



Railtalk Magazine *Xtra*

Issue 164x
May 2020
ISSN 1756 - 5030

Contact Us

Editor

david@railtalkmagazine.co.uk

Content Submissions

entries@railtalk.net

Technical & Subscription Support

admin@railtalk.net

Content

Pg 2 - Welcome

Pg 4 - Pictures

Pg 69 - World News

Pg 72 - From the Archives

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 though 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 be sent to us via email, post or via the members section page on our website. Contact addresses are provided above.

All images should be provided at a resolution of at least 2400px x 1700px at 240dpi.

Welcome to Issue 164Xtra

Well where can I start, with the inevitable closure of most of the world's borders, minimal chance of travelling and most European countries in lockdown, I had thought initially that there wouldn't be an issue this month. However I was wrong and we have had many emails recommending an enhanced 'Archive' section for the next few months, and already we have had many excellent photos from years gone by. Thanks to everyone who have sent them in this month, it is very much appreciated, as is all of the up to date photos from several countries, where lockdown isn't as strict as here in the UK.

Also this month, you might have noticed a slight change in style of the magazine, or as Andy would call it 'a refresh'. We hope that you will like it and any feedback is much appreciated, believe it or not the previous style had been around for about 4 years. So, no 'From the UK' this month and a much slimmer news section, but hopefully we will be back to normal, if there ever will be a normal again, as soon as possible.

On with the latest happenings around the world then, where with the current lockdown on air travel, many operators are seeking to secure potential future passengers on rail services and highlighting the benefits of travelling by rail.

In Italy, Infrastructure fund manager F2i SGR and Ania, the National Association of Insurance Companies, have announced the acquisition of a 92.5% stake in independent freight operator Compagnia Ferroviaria Italiana. The remaining 7.5% is held by founding shareholder Giacomo Di Patrizi, who remains as CEO. CFI was founded in 2007 and is now the third largest rail freight operator in Italy by turnover, after the national railway's Mercitalia business and SNCF's Captrain. CFI operates about 170 trains/week, has 230 staff and has annual revenue of about €64m, with its main activities being in the steel, automotive and food sectors. It also provides training, testing, and specialised haulage services.

From Sweden, to ensure deliveries during the coronavirus pandemic, grocery chain ICA is transporting goods using rail services which Green Cargo normally operates for Volvo Group. The trains are run to transport goods from Sweden to Volvo's factory at Gent in Belgium. For the last six years Swedish logistics company Scanlog has used the north-bound leg to transport cargo such as food for ICA.

And in France, modal shift from plane to train has been made a condition of a state aid package which the government is offering to Air France-KLM. According to Finance Minister Bruno Le Maire, a €7bn support package for the Air France business is to be made conditional on limiting competition with rail services. This means that Air France would not be allowed to carry domestic passengers on flights lasting less than 2 h 30 min on routes where there is a clear rail alternative.

Finally some fantastic work from DB Schenker who have organised the transport of several hundred tonnes of pasta by rail from Italy to Germany, enabling 650 Aldi supermarkets to replenish supplies which had been depleted by customers stocking up during the coronavirus pandemic. The first delivery included 10 wagons of spaghetti, penne and fusilli. The pallets were collected from producer Cucina at Nola near Napoli and taken by road to Anagni, then transported by rail to DB Schenker's Transa terminal in Nürnberg. Aldi Süd's Director of Supply Chain Management Andreas Kremer said co-operation with DB Schenker had provided the manufacturer with the certainty that its products could be delivered, the retailer with the ability to respond flexibly to supply bottlenecks, and consumers with the knowledge that supermarkets are being restocked and there is no need to stockpile pasta.

Stay safe

David



Front Cover

Ceske Drahy's Class 380.012 speeds through Pecky on March 8th with a service to Praha hl.n. [Class47](#)

This Page

On March 15th, DB No. 6440 runs through Naarden-Bussum station with an empty ballast train.

[Erik de Zeeuw](#)



Living its final years in service, Berlin S-Bahn Class 485 unit No. 485.112-7 waits to depart Königs Wusterhausen on February 21st with an S46 service to Tempelhof. *Anton Kendall*

Terms & Conditions

Railtalk Magazine is a free monthly online digital magazine (e-mag), provided in PDF format.

Railtalk Magazine takes no responsibility for any information provided or printed in this magazine. Best efforts are made at the point of going to publish, to effect all information is correct, however no guarantees are given or implied.

All content is © copyright either Railtalk Magazine or it's respective owners. All items are credited to their respective owners and no parts of the magazine should be reproduced without first obtaining permission. In cases where ownership is unclear, please contact the editorial team and

we will be happy to provide details of respective owners once permission has been granted to pass on such information.

Railtalk Magazine is published by HAD-PRINT a trading name of HAD-IT LIMITED.

HAD-PRINT
Unit 2-4, France Ind. Complex,
Vivars Way, Canal Road, Selby
North Yorkshire YO8 8BE

info@had-print.co.uk | 01757 600211

With Thanks

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.

These issues wouldn't be possible without: Ray Anslow, Brian Battersby, Mark Bearton, Mark Bennett, Tim Blazey, Rob Boyce, Keith Chapman, Julian Churchill, Nick Clemson, Derek Elston, Mark Enderby, Tim Farmer, Dave Felton, FrontCompVids, Paul Godding, Richard Hargreaves, Jim Haywood, Keith Hookham, Colin Irwin, John Johnson, Anton Kendall, Mathijs Kok, Jyrki Lastunen, Ken Livermore, Michael Lynam, Peter Marsden, Phil Martin, Denzil Morgan,

Thomas Niederl, Peter Norrell, Chris Perkins, Mark Pichowicz, David Pollock, Andy Pratt, Paul Quinlan, Railwaymedia, Alan Rigby, Bryan Roberts, Neil Scarlett, John Sloane, Stephen Simpson, Laurence Sly, Stewart Smith, Steamsounds, Steve Stepney, Mark Torkington, Gerard van Vliet and Erik de Zeeuw.







Built in 1969 for the NSW Railways as Nos. 42220 and 42203, these veterans are now earning their keep on the opposite side of the country in Perth, Western Australia. Now numbered FL220 and HL203 and owned by Watco Australia, the pair are usually found on the Forrestfield to Fremantle container shuttle trains. In a scene reminiscent of the southern California Surf Line, the veteran EMD's work along the coast at South Fremantle, heading toward Fremantle North Quay, April 24th. *Mark Bennett*



On April 26th, a Transperth EMU from Perth arrives at it's destination at Fremantle. *Mark Bennett*



On April 27th, a container shuttle works along the Fremantle waterfront, shortly after departing Fremantle North Quay, heading towards Forrestfield, hauled by Watco Australia's Nos. HL203 and FL220. *Mark Bennett*





Two of Transperth's A series units pass just outside of the terminus station of Fremantle. The dual gauge track to the left is the freight only line to and from the Fremantle container port. *Colin Gildersleve*



Nos. CBH006 and CBH003 take a long line of empty grain hoppers through Midland from the unloading terminal at Kwinana. This train will now head to another country town location for a further load of grain. *Colin Gildersleve*



Austria

OBB Talent EMU No. 4124.009, now in Cityjet livery, waits departure time at Wien Hbf on March 7th with a service to Bruck a.d. Leitha. *Class47*



RCG increases its transport volumes for Salinen Austria

The Rail Cargo Group has been able to set up additional transport services for Salinen Austria AG in Hungary, Italy and Croatia in a matter of days, securing supplies in the food, pharmaceutical and cleaning industries.

In light of the challenges currently facing international freight transport, Rail Cargo Group has been able to significantly ramp up its transport services for Salinen Austria. Additional rail transport services were arranged in a matter of days and the goods reached their destination in Hungary within just one week. This means that it is possible to secure essential supplies for the food, pharmaceutical and cleaning industries on an international scale.

“The Rail Cargo Group was able to overcome the current challenges in international freight transport by arranging rail transport services for us within a matter of days. This means that we are able to continue delivering salt to Hungary, Italy and Croatia, where it is needed to support the countries’ critical infrastructure, particularly in times like these,” explains Peter Untersperger, CEO of Salinen Austria AG.

Increased transport volumes in Hungary, Italy and Croatia

Every single year, the Rail Cargo Group transports more than 300 000 tonnes of salt all over Austria and to Italy, Romania, Slovakia, North Macedonia and Serbia. The current border restrictions for trucks in Hungary have led to a further 50 000 tonnes being shifted to the rails. This equates to between 50 and 60 truckloads per week, and they are essential for provisions in Hungary. Transport services in Italy have also been significantly ramped up from 15 to 20 wagons per week. What is more, a new route to Zagreb/Croatia running two to three times per week has also been arranged for wagons and groups of wagons.

“In these challenging times, we are particularly aware of our responsibility to keep the flow of goods moving; we are introducing new products for our customers and can increase our existing capacities, for the very purpose of securing supplies on an international scale,” emphasizes Clemens Först, CEO of the Rail Cargo Group.



SNCB AM66 EMUs Nos. 649 and 709 are seen at a wet Welkenraedt on March 9th. *Class47*





CD Cargo is proving its transformation into a modern European carrier

In 2019, ČD Cargo, as, the largest subsidiary of České dráhy, as, and a member of the ČD Group, which is engaged in the rail freight transport, earned a pre-tax profit in accordance with International Financial Reporting Standards (IFRS) of CZK 664 million. The freight transport segment contributed to the consolidated result of the ČD Group with a net profit after taxes of CZK 608 million.

In 2019, the ČD Cargo Group transported a total of 65 million tonnes of goods on its own licenses, which means a slight year-on-year decline in volumes. However, in the domestic transport market, ČD Cargo stabilized its market share and continued to expand abroad.

“Last year showed us how quickly the situation on the transport market can change and how ČD Cargo is dependent on the development in some industries. After the successful first half of 2019, we had to deal with a performance decline in a number of key commodities, due to reduction in the electricity production from fossil fuels in the Czech Republic, the European situation in metallurgical production and lower output of the automotive

industry. All the more important for us is the continuing expansion abroad, where we are looking for new business opportunities. We are already active in Poland, Austria, Germany and Slovakia and we will further expand the territory to be able to satisfy the requirements of our customers in a pan-European context,” states the Chairman of the Board of Directors of ČD Cargo, as, Ivan Bednárík.

An important part of the company’s strategy is the renewal of the technical equipment and the entry into foreign markets. These more capital-intensive activities must be supported by a number of investments, which, together with higher electricity prices and rising personnel costs in line with the labour market situation, have contributed to a slight year-on-year decline in profit.

Ivan Bednárík adds: “The year 2019 was characterized by the modernization of the fleet of wagons and locomotives, where we are allocating the maximum of our resources. We have acquired further interoperable locomotives, as well as new diesel locomotives for the collection and distribution of We have expanded our wagon fleet with new large-capacity JUMBO tank wagons,

universal open top box wagons of the Eanos series and flat wagons for the transport of a wide range of commodities using swap bodies. We are also modernizing our existing transport capacity so that it can be used for the international transport of goods in the long-term.”

At the turn of 2019/2020, a viral disease called COVID-19 began to spread in China. In March of this year, it was already clear that this was a global pandemic. Most European countries have gradually taken a number of measures to slow the spread of the virus. It is very difficult to estimate how long this situation will last and what the impact will be on the domestic and global economy. “Our goal in the current situation was and remains to maintain the operation of rail freight transport in full and to eliminate the negative effects of this crisis on our company as much as possible. We have taken a number of unpopular measures because we do not want to and cannot rely solely on potential state assistance. We do not have an easy period ahead of us, but I believe that in recent years we have built a strong and stable company that will defend its position in the European transport market,” added the Chairman of the Board of Directors.

Czech Republic

CD Railjet Class 1216.250 approaches Breclav on March 7th with a Praha - Graz Hbf Eurocity service. *Class47*

CD Cargo's Class 363.008 speeds through Breclav with a loaded timber working on March 7th. *Class47*

CD Cargo Slovakia Class 230.048 is seen stabled at Breclav on March 7th. *Class47*



ČD Cargo TRAXX locomotives on the test circuit

On April 21st, ČD Cargo's new TRAXX locomotives drove along the tracks of the railway test circuit near Velim. The aim of the tests was to carry out the last measurement of electromagnetic compatibility before submitting an application for a permit for test operation on the lines of the Railway Administration. During the tests in double traction at different speeds, a set of



Sggmrrs cars with MonTainers XXL loaded with coal heading to the Chvaletice power plant served as a load. The set for the tests was provided by ČD Cargo.

Photo: ©CD Cargo



Czech Republic

Regiojet's Class 386.204 speeds through Pecky with a Praha - Wien service on March 8th. *Class47*



The SPENO grinding train heads out with ČD Cargo

On April 19th, 'Electronics' Class 743.001 took over the traction of the SPENO RR16-M10 grinding train with its accompanying carriages. Train No. Pn 57889, moving from Smržovka station to Boletice nad Labem, was photographed in the track section between Česká Lípa hl.n. and Stružnice.

Photo: ©Jakub Dvořák/CD Cargo

Czech Republic

▶ CD Cargo Class 130.016 arrives into the yard at Usti nad Labem zapad with a rake of loaded coal hoppers on March 8th. *Class47*

▶ CD InterPanter Class 660.109 speeds through Pecky on March 8th with a Brno hl.n. - Praha-Smichov service. *Class47*

▶ Regiojet hire-in Class 193.743 departs Breclav with a Praha bound service on March 7th. *Class47*



Czech Republic

▶ CD Class 750.705 stands at Vsetaty on March 8th with a Praha bound service. *Class47*

▶ Class 754.051 waits departure time at Praha hl.n. on March 8th working one of the weekend only loco hauled services to Cercany. *Class47*

▶ DB Class 189.004 heads for home as it passes through Usti nad Labem hl.n. on March 8th with a Dresden bound intermodal. *Class47*



Czech Republic

Regiojet's Class 386.203 speeds through Pecky on March 8th with a Wien - Praha service. *Class47*



First train under the ČD Cargo license in Germany

April 3, 2020, can undoubtedly be considered a breakthrough in the history of ČD Cargo. Almost at midday, the first train operated in Germany by ČD Cargo under its own license and with a driver of ČD Cargo arrived in Ingolstadt.



Intelligent Level Crossing Cameras Start Operating in Middle of May

The next intelligent camera will be installed at a level crossing on May 18th.

Following the pilot project in Úvaly u Prahy, the second smart camera will be monitoring drivers' offences at the railway crossing in Uhersko. Records of this device will assist the Czech Police in administrative proceedings against offenders. In extreme cases, an undisciplined driver can lose his driving licence. "As we have already announced, this is not a repressive but a preventive step, to which a large number of highly undisciplined drivers, whose behaviour at level crossings is dangerous, lead us. There is no hidden bullying of drivers, we can prove it by the fact that the list of level crossings with these devices is published," said Mr. Jiri Svoboda, Director General of Správa železnic.

Records from existing level crossing cameras have not allowed direct penalties for illegal driver behaviour. The situation is changing, now. The pilot system programme started working in Úvaly u Prahy more than two years ago, cannot only record what is happening at level crossings but camera outputs will enable to impose a fine on undisciplined drivers. By agreement and cooperation with the relevant municipality, CCTV systems can be supplemented with radar that will record speed limits of vehicles when the crossing is in a sleeping mode.

The above mentioned technology will be implemented at 14 level crossings, particularly on the railway corridor between Pardubice and Ostrava as well as on selected regional lines, e.g. Žďárec u Skutče – Svitavy line. The system will be operational

at the first level crossing in Uhersko after May 18th. CCTV will be activated at the remaining crossings in the second half of July. Total costs of retrofitting these 14 level crossings, including surveillance equipment and software, exceeded CZK 5 million.

The second implementation phase of these intelligent cameras, which will be equipped with brand new equipment at another 16 crossings in the Czech Republic, will take place by the end of next year according to design preparations, zoning proceedings and their realization itself. Entering a level crossing in cases where it is prohibited by law, a driver commits an offence. According to the law, he faces a fine of up to CZK 5,000 and a ban on driving motor vehicles for up to 6 months. The driver will be credited with 7 points to his points system.

This happened exactly one month after ČD Cargo completed the legislative process of obtaining the documents needed to operate rail transport in Germany. It is the beginning of a new phase in the expansion business strategy.

A block train, hauled by Vectron Class 383.011 from Břeclav, carried 1,200 tons of wood from the Bohemian-Moravian highlands, specifically from Okříšky station. Travelling nearly 600 km across Austria and Germany, the train managed its journey in less than 12 hours. The empty train set returned at the beginning of following week.

Despite the unfavourable pandemic situation, a number of other business cases are under negotiation and ČD Cargo locomotives are expected to appear at the head of more trains in Germany soon.



The Zacns wagon fleet already comprises 100 vehicles

On April 3rd, ČD Cargo representatives accepted delivery of the last 20 Zacns tank wagons from the manufacturer Tatravagónka Poprad in Ostrava. In total, the fleet of wagons



in this series already totals 100 vehicles. The wagons have a loading capacity of 88 m3 and are designed for transporting fuel. After being transported from Ostrava to Ústí nad Labem, the new wagons will continue to Germany for loading of diesel fuel, which will be transported to a warehouse in the Czech Republic.

Photo: ©CD Cargo



Czech Republic

ZSSK Cargo Class 363.204 is seen stabled at Breclav on March 7th. Class47

Transport of additional ethanol with ČD Cargo

After 6pm on April 7th, a complete train consisting of 18 tank wagons loaded with ethanol arrived in Dobruvice station. The recipient of this currently highly valued substance is company Tereos TTD, which uses it for producing the so-called Anti-Covid - a liquid disinfection intended primarily for hand disinfection and prepared according to the World Health Organization recipe. To produce Anti-Covid, the company had to obtain permission from the Ministries of Health and Agriculture.

This transport from Rotterdam was realized by ČD Cargo and HSL and was commercially covered by the company Interfracht, a long-standing client of our company.

All three stakeholders have thus made a significant contribution to ensuring that there is enough effective disinfectant on our market.

Photo: ©CD Cargo



Czech Republic

A pair of Unipetrol 'Goggles' Nos. 753.721 and 753.718 haul a rake of fuel tanks through Breclav. *Class47*



Works on the Extension of the Underpass at the Prague Main Station Will Begin in May

Správa železnic has chosen a company for the extension of the northern underpass at the Prague Main Station. The association of companies named “MTS+HT CZ – Podchody hl. n.,” whose partners are Metrostav a.s. and HOCHTIEF CZ a.s., will realize the construction for CZK 219.55 million. Works will begin in May 2020 and extension of the underpass will shorten the journey from the city centre to neighbouring municipal districts for the first pedestrians in August next year.

“The extension of the northern underpass from the existing 7th platform will significantly reduce the walking distance from the main railway station to Žižkov and Vinohrady. The exit of the pedestrian route will be situated

into Seifertova Street through Churchill Square commercial centre. In addition to the staircase, the exit from the underpass will be provided by a pair of escalators and a lift, so barrier-free access will be ensured,” said Mr. Jiří Svoboda, Director General of Správa železnic. The extension of the underpass is designed in such a way that it is possible to expand the station by another island platform in the future.

Works will also include the necessary relocation of tracks, existing cable collector, water conduit and sewerage adjustments. At the same time an information and orientation system will be set up in the extended underpass. The construction also includes related modifications of the catenary line and the addition of route communication and pedestrian areas at the exit

from the underpass. Fencing and outdoor lighting will be built along part of the modified areal communication as well. The extension of the underpass will contribute to increased safety and prevent possible collisions between pedestrians and trains. In the upcoming years, this construction will be followed by another part, within which the information and orientation system will be replaced in the entire railway station and the platforms from No. 5 to No. 7 will be reconstructed including the addition of escalators. Furthermore, the replacement of ceilings will be carry out in all three underpasses, which will be unified with the extended northern underpass. The roofing from the 1990’s will be replaced by new one and its appearance will be uniformed throughout the entire main station.



Alstom's energy recovery system Hesop begins commercial service in Hamburg

Alstom and Hamburger Hochbahn AG have together successfully launched commercial service of the Hesop energy converter, which captures trains' braking energy and redirects it for use elsewhere, in Hamburg, Germany. It is the country's first such system and the first instance of Hesop being provided as a standalone product operating in full conversion mode. Hesop is installed in the Rauhes Haus station on the U2 line of the city's metro network. Capturing 99% of the braking energy, it redirects it for use within the passenger station and returns any excess to the grid.

"Hesop is one of our responses to operators' need for increased energy efficiency. We are proud to have introduced the system to Germany. It is an important element of the clean, efficient public transportation of the future, offering unique economic and environmental benefits," says Jörg Nikutta, Managing Director of Alstom in Germany and Austria.

Hesop is the most powerful energy converter in the market and provides an

innovative solution to the increasing energy demands of public transportation while making the overall system more sustainable. With this provision of Hesop as a standalone product, Alstom demonstrates its ability to offer flexible and varied product packages that meet the unique requirements of individual operators. Alstom and Hamburger Hochbahn AG signed a letter-of-intent to test Hesop in September 2018. The order was delivered in 2019. The system is developed and manufactured at Alstom's site of Charleroi in Belgium, while the site of Saint-Ouen in France is responsible for the system design. Hesop is an advanced reversible power substation which both supplies traction voltage to a network and recovers braking energy from vehicles. Thanks to its wide range of voltage and power configurations, 125 units of Hesop have already been installed or ordered by a multitude of different networks: from metros in Milan, Riyadh, London, Dubai and Panama to tramways in Sydney and Milan.

Photo: HESOP Station ©Alstom



Germany

A pair of DB 'Vectrons' with Class 193.307 leading, pass through Rosenheim, with a consist of container tanks, heading towards the Austrian border. *Class47*



Germany

SBB Cargo's Class 189.290 hurtles through Mannheim with a loaded liner on March 6th. *Class47*



“The main danger in our area is now the risk of infection”

Robert works for DB Sicherheit at Berlin Ostbahnhof. Even in Corona times, he and his colleagues are on the train and at train stations all over Germany. His everyday work today? Quite different than usual.

When Robert starts his morning shift at 6 o'clock in the morning at Berlin's Ostbahnhof, he experiences the station as “very, very empty and very, very quiet” compared to normal times. The station normally counts 78,000 travellers and visitors a day, but now there are far fewer. A very unusual situation for Robert: “I have never experienced anything like this - and neither have my colleagues.” Despite the low volume of passengers, Robert and his colleagues are still present on the trains and at the train stations, thus conveying to everyone who is in these times have to be on the road, a feeling of security. Of course, they also accept a certain risk.

Equipped with a mask and gloves - but also with great respect for the virus “The main danger in our area is now the risk of infection,” said Robert. Because Robert and his colleagues are in daily contact with travellers and other people who are at the train stations. In direct, personal contact, Robert naturally wears a mask and gloves. “Mask and gloves are always with you. That is also the requirement.” In general, increased caution is of course required at the moment, because with every contact Robert and his colleagues have to consider: “You don't know whether the person is infected or not.”

This “invisible danger”, as Robert calls it is the greatest for him right now. But he also says: “Not just for us, but generally for people who work in public spaces.”

Is he afraid of getting infected? “There is always fear. There is never a hundred percent security. But fear also protects against mistakes and you are aware of that in every situation.” The current situation also has a positive side for him: Many customers are noticeably friendlier than at other times. “It is now much more often said ‘thank you’, which has never been experienced before.”

Satisfied even without a home office

Robert has been working in the security sector for over 20 years, and for DB Sicherheit for two and a half years. Before that, the 47-year-old worked at a jewellery store. While many employees are currently working from home, Robert is still on patrol in shift work. The fact that home office is not possible in his job does not bother him - on the contrary. When asked if he would like to have a home office, he replies with a smile: “I made a conscious decision to go as a security guard.” This also includes being outside at all times. And even in Corona times he is very happy with this decision.

Germany

DB Regio Class 445.049 heads for the sidings at Frankfurt Hbf on March 9th.
Class47



Germany

On March 6th, DB Class 294.844 and 294.622 await their next duties at Völklingen whilst a Saar Rail Class 151 waits to depart with loaded torpedoes. *Class47*

Flixtrain Class 193.827 stands at Aachen Hbf on March 9th working a service to Berlin Sudkreuz. *Class47*

On March 6th, DB Sudostbayernbahn Class 245.009 is seen stabled at Munich Hbf. *Class47*



On February 22nd, Class 118.552 pauses at Magdeburg Hbf with a railtour returning from Halberstadt.
Anton Kendall





Germany

Class 193.826-5 pauses at Essen Hbf on February 23rd whilst working a northbound Flixtrain. *Anton Kendall*





Bremse: KE - P
Bremsgewicht: 20 t
Eigengewicht: 28,0 t

95 80 0303 027-6

Fabrik-Nr. 21 440

29/27A

Germany

▶ DB Regio Class 642.019 stands at Saarbrücken working a RB69 service to Pirmasens Hbf. *Class47*

▶ Sudwex liveried Class 429.126 stands at Saarbrücken working an RF1 service on March 7th. *Class47*

▶ TXLogistik's Class 185.531 and 185.528 are seen stabled between duties at Saarbrücken Hbf on March 6th. *Class47*



ODEG is currently hiring in some ÖBB Class 4746 units for its operation onto the Isle of Rügen whilst its own new units are delivered. On February 20th, No. 4746.051 sits at Rostock Hbf forming a service to Sassnitz.
Anton Kendall



▶ Built by Krauss (Munich) in 1902, OSE(SPAP) 2-6-0T Nos. Zs7.535 and 7.540 are seen on display at the Kalamata's Municipal Railway Park, Greece. *Steven Beesley*

▶ OSE(US Army) No. 7104 , built in 1947 by Vulcan Iron Works (Wilkes-Barre) is seen at the Kalamata Park. *Steven Beesley*

▶ Several 1970s passenger vehicles are also located at Kalamata. *Steven Beesley*



DB's Softronic Class 478.001 is seen stabled at Heygeshalom on March 7th. *Class47*



Hungary

H-Start Class 630.152 spends the weekend stabled at Heygeshalom on March 7th. *Class47*



At Villa San Giovanni, Trenitalia Class E464.113 arrives with the 13:36 Cosenza - Reggio Calabria Centrale service. *FrontCompVids*



Trebisacce

1

Uscita

Trebisacce

STAZIONE
TABACCHI
Biglietti
Biglietti
Biglietti

D

STAZIONE



Class E444.086 arrives at Taranto working the 19:50 Milano Centrale - Lecce. *FrontCompVids*







Luxembourg

On March 5th, CFL EMU No. 2005 arrives at a wet Luxembourg with a terminating service. *Class47*



Luxembourg

SNCF GrandEst EMU No. Zx24569 stands at Luxembourg on March 5th with a service to Metz.
Class47





Netherlands

Railpromo No. 101002 with a rail-crane, passes Soestduinen (NL), on it's route from Bad Bentheim (D) to Roosendaal. *Mathijs Kok*



Netherlands

On March 18th, HSL No. 186.382-8 departs the passing loop in Stroe with a grain train and continues on its way to Bad Bentheim in Germany. *Erik de Zeeuw*



Netherlands

DB Class 185.057-7 arrives in Venlo on March 27th with a unit cargo train from Köln Gremberg (Germany) to the Kijfhoek Yard. *Erik de Zeeuw*



Netherlands

Strukton No. 1824 with tamping machine UTM 15 and D-Locomotive No. 303.007, pass Soestduinen (NL), on their route from Leeuwarden to Roosendaal.
Mathijs Kok





Bentheimer Eisenbahn No. 1835 hauls a container train called the 'Coevorden shuttle', on its way from Rotterdam to Coevorden. This is the only freight-locomotive that has kept the NS-livery.

Mathijs Kok



On April 19th, LTE Class 186.355 is seen near Soestduinen on it's way from Chengdu (China) to Tilburg (Netherlands). Only the containers travel the full distance, in Ukraine there is a locomotive and and wagon change. *Mathijs Kok*



▶ On March 9th, Rail Force One No. 1830 is seen in the Eempolder with a Styrene train from Rotterdam to Bad Bentheim (Germany). *Erik de Zeeuw*

▶ The daffodils are in bloom when NS SGMS trainset No. 2977 passes near Driehuis working a service from Hoorn to Amsterdam Centraal station on March 14th. *Erik de Zeeuw*

▶ On March 9th, Volker Rail No.203-4 passes near Soest with an engineers train. *Erik de Zeeuw*



Volker Rail No. 203-2 hauls a rail milling train between Hilversum and Amersfoort on March 9th.
Erik de Zeeuw



Fairtrains No. 1304 with BSH No. 2454 are on their way to Hoofddorp and Rotterdam for a 'rust-removing' job on the connections of the high-speed line to the regular network. Seen here passing Naarden-Bussum on March 15th. *Erik de Zeeuw*



At the Otago Settlers Museum, Dunedin, in the foyer, in pride of place, a Double Fairlie E class built in 1872, originally used in the south island now on static display. *Michael Lynam*



On March 15th, a pair of Dunedin Railways DJ Class locomotives Nos. 1221 and 1209 top and tail the next tourist train 'The Seaside', waiting here to depart Dunedin. *Michael Lynam*

A pair of Dunedin Railways DJ Class locomotives depart Dunedin Container Port. *Michael Lynam*

Kiwi Rail DSG Class No. 3087 shunts container flats at Dunedin Station. *Michael Lynam*



New Zealand

On March 11th, Kiwi Rail DL Class No. 9095 is seen stabled in Tauranga freight yard. *Michael Lynam*

On March 15th, Kiwi Rail DFT Class Nos. 7008 and 7036 are seen stabled in Dunedin Yard. *Michael Lynam*

Auckland Transport CAF built AM class electric units pass the Strand on the eastern line traveling towards Otahuhu via Manukau. *Michael Lynam*



New Zealand

Tram 152, built by Boon & Co in 1910, turns out of Worcester Boulevard, Christchurch. *Michael Lynam*

Tram No. 411, an ex Melbourne W2 Class built in 1922, now converted to a restaurant approaches Canterbury Museum from Worcester Boulevard, Christchurch. *Michael Lynam*

Tram No. 244, an ex Melbourne W2 Class built in 1922, travels past Canterbury Museum and a London Routemaster bus in Christchurch. *Michael Lynam*



▶ The Marlborough Flyer stands at Blenheim station waiting to return to Picton with ex New Zealand Government 4-6-2 No. AB608 (No 163 built 1915) in charge, March 13th. *Michael Lynam*

▶ Kiwi Rail DL Class No. 9607 runs round its train of containers in Tauranga freight yard on March 11th. *Michael Lynam*

▶ Ex Melbourne Metropolitan Transport SW6 Class tram No. 893 is seen working between the two Museums of Transport and Technology (MOTAT) in Auckland. *Michael Lynam*



Tram No. 178 was built by Boon & Co in 1922, seen at Cathedral Square, Christchurch. *Michael Lynam*

Kiwi Rail DSJ Class No. 4004 is seen shunting container flats in the freight yard at Picton on March 13th. *Michael Lynam*

In Christchurch on March 14th, tram No. 244, an ex Melbourne W2 class built in 1922, travels along Worcester Boulevard, passing over the Avon River. *Michael Lynam*



CD Class 380.006 departs Bratislava hl.st. on March 7th with a service to Budapest. *Class47*



Regiojet's DMU Class 628.315 arrives at Bratislava hl.st with a terminating service on March 7th. *Class47*



▶ Florida East Coast GE ES44C4 Nos. 807 and 819 cross the Eau Gallie River whilst hauling train No. FEC210-08 from Miami to Jacksonville.

Laurence Sly

▶ USSC EMD GP40-2 No. 505 departs Bryant with a train of sugarcane for the mill at Clewiston. *Laurence Sly*

▶ USSC EMD GP40-2 No. 502 passes South Bay whilst hauling the Fort Pierce turn from Clewiston on February 14th.

Laurence Sly



▶ USSC EMD GP40-2 No. 506 passes Belle Glade whilst hauling train No. BT4, loaded sugarcane from Bryant to Clewiston, 15 Feb 2020.

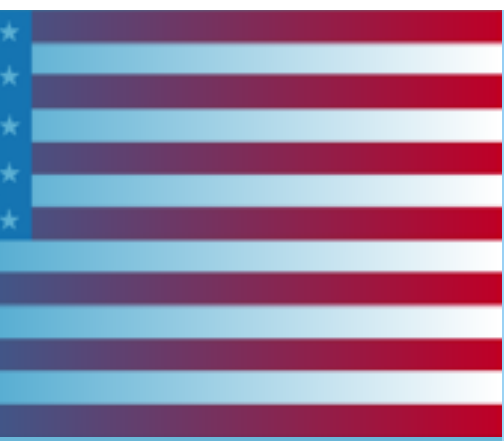
Laurence Sly

▶ Florida East Coast ES44C4 Nos. 806 and 805 approach St. Augustine whilst working train No. 226-03 from Miami Hialeah to Jacksonville Bowden.

Laurence Sly

▶ USSC EMD GP11 No. 312 and GP40-2 No. 506 pass South Bay whilst hauling train No. BT4, empty sugarcane cars from Clewiston to Bryant. No. 312 would remain at Bryant to work the sugarcane fields whilst No. 506 returned with a loaded train. *Laurence Sly*





SunRail train No. P331, 16:30 DeBary
- Poinciana approaches Meadow
Woods station. *Laurence Sly*



Florida East Coast ES44C4 Nos. 820 and 802 cut through the Daytona Beach Golf Club whilst working train No. FEC101-09 from Jacksonville to Miami. *Laurence Sly*

Florida East Coast ES44C4 Nos. 800 and 812 are seen stabled outside the depot at New Smyrna Beach. *Laurence Sly*

Florida East Coast GP40-2 No. 435 passes Edgewater whilst returning to Titusville from New Smyrna Beach. *Laurence Sly*



Florida East Coast GP40-3 No. 428 propels a rail train north from New Smyrna Beach to Turnbull Bay, February 10th. *Laurence Sly*



Poland

Stadler delivers further trams to Cracow

Another win for Stadler in Poland: MPK Kraków, the city of Cracow's public transport provider, has ordered additional low-floor trams from Stadler.

For that purpose, a framework agreement for the delivery of up to 60 new trams has been signed. Combined with the previous order from January 2018, Stadler will now deliver a total of up to 110 vehicles to Cracow.

Following the positive rating of the offer from Stadler, a framework agreement for the delivery of 60 TANGO Kraków Lajkonik II trams and two implementation contracts for the delivery of 10 and 25 vehicles were signed. The value of the framework contract is approximately 120 million Swiss francs. Delivery of the vehicles is expected to take place in mid-2023. MPK Kraków had received the proposal from Stadler in September 2019 which was the only offer in this process.

The ordered trams will be a continuation of the TANGO Kraków Lajkonik series which is currently being produced. These trams are low-floor, three-part vehicles with four bogies. The entrance are 1.40 meters wide and ensure

a fast passenger exchange. The vehicle front is designed to protect pedestrians. The new trams offer more low floor space as well as more room for people in wheelchairs. Special backrests for standing room are a new solution.

With 75 seats and 163 standing places, the trams provide enough space for up to 238 passengers at the same time. The vehicles will be equipped with air conditioning, a ticket vending machine, a passenger information system, a monitoring system, USB connections for charging smartphones and a passenger counting system. The ergonomic cabin and the comfortable armchair ensure convenient working conditions for drivers.

The trams for Cracow are environmentally friendly thanks to a recuperation system which enables brake energy to be reused. In addition, two trams will be equipped for operation without an external power supply, while the others will be prepared for the future use of this solution.



Italy

Mercitalia Group: a new Padua - Bari - Catania "multi-supply-chain" service

Transporting essential goods (food & beverages, medical supplies, paper, plastic) during the COVID-19 emergency

Operating from April 3rd, this new freight transport service provided by the Mercitalia Group (FS Italiane Group) connects the Padova Interporto to the terminals of Bari and Catania and vice-versa.

The first phase throughout the COVID-19 emergency involves transporting mainly essential goods (food & beverages, medical supplies, paper and plastic), to then aim towards intercepting all other EU goods currently at a standstill.

Three roundtrip connections will run each week, to be increased to six by the summer.

The new innovative "multi-supply-chain" service was devised by Mercitalia Rail—the Mercitalia Group transport company—to carry heavy, bulk and palletised goods, both in a conventional (via tanks, mobile vessels and containers) and intermodal manner (with P400 semi-trailers only through to Bari), with two business supply chains that usually travel separately.

Team work was fundamental in aggregating freight volumes amongst the Polo companies, in particular between the sub-holding Mercitalia Logistics and Mercitalia Intermodal, specialised in unaccompanied combined transport services.

Also necessary was the support of Mercitalia Shunting & Terminal in developing the manoeuvres within the terminals, where the convoys are composed to feed the various loading and unloading zones—the Conventional and Intermodal Terminal Areas.

This new service consolidates the synergies between the various Polo Mercitalia companies, confirming the strategy for market positioning as the only interface for advanced logistics with a railway vocation.

In a period of great difficulty, with significant impact on numerous productive sectors and on the railway logistics for goods, a positive signal comes thanks to the FS Italiane Group with the work of the Polo Mercitalia.

Bangkok Blue Line Extension Officially Opens for Full Passenger Revenue Service

Siemens Mobility provided rolling stock, rail infrastructure, system integration, and will take care of service and maintenance

Delivered and installed 35 new three-car trains, 19 new stations, and 28 km of additional track

Extension provides greater capacity and enhanced passenger experience

Mass Rapid Transit Authority of Thailand (MRTA), Bangkok Expressway and Metro Public Company Limited (BEM) and CH. Karnchang Public Company Limited have officially implemented full passenger revenue service for the Blue Line Extension. In support of this project, Siemens Mobility integrated turnkey services delivered 35 three-car metro trains, installed the signalling, built the traction power supply, developed a passenger information system, implemented a SCADA system, provided depot workshop equipment, and instituted system integration by incorporating the telecommunications and platform screen door systems provided by ST Electronics Thailand into the project.

In addition to delivering the overall project management, going forward,

Siemens Mobility will also provide maintenance for 10 years. The fully completed Blue Line Extension adds 28-kilometers of track, 19 new stations, and an additional 35 three-car trains. The completed extension will now allow the Blue Line to carry approximately 500,000 passengers per day and seamlessly connects the Thonburi side of the Chao Phraya river to the rest of the city which suffers from traffic congestion.

“The completion of the Blue Line Extension is a significant transportation milestone for Bangkok. The ability to now move nearly 500,000 people via the Blue Line provides the city with a key mobility resource to assist in managing its continued growth,” said Michael Peter, CEO of Siemens Mobility. “Siemens Mobility was able to help deliver this important project on schedule by providing one system. It’s classic turnkey: because we are responsible for all aspects of this project, focusing fully on efficient operations from day one, and implementing perfect maintenance that guarantees unmatched availability.”

The initial Blue Line in Bangkok was also delivered as a turnkey rail system by Siemens Mobility in 2004 and was the first underground metro line in Thailand’s

capital, with around 320,000 passengers a day using the 20-kilometer metro line with 18 stations.

Siemens Mobility was awarded the contract for the expansion in 2017. In July 2019, the Blue Line started a public demo run on the first section of the extension from Hua Lamphong to Tha Phra - three months ahead of schedule. In September 2019, revenue service was launched on a key section of the extension, which included BEM operating new metro cars delivered by Siemens Mobility. The metro trains delivered for the extension are an evolution of the ones used on the original Blue Line, most notably they can carry more than 800 passengers and operate up to 80 kilometres per hour. They were primarily manufactured in Vienna, Austria, and tested in Germany prior to being shipped to Thailand.

Siemens Mobility has previously completed three high-performance turnkey rail systems for Bangkok. In addition to the Blue Line, which has been operating since 2004, Siemens Mobility delivered the Skytrain and the Airport Rail Link. Furthermore, in 2016, Siemens received an order for 22 four-car metro trains to operate on the city’s Green Line, which went into operation in December 2019.



U.S.A.



Sacramento orders 20 light rail vehicles from Siemens

Latest generation S700 low-floor light rail vehicles

Manufactured in the Siemens Mobility Sacramento plant

Siemens Mobility has been awarded a contract from the U.S. operator Sacramento Regional Transit (SacRT) for 20 new light rail vehicles (LRVs). This is the first new order from Sacramento since the late 1980s, when SacRT ordered 36 U2A vehicles from Siemens Mobility.

The contract, including the 20 trains, spare parts and tools is approximately US\$100 million.

“This purchase is a major victory for SacRT and the Sacramento region,” said SacRT General Manager and CEO Henry Li. “We are committed to providing innovative mobility solutions in our region and these new 20 low-floor light rail vehicles are another step forward.”

“We are pleased to help dynamic cities like Sacramento meet their mobility needs. Siemens Mobility is committed to delivering trains that enhance passenger experience,

increase value sustainably over their lifecycle and improve availability.

In addition, these new trains will have a strong link to the area they serve, since they will be manufactured locally right at our Sacramento plant,” said Sabrina Soussan, CEO of Siemens Mobility.

The S700 low-floor light rail vehicles will have low-level boarding at every doorway, a spacious seating design, and larger windows for better light and views. They will feature improved accessibility with wider aisles, built-in storage space for luggage and areas for bicycles.

In addition, the vehicles will have improved performance and optimized availability provided by condition monitoring, remote diagnostics and predictive maintenance.

The Siemens Mobility Sacramento plant manufactures the full range of vehicles from light rail and trams, to locomotives and passenger coaches. It is a full-scale modern manufacturing plant powered almost entirely by a two-megawatt solar installation.

Russia

Siemens Mobility delivers 3d-printed attachments for door handles to improve hygiene measures in trains

Russian Railways tests 36 parts for toilet and driver cab doors in trains

Implementation in further train fleets is being planned

Russian Railways (RZD) is currently testing 36 attachments for door handles provided by Siemens Mobility. The attachments enable doors to be opened with an elbow or lower arm rather than a hand and thus reduce the risk of spreading germs or a virus like Covid-19. Siemens Mobility has installed the prototypes in several Desiro trains being operated in the Moscow area by Russian Railways.

The parts are produced with the help of additive manufacturing and can be delivered on demand. Implementation in further train fleets is being planned. Siemens Mobility recently purchased two Stratasy 3D printers to help with the maintenance of the Russian train fleet, which also includes several Velaro high-speed trains. Siemens Mobility has been contracted to provide service and maintenance of the Velaro trains for a period of 30 years.

The printers are being used in Moscow and St. Petersburg and are a cornerstone of the “Easy Sparovation Part” network established by Siemens Mobility. The objective of the network is to further optimize rail transport with the help of additive manufacturing and a digital inventory of original train components and simplify the exchange and manufacturing of spare parts for trains. This will reduce time and production costs and the need for spare parts.

“3D printing gives us the flexibility to manufacture and replace spare parts ourselves any time in daily business. We’re using this technology now to quickly produce attachments for door handles on demand so we can meet our customers’ growing need for special health and protection measures,” said Sabrina Soussan, CEO of Siemens Mobility.

The Center of Competence for Siemens Mobility’s AM Network is based in the German city of Erlangen. In addition to operations in Moscow and St. Petersburg, there are further facilities in Dortmund and Wegberg-Wildenrath (Germany).



From the Archives

Argentina



Iguassu Falls is accessed by a narrow gauge railway supplied by Alan Keef of Herefordshire. The track runs along the Iguazu River and the train runs at speeds of up to 20 kilometres per hour (12 mph).
Mark Enderby



From the Archives

Argentina



On February 19th 2008, GM GR12 No. 6599 stands at Marcos Paz with a Lobos to Merlo service. *Mark Pichowicz*



From the Archives

Argentina



Former CP loco No. 1221 stands at Marco Paz with a Merlo to Lobos service on February 19th 2008. *Mark Pichowicz*



From the Archives

Armenia

VL8 No. 115 skirts the north shore of Lake Sevan with a train of stone empties on June 14th 2008.
Mark Enderby



From the Archives

Armenia

A Yerevan metro unit is seen ready for departure on June 17th 2008.
Mark Enderby



From the Archives

Austria

Class 1142.567 crosses the Angertalbrocke on the famous Tauernbahn. The train is the stopping service No. R4913 Schwarzach-St. Veit - Böckstein on August 3rd 2004. This bridge has now replaced by a new one and the stopping trains were discontinued in the following years timetable change. Nearby Angertal station has also since been closed. *Thomas Niederl*



From the Archives

Austria

OBB Class 1042.002 heads towards its next stop at Dorf a.d. Enns with the local stopping train No. R3621 to Garsten on April 21st 2004.

Thomas Niederl



From the Archives

Austria

▶ DB Class 151.020 arrives at Salzburg with a VW train on June 3rd 1989.
Mark Enderby

▶ OBB Class 2095.003 is seen at Zell am See, June 3rd 1989. *Mark Enderby*

▶ Class 1110.008 pauses at Saalfelden with a rake of vans on June 3rd 1989.
Mark Enderby



From the Archives

Austria

OBB Class 1116.012 passes the first Austrian station after the German border, Wernstein, with train No. EC25 Dortmund - Budapest Keleti. pu. on April 2nd 2004. Now, 16 years later, all international trains are ICE Units, and the station of Wernstein has been rebuilt and is no longer recognizable. *Thomas Niederl*



From the Archives

Cameroon



No. CC2204 awaits departure from Yaounde on May 14th 2013, with the daily overnight train to N'gaoundere. These are MLW built MX620s but with traditional export cabs rather than the African cabs you expect in Africa (and Sri Lanka!). *Mark Torkington*



From the Archives

China

▶ Romanian ND2 No. 0151 stands at Yingtang between Shanghai and Guilin on October 2nd 1994.
Mark Enderby

▶ DF4D No. 5273 hauls a rake of tanks at Lishuguan near Hami, Xinjiang on January 24th 2005. *Mark Enderby*

▶ BJNo.3132 arrives at Xiamiaozi, Hebei on February 3rd 2005. *Mark Enderby*



From the Archives

On February 3rd 2005, BJ No. 3248 arrives at Zaojiatun, Hebei with a loaded timber wagon and several empties. *Mark Enderby*

China 



From the Archives

France

SNCF Nez cassé CC No. 6558 in Maurienne livery leads a mixed freight out of Lyon Sibelin yard through Feyzin in May 2002. *Anton Kendall*



From the Archives

SNCF 'Flat iron' BB No. 12121 hauls a mixed freight from Woippy yard northbound through Hagondange station, on March 28th 1997.
Anton Kendall

France



From the Archives

Germany

In autumn 1996, DB No. 218.469-5 sits at München Hbf waiting to work a train to Lenggries and Tegernsee. This service used to split at Schaftlach, with the resident Tegernseebahn locomotive taking one portion down the branch and the main line locomotive continuing on to Lenggries. The Tegernseebahn used to own a couple of coaches, one of which can be seen in fourth position in this picture. *Anton Kendall*



From the Archives

Germany

Originally numbered 210.008 and fitted at that time with a gas turbine support engine, Class 218.908 arrives at Harburg with a Hamburg to Cuxhaven working in June 1999.
Anton Kendall



From the Archives

Germany

Class 217.014 and friend bring a short freight into München Nord from Mühldorf on April 14th 2004.
Anton Kendall



From the Archives

Ireland

▶ Córás Iompair Éireann 071 Class No. 076 and 181 Class No. 189 are seen in North Wall Yard on March 23rd 1998.
Mark Enderby

▶ A clean 141 Class No. 171 stands at Dublin Connolly on March 25th 1998.
Mark Enderby

▶ CIE 201 Class No. 203 working the 13:20 Dublin - Cork service is seen at Cellbridge on March 21st 1998.
Mark Enderby



From the Archives

Ireland

▶ CIE 201 Class No. 214 hauls some 4-wheeled tanks at Malahide on March 28th 1998. *Mark Enderby*

▶ CIE 121 Class No. 121 is seen in Cork station on July 28th 1990. *Mark Enderby*

▶ DART EMU No. 8307 is seen at Clontarf Road on March 25th 1998. *Mark Enderby*



From the Archives

The Henschel Class 62 shunters are used all over the former East African Railways, although Kampala and Nairobi are the only places they are known to work passenger trains. Here No. 6255 shunts around Nairobi station on August 27th 2012. *Mark Torkington*

Kenya



From the
Archives

Kenya 

No. 8720 - an English Electric built 12CSVT loco (basically a Kenyan Class 37) backs down onto a commuter train at Nairobi station on the evening of August 27th 2012. *Mark Torkington*



On September 2nd 2012, Montreal built MX615 No. 520 has drawn a crowd after de-railing whilst turning on the triangle at Sankulhani with the once a week Makhanga to Limbe (Blantyre) mixed train. After an hour or so the well rehearsed traincrew were able to re-rail it using a basic set up of metal rods and stones. *Mark Torkington*



From the Archives

Morocco

ONCF No. E-1303 runs light engine off
Fez depot on April 6th 1993.

John Sloane



From the
Archives

Morocco

ONCF 040DA No. 315 is seen shunting
at Fez on April 6th 1993. *John Sloane*



From the Archives

On February 26th 2009, rush hour at Tunis Ville as three different DK hauled trains await departure.
Mark Torkington

Morocco



From the Archives

Morocco

The MLW built DK were the regular power on the Tunis metre gauge suburban shuttles until electrification and DK96 is seen here at Tunis Ville on October 2nd 2011. *Mark Torkington*



From the Archives

Mozambique

On September 13th 2012, No. 33-04, an old GE U20, stands at Maputo with an evening commuter train. GM built No. 35-07 can be seen behind with another commuter train. *Mark Torkington*



From the
Archives

South
Africa

On April 12th 2014, No. 35.068 pauses
at Bellville in the Cape Town suburbs
with the daily diesel hauled train to
Malmesbury. *Mark Torkington*



From the
Archives

South
Africa

Nos. E1666 and E1818 pause at Worcester in the Cape Town suburbs with the Premier Classe train from Cape Town to Johannesburg on April 15th 2014. *Mark Torkington*



From the Archives

Zambia



No. 01.257 (a GE U20C) sits at Livingstone near Victoria Falls with a passenger train to Lusaka on April 4th 2014. *Mark Torkington*

