approvals.

1’000th FLIRT train travels in Helsinki

The 1,000th FLIRT train by Stadler Rail will travel in Helsinki’s commuter railway system. The Finnish company Junakalusto Oy has ordered another 34 FLIRT trains, thus exercising the second option of the contract dating back to 2006. The first 32 trains have been operating successfully for years now. Delivery of the first option of nine further FLIRT trains will be concluded on time in November. The trains are especially robust in severe winter conditions such as those experienced in Finland. The order value of the second option amounts altogether to around EUR 200 million, and the delivery will take place between the beginning of 2016 and the spring of 2017. With this order, Stadler Rail will now have sold 1,018 FLIRT trains.

Junakalusto Oy was founded as a rolling-stock company in 2004 by the cities of Helsinki, Espoo, Vantaa and Kauniainen (total of 65%) and VR-Group Ltd (35%).. It buys the rolling stock and arranges its maintenance, and the lessee of the trains, HRT (Helsinki Regional Transport), orders the operation of the trains. With the current order, Junakalusto Oy has opted for a uniform train fleet. For the rail operator this means a lot of advantages, especially when it comes to maintenance costs and staff training. To a large extent the ordered trains are replicas of the previously delivered vehicles. However, the experiences gained in the operation of the first series will lead to certain optimizations. For example, there will be changes to the interior layout and the passenger information system.

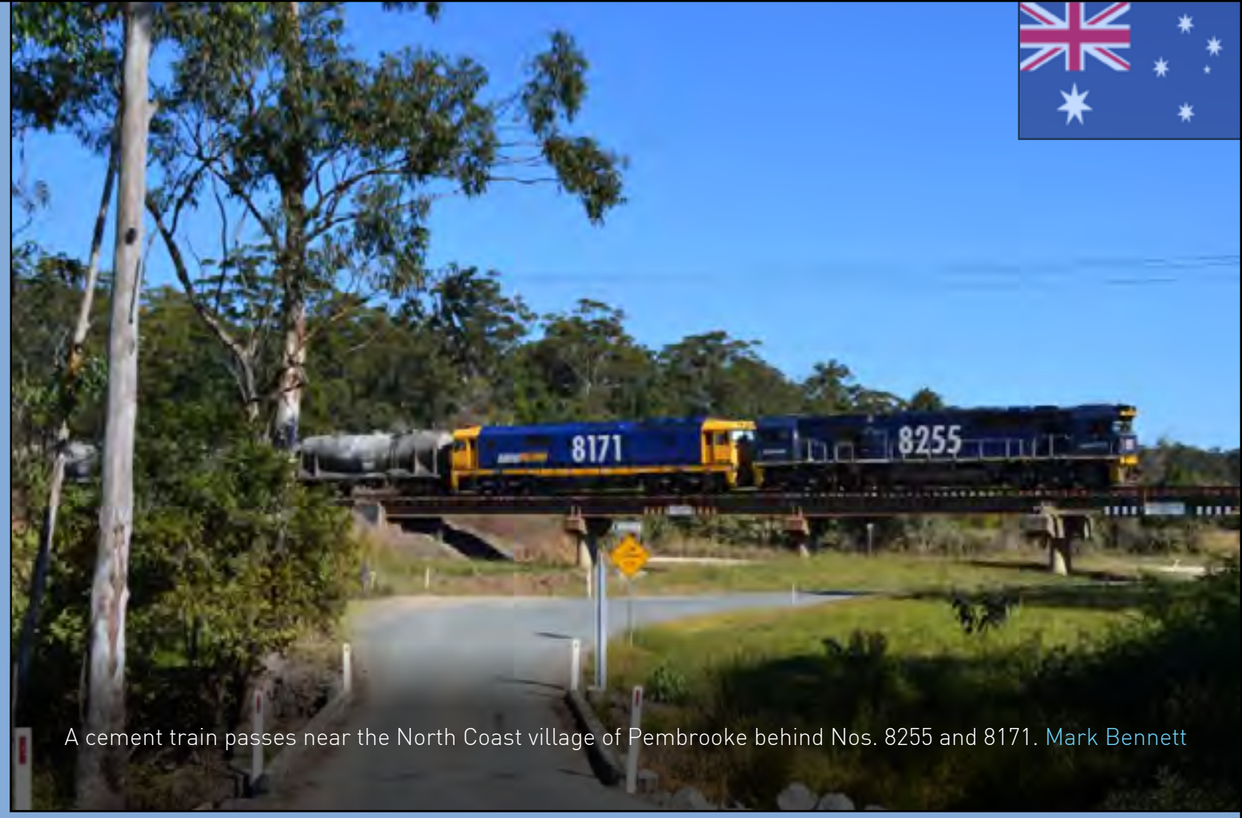
High tolerance to severe winter conditions – innovations from Stadler

The FLIRTs ordered in 2006 were the first broad-gauge vehicles manufactured by Stadler as well as the first vehicles especially able to fulfil the requirements of severe winters. Since then, similar trains have also been delivered to Belarus and Estonia. All Stadler trains intended for Moscow and Norway are essentially based on the developments in the resistance to severe winters of the first Helsinki FLIRT train.
Yrjö Judström, Managing Director of Junakalusto Oy, states: “The cooperation with Stadler in developing the train to tolerate the Finnish climate conditions has worked well. The uniform train fleet now allows an excellent starting point for putting the train traffic out for tender from the beginning of year 2018.” Peter Spuhler, CEO and owner of Stadler Rail Group, is very proud of this specific vehicle order: “It gives me immense pleasure that the 1,000th FLIRT train will travel in Helsinki, because from now on this customer will be operating 75 Stadler trains already. The fact that this option has been exercised is evidence that the customer is very happy with the trains that have been in everyday use for five years now. We are proud of our broad-gauge FLIRT with its excellent resistance to severe winters. This vehicle is a perfect example of how innovative Stadler can be.”

Better insulation and heat recovery

Because of the wide 1,524-millimetre gauge used in Finland, the greater clearance profile and, most importantly, the climatic conditions in Finland that can reach –40 degrees Celsius, the FLIRTs used in Helsinki are slightly different from the normal-gauge FLIRT. In order to improve tolerance to harsh winter conditions, insulation is increased by 50% to 100% and the windows are triple-glazed. A heat recovery system has been added to the tried and tested air-conditioning system used in many FLIRTs. The warm air extracted from the passenger compartment is used to preheat the cold, fresh air that is sucked in. This results in a substantial energy saving. At the same time, heaters have been fitted in the door areas in order to keep the temperature inside as constant as possible when passengers embark and disembark.

The four-carriage trains have 234 seats, a good 80% low-flooring level, an accessible toilet and a multifunctional area for wheelchairs, prams or bicycles. The Finnish carriage width of 3.2 metres (compared to around 2.9 metres in most countries in Europe) easily allows comfortable 3+2 seating. A state-of-the-art information system with 11 flat-screens provides information about the timetable, connecting trains or the weather. Six emergency contact points allow passengers to contact the driver or conductor. The train can achieve speeds of 160 kilometres per hour and will initially be operated using the Finnish EBICAB train control system, although an upgrade to the European Train Control System (ETCS) at a later date is possible.

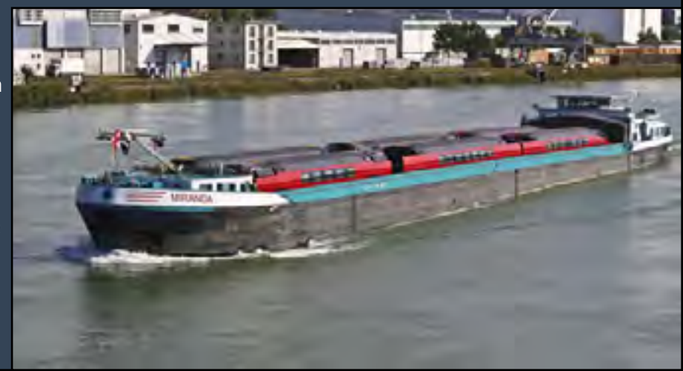


A cement train passes near the North Coast village of Pembrooke behind Nos. 8255 and 8171. Mark Bennett

Spectacular transport of double-decker trains for Aeroexpress

The first six-carriage double-decker train for railway company Aeroexpress has begun its ship journey from Muttenz BL via Amsterdam to the Baltic Sea right on time. The trains will be used on the lines running from the city centre of Moscow to the three airports. The first four of a total of 25 trains are being built by Stadler Rail in Altenrhein SG on Lake Constance. They need to be transported as part of a well-planned exercise via Basel (Muttenz), Amsterdam and Sassnitz on the Baltic Sea to the Stadler factory in Minsk. As the trains in all CIS countries are essentially taller and wider than in the rest of Europe, rail transport is not an option.

Even the first leg from Altenrhein SG to the river harbour at Muttenz BL provided a few challenges for the companies involved. In consultation with the authorities and the police in all the cantons passed through, a road route needed to be found which was even accessible with a vehicle of such massive proportions. Not only did height have to be considered, for example in order to prevent getting stuck when passing under a bridge, but width and length also had to be factored in. The latter two were most often an issue at crossroads.
After 13 months of planning, the transport project went ahead in mid-August, and the six carriages of the first train reached Muttenz BL in good time for the scheduled loading date in late September. Transport was then able to continue on a ship on the Rhine towards Amsterdam. From Amsterdam, the trains board a coastal cargo liner to Sassnitz via the Kiel Canal. They are then transferred to the Kaunas track ferry, which works on broad-gauge tracks; this will then take the train to Klaipeda in Lithuania. From there, the train will be transported on the broad-gauge route to Minsk, where commissioning work can be completed in the new Stadler factory.



HHLA Subsidiary Metrans Receives First of Twenty Bombardier Locomotives

The HHLA subsidiary Metrans is investing in the further enhancement of its production quality. The twenty TRAXX multi-system locomotives from Bombardier are specifically designed to accommodate the different power supply and automatic train protection systems in Central Europe. They will primarily be used for traction services between Hamburg/Bremerhaven and the Czech Republic, Slovakia and Hungary. All of the locomotives are to be delivered by the end of the first quarter of 2015.

Klaus-Dieter Peters, Chairman of Hamburger Hafen und Logistik AG's (HHLA) Executive Board: "HHLA's business model is based on the close dovetailing and optimization of all processes along the transport chain between seaport and clients in the European hinterland. To do this, we rely on our own facilities and rolling stock so that we can even better oversee our processes, sustainably improve the quality of our services and provide more attractive offers for our clients. We are continuing to systematically implement this strategy with the purchase of the Bombardier locomotives. Since we meanwhile also provide our own shunting services in the Port of Hamburg, we will be further increasing the vertical range of production with the newly acquired locomotives."

Jiri Samek, Managing Director of the Metrans Group, explains: "The locomotives that we are purchasing from Bombardier are perfect for meeting our requirements. Due to the fact that they can cope with the different power supply and automatic train protection systems in Central Europe, we will be using them primarily for traffic to the Czech Republic, Slovakia and Hungary, but also to Austria, Switzerland and within Germany. By using our own, high-performance locomotives, we hope to achieve both a reduction in costs and, in particular, a further increase in production quality. With more than ninety weekly connections between Hamburg and the Metrans terminals in Prague and Ceska Trebova e.g., reliable production is of the utmost importance."

Metrans currently offers up to seven departures per day in each direction between the Port of Hamburg and the Czech hub terminals in Prague and Ceska Trebova. The shunting of individual carriages, which costs both time and energy, is eliminated since the block trains used are always arranged in the same way. The number of weekly Metrans shuttle trains on the most important routes is as follows:

- Hamburg–Prague/Ceska Trebova: 92

- Bremerhaven–Prague/Ceska Trebova: 28

- Rotterdam–Prague/Ceska Trebova/Dunajska Streda: 18

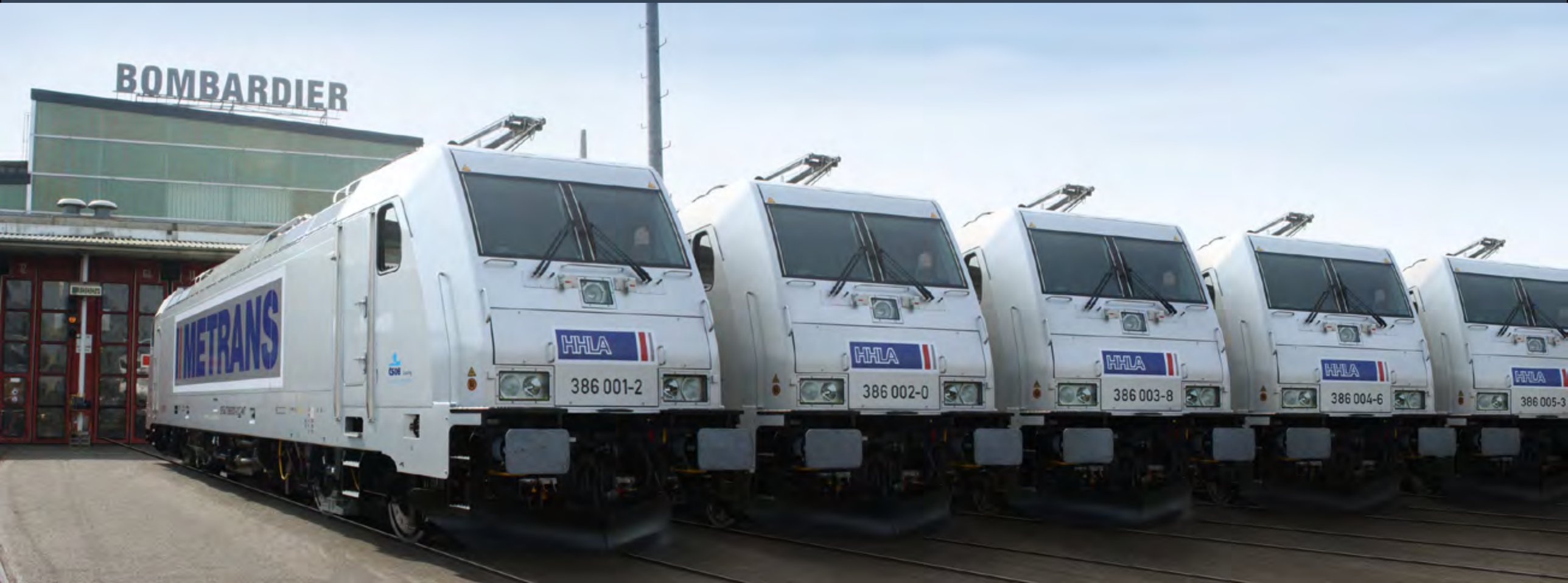
- Koper–Dunajska Streda: 28

Metrans has also been offering its clients tightly scheduled rail connections within Germany, Austria and Switzerland since autumn 2012. While routes to Austria run via hub terminals, Metrans has set up direct connections between sites in Germany/Switzerland and Hamburg/Bremerhaven.

To meet rising demand, the number of departures has been continuously increased: Hamburg–Bavaria (Munich/Nuremberg): 22; Hamburg–Leipzig: 14; Hamburg–Ludwigshafen/Basle: 6

Ulrich Jochem, President of the Locomotives business unit at Bombardier Transportation, added: "The TRAXX locomotives for the HHLA subsidiary Metrans will be the first Bombardier locomotives that will be used in the Czech Republic, Slovakia and Hungary. Through our collaboration with Metrans, we are thus expanding the radius for our TRAXX multi-system locomotives, of which more than 260 are already in operation."

The Bombardier TRAXX F140 MS are among the most modern locomotives in electric rail freight transport, and they can be used along all European routes. They drive with a maximum output of 5,600 kW and with a maximum speed of 140 km/h. The TRAXX F140 MS locomotive can be used for cargo and passenger transport services, though its high pulling power makes it particularly well suited for cargo transport.



Stadler presents FLIRT3 for Serbia at InnoTrans

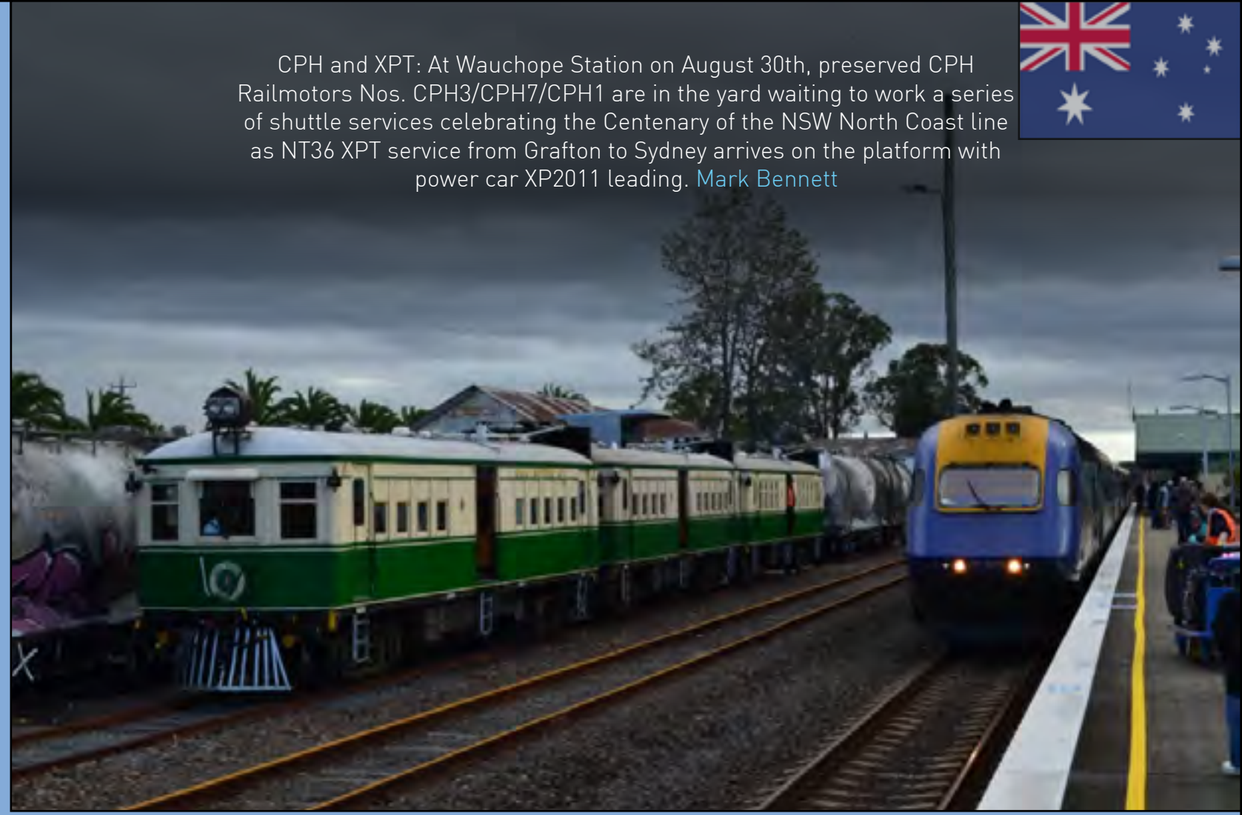
The FLIRT3 is Stadler's newest train. Serbia's national railway company, Zeleznice Srbije (ZS), and Stadler Rail gave industry professionals and the public an exclusive first look at this new vehicle at the InnoTrans trade fair. In March 2013, ZS ordered 21 electric four-carriage FLIRTs (Fast Light Innovative Regional Trains) from Stadler Rail for use on busy suburban and regional routes. The order is being financed by the European Bank for Reconstruction and Development (EBRD) in London. Based on the FLIRT, which has sold over 1'000 units over the last 12 years, Stadler has developed the next generation, FLIRT3. This range of state-of-the-art trains is made up of various modular sub-ranges. Peter Jenelten, Executive Vice President Marketing & Sales at Stadler Rail, is very pleased about the brand-new train: "We are proud that our FLIRT3 trains will allow ZS to set new standards in regional transport, and that FLIRT trains will be in operation in South-Eastern Europe for the first time. I would like to thank the whole team, who made it possible to deliver a train that conforms to TSI just 18 months after receiving the order from the customer."

Tailored to customer requirements

Each of the four carriage bodies has one passenger door per side to meet the requirements of Serbian Railways. This highlights one of the real strengths of the FLIRT3 concept: the number of doors and various other features can be adapted variably to meet the customer's requirements. The trains have an electric drive for a voltage of 25 kV, 50 Hz. The maximum speed of the modern trains is 160 km/h, and they can be used in multiple-operation of three trains. All cars of the train can all be accessed without steps, as on all FLIRT trains, and have 235 seats, including 11 tip-up seats and 12 seats in first class. They incorporate spacious multifunctional compartments in the entrance area for wheelchairs, prams and bicycles, as well as a wheelchair-accessible toilet. The passenger compartment and driver's cab are air-conditioned. Emergency intercoms allow passengers to contact the driver.

Low energy consumption

The vehicles will initially have a local Indusi train control system, with a possibility for subsequent upgrade to the European ETCS 2 standard also included at the planning stage. The ZS multiple-unit trains are, as all Stadler FLIRTs, made from lightweight aluminium and are therefore low in weight. This means they can accelerate faster, thus significantly reducing energy consumption and operating costs in comparison to conventional vehicles. This advantage is compounded by energy recovery, where braking energy is fed back into the overhead line. The contract between ZS and Stadler is worth around EUR 100 million. Delivery of the trains will take place in two-week intervals until summer next year.



CPH and XPT: At Wauchope Station on August 30th, preserved CPH Railmotors Nos. CPH3/CPH7/CPH1 are in the yard waiting to work a series of shuttle services celebrating the Centenary of the NSW North Coast line as NT36 XPT service from Grafton to Sydney arrives on the platform with power car XP2011 leading. Mark Bennett

Eversholt Rail awards Alstom with contract to overhaul Scottish suburban trains

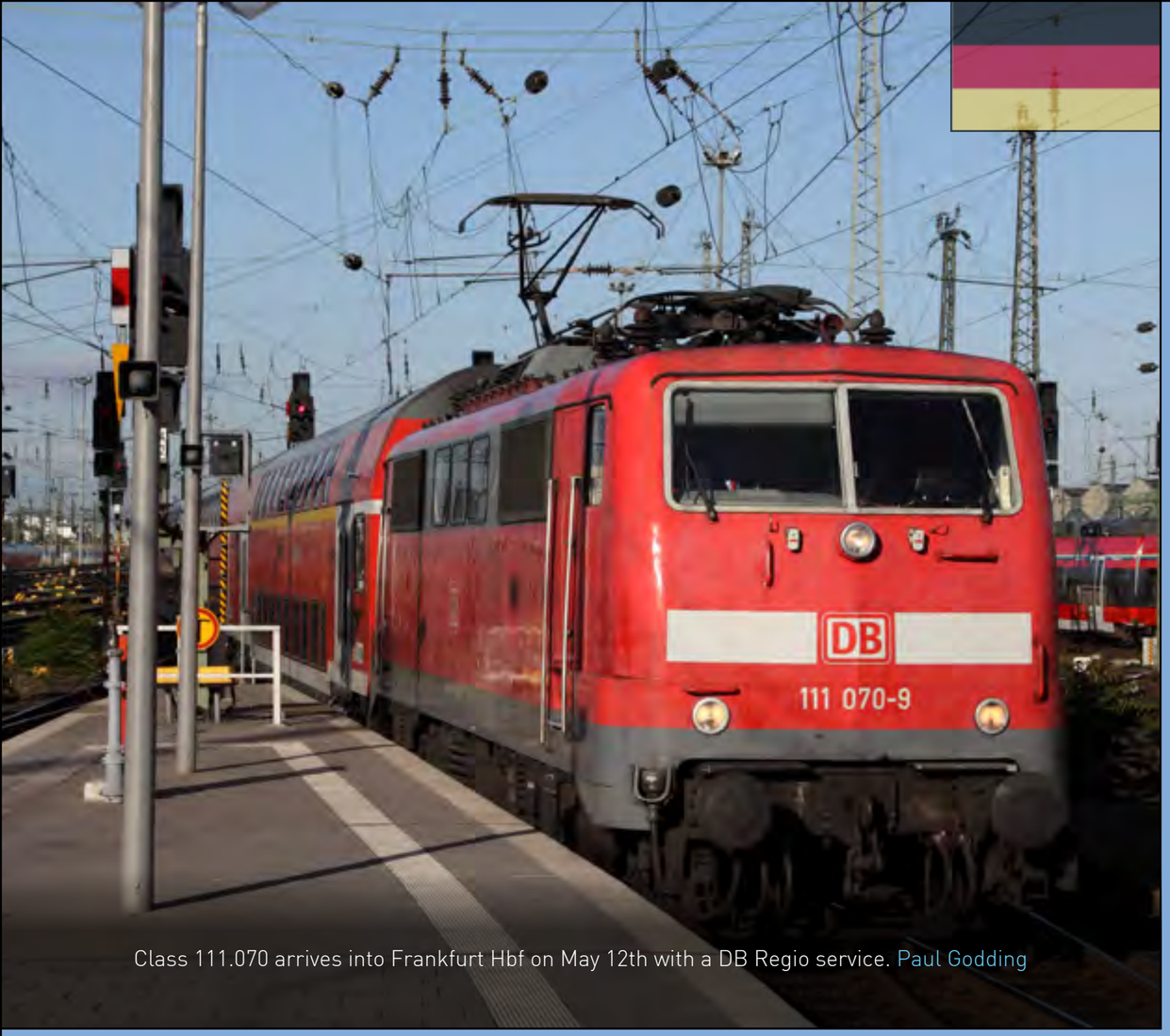
Eversholt Rail has awarded Alstom a two year contract worth £36.1 million to improve the passenger environment and reliability of the 40 First ScotRail Class 334 trains that run between Airdrie and Bathgate.

The work is due to start in early 2015 and will deliver significant improvements for the benefit of passengers. Alstom's Modernisation team in Preston will lead the work, with the Glasgow Traincare Centre in Polmadie removing and refitting the components, supported by Manchester Traincare Centre. Some of the works being undertaken as part of this contract are:

- Time-based overhaul
- Overhaul and reliability works on saloon and cab doors
- Fitting full passenger saloon heating, ventilation and air conditioning
- Installation of 230v at seat sockets
- Preparing carriages for future WiFi, by installing an Ethernet backbone
- New Drivers Only operation CCTV system.

Mary Kenny, Chief Executive Officer of Eversholt Rail said "We are pleased to be working with Alstom on this contract. This investment of £36.1m in our Class 334 is our third fleet upgrade for Scotland and once again demonstrates the importance of Scotland to our business, and our commitment to delivering the best value and highest quality proposition to our customers and rail passengers".

Terence Watson, President of Alstom UK and Managing Director of Alstom Transport UK, said: "We're delighted to be working with Eversholt Rail again on the Class 334s, which we built at the start of the new millennium. I'm sure that passengers will see some very real differences in terms of comfort and reliability, as well as offering the owners an easily upgradeable system to help future proof the trains."



Class 111.070 arrives into Frankfurt Hbf on May 12th with a DB Regio service. Paul Godding

Vossloh España receives another order for ten UKLIGHT locomotives

Vossloh España has been awarded a follow-up order for ten UKLIGHT locomotives from Direct Rail Services (DRS). This proves the successful and already for several years lasting partnership of Vossloh and the UK rail operator. The new assignment will bring the total number of UKLIGHT locomotives in DRS' UK fleet to twenty-five.

Vossloh has designed the UKLIGHT diesel-electric locomotive with high tractive effort and speed of up to 100 mph in order to provide flexibility to the operators on a variety of rail applications in the UK Network. With an axle load of 20.5 tons, this type of diesel-electric locomotive offers the best power-to-weight ratio in Europe. Access to industrial networks and sidings presents no problems as it also negotiates curves as tight as 80 m radius.

Meeting all European Directives and legislation, such as TSI CR Noise 01/06-ST05 and Crash EN 15227, the UKLIGHT also complies with British Group Standards in areas identified in the conventional TSI as country specific requirements. Since June the locomotive has been homologated and been granted the UK certification and operating permit.

Voith Service for Rail Vehicles: Independent, Comprehensive, Modern

Under the heading "Systems Service" Voith will in future offer a comprehensive maintenance program for components and rail vehicles at its location in Kiel. The modern services cover a broad spectrum: from overhauls and repairs of components to systems integration, approval of additional functions and the general refurbishment of diesel vehicles.

Voith integrates new components into existing systems and certifies them in-house after installation.
Exchange pools for overhauling transmissions or Scharfenberg couplers within strictly defined and guaranteed time windows (the delivery time for exchange components is usually 0 days) are already among the service offers from Voith. With general overhauls of locomotive and railcar components Voith goes one decisive step further at its location in Kiel. The offer of exchange pools is substantially increased in accordance with the wishes and the requirements of the customers – from transmissions, couplers and gear units to entire exchange bogies.

In future it will be even possible to remove and re-install the bogies within one day. Thanks to the availability of exchange units, the refurbishment of the components is not time critical.

During a general inspection Voith not only offers refurbishments but also the option of having the vehicle and the components upgraded to the latest technical standards or integrating completely new systems in the vehicle infrastructure. The product developments for components and complete systems are a key feature of the modern and sustainable Voith service concept.

Offers that present clear benefits for vehicle operators: improved availability, value preservation and enhancement or higher vehicle performance. Environmental aspects are also playing an increasingly important role with these service tasks. Voith offers, for example, adaptations for the subsequent compliance with exhaust regulations or the reduction of noise emissions in or at the vehicle.

At InnoTrans Voith presented for the first time an automated start-stop control system with a protective function for the vehicle. The system is a modular constituent of a newly developed retrofit package for increased vehicle intelligence. It can also be fitted in older vehicles that previously had no electronic control system. The automatic unit reduces engine operating hours and thus cuts maintenance costs, emissions and fuel consumption.

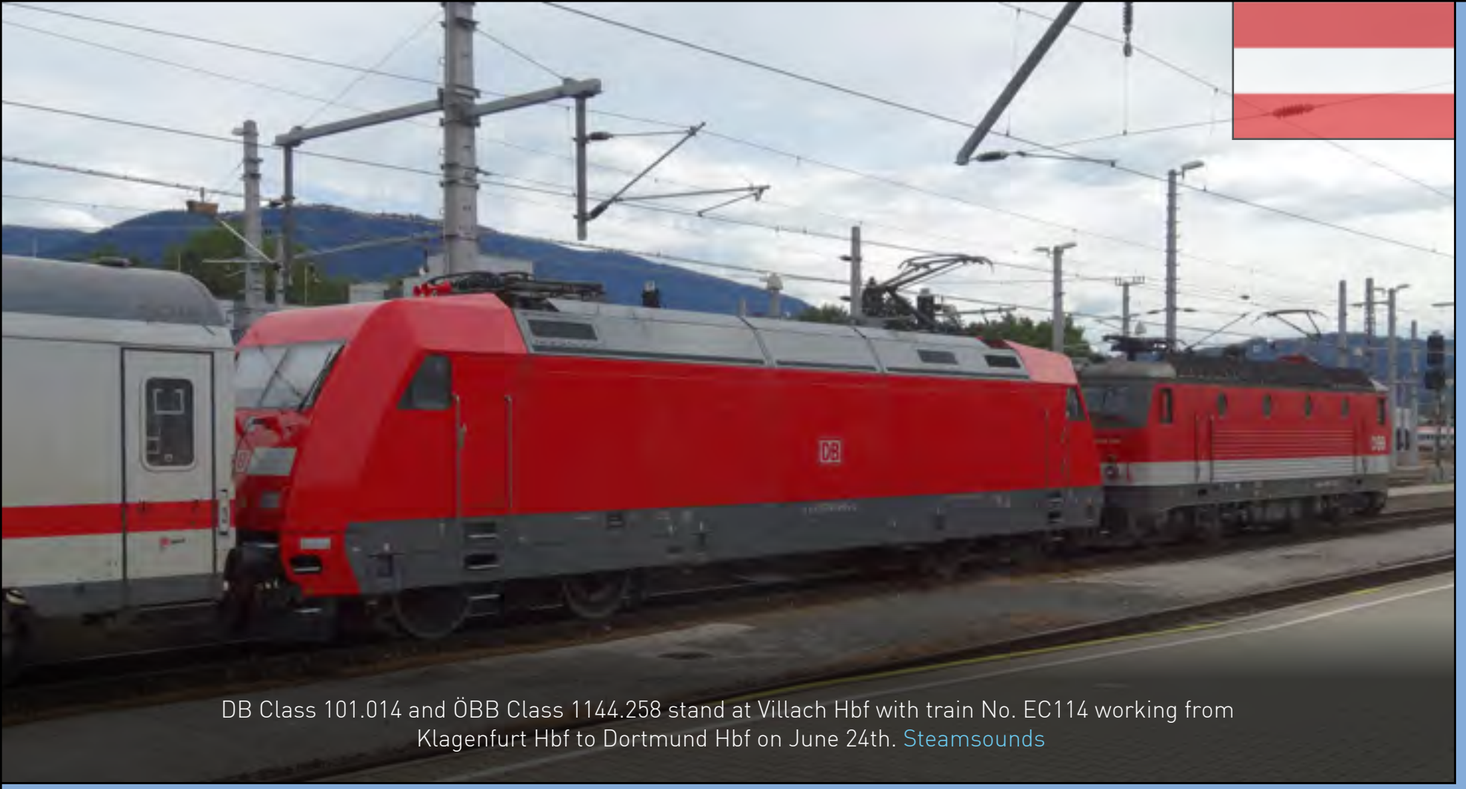
At its location in Kiel, Voith has both engineering and approval competencies for entire vehicles and individual systems at its disposal. Customers utilize this combination, in order to directly incorporate the development and installation of components or complete systems into rail vehicles with subsequent approval directly on site. In the past, vehicle operators had to consult several service providers specialising in different areas, in order to integrate, for example, a drive system into a commuter train and obtain the relevant approval. At Voith, this can now be provided from one single source.

To Voith, the term "Systems Service" also means full service concepts with need-based mobile services. Operators are therefore able to transfer parts or their entire vehicle management to Voith. This enables Voith to monitor the vehicles, produce documentation and, if necessary, carry out repairs or modernizations. This helps operators to concentrate on their logistic core business without losing track of their vehicle fleet.

Operators already have entire fleets consisting of a wide range of rail vehicles monitored by Voith. This also means that Voith immediately takes initiative if an unscheduled failure occurs. As a service provider operating independently of vehicle types, Voith therefore offers the operator continuous transparency about the current condition of the rolling stock and allows a comprehensive and objective assessment of necessary repairs or new purchases.

For this purpose, Voith uses, among other things, a modern software tool for monitoring, screening and maintaining the vehicles, highly qualified experts and specialized workshops. As a result, Voith Rail Service is fully capable of taking on all tasks of the ECM requirements for its customers.

Apart from this broad portfolio, Voith offers all maintenance work and examinations of rail vehicles as well as accident repairs and major overhauls of diesel locomotives – with a rail connection and extensive works halls in Kiel.



DB Class 101.014 and ÖBB Class 1144.258 stand at Villach Hbf with train No. EC114 working from Klagenfurt Hbf to Dortmund Hbf on June 24th. Steamsounds

San Francisco orders 175 light rail cars from Siemens

San Francisco's Municipal Transportation Agency (SFMTA) has awarded Siemens a contract to deliver an initial 175 light rail cars for its Muni transit system at a value of USD 648 million. With an option for an additional 85 cars, this is one of the biggest orders for light rail cars ever placed in the USA. With this contract, Siemens secures its position as the U.S. market leader in this segment. Every third streetcar or light rail car operating in the USA today comes from Siemens. The trains will be built at the Siemens plant in Sacramento, California, and the first cars are set to be delivered at the end of 2016.

"This order marks a milestone for Siemens in the history of our U.S. business. With our rail vehicles made in the USA, we're already the leading provider and have delivered more than 1,300 streetcars and light rail cars in 17 cities across North America to date," said Jochen Eickholt, global head of Siemens Rail Systems.

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San Francisco is considered to be one of the most environmentally friendly cities in the USA. The city is notable for its extensive public transportation network operated by the San Francisco Municipal Railway (Muni). Muni operates a wide variety of transport modes ranging from the city's famed cable cars and historic streetcars, to light rail trains and electric as well as hybrid buses.

The iconic California city is gearing up for a comprehensive modernization of its urban transport fleet and plans to provide energy-saving, modern light rail trains to transport the city's more than 700,000 daily weekday passengers. Siemens will deliver a newly-developed light rail car based on its Model S200 for the San Francisco order. The car is especially energy-efficient thanks to a light-weight drive system that recuperates braking energy, and an LED lighting system that uses up to 40 percent less electricity than standard neon lighting.

The light rail cars will be built according to the Buy America rules at the Siemens plant in Sacramento. Around 80 percent of the electricity used by the plant for manufacturing is generated by a two-megawatt photovoltaic installation on the building's roof. The solar units reduce the facility's carbon dioxide (CO_2) emissions by around 1,470 tons a year.

Stadler Pankow presents the first third-generation FLIRT for DB Regio AG

As part of the InnoTrans trade fair, Stadler Pankow GmbH, together with DB Regio AG and the Rail Public Transport Association for the South Rhineland-Palatinate, which represents the authorities responsible for the Rhineland-Palatinate regional railway, presented the FLIRT3 in the outdoor display area of the Messe Berlin exhibition centre. This is the first vehicle in the series for DB Regio AG, with a total of 28 vehicles ordered. As of December 2014, the trains will form the backbone of the new, state-wide RE network in the Rhineland-Palatinate.

For the first time, the new trains will not be in the red livery typical of Deutsche Bahn, but will instead have a white paint finish with grey and red elements on the front of the power units. The interior also differs from the previous DB design. A special technical feature means that the FLIRT trains can be coupled to the double-decker KISS trains operated by the CFL (Luxembourg state railways): for the first time, different trains from two different European state railway companies will be coupled together.

"We are proud of the fact that two state railways using two different products produced by Stadler will operate the Trier to Koblenz line in the future," says Michael Daum, Director of Stadler Pankow GmbH. "The third generation FLIRT is a state-of-the-art railway vehicle and offers plenty of comfort. The DB Regio model is the first to have a central carriage without a door, which means there is a comfortable and quiet area for passengers to enjoy. The double-traction of the Flirt is already homologated."

The five-carriage vehicles include opposite seating with large tables. The passenger compartments and driver's cab are air-conditioned. One of the two wheelchair-accessible toilets is also suitable for electric wheelchairs, and entry into the train is barrier-free.

Each vehicle has 249 seats in second class and 21 seats in first class. The FLIRT has high drive performance and achieves a maximum speed of 160 km/h. A total of 28 trains have been ordered from Stadler Pankow.

"We opted for Stadler vehicles as not only are they an optimum solution for the comfort requirements of our customers, they also meet the operational and technical requirements of the RE network," explains Kay Euler, Rail Production Director at DB Regio AG.

"The latest generation of FLIRT vehicles will become the heart of the Rhineland-Palatinate service in 2015. The new regional express lines, such as the RE 1 from Koblenz via Trier, Saarbrücken and Kaiserslautern to Mannheim, will bring a new level of quality to express regional transport. Through the incorporation of the hubs at Koblenz, Trier and Kaiserslautern, the benefits of the new RE will be seen across the whole region, as the travel times for the regional trains could be integrated seamlessly into the RE timetables," explains Michael Heilmann, Managing Director of the Rail Public Transport Association for the South Rhineland-Palatinate.

Derby Etches Park Open Day

For the first time ever, the doors of Etches Park Train Maintenance Depot in Derby were open to the public in September as East Midlands Trains marked 175 successful years of Derby's railways and celebrated the city's rich railway heritage.

EMT's Class 222 104 is seen raised in the air during one of the many demonstrations given, showing a complete 4-car set with all vehicles being raised at the same time. Class47

Class 31 106 stands in front of the wheel lathe, with demonstrations of wheel turning being carried out during the day .Brian Battersby

Repainted in Midland Railway maroon, Class 08 899 'Midland Counties Railway 175' was on display in the yard.
Brian Battersby

Synonymous with Derby were the 'Peaks' and here on display are Class 44 Nos. D4 'Great Gable' and D8 'Penyghent'. Richard Hargreaves

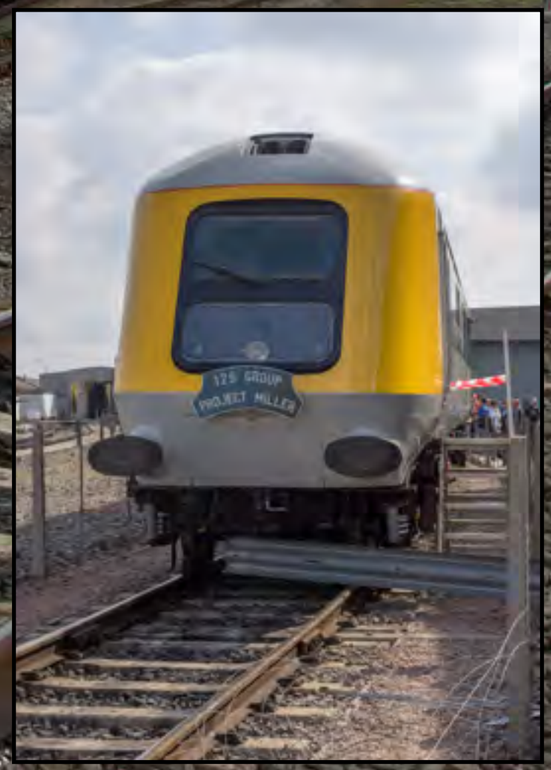
Another class that Derby were associated with were the Class 25s. This is No. D7671, one of the later batch to be built. Brian Battersby

'GBRf's Class 47 843 'Vulcan' is pictured on display in the main yard. Richard Hargreaves

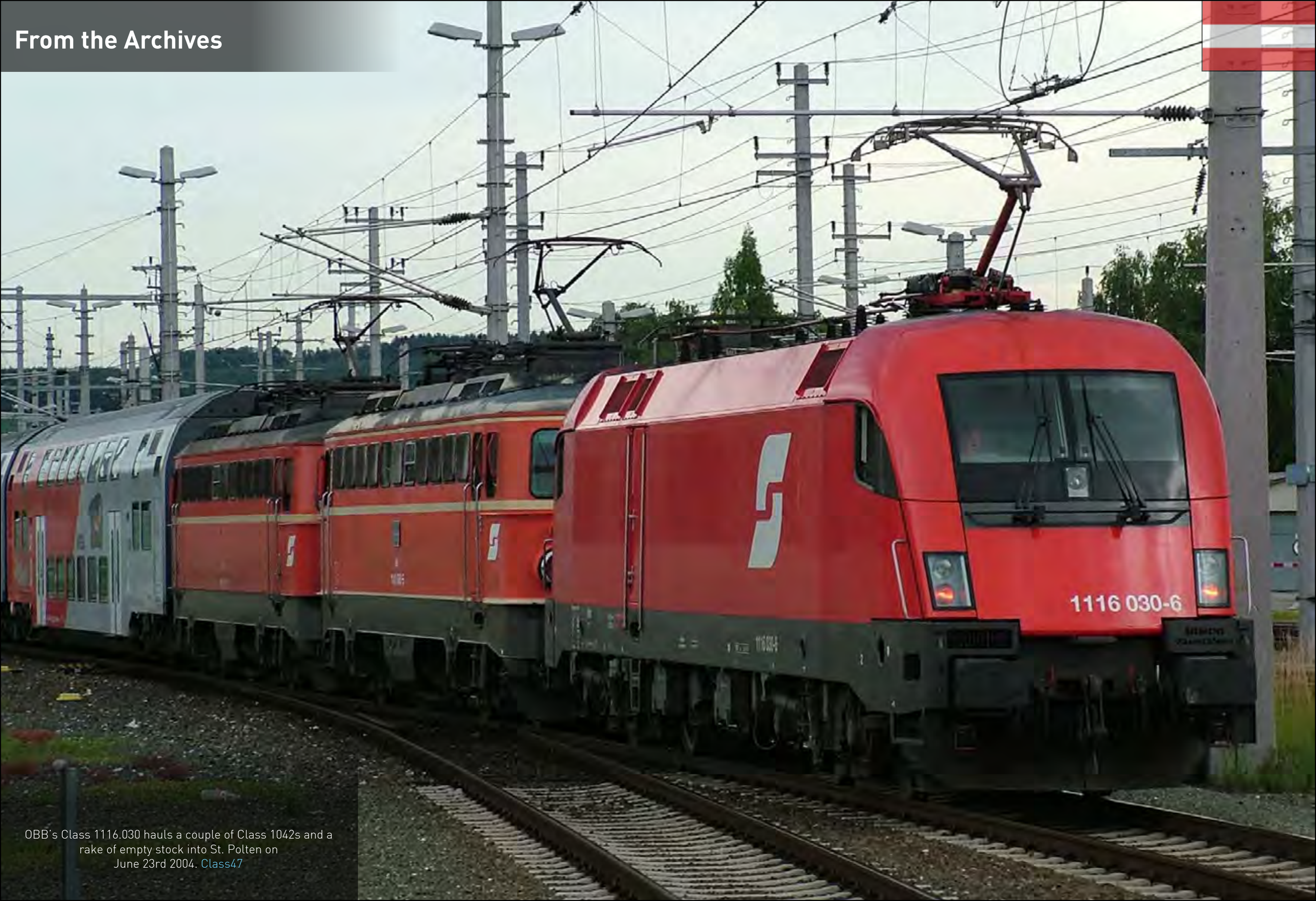
Network Rail sent Class 97 303 and DVT No. 82124 for display at the event. Brian Battersby

East Midlands Trains' Class 222 008 was named 'Derby Etches Park' during the day. Richard Hargreaves

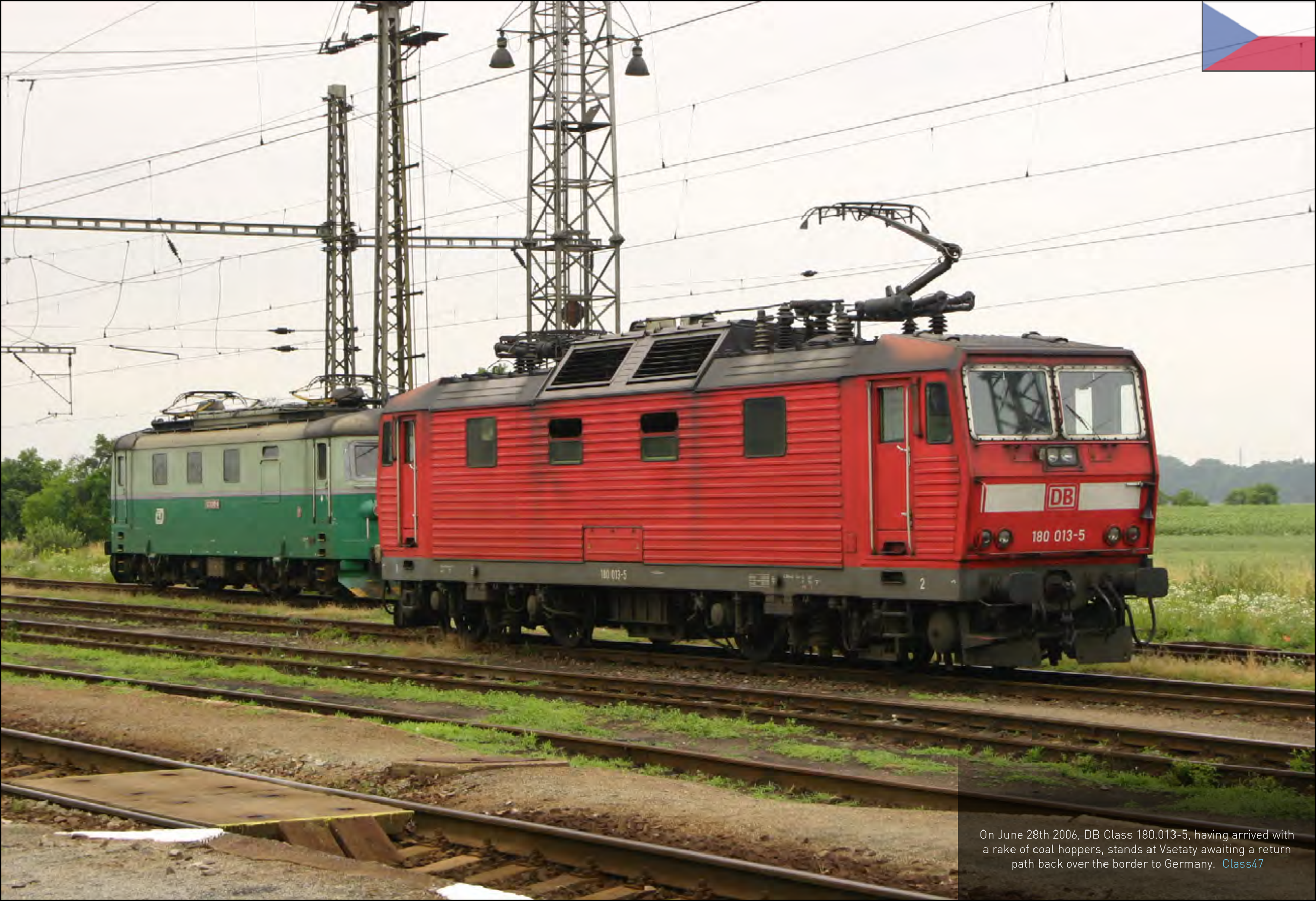
East Midlands Train's HST power car No. 43082 was one of a couple on display at Etches Park including the original prototype No. 41001, recently returned to working order.
Class47



Balfour Beatty Class 20 189 and 20 142 were amongst 10 of the type to be seen in the Derby area, with another pair in the open day and six stabled in the station. Brian Battersby



OBB's Class 1116.030 hauls a couple of Class 1042s and a rake of empty stock into St. Polten on June 23rd 2004. Class47



On June 28th 2006, DB Class 180.013-5, having arrived with a rake of coal hoppers, stands at Vsetaty awaiting a return path back over the border to Germany. Class47

Ceske Drahy's Class 742.078-9 along with another Class 742 hauls a rake of empty car transporters out of Mlada Boleslav on June 28th 2006. Class47