Railtalk | Magazine *Xtra*

Issue 98x | November 2014 | ISSN 1756 - 5030



Railtalk | Magazine Xtra

Issue 98x | November 2014 | ISSN 1756 - 5030

Contact Us

Editor: David
david@railtalkmagazine.co.uk

Co Editor: Andy Patten
editor@railtalkmagazine.co.uk

Contents

Pg 2 - Welcome

Pg 3 - Pictures

Pg 58 - News and Features

Pg 68 - From the UK

Pg 78 - From the Archives

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 is published monthly by Railtalk Group. © Railtalk 2014

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

I know it's a well used cliché used by myself, but what a fantastic month it has been for all your photos sent in. Once again I have to say many, many thanks for each and every one sent to us.

As the clocks have changed and the darker nights and colder weather approach, it is the time of year when we look forward and think of holiday plans for next year. Well I have to say that several recent events have decided where I have to visit next year. Firstly with the news that the SNCF Class 67000s are to be replaced around the Strasburg area then this has to be on the list. The second piece of news is that the DB Class 218s are getting replaced in two areas, some are going over to units and some are changing to more modern diesels. Not good news for the lovers of Class 218s. However it is not all doom and gloom with the news that former DB Class 180s (the Czech version that is) are to be given a new lease of life back in the Czech Republic, and that ex SNCB Class 12s are to be reused by Regiojet. The other new this month is that several CD Goggles might be heading to Poland as a hire deal, so will this mean a reprieve for the Class 749s(??). As always only time will tell.

Our 'From the UK' section this month features a visit to the Severn Valley Railway for their excellent diesel gala. Plenty of locomotives were in action over the three days of the event, with perhaps the only problem being the weather, especially on the Saturday. 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, Keith Davies, 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: Freightliner Poland's Class 66 010 approaches Kedzierzyn-Kozle with a rake of coal wagons on September 29th. Anton Kendall

This Page: SBB Class 460.028 passes Silenen whilst working train No. IR2267, 10:09 Zurich - Locarno. Laurence Sly

Berner Oberland Bahn (BOB) HGe 3/3 No. 29 is pictured at Vers-chez-Robert viaduct working train No. 2929E, 11:28 Blonay - Chaulin on September 20th, during the Berne En Fete special weekend. Keith Hookham

Pacific National cement train No. 4621 to Grafton approaches Telegraph Point behind Nos. 8255 and 48123 on September 20th. Mark Bennett

Class 311D No. 311D-05, in use with DB Schenker, approaches the junction at Sosnowiec Dorota on September 30th. These locomotives were amazingly converted from Class 220 'Taigatrommel' locomotives formerly in use with DR. Anton Kendall

SBB Re 4/4 II No. 11215 passes Silenen whilst working train No. IR2169, 10:04 Basel - Locarno on August 14th.
Laurence Sly

On September 13th, Vapeur Val-de-Travers (VVT) operated Tigerli No. 8511, is seen standing at Travers with a train to St. Sulpice.
Mark Pichowicz



'Goggles' Class 754.031-3 arrives into Praha Vrsovice with a service from Cercany on September 27th. Class47

PKP Intercity's Class 370.008 heads an international working towards Praha through Ostrava Marianske Hory on October 2nd. Anton Kendall

Pacific National's 2TW4 empty steel train is seen at John's River on the NSW North Coast line behind 4000hp GE's Nos. 9313 and 9314. Mark Bennett



A pair of SBB locomotives, with Re 6/6 No. 11668 leading, are seen passing Wassen third tier whilst working a southbound container train. Laurence Sly

MGB diesel No. 61 waits to depart with train No. R269, 16:10 Gletsch - Oberwald on September 21st, with the Gletsch glacier in the background. Keith Hookham

CD Class 151.001-5 speeds through Cerhenice with a Brno - Praha hl.n. service. Class47

On September 26th, SNCF's Class 67521 is seen working the 10:08 service to Haguenau, awaiting departure from Strasbourg. FrontCompVids

Rhätische Bahn Re 4/4 No. 617 heads a westbound portion of the Glacier Express near Castrich, October 1st.
Railwaymedia

On October 4th, DB Class 218.473 approaches Goslar with train No. RE14071, 15:48 Hannover - Bad Harzburg.
Mark Pichowicz

On September 17th, OBB's Class 1144.023 is seen at Stainach-Irdning having arrived with train No. REX3416 from Attnang-Puchheim. Steamsounds

On September 5th, SNCB's Class E186 No. 2838 passes through Boortmeerbeck with a rake of hoppers.
Mark Pichowicz

DB Schenker's Class S200-2133 heads south through Kedzierzyn-Kozle on September 29th with a tank train.
Anton Kendall

CD Class 113.003-8 stands in the sidings at Tabor on September 27th with the stock from its Bechyne service.
Class47

A pair of CrossRail Class 185s, with No. E185.580 leading, pass Wassen whilst working a northbound intermodal train.
Laurence Sly

SNCB Class 21 No. 2105 arrives at Hever with train No. IC4137, 15:45 Leuven - Kortrijk, September 5th.
Mark Pichowicz



Above: On September 28th, Ceske Drahy's Class 362.120-8 is seen at Praha hl.n. with an evening service to Brno. Class47



Right: Fire damaged Class 754.020 is seen at Tabor on September 27th. With the number already removed, it is likely that this loco with be scrapped. Class47

Main: CD Class 854.023 'Lenka' is seen waiting to depart Mlada Boleslav with a Praha hl.n. to Turnov service. Class47



Treble headed DB Class 185s Nos. 185.128, 185.137 and 185.095 head through Erstfeld. Steve Madden

SM 42-2366 draws forward slowly with an overhead electrification train at Sosnowiec Dorota on September 30th. Anton Kendall

SBB Re 4/4 II No. 11126 passes Wassen whilst working train No. IR2267, 10:09 Zurich - Locarno. Laurence Sly

AWT's Class 181.024 heads a coal train along the River Elbe near Usti nad Labem. Class47

BLS Cargo locos Nos. 485.012 and 485.505 head through Gurtnellen with an intermodal working. Class25

OBB's Class 1216.229-5 in Railjet livery works an empty coal train from Linz steelworks towards Bratislava through Wien on September 25th. Anton Kendall

On August 12th, SBB Re 4/4 No. 11281 passes Wassen with a short freight train. Laurence Sly

DB Class 140.401-1 passes through Ahlten with a train of steel sections. Paul Godding

AWT's 'Goggles' Class 753.725-1 appears through the early morning mist at Ostrava Mariankse Hory on October 2nd. Anton Kendall

SNCB Class 13 No. 1346 arrives into Brussels Midi with a service from Gent. Class47

Former East-West Class 232.079, now owned by DB Schenker, is seen passing Lasow with a short freight from Wegliniec Yard to Gorlitz. Class25

A pair of Cross Rail TRAXX locomotives round the famous Wassen curve as they haul a southbound intermodal train. Class E186.903 is the leading locomotive. Laurence Sly

An excellent line up of CD Cargo liveried locos inside one of the roundhouses at Ceske Budejovice, taken during their open day on September 27th. Class47

HZ's Class 2044.022 stands at Zeljeznicki kolodvor Split on August 18th with a service to Rijeka. Brian Battersby

Ceske Drahy's Class 714.211-0 stands alongside a Class 842 DMU at a sunny Breclav. Class47

Class SU46 No. SU46-048 is pictured working train No. EIC 76000 'Wawal' Hamburg to Wroclaw passing Stary Wegliniec. Class25

AWT's Class 183.714 works coal hoppers through Ostrava Marianske Hory on October 2nd.
Anton Kendall

PKP Intercity train No. EIC 76000, 'Wawal' from Hamburg to Wroclaw, is seen at Wegliniec where Class EP07-1043 has just taken over. Class25

MRCE Dispolok No. 189.102 leads another classmate with a lengthy container train through Kaub on a dull grey day.
Paul Godding





Above: Class 218.495 and 218.456 stand in Stuttgart Hbf with a service to Oberstdorf and Lindau. Paul Godding

Right: DB Class 103.113 stands at Stuttgart before working train No. IC2316, 16:36 Stuttgart - Wiesbaden on September 22nd. Keith Hookham

Main: DB's Class 145.016 and 145.042 arrive into Lehrte with a loaded coal train. Paul Godding

DB Class 146.246-4 is seen on the rear of a service to Wurzburg Hbf at Frankfurt Hbf on September 25th. Class47

On September 9th, CFL's No. 3010 stands at Kleinbettingen with the 12:15 service to Luxembourg.
Mark Pichowicz

Several railcars are seen lined up at Waldenburg on September 21st. The Waldenburg railway is a narrow-gauge light rail system which runs from Liestal, to Waldenburg and connects to SBB train services in Liestal. The twin units comprise of a BDe 4/4 railcar and a Bt Control Car. Keith Hookham

The Waldenburg Railway's only operational steam loco, Type G 3/3, No. 5 'Gedeon Thommen' (built in 1902) is seen at Waldenburg on September 21st before working train No. 3333, 09:12 Waldenburg - Liestal steam special.
Keith Hookham

SNCB Class 186's Nos. 2836 and 2813 head through Antwerp Berchem on September 30th. Class47

M62 Class No. M62-0161 passes ST43-128 in Legnica Station. Class25



Bombardier TRAXX built Class 650.018-6, in service with Lotos and also numbered 285.123 in the Deutsche Bahn numbering system, waits for a pilot locomotive at Sosnowiec Dorota before it can proceed into Euroterminal at Slawkow with its loaded coal train, September 30th.
Anton Kendall

An ETR 460 passes Monterosso whilst working train No. FB35773, 12:12 Genova Piazza Principe - Roma Termini, August 10th. Laurence Sly

On September 7th, SNCB Class 21 No. 2114 waits at Gent St. Pieters with train No. IC4137, 16:05 Mechelen - Kortrijk. Mark Pichowicz



Former DB Class 232.537-1, now in service with Skinest Rail (having been stored at Mukran for a decade), lifts a loaded coal train through Kedzierzyn-Kozle on September 29th.
Anton Kendall

Several SBB Re 4/4s are seen on Erstfeld shed.
Laurence Sly



Built in 1947 in Plzen, this steam loco, No. 475.111, is seen at Praha Smichov working a special service to Karlštejn, one of several runs to celebrate 175 years of railways. Class47

Wiener Lokalbahnen tram No. 119 arrives at Wien Meidling working a service to Wien Oper. Class47



Tatra T3 tram No. 8443 heads through the streets of Prague on September 25th working route No. 5. Class47



On September 8th, FS Trenitalia Class E464.625 pauses at Camogli with a Genoa - La Spezia service. Martin Hill

Alstom to supply the city of Strasbourg with 12 Citadis trams

Alstom has signed a framework agreement with the Communauté des Transports Strasbourgeois (CTS, the Strasbourg Transport Company) for the supply of 50 Citadis trams. The first part of the agreement concerns an order for 12 trams, worth a total of 41 million euros. These are expected to enter service by the end of 2016.

These trams will be added to the existing CTS fleet as part of the extension of lines A and D. They will serve the Illkirch-Graffenstaden town centre, which has considerably been expanded over recent years and will also run on the cross-border line linking the centre of Strasbourg in France with Kehl in Germany. These trams are the first in France to cross a border.

The Citadis trams in Strasbourg will be the first to be approved to German Federal BoStrab regulations covering the construction and operation of tram services in Germany.

The trams will measure 45 metres and will have a capacity of 288 passengers. They will be fitted with LED lighting and full glass doors, enhancing the passengers' sense of comfort and security.

In order to conform to the PRM (People with Reduced Mobility) decree, the trams will be fitted with accessible buttons for opening doors, wider seats and zones reserved for wheelchair users and pushchairs.

These trams will be manufactured mainly in France: La Rochelle (design and assembly of trams), Ornans (design and manufacture of engines), Le Creusot (bogies for intermediate modules), Tarbes (traction chains), Villeurbanne (electronic equipment),



Saint-Ouen (design) and at the Salzgitter site in Germany for the bogies fitted under the drivers' cabs.

To date, orders have been placed for more than 1,800 Citadis trams, the first of which entered service back in 2000

"Following an initial order for 41 Citadis trams in 2003, this new contract is confirmation of the trust which the CTS has placed in Alstom and its Citadis solution. The trams in the Citadis range, which have been adopted by 46 cities worldwide, offer a combination of tried and tested basic techniques and flexible layouts to ensure reliability, comfort and customisation," said Ana Giros, Managing Director of Alstom Transport France.

Procurement of rolling stock for SBB North-South rail services: Federal Administrative Court rules against suspen-sive effect of Talgo appeal.

The Swiss Federal Administrative Court has issued a ruling in SBB's favour: Talgo's appeal against the awarding of the contract in May 2014 to Stadler Rail for the construction of 29 new trains has not been granted suspensive effect. This means that SBB can prepare the signing of the contract with Stadler Rail despite the ongoing lawsuit.

The Swiss Federal Administrative Court has ruled that the objection filed by unsuccessful bidder Talgo, which appealed against the awarding of a contract in May 2014 to Stadler Rail to build 29 new trains, will not result in the order being suspended. Consequently, SBB can prepare the signing of the contract with Stadler Rail despite the legal proceedings.

This decision by the Federal Administrative Court is of major importance to rail services on the North-South corridor. It confirms SBB's position that, throughout the tender procedure, it attached the utmost importance to compliance with procurement law requirements and to the equal treatment of bidders.

Talgo's appeal is the last one still pending. The lawsuit has resulted in the project being delayed by several months. The possible impact on the planned deployment of the trains, which is scheduled for 2019, is being clarified with Stadler Rail.

OBB modernises train toilets

Change of scenery: toilets of 250 ÖBB commuter trains are equipped with photo slides and air fresheners



By the end of 2016, ÖBB is gradually modernizing around 250 toilets in ÖBB Desiro and Talent commuter trains. The inner walls of the train toilets are decorated with a special wallpaper with a total of four different photo opportunities - the lime tree, the vast ocean, the Almidylle or the spaceship in space.

The first train with an upgraded optical toilet is now available for use and operates in the eastern region of Austria. By the end of 2014 twelve local trains with newly designed toilets will be travelling across Austria to gather customer feedback.

The "change of scenery" is part of an overall package which OBB has implemented for several years in order to increase customer satisfaction. So that passengers experience a comfortable ride and comfortable, many factors are necessary. An important part of doing a take cleanliness and general appearance of the toilet facilities on the train, as the ÖBB knows from numerous customer surveys.

Klaus Garstenauer, head of local and regional transport, ÖBB-passenger AG: "Toilets need to work and be clean. We have over the past three years, listened to feedback and are now implementing these changes. We need to give an objective means to a clean and a pleasant atmosphere, which contributes to a positive travel experience. "

1.8 million flushes per month

In ÖBB commuter trains each day are about 1,200 toilets ready for use. The toilets are cleaned daily by 400 employees and checked several times.
In order to provide customers with even cleaner trains available, ÖBB has also instigated that the trains are cleaned more often.

Overall approximately 60,000 times the toilet flush button is operated each day. That's around 1.8 million flushes per month. Faults with train toilets are fixed by ÖBB within two days.

Each year expenditure for the maintenance of toilet facilities on trains amounts to approximately 16,200 working hours.



FGV Tram No. 4243 is seen waiting to depart from Alicate Luceros station with the 11:08 line 2 service to Sant Vicent Del Raspeg on September 17th. Dave Felton

Alstom to supply the city of Kochi with 25 Metropolis train sets

Alstom has been awarded a contract worth 85 million euros from Delhi Metro Rail Corporation (DMRC) to supply 25 state-of-the-art metros to Kochi Metro Rail Limited. The first train sets are expected to be delivered in early 2016.

They will operate over the fully elevated new Kochi metro rail network which is 25.6 km long with 22 stations. This newly built line is expected to carry up to 15 000 passengers per hour and direction.

Alstom will be in charge of the design, manufacturing, supply, installation, testing and commissioning of 25 standard track gauge trains with an option to supply 25 additional metro sets. Each train will be composed of 3 cars, about 65 m long and with a capacity to carry up to 975 passengers.

The metro cars will run at maximum operational speed of 80 km/h, and will be fitted with air conditioning and passenger information systems for a high level of passenger comfort.

They will be manufactured in the newly built facility of Sricity, in Andhra Pradesh, India.

"This is our second metro contract in the country after Chennai. It confirms our commitment to provide competitive, innovative and high value products and solutions for our customers while serving the ever growing urban transportation market in India ", said Dominique Pouliquen, Senior Vice-President Alstom Transport Asia-Pacific.

Alstom's Metropolis is a world leading, proven, safe and reliable train that serves many of the great global cities including Singapore, Sao Paulo, Shanghai and Amsterdam with more than 10 years of operational experience. More than 4000 Metropolis cars have been sold worldwide.

Alstom's Sricity manufacturing site is the company's flagship facility sprawled over an area of 280 000 square feet and is playing a key role in Alstom's development in the region.

Stadler produces first intercity for Sweden in record one year time frame

Stadler Rail has handed over the first unit of the altogether 6 FLIRT intercity trains that it produced for the Hong-Kong based private operator MTR Express for operation in Sweden. The factory acceptance of the new train by the customer was held in Bussnang, Switzerland. Stadler once again managed to produce the vehicle train of the ordered series in record time, within only one year, which is exceptionally fast in the railway industry. The first FLIRT of the five-carriage fleet will expectedly start commercial operation in March 2015 on the Gothenburg-Stockholm route.

Stadler received the order from MTR Express altogether for six intercity FLIRTs only in November last year, and by now the company was able to successfully pass the factory acceptance of the first vehicle. The order is worth around CHF 85 million, the production and commissioning of the trains are carried out in Switzerland. With the new units MTR Express will provide a long-distance intercity service with around 16 connections per day on the route between Stockholm and Gothenburg. MTR Express is not the only operator on this route, it will provide the service in competition with the Swedish state railway operator, which is possible due to the deregulation of the Swedish passenger rail market. After the factory acceptance the first unit is going to Sweden, and after receiving the permit for commercial operation, it will start service expectedly around March 2015. The last, 6th unit will start carrying passengers in August 2015.



The five-carriage trains operate with 15 kV alternating current and are equipped with the Swedish train control system ATP L 10'000. The top speed of these trains is 200 km/h, and they have been specifically designed to fulfil the strict requirements of extreme climatic conditions like severe winters of -40 Celsius degrees. Features include, for example, improved isolation, floor heating, double-wall intercar gangways, snow scrapers between bogies and carriage body as well as a heat recovery system.

This technology has already proven itself in Stadler trains for other Nordic countries, like Finland, Norway, Estonia or Belarus. The trains have a lightweight aluminium carbody, which allows the vehicles to accelerate faster, thus significantly reducing energy consumption and operating costs in comparison to conventional vehicles.



Turin tram No. 5019 is seen working Service 15 from Via Brissogne to Piazza Coriolano. Martin Hill

Alstom and Transmashholding to supply St. Petersburg's first low-floor tram

Tramrus LLC, the joint venture of Alstom and its partner Transmashholding (TMH), has been awarded a contract by the St Petersburg transport operator in Russia to provide them with a low-floor tram by 1 December 2014.

This is St Petersburg's first fully low-floor tram. The tram is 25m long with a capacity of over 200 passengers. It offers commuters a high level of comfort with spacious interiors and spaces dedicated to luggage, wheelchairs and prams.

Additional comfort features include air-conditioning, ergonomic seats and reduced noise levels.

Modern engineering solutions such as composite materials, innovative bogies and modular structures will ensure reduced operation and maintenance costs. Equipped with a modern traction system, the new tram's energy consumption is over 10% lower than current trams.

With its 30-year lifecycle, the tram's lifespan is far greater than that of existing ones (18 years). It has been specially designed to cope with the cold climate, complex ground profile and heavy passenger flows of St Petersburg.
The tram is currently undergoing testing at Tramrus LLC's OEVRZ plant in St. Petersburg, where Alstom and TMH plan to localize tramway engineering and production.



Berner Oberland Bahn (BOB) HGe 3/3 No. 29, built in 1926, crosses the impressive Baye de Clarens viaduct mid-way along the preserved Blonay - Chamby railway during a Kanton Bern themed gala weekend. Mark Pichowicz

PKP CARGO Signs a Major Contract with Azoty Group for Chemicals and Containers Transport

On 16 October, PKP CARGO signed a two-year contract for transports of chemicals, containers and other goods for Azoty Group companies. The contract is a continuation and extension of existing agreements – Azoty Group Kopalnie i Zaklady Chemiczne Siarki "SIARKOPOL" S.A. is a new addition to the portfolio of companies using the services of the largest Polish carrier. Some operations are carried out in the wagonload freight system.



The contracts require eight trains a day on average. Some operations are also carried out in the wagonload freight system (using single wagons). The longest routes under the new contracts are several hundred kilometres long links to seaports from Pulawy (Lubelskie Province), Tarnów (Malopolskie Province) and Strzegomek (Swietokrzyskie Province)."We are successfully pursuing our commercial strategy, continuing our cooperation with key partners. The contract with Azoty Group is an example here. This way, we are confirming our strong market position and the ability of PKP CARGO Group to effectively operate on the strongly competitive rail freight market", said Jacek Neska, Member of the Management Board of PKP CARGO responsible for commerce.

PKP CARGO will carry goods from Azoty Group manufacturing companies to Polish seaports, customers in Poland and other destinations, and will also carry goods in import and export operations. Some transports will involve exchange of goods between different Azoty Group companies. All facilities of the railway carrier are involved in the transport operations."The management of a chain of raw material and product supplies between companies scattered all over Poland is a huge challenge in terms of logistics. We ship millions of tons of fertilizers, chemicals and base materials every year, using various transport modes. We have been cooperating with PKP CARGO in the area of railway transport for many years. It was a natural consequence of our successful cooperation to add more business from the SIARKOPOL sulphur mine acquired last year", summarized Marek Kaplucha, Vice President of the Management Board of Azoty Group, whose responsibilities include supply chain management.

Under the new contract, PKP CARGO will provide its services to: Azoty Group S.A., Azoty Group Zaklady Azotowe "Pulawy" S.A., Azoty Group Zaklady Azotowe Kedzierzyn S.A., Azoty Group Zaklady Chemiczne "POLICE" S.A., Azoty Group Kopalnie i Zaklady Chemiczne Siarki "SIARKOPOL" S.A. with registered address in Grzybów, Gdanskie Zaklady Nawozów Fosforowych "Fosfory" Sp. z o.o.
Aside from the transport of chemicals and containers, PKP CARGO and the group companies of the Polish carrier cooperate with Azoty Group in the area of coal transport, domestic road freight services, international railway freight services as well as border and customs services for import operations from the East.
At the end of the first half-year, PKP CARGO Group had a 56.7 percent share in the rail freight market in terms of rail traffic, and a 47.09 percent share by weight, as well as a 48.48 percent share in domestic intermodal rail operations by weight, and a 52.17 percent share in terms of rail traffic.

Thanks to modernisation trains will pass through Plzen up to four times faster

On October 1st, the Railway Infrastructure Administration (SZDC) officially launched the reconstruction of the east side of Plzen main station in the direction of Prague. The objective of the project is to repair the station so that it can fully perform its function as the most important crossroads in the region of Czech Railway Transit Corridor III.

The current infrastructure is not suitable for this purpose and is not able to handle the expected volume of traffic. Passengers have to face problems with low platforms, the trackage has a poor design and insufficient capacity, electrical and mechanical equipment is obsolete and a lack of spare parts limits maintenance.

"The Main Station in Plzen has been the least favourite station of Railway Corridor III for a long time. Fast trains have to slow down on the switches to 20 km/h. This will change however by the end of next year. Thanks to modernisation of the Prague station head, i.e. a track branching in direction to the capital city, trains will pass through with speeds up to 80 km/h. The construction will also have other positive effects, such as increasing the effectivity of traffic flows and decreasing operation and maintenance costs. Moreover, the installation of a new signalling system will improve railway operation safety." said Mr. Pavel Surý, Director General of SZDC .

In the first phase of the Plzen junction modernisation, the eastern part of the railway station will be completely reconstructed. Works have to be done mainly on the complex switch and crossing work and extensive station trackage, including the connecting sections. " In addition to a faster and more comfortable ride, passengers can look forward to four modern platforms which they will have much safer access to thanks to the new underpass "said Mr. Jindvich Topol, Executive Director of Railway Civil Engineering, Skanska a.s. The project includes a total renovation of the railway substructure and drainage. The so-called Gambrinus Bridge across U Prazdroje Street will undergo modernisation as well.

The reconstruction of the station head is part of a complex of constructions in this important railway junction. It can be considered as a continuation of an already completed project entitled Passage though Plzen railway junction in direction of Railway Transit Corridor III. In the eastern direction it is connected to the Plzen – Rokycany line section the modernisation of which began last year. The implementation of the project called Junction Plzen, first construction - reconstruction of Prague station head will cost 1.676.592,312 CZK. Co-financing of the construction is planned from the European Union Cohesion Fund under the Operational Programme Transport in a planned amount up to 1.368.012,770 CZK. In this context, the request for co-financing from the Cohesion Fund has been submitted for approval to the Ministry of Transport. The remaining funds from national resources are provided by the State Fund for Transport Infrastructure.



Heritage Turin tram No. 2847 is seen in Turin on September 13th working the popular service No. 7 Piazza Castello. Martin Hill

Alstom completes delivery of Metropolis trains for Rio de Janeiro region

Alstom has just delivered the last of ten Metropolis trains to Brazilian rail operator SuperVia, a company led by Odebrecht TransPort. The ten metro trains will circulate on the lines that connect the centre of Rio de Janeiro to the metropolitan region. About 620 thousand passengers use SuperVia lines every day.

"With the completion of this project, we reiterate our commitment to the development of urban mobility in the country and to the quality of our services. The first train was delivered only 13 months after signing the agreement, which is a record for Alstom's Lapa unit," says Michel Boccaccio, Senior Vice-President of Alstom Transport in Latin America.

The Metropolis trains for SuperVia are composed of eight cars and are equipped with full air conditioning. The trains can carry up to 2,400 passengers each. The contract was signed in 2012 to anticipate the purchase of new trains scheduled between 2017 and 2020.

Grand Central to invest £7.8m in service improvements

Grand Central Rail has revealed planned £7.8m worth of investments to improve the reliability, capacity and comfort of its services over the next 12 years. Following the extension of its operating licence, which gives the company permission to run trains between London, the North East and Yorkshire until 2026, Grand Central will invest significantly in the comfort and reliability of its fleet of trains as well as passenger facilities at stations.

Richard McClean, Managing Director of Grand Central Rail, said: "We've listened to our passengers and the investments we're making will improve the reliability of services as well as the comfort and reliability of our on-board facilities. We're starting our investments early to get a head start on improvements for passengers, with a refurbishment to our current fleet due to begin in early 2015. "Our entire fleet will be brought up to a new high standard, with leather seats in First Class and improvements across the Standard class carriages, toilets and vestibules. We'll also switch to using LED lighting on board which, as well as being better for the environment, will improve the reliability of power sockets for charging mobile phones and laptops. Our on-board Wi-Fi will also remain free for all passengers in both Standard and First Class and we're already making improvements to the usability and speed of the Wi-Fi connection."

Grand Central Rail has signed a lease with Angel Trains for a further five Class 180 trains which, along with the company's existing five Class 180 services, will be seen on the rails from 2017. It has also pledged capital investment to improve passenger facilities at stations on its route. Grand Central Rail's award-winning Station Ambassador programme will also be rolled out to additional stations in Yorkshire. Station Ambassadors are currently in place at Hartlepool, Eaglescliffe and Brighouse Stations, with plans to introduce Ambassadors at Mirfield and Thirsk Stations in the near future.

PKP CARGO helps protect the Baltic coast

Since early September, over 150,000 tonnes of hydro-technical stone needed to prevent coastal erosion have been transported on railway cars belonging to the largest freight operator in Poland. In September, PKP CARGO began shipments for another investment project, which is co-financed by the EU and consists in reinforcing over four kilometres of seashore near Ustka and Leba, Northern Poland.

Transport of hydro-technical stone could offer long-term opportunities for PKP CARGO, not only in connection with projects along the seashore, but other hydro-technical investments as well. The market, however, is a challenging one—such orders are difficult to fulfil due to the narrow time during which work has to be completed, particularly on the Baltic coast. Another challenge is to ensure the availability of suitable rolling stock—the rocks that need to be transported often weigh several tons each—and of sufficient supplies of the raw material. Stone of the requisite quality can be found only in Lower Silesia, Western Poland.

"Diversification of the portfolio of orders for rail freight and their even distribution in time are crucial to building a strong market position for our group," says Jacek Neska, Board member in charge of Trade at PKP CARGO. "Such a policy produces the desired outcomes," he adds.

Maritime authorities are legally required to preserve the coastline as it was in 2000, and yet, according to the website of the Supreme Chamber of Control, 50 hectares of land worth PLN 500 million are lost every year due to coastal erosion. The whole coastline is subject to erosion, with more than half intensely so—in some places, the shoreline recedes over a metre per year. Now the beaches and dunes of Pobrzeze Koszalinskie, Northern Poland, are to be protected against erosion. This will be yet another project of this kind carried out by the Slupsk Maritime Office and co-financed by the EU.

In 2010-2012, the Office reinforced 3.3 km of beaches in Kolobrzeg (West Pomeranian Voivodeship); this year, a similar project along 8 km of shoreline to the east of the port in Darlowo (West Pomeranian Voivodeship) has been completed. The above-mentioned reconstruction of 4.5 km of shoreline within the Ustka - Wicko Morskie Central Air Force Test Site (West Pomeranian Voivodeship) is under way and work on 4.5 km of shoreline in leba, Rowy and Ustka (Pomeranian Voivodeship) has just commenced. According to the Office of Rail Transport (UTK), during the first 8 months of 2014, the PKP CARGO Group captured 47.73 percent of the market in terms of tonnes of cargo transported, a 0.25 percentage points increase year-to-year and a 0.64 percentage points increase relative to the first half of the year.



FGV Tram No. 4235 is seen departing from Alicate Luceros station with the 10:54 line 4 service to Playa San Juan on September 17th. Dave Felton

Bombardier Technology Enters Service in CSR Puzhen's Low-Floor Trams for Suzhou, China

Rail technology leader Bombardier Transportation and its Joint Venture Partner BCP, working in close partnership with CSR Puzhen, have announced that trams equipped with Bombardier technology have entered revenue service in Suzhou, China. These vehicles are produced by CSR Nanjing Puzhen Co., Ltd. (CSR Puzhen) under a technology license agreement concluded in July 2012 together with Bombardier Transportation. The order for 18 low-floor, five-module trams was awarded to CSR Puzhen in December 2012.

The 100% low-floor tramway trains are 32 meters long and 2.65 meters wide, corresponding with the Chinese customers' demand for high passenger capacity. Their design, based on Bombardier's FLEXITY 2 product platform, represents the leading-edge in passenger safety, comfort, and convenience, especially when entering and exiting the vehicle. In addition, the tram's low energy consumption substantially contributes to the delivery of more environmentally friendly modes of transportation for the urban public. The vehicles feature BOMBARDIER FLEXX Urban 300 bogies and are propelled by BOMBARDIER MITRAC traction technology. In addition to the Suzhou vehicles, CSR Puzhen has also won projects in its hometown Nanjing. Two lines in Nanjing have recently been equipped with catenary-free operation technology based on BOMBARDIER PRIMOVE heavy-duty traction batteries. Furthermore, CSR Puzhen is the rolling stock supplier for Suzhou's metro network.

Delivering this propulsion equipment to its Chinese partners is just another example of Bombardier's ability to meet the needs of the world market. Complex projects like these further illustrate Bombardier's position as a strong global partner and its ability to provide competitive solutions that match varied market requirements.

Mr. Zhang Jianwei, President of Bombardier China, commenting on the event, said, "I think both CSR Puzhen and Bombardier have reason to be proud of this important achievement in their cooperation and I am confident that the people and visitors of Suzhou city will soon be convinced of the speed and comfort this modern transit system offers. This is yet another reference of Bombardier's consistent engagement and close partnerships with forerunners in China's aerospace and railway industries."

With a population of nearly 11 million, the city of Suzhou is located next to the Shanghai municipality in the southeast of China's Jiangsu province. Suzhou New District (SND) Tram Co., Ltd. will operate the trams in one of Suzhou's satellite districts that incorporates a large high-tech industrial park.

Worldwide, Bombardier has sold more than 1,200 units of its FLEXITY type 100 per cent low-floor tramway vehicles. Some 3,500 Bombardier trams and light rail vehicles are in revenue service, or on order, in approximately 100 cities across Europe, Asia, Australia and North America.

In order to sustain global economic growth while ensuring urban dwellers' health and quality of life, cities all over the world are looking for smarter forms of mass transit. Considered one of the most environmentally friendly and energy efficient modes of public transport available, trams and light rail vehicles consume up to five times less energy per passenger than a car carrying one or two passengers.

The MF10 metro car produced by Bombardier in Crespin, France for customers RATP and STIF

Rail technology leader Bombardier Transportation will supply 60 MF10 metro cars to the Régie Autonome des Transports Parisiens (RATP) and the Syndicat des Transports d'Ile-de-France (STIF) as part of a consortium comprised of Alstom Transport, Bombardier Transportation and Areva Technicatome.

This order for 12, five-vehicle train sets is a part of an ongoing contract signed in 2001 and will amount to a total of approximately 75 million euro as published by RATP. Bombardier's share is approximately 33%.

Lines 2 and 5 have already been fully equipped with the MF10 and the units are gradually being rolled out to replace the existing metro sets on line 9. The new cars will be delivered between 2016 and 2017.

Bombardier's site in Crespin, France, will produce 24 fully equipped drivers' cabs, 60 cars and 120 BOMBARDIER FLEXX Metro Bogies. Bogies are a critical component of metro trains in terms of safety, maintenance cost and passenger comfort. FLEXX Metro bogies are extremely reliable and their lightweight concept enables maximum vehicle capacity utilisation with minimum energy consumption. Passengers also benefit from the innovative FLEXX Metro bogies as they ensure a smooth ride with low noise levels.

Alstom signs a second maintenance contract for high speed trains in Turkey

Alstom has just signed a 2,5M Euro contract with the Turkish State Railways (TCDD) for the in-depth overhauls of 5 CAF high speed trains. As part of its ongoing full maintenance contract of the CAF trains operated by TCDD which started in November 2012, Alstom has already performed 5 contractual overhauls (R4 types) on 5 trains. This new contract is dedicated to 5 other trains belonging to the same fleet of CAF trains operating between Ankara-Istanbul and Ankara-Konya.

These overhauls will be carried out over a period of 12 months by the local highly-trained Alstom team in the same maintenance depot, which is owned by TCDD and located in Ankara.

"We have a 20-year experience in the maintenance of high speed trains. TCDD will benefit from this experience and we would like to thank them for renewing their confidence in our company," said Arban Citak, Alstom Transport Turkey General Manager.

Alstom has been contributing to the development of Turkey's railway infrastructure for over 60 years, and provides rolling stock, infrastructure, information systems, services and turnkey solutions.



Ter Alsace Bombardier EMU No. 82631 is seen Mulhouse-Ville. Martin Hill

The company Pars Nova will make travelling in trains of Ceské Dráhy more comfortable.

A ceremony took place in Prague on October 15th celebrating the completion of the project of modernisation of forty passenger train vehicles Bdmpee. The vehicles, which were manufactured in 1990s, underwent a complex renovation by the company Pars Nova and they are now included in both national and international express trains EuroCity and InterCity of the company Ceské Dráhy.
The contract for modernisation of 40 pcs of vehicles, which were manufactured in the beginnings of 1990s under the name Bmee, was concluded between the company CD, a.s. and the company Pars Nova, Šumperk in 2012. The trial operation began in the first half of 2013 and the company Pars Nova handed the last renovated vehicle to Ceské Dráhy in the end of September this year."Modernisation concerns both technical and operation parameters and comfort of travelling: passengers will appreciate especially the new modern interior with practical improvements such as more comfortable seats, folding tables or tilt tables, 230v sockets for charging of notebooks or phones, new windows securing the temperature comfort and air-conditioning," said Tomáš Ignacák, chairman of the Board of the company Pars nova.

Additional assets of the new vehicles include toilets, which can be used even when the train is waiting in the station. And travelling in trains of Ceské Dráhy will be even more comfortable owing to sufficient spaces to store bicycles and prams, safety door closing systems and an audio visual information system.

From the perspective of technical and operation changes, the greatest advantage was achieved by the modification of chassis and brake systems including the integration of the electro-pneumatic brake. The maximum speed of the vehicles is 160 km/h. Due to the modernisation the vehicles comply with the highest requirements on safety of operation and passengers, including the current requirements on safety of operation in tunnels with the length of up to 5 kilometres and other strict international standards. This means that the vehicles can be used anywhere in Europe.

"The total value of the contract for modernization of the vehicles of Ceské dráhy was 700 million CZK. The modernised vehicles are already used in trains on the lines Praha – Ostrava – Zilina, Praha – Brno – Bratislava – Budapešt or Praha – Plzen – Mnichov," commented Michal Kurtinec, CEO of Pars Nova.

Alstom and TMH EP20 Locomotives Achieve 10 Million Kilometres

The EP20 passenger locomotives jointly developed by Alstom and Transmashholding have run over 10 million kilometers. The fleet consists of forty four EP20 locomotives currently operating in Russia, namely in Moscow, St. Petersburg, North Caucasus and Sochi.

EP20 is Russia's first electric locomotive capable of driving passenger trains at the speeds of up to 200 km/h. Able to operate under both alternating and continuous current, EP20 locomotives can make this journey faster than a standard locomotive which would have to change the engine along the route.

EP20 was designed by TRTrans, a joint engineering center set up by TMH and Alstom Transport on a parity basis. The innovative solutions for this particular locomotive, including the traction drive and modular design provide a high safety level and lower lifecycle cost.

The locomotive is designed to ensure rail traffic optimization, due to reduced power consumption and longer intervals between maintenance.





On September 7th, an SBB EuroCity train is pictured at Basel, with a service for Milano Centrale. Martin Hill

ADIF tenders track renewal works on the access tunnel at França Station in Barcelona

ADIF has tendered running track renewal works on the access tunnel França Station in Barcelona. The tender budget amounted to 960,728.1 euros (excluding VAT), and including the value of the goods and services provided by ADIF.

This project aims to improve the condition of the railway infrastructure and ensure high standards of safety, reliability, efficiency, quality and comfort in railway operations in this point of urban tunnels Barcelona.

The work will include the renovation of approximately 1,400m of track, which is the replacement of 5,400 lane meters 54 kg/m and 2,000 sleepers Stedef type used in slab track sections like this. These operations were carried out at 500 meters on two of the tracks, and 380m in the third.

The project also includes actions to prevent seepage of water from the water table through improved drainage and water drainage.

For this, the existing drainage ditches entrevías and the space between them and the side walls of the tunnel will be extended, and covers installed to prevent accumulation of solid waste. In addition, structures of infrastructure protection and new scuppers run larger and facilities security and communications will be relocated.

ADIF will schedule these jobs in order to minimize the effects of rail traffic, scheduling execution at night-time and in periods with less movement of trains.

Alstom will supply its ERTMS level 2 signalling solution to equip 449 SNCB trains



Alstom has secured a contract worth 70 million Euros to supply ATLAS 200 on-board signalling equipment to the Belgian operator SNCB-NMBS for 449 trains in commercial service. Delivery will start in 2016.

The contract covers the design, manufacture, testing and approval of equipment for five different types of train, together with the supply and maintenance of these on-board signalling systems over a ten-year period. The equipment will be fitted to the trains by SNCB-NMBS. The ATLAS 200 ERTMS level 2 solution chosen complies with the most recent Technical Specifications for Interoperability.

Atlas 200 offers integrated control over level crossings, standardised braking models that can be varied according to ground conditions and the "limited supervision" protection mode. The solution is currently being deployed by Alstom in Denmark, Germany, Austria and Australia.

"This is Alstom's fifth contract to supply ETCS level 2 equipment compliant with Baseline 3. The decision to apply this standard now, which will be the only one authorized in a few years, gives rail operators the major benefit of avoiding migration operations," explains Marcel Miller, the Chairman of Alstom Belgium.

The contract confirms the maturity of Alstom's ETCS level 2 solution, currently being deployed in over 4,000 trains of over 100 different types, half of them already in commercial service, and the importance of an efficient maintenance solution.

The world leader in ERTMS technology, Alstom has secured contracts in 23 countries and covered 12,000 km of track, including six of the world's eleven high-speed lines fitted with the technology in full commercial service.

Alstom was also the first company to equip a very-high-speed line with the technology (Rome–Naples, Italy) as well as a cross-border high-speed line (Liège in Belgium to the German border), the line with the densest traffic (Mattstetten–Rothrist in Switzerland) and a line dedicated solely to freight transport (the Betuwe line in the Netherlands).

Successful load testing of railway bridges to Vienna airport

Both network arch bridges tested successfully - approval is imminent

As of December 14, 2014: Long-distance trains from Wels, Linz and St. Pölten to the airport

Successful endurance test of the two network arch bridges of the new Vienna airport line means they can now be used in time for the new timetable in operation. From 14th December, for the first time long-distance trains will travel to Vienna airport, and passengers from Wels, Linz and St. Pölten can travel easily and quickly with the train to directly under the terminal. The new link between Vienna's main train station and the airport train station is a total of 2.1 km long. The heart of the route are the two 4,100 and 3,200 tonnes of heavy network arch bridges that cross the tracks of the Eastern Railway, the airport train (S7) and the central marshalling station at a height of about 8 meters. One bridge is 112.5 meters long, the other 88.5 meters long, and both are 15 feet wide. With the new link, trains can quickly go to the airport without having to cross other tracks. Overall, ÖBB have invested around 60 million euros.

Comprehensive admission tests for safe rail travel

In order for the bridges to be released for the trains, they must first be tested for strength: Firstly six ÖBB Taurus locomotives were driven onto the bridge, each locomotive weighs 88 tons. Sensitive measuring devices monitored while the static behaviour of the bridge under the load of well over 500 tons. The measurements were supplemented by subsequent dynamic tests: Here with the locomotives made several trips across with speed increased gradually, then performed brake tests on the bridge structure. In a third step, the future speed of 100 km / hr was tested. At the crossings, the building is measured precisely by the bridge experts. The aim of the tests was to evaluate the suitability for use in extreme operating conditions, which will not occur in normal operation.

Photo:© OBB

Severn Valley Railway Diesel Gala

The 16 mile heritage line runs along the Severn Valley from Bridgnorth to Kidderminster, crossing the Shropshire/Worcestershire border, following the course of the River Severn for much of its route. Following on from its successful Steam Gala held at the end of September, is its Diesel Gala which this year featured quite a few 'Big' visiting locos.

Class 37 109, from the East Lancs Railway, heads past the engine house at Highley on October 4th with a Kidderminster bound train. Richard Hargreaves

Another visitor from the East Lancs, Class 50 015 'Valiant' is pictured at Bridgnorth on October 3rd with an evening service to Kidderminster. Carl Grocott

Class 40 106 heads up Eardington Bank on October 4th working a Kidderminster - Bridgnorth service. Carl Grocott

Network SouthEast liveried Class 50 026 'Indomitable' is pictured climbing Erdington Bank with the 14.35 Kidderminster to Bridgnorth service. Phil Martin

On October 4th, Class 108 DMU Nos. 52064 and 50933 are seen at Bewdley with a local service from Kidderminster. Richard Hargreaves

On October 3rd, Class 55 019 'Royal Highland Fusilier' departs Bewdley with a service to Kidderminster.
Richard Hargreaves

Another Deltic at the line for the event was Class 55 No. D9009 'Alycidon' seen here at Haye Bridge with 14:35 Kidderminster - Bridgnorth on October 3rd. Keith Davies

One of two maroon liveried Westerns at the gala was the DTG's Class 52 No. D1015 'Western Champion' pictured here at a very deserted Highley. Richard Hargreaves

The other maroon western was the WLA's Class 52 No. D1062 'Western Courier' seen here arriving into Highley with a Kidderminster to Bridgnorth service.
Richard Hargreaves

On October 2nd, Class 08 No. D3201 paired with Class 11 No. 12099 are seen departing Kidderminster with a local service to Bewdley. Richard Hargreaves

SNCB Class 51 No. 5107 is seen stabled at Hasselt on June 28th 2001. Paul Godding



On June 21st 2004, OBB Class 1044.203-6 is seen at St. Valentin having arrived with a local service from St. Polten. Class47

An M62 Class No. V200.505, operated by LEG group, heads through Roosenheim on June 24th 2004. Class47