





Welcome

Welcome to another edition of Railtalk Xtra, the monthly magazine that predominantly features railways outside the UK.

February already and the nights are getting lighter. As I write this the weather isn't getting any warmer though, with some very cold nights and days in many parts of Europe. Still spring is just round the corner.

Now here is a good idea, as rolling stock leasing company Angel Trains, engineering consultancy ESG Rail and 3D printing technology company Stratasys have collaborated to use additive manufacturing to produce four train interior components meeting the standards required for use on UK rolling stock. The aim is to produce replacements for obsolete parts, reducing whole-life rolling stock costs and enabling vehicles to remain in service for longer. Operators would be able to produce low-run parts as required, without needing the mass production of large quantities.

Look out for Franco-Swiss high speed operator TGV-Lyria who has unveiled the first of 15 multi-system Euroduplex trainsets which are destined to operate all Lyria services from the December 2019 timetable change. Being repainted into a predominantly red livery at the PSA works in Rouen, at a rate of two or three per month, the 510-seat double-deck trainsets will replace the operator's current single-deck TGVs which carry a maximum of 316 passengers.

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Submissions & Contributions

Railtalk Magazine Xtra, a Magazine written by the Enthusiast for the Enthusiast. So why not join the team. We are always looking for talented Photographers and Writers to join us at Railtalk. Be it through Pictorial Submissions or via a written article featuring an event or Railtour, we greatly appreciate any contributions to the magazine however big or small.

Photographic Contributions

All Photographic contributions should to be sent to us via email, post or via the members section page on our website. Contact addresses are provided to the right or on the next page.

All images ideally should be provided at a resolution of at least 2048px x 1536px at 150dpi.

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Front Cover

Loco No. 298.56 loco is owned by Club 760 and is now in service on the Taurachbahn. Seen here near St. Andrä.

Thomas Niederl

This Page

United States Sugar Corporation No. 506 approaches Belle Glade whilst hauling a train of loaded sugar cane from Bryant to Clewiston. *Laurence Sly*

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On January 21st, Lineas No. 363.723 (leased from BT Trains) is unloading a rake of Wascosa tankcars at the N.W.B. terminal in Amsterdam from Pannonia Ethanol's New Bioethanol Plant at Dunaföldvár, Tolna, Hungary. *Erik de Zeeuw*





In Czech ,the DPOV rolling stock repair and maintenance subsidiary of national passenger operator ČD has completed the prototype rebuilding of a Type WRmee dining car into a Type ARmpee first class and bistro car. ČD plans to produce 27 ARmpee bistro cars by modernising existing cars. However there have already been complaints about the lack of separation of first class passengers from Bistro customers, revisions may be on the way.

In Switzerland the ‘gradual separation’ of freight activities from the national railway operator has taken a further step, with SBB Cargo AG being managed as an independent company within the SBB Group since the start of the year. This is intended to pave the way for the introduction of third-party participation in the freight business.

Finally, passengers travelling with Deutsche Bahn can expect to see better punctuality and performance thanks to a package of ‘step-by-step’ improvements. The first point seeks to improve the punctuality of long-distance services 2019 by 1.6 percentage points to 76.5%, with a specific focus on rolling stock availability. More staff will be employed at the ICE depots in Hamburg and Köln, and workshop capacity in Krefeld enhanced to ensure that at least 225 ICE trainsets are available each day, a 5% improvement. Better management of engineering works at more than 800 locations is seen as ‘crucial’, while a new team will be established to co-ordinate the operation of up to one-third more trains through areas where work is underway.

As always a massive thanks for all the excellent photos, please keep sending them in, and remember if you are going on holiday, don’t forget to take your camera.

David
Editor

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Welcome Noah's Train!

Symbol for sustainable freight transport, synonym for green mobility and climate ambassador of our planet reaches Vienna and is ceremoniously received.

Our transport system is on the verge of burnout – not only in Austria, but throughout Europe. Every day the roads are getting narrower. By 2030, freight volumes are expected to increase by as much as 30%. What is frightening is that 75% of all freight traffic is handled by road. Today, freight transport already accounts for almost a third of total transport emissions. For our environment, for the climate, for all of us, these are not good forecasts. We must therefore make every effort to shift this growth from the roads to the environmentally friendly railways.

Vision: 30 to 2030

This alarming increase in road freight transport must be avoided. It is therefore also the aim of the European Union to increase rail's share of the total freight transport market from 18% to 30% by 2030. After all, road transport by truck causes 21 times more CO2 than transport by train. Because only with conscious mobility can the burnout in the offing be prevented. Traffic is also the biggest and at the same time the most effective lever for saving CO2. This is why the leading European freight railways have launched the "Rail Freight Forward" initiative. The aim is to make it clear how sustainable freight transport can be. A campaign to raise awareness was launched in mid-December at the COP24 world climate

conference in Katowice, Poland. Inspired by the oldest history of environmental protection, Noah's Train – our climate ambassador – took off there. It is the symbol for making freight transport more sustainable and climate-friendly. On January 14th the train was ceremoniously received and bid farewell at Vienna's Westbahnhof station by Federal President Alexander van der Bellen, Federal Minister of Transport, Innovation and Technology Norbert Hofer, ÖBB CEO Andreas Matthä and the international CEOs of the Rail Freight Forward Initiative. Its next stations: Berlin, Paris and Brussels. Equipped with green containers, the train is continuously transforming itself into the longest mobile work of art, because at each stop, two containers are each designed with animal motifs by local artists. And so the colourful train is synonymous with lower emissions, reduced energy consumption and green mobility.

Photo: ©RCG



H-Start's Class 480.011 stands in Wien Hbf after arriving with a service from Budapest. *Class47*





 Bulgaria



▶ Built by RVR Riga, this Soviet built 4 car EMU No. 32.069 is seen in the yard at Varna.
Brian Battersby



▶ Another RVR built EMU, No. 32.070 stands in the platform at Varna.
Brian Battersby



▶ Completing the set of RVR Class 32 photos, is No. 32.071 in the yard at Varna. These units are in such a state that it would be hard to tell which ones are operational and which aren't.
Brian Battersby



On December 31st, No. T47.015 (705.915) stands at the southern terminus of the JHMD network at Nová Bystřice after arriving with the 09:25 from Jindřichův Hradec. *Mark Pichowicz*

The Fleet of Vectrons of ČD Cargo is complete

On January 29th 2019, ČD Cargo took over the last three locomotives of the 383 series from the representatives of Siemens. The transfer took place at the SOKV Ústí nad Labem. The delivery of the locomotives, together with the engine No. 009, was realised on the basis of a contract signed in August last year.

Engines numbered 009, 010, 011 and 012 are waiting for technical and safety runs in Hungary and Poland in the coming weeks after which they will be put into regular operation immediately. It will be possible to see them on domestic or German lines but also at the head of ČD Cargo freight trains in Austria.

Vectron locomotives do not need to be introduced; the first eight engines of this series have already been a solid part of our locomotive fleet. They are characterized by high interoperability and reliability.

Photo: ©CD Cargo



Panels to Villach with ČD Cargo

On the evening of January 20, a full train loaded with panels left the Czech Republic at the border crossing station Horní Dvořiště and headed to Villach via Linz and Selzthal.

A pair of ČD Cargo Vectrons, Nos. 383.007 and 383.001 were at the head of this train. Along the Austrian area the train was run on the ČD Cargo license and was driven by a ČD Cargo driver. After unloading, the empty trainset returned across Břeclav back to the loading in Čáslav, resp. in Skovice.

Realization of this ČD Cargo business case is the result of the active business policy of the newly established workplace of our company in Austria - ČD Cargo Niederlassung Wien.

Photo: ©CD Cargo



The rail carrier Carbo Rail strengthens its position

The rail carrier Carbo Rail, which is a company with the participation of ČD Cargo - CD Cargo Slovakia, strengthened its market position and from January 2019 has leased two more Class 240 locomotives.

On January 5th the locomotives were used to transport empty wagons to Hungary to load grain.

Photo: ©CD Cargo



Trial loading of sheet metal coils

On January 9th, a trial loading of metal coils into Innofreight prototypes called Coilpalette P28 on the Sggrs wagon was carried out on Arcelor Mittal Ostrava's siding. Up to 6 pallets can be stacked per wagon. During the test loading, coils weighing 18.5 - 26.8 tons were used and it was verified that Coilpalette is suitable for stowing and securing metal coils on the Sggrs wagon.

Handling coils during loading and unloading is easier with the Coilpalette - the crane operator can overlook the space of the entire wagon, moreover there is no need to handle the sidewalls as with the Shimms wagons. In addition, the lower weight of the wagon is associated with a higher load capacity, which allows for better utilization of the wagon.

In the near future, these pallets should replace the previously used Eas, Res and Shimms wagon series in the carriage of sheet metal coils for Arcelor Mittal Ostrava.

Photo: ©CD Cargo



EffiShuntery 1000 from CZ LOKO goes to Slovenian Koper

CZ LOKO enters Slovenia's railway market by supplying its flagship EffiShunter 1000 and thus confirms its strong position on the European rail market. The Czech exporter succeeded in a tender for the Slovenian state carrier Slovenske železnice - Tovorni promet, doo for delivery of four shunting locomotives for the port of Koper. EffiShunter 1000 has competed with established European and American manufacturers and best meets demanding customer criteria, also associated with coastal operations.

For operation in Slovenia, the installation of the INDUSI security system is planned, which ultimately means extending the technical solution to other Balkan countries. CZ LOKO succeeded with EffiShunterem 1000 also in another tender in Italy. TPER will buy two EffiShunter 1000 locomotives with four more options. The subsidiary Dinazzano PO, which is a long-time customer of CZ LOKO and operates four 741.7 series locomotives, will use them. For new locomotives, the EffiShunter 1000 plans to deploy on the Emilia Romagna line service and to move to logistics centers such as Reggio Emilia or Rubiera. It transports over three and a half million tonnes a year.

For CZ LOKO, the conquest of the Slovenian and Italian markets is a great success, confirming that the term "Czech Product" is again associated with the quality and satisfaction of the client. After the latest successes in Finland, the Baltic, Italy, Turkey and Slovenia, CZ LOKO intends to continue expanding to other countries where Czech locomotives have traditionally never been operated.

Photo: EffiShunter 1000 of the Italian company Mercitalia Shunting & Terminal on a shunting service at the logistics center in Novaire, Italy. ©CZ Loko



CZ LOKO in Estonia will modernize another four US C30 locomotives

CZ LOKO has signed a contract with the Estonian national carrier Operail (formerly EVR Cargo) for the supply of packets for the comprehensive upgrading of four C30-M C30 locomotives. The signing of the contract took place in the first half of January and means an increase in the number of modernized locomotives in this range from three to seven.

“The continuation of modernization of locomotives C30-M confirms the popularity of CZ LOKO modernization projects also in the Baltic region, especially in terms of reliability and economy. There are 123 locomotives from our production in the Baltics,” added Jan Kutálek, sales director CZ LOKO. The company is involved in the modernization by supplying new packages, ie all the components that are located above the level of the main frame of the locomotive. For example, engine combustion engines with alternators, cabs, hoods, cooling, braking systems or steering blocks will be delivered to Estonia. Simply put, this is a modular construction that can be upgraded to almost any locomotive.

The first C30-M locomotive was developed after its modernization last year and, after a demanding test run, it has received all approvals necessary for its regular operation. It is a six-axle dieselectric vehicle, which was created by the comprehensive modernization of the original American locomotive C30 by General Electric. It is designed for heavy-duty shunting or track service on 1520 mm track and slats. Drive is provided by the CAT 3512C engine with 1 550 kW AC / DC power. The construction is opposed to the original hood type, with a tower cabin, which significantly improved the driver's perspective.

Photo: ©CZ Loko



A new EffiShunter 600 has replaced the ČKD locomotive in Čep

The extensive fleet of the ČEPRO company is richer with the new EffiShunter 600 locomotive produced by CZ LOKO. The ceremony took place recently at Čepřa in Štětí - Hněvice, where it replaced the ČKD locomotive. “I am confident that Čepro will quickly verify the correctness of its decision with the operation of EffiShunter. From experience, we know that investment in a new vehicle can only be recovered in just five to ten years compared to just a repair. That's a very good result for the thirty-year life cycle,” said Josef Gulyás, CEO of CZ LOKO. According to him, a similar pragmatic approach begins to choose more and more operators to renew and maintain their fleet.

“We are also reinforcing our strategic choices in the event of power supply outages,” adds Jan Duspěva, Chairman of the Board of Directors of ČEPRO, who runs 11 locomotives of different ranges on their sidings, “says the decision to gradually modernize the park of locomotives that we operate .

The supplied EffiShunter 600 with the designation 723.709 is equipped with a more powerful 709 kW Caterpillar C27 internal combustion engine in addition to the standard equipment. In operation, the main advantage is reduced fuel consumption, extended service intervals and, last but not least, improved working conditions for service personnel. This work is made easier by better viewing conditions and newly built air conditioning, digital control system, cruise control and remote diagnostics based on GSM and GPS technology.

ČEPRO is one of the major players in the petroleum products market. The public knows its EuroOil brand, under which it runs 200 petrol stations. The company has certified laboratories and own fleet of tanks. It also participates in the protection of state material reserves in the field of petroleum products. Its sufficiently important distribution network is also its strategic importance. It includes over 1,200 km of pipelines and 17 fuel depots, connected to three refineries.





RATP AND ÎLE-DE-FRANCE MOBILITÉS AWARD CAF THE REFURBISHMENT OF THE RER A LINE MI2N TRAINS IN PARIS

RATP (Régie Autonome des Transports Parisiens) and Île-de-France Mobilités have awarded CAF the project to refurbish 43 RER MI2N units, which were manufactured between 1995 and 2005. The project amounts to €121.3M and is encompassed in the renovation scheme for RER A trains currently being implemented by RATP and Île-de-France Mobilités. The first refurbished trains are scheduled to be commissioned for revenue service in 2020.

Île-de-France Mobilités, is the control and coordination authority for the various transport companies which operate on the public transport network in the Paris area and in the rest of the Île-de-France Region. RATP (La Régie Autonome des Transports Parisiens) is the public company which manages the Metro Paris network and other city and intercity transport systems in Paris and the greater Paris metropolitan area; as well as part of the RER lines (Réseaux Express Régional, Commuter Trains in Paris).

Specifically, the transport network managed by RATP includes 115 km of the commuter trains network in Île-de-France (RER). The units which will be refurbished by CAF have been running on one of these lines, specifically on Line A.

The upgrade of these trains will guarantee consistency between the units operating on the line and will contribute to enhanced passenger comfort. The new design will provide new and modern interior furnishings (interior lining, flooring, upholstered passenger seats, LED lighting), and will also bestow units with new external aesthetics, in line with the current distinguishing livery of Île-de-France Mobilités.

All the trains will also feature video surveillance systems and passenger information screens, and will be equipped with a system to permit communication of persons with reduced mobility with the driver.

All in all, this affirms the consolidation of CAF's footprint in France, where the company has developed a good number of projects in recent years, significantly including the supply of trams for Nantes, Besançon and St.Etienne, as well as the refurbishment of the Lyon metro line D train fleet, and the supply of dual electrical locomotives which CAF is currently manufacturing at the company's plant located in the French commune of Bagnères de Bigorre (Hautes-Pyrénées).



Bombardier's Francilien and OMNEO/Regio 2N trains receive the official 'Guaranteed French Origin' label

Global mobility provider Bombardier Transportation has received the 'Guaranteed French Origin' label from the Pro France association for its Francilien and BOMBARDIER OMNEO/Regio 2N trains, both of which are designed and produced at Bombardier's Crespin site in Hauts-de-France.

"This is the first time a 'Guaranteed French Origin' label has been granted to the rail industry. This is a recognition of the know-how of our Crespin site employees and our commitment towards our clients, passengers, and the French rail industry sector. Since Bombardier's establishment in Crespin (North) 30 years ago, we have shown our dedication to France, in terms of rail innovation, economic returns and local employment", said Laurent Bouyer, President, Bombardier Transportation France.

The 'Guaranteed French Origin' certification is the only certification which vouches for the French origin of a product based on an independent audit that ensures adherence to stringent standards. An audit conducted by certifying body Bureau Veritas confirmed that the production of the Francilien and the OMNEO/Regio 2N trains complied with the required criteria to carry the 'Guaranteed French Origin' label. Both series of trains take their essential characteristics from France and more than 50% of their unit cost price comes from France. Both train series have been designed and are produced at Bombardier's site in Crespin, which employs around 2,000 people, including around 500 engineers and managers. The Crespin team collaborates closely with local suppliers, 75% of which are France-based, many having established themselves in the dedicated industrial activity area situated next to the site. The Francilien is an ultra-modern train widely acclaimed by Ile-de-France passengers for its comfort as well as its unique and colorful interior design. In addition, this train contributes to the line's high punctuality, thanks to onboard predictive technologies. Since 2006, Ile-de-France Mobilités has ordered 360 Francilien trains through SNCF. The OMNEO double deck platform comes in an intercity version, called the OMNEO Premium, which can run

at 200km/h as well as the Regio 2N version, designed for regional and greater metropolitan services. Since 2010, the Regions have ordered 401 trainsets through SNCF: 91 OMNEO Premium and 310 Regio 2N.

About Pro France

Founded by Yves Jégo in May 2010 in the wake of the presentation of his report on the 'Brand France' 'How to end the anonymous globalization: traceability at the service of consumers and employment, La Documentation française', Pro France is an association of 1901 consisting of heads of companies whose mission is to ensure the promotion of the label 'Origine France Garantie'. Arnaud Montebourg, former Minister of Economy, Productive Recovery and Digital, is also a member of the Board of Directors.

About the Origin France Certification Guarantee

The 'Origin France Guaranteed' certification is the only universal certification that confirms the French origin of products through an independent audit. It is currently the only one to guarantee the French origin at this level of requirement and thus differentiates itself from 'Made in France' by being a stronger and more demanding customs criteria.

The certification guarantees consumers that the products comply with two cumulative conditions:

1. 50% to 100% of the unit cost price of the product is acquired in France;
2. The product takes its essential characteristics in France (that is, all the processing steps are carried out there).

For the consumer, it offers the ability to know the French origin of a product and therefore to ability to choose a product in full transparency. For companies, this is the way to promote the support, development or return of productive activities in France in an efficient way, both on the domestic and export markets.

SNCF BB No. 27350 approaches Paris St. Lazare.
John Sloane



In 2018 Alstom delivered 150 vehicles on time from Germany

In 2018 Alstom delivered 150 vehicles on time from its German sites. Last year, Coradia Lint regional trains for the diesel networks Saxony-Anhalt and Augsburg, Coradia Continental regional trains for the Hessische Landesbahn, DT5 metros for Hamburg, Prima H3 locos and Coradia Nordic regional trains for Sweden left the plants on time and entered passenger service.

„We are very proud of this top performance. Despite some challenges, our teams have performed excellently and strengthened the good relationships with our customers. In view of the vibrant market in the mobility industry, this is the basis that Alstom successfully brings to the future: excellence in execution and on-time delivery”, says Dr. Jörg Nikutta Managing Director for Alstom in Germany and Austria.

In December 2018, 54 Coradia Lint regional trains started to transport passengers on the non-electrified lines of Saxony-Anhalt connecting Magdeburg, the capital of the state, with the cities of Wolfsburg and Stendal in the north, Erfurt and Halle in the south, and Goslar in the west. 28 Coradia Lint are also in service around Augsburg since December 2018 for the Transdev subsidiary Bayerische Regiobahn. In December 2018, 30 Coradia Continental electric multiple units for the Hessische Landesbahn entered passenger service on the network South Hesse-Untermain. With the last 18 Coradia Nordic regional trains delivered from Salzgitter to Skånetrafiken, the Swedish operator has increased its fleet to a total of 99 trains and operates since December 2018 one of the largest fleets in Sweden. In addition, over 800 bogies were produced in Salzgitter last year.

Alstom employs around 3,000 people at 6 sites in Germany. Salzgitter, Alstom’s largest site worldwide, is one of Alstom’s competence centres for regional trains. The world’s first hydrogen-fuelled passenger train, Coradia iLint was developed by the engineering team of Salzgitter and manufactured at the site in Lower Saxony. With 300 engineers, Salzgitter strives for innovation and its teams have recently been rewarded by the Group for their innovative projects on the Alstom annual internal innovation contest.



DB Class 145.025 runs through St. Goarshausen with a lightly loaded intermodal. *John Sloane*

56 regional trains for Augsburg's networks

As of December 2022, Go-Ahead will be operating the fully electrified section of the Augsburg networks using new trains from Siemens.



44 Mireo

Three-car train
Seating capacity: 216
Maximum speed: 160 km/h

12 Desiro HC

Five-car train
Seating capacity: 538
Maximum speed: 160 km/h



Operator is Go-Ahead Verkehrsgesellschaft Deutschland GmbH
44 Mireo multiple-unit and twelve Desiro HC double-decker trainsets
Order worth around €400 million
Higher capacity and significantly enhanced passenger comfort

Operator Go-Ahead Verkehrsgesellschaft Deutschland GmbH has commissioned Siemens Mobility to deliver 56 regional multiple-unit trainsets. The trains are planned for use on the electrified routes of the “Augsburg rail networks” in southwestern Bavaria. A total of 44 three-car Mireo electric trainsets and twelve five-car Desiro HC electric double-decker trains are to be delivered. Both types of trains can be combined, enabling the operator to flexibly adapt to changing passenger demand. The order is worth around €400 million. Passenger service with the new trains is scheduled to begin with the change of the timetable in December 2022.

“We are especially pleased to begin operating our fifth network in Germany – Lot 1 of the Augsburg networks. The state-of-the-art trains being supplied by our partner Siemens Mobility are an important building block for ensuring high-quality operations that will attract additional passengers to rail transport,” said Stefan Krispin, CEO of Go-Ahead Verkehrsgesellschaft Deutschland GmbH.

“This is yet another order for our two regional train platforms in our key home market. For the first time, we’ll be delivering the trains so both types can be combined in operation. This way, the strengths of both train types can be optimally utilized,” said Sabrina Soussan, CEO of Siemens Mobility.

The trains are designated for service on the routes Ulm – Augsburg – Munich, Würzburg – Ansbach – Treuchtlingen – Donauwörth – Augsburg as well as Aalen – Nördlingen – Donauwörth. All of the trains are designed to meet projected increasing traffic demand in the region. In particular, the double-decker trains planned for routes to and from Munich will provide a substantial increase in seating capacity.

The Mireo offers 216 and the Desiro HC 538 seats. To further increase flexibility in meeting passenger demand, up to four three-car Mireos can be combined as a train or a maximum of two Mireos combined with a Desiro HC. If even more capacity is needed, two Desiro HC trainsets can be coupled. A multipurpose area is located at each car doorway; 18 bicycles can be transported in a Mireo and 45 in a Desiro HC. All trains are barrier-free for passengers with limited mobility. The trains also have a lift on board in order to provide wheelchair users easy access at stations with low platforms.

A real-time passenger information system shows arrival and departure times as well as connections at the respective stations. The trains are equipped with high-frequency window glass specially developed by Siemens Mobility to substantially improve mobile reception. In addition, the trains will be prepared for a possible later installation of WLAN technology.

Photo: ©Siemens



BLS Class 486.504 passes through Bonn Hbf with a northbound container train. *Stearnsounds*

DB Cargo and Siemens Mobility sign framework agreement for 100 multisystem locos

Initial call for 40 Vectron MS locomotives Deliveries to begin in February 2019

Siemens Mobility and DB Cargo AG signed a framework agreement for the delivery of 100 multisystem locomotives. At the signing of the contract, DB's freight division placed an initial call for 40 Vectron multisystem locomotives. The locomotives are planned for cross-border transport in several European countries. Delivery of the locomotives will begin in February 2019 and be completed by June 2020.

"DB Cargo had ordered 60 locomotives from us in the summer of 2017. The signing of a new framework agreement confirms the successful completion of that project and the reliability of our locomotives," said Sabrina Soussan, CEO of Siemens Mobility.

"The Vectron MS is a particularly energy-efficient locomotive that enables cross-border transport without changing locomotives. With it, DB Cargo can provide even better service for its customers on European routes," said Steffen Bobsien, Head of European Assets & Technology of DB Cargo.

The locomotives ordered by DB Cargo have a maximum output of 6.4 megawatts and a top speed of 160 km/h, and are equipped with the required national train control systems as well as the European Train Control System (ETCS). Siemens Mobility has sold over 800 Vectrons to date to a total of 41 customers. These locomotives are authorized in Austria, Bulgaria, Croatia, the Czech Republic, Finland, Germany, Hungary, Italy, the Netherlands, Norway, Poland, Romania, Serbia, Slovakia, Slovenia, Sweden, Switzerland and Turkey.





EXPANSION OF THE CONTAINER RAIL TERMINAL BURCHARDKAI COMPLETE

Hamburger Hafen und Logistik AG (HHLA) has further increased performance at its largest container terminal in the Port of Hamburg with a comprehensive expansion of its rail terminal. Two extra tracks and two new rail gantry cranes have been added to the rail terminal at the Container Terminal Burchardkai (CTB), which was one of the largest terminals in Europe even before this expansion. The rail terminal now has ten tracks. It previously had eight. The longest trains permitted (measuring in at 740 metres) can be processed on every track. The second of the new cranes went into operation on 18 January. It is the fourth crane operating on the terminal in total and the final component of the expansion.

Investments in efficient and sustainable cargo transport

CTB Managing Director Andreas Hollmann: “We have expanded our rail terminal once more to provide our customers with more than just extra capacity. The four rail gantry cranes, which work independently of one another, enable more flexible processing and faster reaction times for rail throughput.”

Two rail gantry cranes will serve five tracks each. Two of these cranes have been newly purchased and designed by the manufacturer Kocks Ardelt Kranbau in close cooperation with HHLA. All of the cranes are operated using environmentally-friendly green electricity. Work safety has also been improved. The German Federal Railway Authority contributed towards the costs of the € 13 million expansion project through a programme designed to promote combined traffic.

Around 25 percent greater handling capacity per year

The expansion increases the rail terminal’s capacity by approx. 200,000 standard

containers (TEU) to around 850,000 TEU per year. Since 2010, annual rail throughput at CTB has grown by almost 50 percent. Simultaneously, the share of rail transport in the total container volume at the Port of Hamburg increased markedly between 2010 and 2017 from 36.5 percent to 42.8 percent. This makes Hamburg the largest rail port in Europe by far.

The expansion of rail transport capacities at CTB could increase rail’s share in the diverse range of carriers even further in the medium term, explained HHLA Executive Board Member Jens Hansen: “The numerous high-frequency rail connections give the Port of Hamburg a clear advantage against other European ports. We believe rail connections will increase considerably from 2020 through the improved transport connections of CTB. And we are already perfectly prepared for this.” Once the new Waltershofer road and railway bridges are operational, CTB will not have just one track but two sidings to the Hamburg port railway, and an additional feeder to the CTB rail terminal due to new shunting switches. The project for the additional tracks, which is being managed by the Hamburg Port Authority (HPA), is due to be completed in 2020.

Further investments in the Container and Intermodal segments planned

HHLA also intends to invest in the expansion of its terminal facilities and in the extension of intermodal transport and handling capacities in the future. By 2022, the company intends to invest a total of € 800 million in the Port Logistics subgroup, of which € 450 million has been earmarked for the Container segment and € 350 million has been earmarked for the Intermodal segment. With this investment programme in its core business, HHLA is aiming to further increase its competitiveness and continue to strengthen the company for the future.

On January 2nd, Railpool Vectron Class 193.801 pauses at Corburg with the 12:10 Nürnberg - Sonneberg (Thür). *Mark Pichowicz*



Alstom presents hydrogen train in six federal states in Germany

From late January to mid-February 2019, Alstom's Coradia iLint is on tour in Germany. The hydrogen-fuel cell train is the first of its kind in the world. Alstom presents its ready-to-use hydrogen technology in six federal states, demonstrating an emission-free alternative for non-electrified lines. The roadshow will start in Rhineland-Palatinate and continue in Baden-Württemberg, Saxony, Thuringia, Berlin and Brandenburg.

“This roadshow is a great opportunity for passengers, media and political stakeholders to get to know our Coradia iLint hydrogen train. Our technology is ready for use. It represents an existing environment-friendly alternative for non-electrified or partially electrified lines and offers increased passenger comfort thanks to a significantly quieter train than a conventional diesel multiple unit”, says Dr. Jörg Nikutta



Managing Director for Alstom in Germany and Austria.

Since September 2018, the first two hydrogen trains from Alstom are in regular passenger service on the Elbe-Weser network. Starting in 2021, the Landesnahverkehrsgesellschaft Niedersachsen (LNVG) will use 14 Coradia iLints to transport regular travelers between Cuxhaven, Bremerhaven, Bremervörde and Buxtehude with the environmentally friendly fuel cell trains.

The Coradia iLint is the world's first passenger train powered by a hydrogen fuel cell that generates electric power for traction. This completely emission-free train is quiet and only emits water vapor and condensation. The Coradia iLint features several innovations: clean energy conversion, flexible energy storage in batteries and intelligent management of power and available energy. Purpose-built for use on non-electrified lines, it enables clean, sustainable traction while maintaining high performance.

The Coradia iLint was developed by the Alstom teams in Salzgitter, Alstom's competence center for regional trains, and in Tarbes (France), Alstom's competence center for traction systems.

DB Class 111.118 stands at Köln Hbf with train No. RE10907 to Siegen. *Steamsounds*



▶ A pair of locos from the predominantly freight only depot of Bokaro Steel City (the clue is in the name!) charge through Parvathipuram with an express to Bangalore. *Mark Torkington*

▶ Two WDM3As in the lovely Visakhapatnam shed livery, haul a passenger train over a small viaduct just outside of Rayagada near the East Coast on November 19th. *Mark Torkington*

▶ 6 cylinder ALCO YDM4 stalwart No. 6507 crosses the Sharda River near Palia Kalan with the morning train from Belrayan to Mailani on November 13th. *Mark Torkington*





Milano tram No. 1940 heads through the streets with a line 10 service. *Class47*

On track for success: Stadler delivers further trains to Apulia

Stadler has been awarded a new tender by Ferrovie Appulo Lucane (FAL) in Apulia. The contract comprises four three-car narrow-gauge diesel multiple units worth 22.8 million euros and an option for four further trains. The new trains will be delivered within 24 months. FAL Chairman and lawyer Rosario Almiento has signed a contract with Maurizio Oberti, Stadler Sales Manager Italy, for four three-car tailor-made multiple-units worth 22.8 million euros, with an option for four additional trains. Counting these four new trains, FAL will then have a total of 23 narrow-gauge diesel vehicles of the latest generation – the largest and most modern fleet of narrow-gauge vehicles in Italy. The vehicles will be used on the 950-millimetre narrow-gauge network in Apulia and neighbouring Basilicata on lines including the Bari-Altamura-Matera route. The delivery of the four vehicles ordered is planned within 24 months.

More details about the trains

The car bodies of the new FAL trains are made using Stadler's lightweight aluminium composite construction. They offer around 50 percent of low-floor space to facilitate access and have an axle load of twelve tons, which protects the infrastructure.

The 52.5-meter-long trains are equipped with low-emission, powerful diesel engines that meet Stage IIIB emission standards. The vehicles can seat 154 passengers and have a total capacity of 306 people, including standing room. The driver's cabs and passenger compartments are air-conditioned. The driver's compartments are accessible from the outside through special doors. A disabled toilet is also available for passengers. In addition, the trains can be coupled in double or triple traction if necessary for operational reasons.







▶ A Frecciabianca set approaches Santa Margherita. *John Sloane*



▶ FS Class E464.659 departs Pisa with a service to La Spezia. *John Sloane*

▶ Oceanogate's Class 483.018 heads through Pisa with a northbound container train. *John Sloane*







▶ A pair of FS 464s and an SBB 460 wait at Domodossola. *Steamsounds*

▶ FS Class E402.174 heads into the tunnel at Santa Margherita pushing a Milano - Grosseto service. *John Sloane*

▶ FS Class E402.111 and E464.103 stand at Genoa Brignole station. *John Sloane*













▶ RhB Ge 6/6 II No. 707 stands at Samedan with a freight. *Stearnsounds*



▶ View from a nice warm MGB train at Oberalp pass. *Stearnsounds*

▶ RhB Ge 4/4 II No. 627 arrives at Chur with train No. RE1725 from Landquart to Disentis/Múster. *Stearnsounds*







▶ ZillertalBahn EMU No. 161.013 leads a service from Luzern into Interlaken Ost. *Steamsounds*

▶ An Allegra EMU waits outside Chur station with a service for Arosa. *Steamsounds*













Florida Central Railroad GP7 Nos. 55 and 57 propel a rake of wagons in to the Bartow Airport industrial complex. *Laurence Sly*



Florida East Coast's EMD GP40 No. 431 approaches Bayard whilst working train No. FEC 905 on November 27th. FEC 905 is the local freight from Jacksonville Bowden serving local industries. *Laurence Sly*



With around 100 laden sugar cane cars in tow, USSC GP40 No. 503 approaches Belle Glade whilst working from Bryant to Clewiston on November 24th. *Laurence Sly*



Bombardier to supply new generation of passenger rail cars for New Jersey

Global mobility provider Bombardier Transportation has announced that it has signed a contract for 113 Multilevel III commuter rail cars with the New Jersey Transit Corporation (NJ TRANSIT). The contract is valued at \$669 million US (585 million euro) and includes options for up to 886 additional cars. This represents Bombardier's third contract with NJ TRANSIT for this popular car. Under contracts awarded in 2002 and 2010, Bombardier provided 429 Multilevel I and II cars now in successful operation at NJ TRANSIT.

"We are privileged to have been a partner with NJ TRANSIT since 1980 and are pleased to have this opportunity to continue to work together as NJ TRANSIT embarks on its comprehensive initiative to improve the customer experience," said Elliot G. (Lee) Sander, President, Americas Region, Bombardier Transportation.

Pierre-Yves Cohen, President, responsible for products and engineering at Bombardier Transportation, added, "We are confident that our new Multilevel III cars, with their enhanced technical features and passenger amenities, will provide exceptional service and meet passengers' evolving expectations. This contract will consist of cab cars, trailer cars, restroom-equipped trailer cars and new power cars that can replace locomotives and create self-propelled trains, providing NJ TRANSIT with increased operational flexibility. Additionally, the Multilevel III cars will be fully compatible and interoperable with the Multilevel I and II cars."

The range of new features on the Multilevel III cars will include: color infotainment



screens that display real-time information about stations and connections; USB charging ports located at comfortable 2x2 seats; an onboard video surveillance system for increased security; wider vestibules for improved wheelchair accessibility; new bicycle racks; an intelligent

LED lighting system with automatic brightness control; and motorized restroom doors for easier access for all passengers. The cars will be equipped with Positive Train Control equipment for increased passenger safety.

NJ TRANSIT, the largest statewide public transportation system in the United States and the third largest transit system in the country, is an established customer of Bombardier. Over the years, Bombardier has provided it with hundreds of single-level commuter coaches and Multilevel cars, BOMBARDIER ALP-46 and ALP-46A electric locomotives, and ALP-45DP dual-power locomotives. In addition, Bombardier was a member of the consortium that designed and built NJ TRANSIT's turnkey RiverLINE light rail system between Camden and Trenton, New Jersey and now operates and maintains the system under a contract with NJ TRANSIT.

Sunrail MP36PH-3S No. 102 departs the depot at Sanford with an ECS working to DeBary.
Laurence Sly













USSC GP40-2 Nos. 502 and 504 pass Port St. Lucie whilst working the Fort Pierce turn from Clewiston. At Fort Pierce the USSC interchanges with the Florida East Coast Railway. *Laurence Sly*



USSC GP40-2 No. 503 crosses the Miami Canal at Lake Harbor whilst hauling a train of sugar cane from Bryant to Clewiston. *Laurence Sly*



Florida East Coast's GE ES44C4 No. 816 and SD40-2 No. 711 pass St. Augustine whilst hauling train No. FEC228-25 from Hialeah to Bowden. FEC228 is a Tuesday's only train that can provide unusual power combinations. *Laurence Sly*



Alstom commissions the 500th Vectron locomotive equipped with ETCS Level 2

Alstom successfully equipped and commissioned the 500th Vectron locomotive from train manufacturer Siemens Mobility with ATLAS 200, its ETCS[1] level 2 solution at the end of last year.

The project is in progress since 2008. It entails the design, supply, homologation, testing and commissioning of the onboard equipment. So far, Alstom has installed ETCS on Vectron locomotives for 37 different operators across Europe.

“We are very pleased to have reached our 10-year anniversary in this very successful project. The project team and all the contributors can be proud to say that most Vectron locomotives in Europe are equipped with ETCS from Alstom. This is the biggest ever cross border fleet running in 13 European countries”, says Xavier Champaud, Managing Director of Alstom’s site in Charleroi (Belgium).

ETCS is a vital part of the European standard for an interoperable and safer railway system in Europe. It enforces compliance by the train with speed restrictions and signalling status. ETCS Level 2 optimises line capacity in complete safety by anticipating and adapting the speed of the trains through continuous train control and supervision via a radio-based signalling system.

Alstom offers a proven package of 100% interoperable equipment, backed up by over ten years and 250 million of km of ETCS commercial operation and expertise in the field. With projects in 29 countries, the company boast expertise in track/train and train/track interoperability, as well as being a leader in ETCS onboard systems.

[1] European Train Control System



First Stadler US FLIRT trains go into service in Texas and more milestones in the U.S.

Stadler celebrates a major accomplishment in the US when TEXRail started passenger service from Fort Worth to the Dallas/Fort Worth International Airport for the first time. In June 2015 the contract for delivery of eight four-car, newly developed FLIRT trains was signed. Only three and a half years later commercial service of this state-of-the-art train commences. Furthermore Stadler has been able to win a contract for the delivery of additional double-deck trains to CalTrain to expand their future fleet. Last but not least Manitou & Pikes Peak Railway Company in Manitou Springs, Colorado, ordered rack-and-pinion diesel locomotives and passenger cars.

The first ever FLIRT trains for the United States were assembled at the company’s only manufacturing site in the US, in Salt Lake City, UT. With this, Stadler hits an important milestone in the company’s history. TEXRail is the first project under Buy America completed in the United States and the reason the US branch was launched about two years ago. Only three and a half years after signing the contract a completely new train enters commercial service. The trains were well received by the public, as over 11 000 passengers rode the Stadler trains the first weekend following the opening.

The diesel multiple unit FLIRT trains for TEXRail offer 224 seats and additional standing room for 254 passengers, and are equipped with a bathroom system which, like the entire vehicle, meets the Americans with Disabilities Act (ADA) requirements for persons with reduced mobility. The low-floor trains are accessible with level boarding through all wide doors. The trains will operate on the commuter route in the corridor between downtown Fort Worth and the northern railway terminus of the Dallas/Fort Worth International Airport in Texas.

Besides TEXRail, Stadler was able to celebrate further milestones in December. CalTrain signed a contract to order three additional trains and middle-cars from Stadler to expand their future fleet from 16 six-car KISS model double-decker electric multiple-unit trains to 19 seven-car train sets. CalTrain announced their decision to purchase additional trains after receiving new funding from California State Transportation Agency’s (CalSTA’s) Transit and Intercity Rail Capital Program (TIRCP), but made the order official with Stadler at the end of December.

In addition, Stadler gained an order to produce three rack-and-pinion diesel locomotives and nine passenger cars for Manitou & Pikes Peak Railway Company in Manitou Springs, Colorado. After closing down operation of their run-down cog-rail line in October 2017, Manitou & Pikes Peak Railway Company announced plans to re-open in 2021. Stadler is proud to be part of the project by supplying the new vehicles, the cog-rail system as well as a snow removal system. To take on the new projects and to secure future successes of this kind, Stadler US is building their own manufacturing site in Salt Lake City. The new US headquarters will be located near the airport, in northwest Salt Lake City. Stadler will open the plant and celebrate this milestone with a grand opening in early summer of 2019.



Alstom to continue maintenance of high-speed and suburban trains for Renfe in Spain

Alstom has been awarded three contracts[1] by the Spanish national operator Renfe to provide maintenance services for 15 Avelia Pendolino high-speed trains and 106 suburban trains from Renfe's current fleet. The contracts, worth a total of €125 million, include preventive, predictive and corrective maintenance for the suburban trains and full maintenance services for the Pendolinos (S-104). All the works will be carried out by Irvia, an Alstom-Renfe joint venture[2].

As part of this award, Alstom renews for the next four years (with one extra year as an option) the current maintenance contracts for Renfe's commuter trains. The preventive and corrective maintenance of these trains will be managed, as it is currently, in Renfe's depots in Vilanova, Moncada and Mataró, all of which are in the Barcelona area.

Concerning the contract for Pendolino maintenance, services for the high-speed trains will take place at Cerro Negro (Madrid) and La Sagra (Toledo). Renfe's Pendolinos were manufactured by Alstom in Santa Perpetua between 2002 and 2005. Currently they provide high-speed services from Madrid to Ciudad Real, Puertollano, Toledo, Córdoba and Seville. With Alstom services, operators can transport passengers and goods at the best levels of service and profitability. The

company possesses world-leading expertise in supply chain and industrial organisation, backed by strong system engineering capabilities, proven through outstanding rail system availability and reliability for all rail assets. Alstom can boast over 25 years of experience, over 100 depots in 30 countries and an average of 70% renewal rate for services contracts globally.

[1] Booked in Q3 of fiscal year 2018/2019

[2] Irvia is a joint venture owned by Alstom (51%) and Renfe (49%)



Alstom celebrates Coradia Polyvalent's first journey in Senegal with APIX

Alstom and APIX, the agency responsible for the promotion of investment and major works have celebrated in Dakar the first voyage of the Coradia Polyvalent train for Senegal. The event took place in the presence of His Excellency Macky Sall, the President of Senegal, and Raphael Bernadelli, Managing Director for Central and North Africa at Alstom.

In 2016, after an international tender process, APIX awarded Alstom a contract for the supply of 15 regional trains. The first Coradia train for Senegal was successfully received by the customer last September at the Alstom site in Reichshoffen, France, where it is manufactured. Since then, three trains have already arrived in Dakar. The trains will run on the new line linking the centre of Dakar to Blaise Diagne International Airport (AIBD) in Diass. They will serve 14 stations over a distance of 55 km, covered in 45 minutes. The number of passengers is estimated at 115,000 per day.

"We are honoured to participate today in the inauguration of this first Coradia Polyvalent train for Senegal. Thanks to the confidence of our customer APIX and the contribution of all Alstom employees, we are proud to place Dakar among the first cities in Africa to acquire such transport technology and thus provide passengers in this country with a safe, reliable and environmentally friendly mobility solution," says Raphaël Bernardelli.

The Coradia Polyvalent train for Senegal is dual-mode electric and diesel and can travel at speeds of 160 km/h. The train is 72 metres long in total and consists of four cars, providing the capacity for 400 passengers, and includes a first and second class.

The passenger is of primary concern for the Coradia Polyvalent trains for Senegal, designed to meet Dakar's growing mobility needs. Suited to the climatic and environmental conditions of the country, they are equipped with a highly efficient air conditioning system, and their low floor facilitates access and movement on board, in particular for passengers with reduced mobility.



Coradia Polyvalent belongs to Alstom's Coradia range of modular trains, which has sold more than 2,800 trains to date with nearly 2,300 currently in circulation, and benefits from over 30 years of expertise and proven technical solutions



Stadler wins contract for ten FLIRT trains from the Belarusian Railway

The Belarusian Railway Direction and Stadler have signed a contract for the delivery of ten FLIRT for interregional business class lines. The first trains will be put in operation from 2020 onwards.

The contract signed on 18 January 2019 by Vladimir Balakhonov, Deputy Head of the Belarusian Railway, and Philipp Brunner, CEO Stadler Minsk, includes the purchase of ten modern five-car FLIRT running with alternating current. Maximum speed of the trains is 160 km/h. The first electric train (EMU) is to be delivered at the end of 2020.

“Today’s event” said Vladimir Balakhonov, “continues the development of a new format of passenger transportation, which the Belarusian Railway began to realize in 2010 in order to create an integrated transportation system in Belarus. It is aimed at effective satisfaction of the population’s needs in transport services. Moreover, it proves the perspective development of the Belarusian railway and its readiness to implement significant social projects that will provide the European level of transport service to the citizens and guests of our country.” “This order strengthens our presence in the Belarusian market,” added Philipp Brunner, “and we are grateful to the Belarusian Railway for their trust and confidence in a high quality and reliability of our modern rolling stock.”

Main specifications

The seven-car FLIRT intercity trains that have successfully been running on the Belarusian railway network since August 2016 on the route Minsk-Gomel will become a basis for new trains. They are 92.96 meters long and 3.48 meters wide. Each train provides 260 seats in the 1st and 2nd class. There will be 16 seats in the 1st class zone (enhanced comfort zone). There

are comfortable seats with a back that is adjustable and individual armrests. The 1st class zone is separated by an electrically operated glass partition. The first class passenger compartment will be equipped with conductor call buttons. When such a button is pressed a conductor receives an audio-video signal in a conductor compartment. An area for large-sized baggage and a wardrobe are foreseen. Comfortable seats with armrests will be installed in the 2nd passenger compartments according to the three-plus-two-scheme.

A distinguishing feature of new trains is the organization of vending machines in a passenger compartment. Each window in the new FLIRT trains will have sun-protective roller blinds that can be fixed in any position. There are three toilets in the train, one of which is for people with reduced mobility. Information regarding the number of a car and seats as well all information provided to passengers of control elements will be repeated in Braille. One of the compartments will be equipped with an area for passengers with prams, bicycles and large baggage. The trains will be equipped with a Wi-Fi-system to access the internet and also with a system to strengthen the GSM signal. So as to increase the effectiveness of the rolling stock operation the data about the train location, energy consumption and the route will be transmitted to the Belarusian Railway server.

The supplied trains will comply with all requirements of the technical regulations of the Customs Union (TR CU 001/2011). The new trains fit seamlessly into the existing fleet of the Belarusian Railway with already 18 FLIRT. The electric trains of interregional business class lines are planned to be used for the passengers’ transportation on the most popular electrified parts of the Belarusian Railway.



Alstom successfully delivers final Coradia Nordic regional train to Skånetrafiken

Alstom has successfully delivered the last of the 30 additional Coradia Nordic regional trains ordered by Skånetrafiken, regional public transportation authority and operator in southern Sweden. The completion of the 2015 order, building on an existing fleet of 69 trains, has brought the Skånetrafiken fleet of Coradia Nordic trains, better known as “Pågatågen”, to a total of 99 units – one of the largest fleets in Sweden.

“With this delivery, Alstom has cemented its position as the leading supplier of regional trains in Sweden. The Coradia Nordic has proven itself over time to be safe and highly reliable, and with this large fleet, Skånetrafiken is now one of the largest operators in the country serving a growing region. We are very pleased to have been their trusted partner on this journey,” said Rob Whyte, Managing Director of Alstom in the Nordics.

“We are very pleased with this positive cooperation with Alstom as the vehicle supplier of the new Pågatågen. We now have 99 such trains and are thus well equipped to serve new customers and to expand our Pågatågen traffic,” added Linda Westman, Business Manager, Skånetrafiken.

Each Coradia Nordic train delivered to Skånetrafiken consists of four cars, is 74 meters long in total, and has a capacity of up to 510 passengers. The train runs at a maximum speed of 160 km/h. The Coradia family is characterized by modularity, safety and performance, as well as 98% recyclability. The trains were built at Alstom’s site in Salzgitter, Germany.

Coradia Nordic belongs to Alstom’s Coradia range of modular trains, which benefits from over 30 years of expertise and proven technical solutions. More than 2,800 Coradia trains have been sold so far and around 2,300 are currently in service.





Alstom and Eversholt Rail unveil a new hydrogen train design for the UK

Alstom and Eversholt Rail have unveiled the design of a new hydrogen train for the UK market. The train, codenamed 'Breeze', will be a conversion of existing Class 321 trains, reengineering some of the UK's most reliable rolling stock, to create a clean train for the modern age. These trains could run across the UK as early as 2022, emitting only water and no harmful emissions at all.

The rolling stock conversion will be carried out by Alstom, working in partnership with Eversholt Rail and building upon an established business relationship spanning over 15 years and across multiple rolling stock fleets. This proven and reliable Class 321 is an excellent fit in terms of characteristics, fleet size

technology worldwide, including in France where the President of the Occitanie region, Carole Delga, recently announced a proposal to introduce the technology on trains there.

"Hydrogen train technology is an exciting innovation which has the potential to transform our railway, making journeys cleaner and greener by cutting CO2 emissions even further. We are working with industry to establish how hydrogen trains can play an important part in the future, delivering better services on rural and inter-urban routes," said Andrew Jones MP, UK Rail Minister. "Transport in the UK has evolved over centuries from the world's first steam train to the tens of thousands of electric vehicles on our roads today thanks to our nation of innovators. This new

hydrogen powered train, which will only emit water, is further proof of the UK's continued creativity to transform the way we travel as we continue to move to a greener, cleaner economy. The UK is on track when it comes to growing a world-leading hydrogen economy, and through our modern Industrial Strategy we are providing £23 million to power our ambition to be the 'go-to' place for first-class hydrogen transport," said Claire Perry MP, UK Minister for Energy and Clean Growth.



and availability for conversion to a Hydrogen Multiple Unit (HMU).

Alstom and Eversholt Rail are working closely with industry stakeholders to develop the business cases and evaluate detailed introduction plans for fleets of these innovative trains and the associated fuelling infrastructure. Alstom and Eversholt Rail also confirmed that their initial, comprehensive engineering study is now complete, and the train design concept finalised. The innovative technical solution defined is the first to allow a hydrogen train to fit within the standard UK loading gauge, and it will also create more space for passengers than the trains they are intended to replace.

The Alstom facility in Widnes will manage the conversion of the Breeze trains, creating high quality engineering jobs in this new, emerging sector.

The news follows the introduction in September of Alstom's Coradia iLint hydrogen trains in Germany, where they now operate in regular passenger service on a daily basis. There is growing interest in Alstom's hydrogen

"The Breeze will be a clean new train for the UK with a stylish, modern look. The railways need to decarbonise and the Government has rightly set out a goal to eliminate diesel rolling stock by 2040. Hydrogen trains offer an ideal solution for routes which are unlikely to benefit from electrification, and our innovative engineering solution means they can now fit within the UK loading gauge and can quickly be ready to roll on Britain's railways. In Germany, Alstom's hydrogen trains are already transporting passengers in the comfort and quiet that is characteristic of these trains. The Breeze offers British rail users the opportunity to share in the pleasure that is a journey on a hydrogen train," added Nick Crossfield, Alstom UK & Ireland Managing Director.

"Eversholt Rail has an enviable record of innovation across its rolling stock portfolio. Combining the experience gained from the successful Coradia iLint and Class 321 Renatus programmes will deliver a hydrogen-powered multiple unit product that will meet sponsors' and train operators' aspirations for the earliest possible fleet introduction," added Eversholt Rail Client Relations Director Stephen Timothy.



PKP CARGO signs a contract with Polska Grupa Energetyczna

PKP CARGO S.A. has won a tender for transportation of coal and limestone sorbents to PGE Group companies.

The gross value of the contract is more than PLN 665 million. The relevant agreements were signed today.

The contract consists of five transport agreements signed with: PGE Górnictwo i Energetyka Konwencjonalna S.A.



in Bełchatów, PGE Energia Ciepła S.A. in Warsaw, Zespół Elektrociepłowni Wrocławskich KOGENERACJA S.A. in Wrocław. The main destinations of the transports are: the Dolna Odra Power Plant and the Opole Power Plant. Under the agreements, from 2019 to 2021, PKP CARGO S.A. will deliver about 15.2 million tons of coal and 1.5 million tons of limestone. The estimated gross value of the deliveries is PLN 665.7 million.

The new agreements are an extension of the current contracts, under which PKP CARGO S.A. provided services to the PGE Group in 2013-2018. The transports will be carried out in full sets of railway cars. To perform the contract, PKP CARGO S.A. will use standard Ea-series goods wagons and specialized Fa-type dumper wagons. The PGE Group is one of PKP CARGO S.A.'s key clients, which requires several dozen trains a week to handle its requirements. The tender for coal transport for the PGE Group is one of the largest coal tenders resolved recently.

"The agreements that we have signed show that we are a solid and reliable partner for the largest producer of electricity in Poland" emphasized Czesław Warsewicz, CEO of PKP CARGO S.A. "Coal represents more than 40 percent of cargo transported by the PKP CARGO Group, so we are also committed to improving the quality of service for our clients, becoming even more competitive as a rail operator, which is reflected in the tenders we win" Warsewicz adds.

From the UK

Great Central Railway

The first major event of 2019 was the Great Central's steam gala at the end of January. The line always entertains with a high mixture of both passenger and freight workings and this year saw the additional chance to see a couple of Northern's Class 319 Bi-Mode conversions which are on test at the line.

On January 26th, BR 3F 'Jinty' shunter No. 47406 approaches Quorn and Woodhouse with a mixed freight to Swithland Sidings.
Richard Hargreaves

One of Northern's Bi-mode Class 769s, the former 319 456 is seen in the yard at Quorn.
Richard Hargreaves

Class 101 DMU Nos. 50321, 59575 and 51427 departs Quorn and Woodhouse with a service to Loughborough on January 26th.
Richard Hargreaves









