

Railtalk Magazine Xtra

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Railtalk Magazine *Xtra*

Welcome to the Railtalk Magazine Xtra, which compliments the main Railtalk Magazine and means that we can put even more pages together every month. As always in Xtra, we focus on life outside the UK, and once again we have some excellent shots from around the world. Our “From the UK” section this month looks at the recent Llangollen Railway’s “Steel, Stars and Steam 3” event organiced by the Betton Grange 6880 group, and although several Railtalk regulars went on various days, the comments coming back were all the same - very poor timekeeping, with several trains on most days running very late and no or very little effort to make up time. A great shame as the overall event was fantastic with several star locos appearing. Apart from the Llangollen event, I’ve been to several other galas in the UK this month which have all been very enjoyable but the weather has been appalling, with very little sunshine about.

This months magazine was delayed slightly by the fact that I’ve been to Germany, a country that I’ve not done much travelling in before and the one thing that stands out more than anything else when travelling by train is that it is a big country, to get from edge to edge by train takes a considerable time, far more than I thought. Apart from that it is a fantastic place, especially for freight and I hope to bring you some pics from Germany next month, but I hope that you will agree that we already have an excellent selection once again this month from a variety of countries, however I am always amazed that we get so few from France, does no one bother going there anymore? Anyway wherever you are in the world please keep sending in the photos as we really do appreciate them.

David

Once again many thanks to the many people who have contributed, it really makes our task of putting this magazine together a joy when we see so many great photos. This issue wouldn’t be possible without: Colin Gildersleve, Steve Madden, Brian Battersby, Paul Godding, Richard Hargreaves, Pavel Kopec, Tomáš Kubovec, Martin Grill, Martin Válek, Mark Pichowicz, Richard Weber, Filip Štajner, Pavel Šturm, Bea Želtvayová, Petr Holub, Pavel Martoch, Honza Štofaňak, BVT, Ivo Rušák, Zdeněk, MirKo, Libor Hyžák, Keith Hookham, Jaroslav Charvát, Matouš Vinš, Martin Hill, Steve Dennison, Ian Leech, Piotr Kozlowski, John Coleman and Roger Williams.

Front Cover: Seen heading through Al Zainyya on March 16th, American built General Electric No.2414 plunges through the smoke with a train of cargo wagons heading for Cairo, the Molasses wagons will be left in the yard at Qena. [Steve Madden](#)

This Page: Egyptian Railway’s Class 66 No. 2132 is seen working train No. 891, the 08:45 Luxor to Cairo through Al Karnak on March 17th. [John Coleman](#)

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Submissions

Pictures, articles and news can be entered through the forum, or by email to us at:

entries@railtalk.net

Please include a detailed description and credits.

Railtalk Magazine Xtra

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Built by Skoda in the late forties, CD steam loco No. 475.179
is pictured at Praha hlavní nádraží on April 7th.

Julian Churchill



On March 26th, CD Cargo Class 742.349-4
heads a short freight working through Cheb.

Class47



Egyptian National Railways No. 2160 is seen
departing Luxor with train No. 891, the 08:45
Luxor to Cairo on March 15th. [John Coleman](#)



The lines of scrap Class 749s and 750s locos
at Česká Třebová have been replaced by an influx of
scrap Class 810 units, as seen in this photo on March 28th. [Class47](#)



General Electric No.2463 in red, white and black livery,
is seen working an empty phosphate train from
Cairo to Luxor through Al Karnak, March 16th. [Steve Madden](#)



Ceske Drahy's Class 362.062-2 is seen under the magnificent roof of Praha hlavní nádraží on March 28th. *Brian Battersby*



Recently refurbished and re-engined Class 750.716-3
is seen still in gleaming condition at Jeseník on March
28th. The loco is waiting to work a service to Zábřeh na Moravě.

Class47



On March 31st, Praha hl.n diesel shunter No. 714.012-2
is seen positioning the loaded car transporters
onto an overnight service. [Brian Battersby](#)



On March 28th at Sumperk, the driver of Class 754.031-3 is seen changing the points for the loco to enter the depot. What is noticeable though is that without barriers, a lack of fencing and other "health and safety" fears, the public and traffic wait patiently for the loco to pass. [Class47](#)



Ceske Drahy's Class 754.057-8 is seen at Plzen ready to depart with a service to Domažlice, March 26th. [Class47](#)





Unipetrol Class 741.515-1 heads a loaded tank train
through Breclav on March 29th.

Class47



DB Class 189.014-4 is seen arriving into
Decin with an intermodal service from Germany. This
loco will be replaced by a CD Cargo loco here and work back across
the border. [Class47](#)



Three DB Regio Class 425 units are seen working various services at Rosenheim on February 13th. [Class47](#)



DB Railion Class 294.695-2 is seen arriving into
Freilassing with an empty freight
working on February 13th. [Andy](#)





ARG's P 2514 and DA Z1907 haul a long empty grain train away from the export facility at Kwinana Port, enroute to the mid west of Western Australia for another load for export. The round trip will take about 24 hours. [Colin Gildersleve](#)



In the early morning sun at Al Zainyya on March 16th,
Henschel No. 3086 (all numbers are in Arabic) is seen
working train No. 157 the 07:30 Luxor to Alexandria. [Steve Madden](#)



Slovakian Railways dual voltage, Skoda-built
Class 362.002-8 is seen stabled at Prague on April 6th.



Julian Churchill



Top Right: CD Class 854.212 is seen with 854.202 and 810.263 at a snow covered Korenov waiting to work service Os 16211 08.37 Liberec - Harrachov on February 18th. [Pavel Šturm](#)



Bottom Right: Ceske Drahy's Class 854.212 heads through Desna-Pustinska with service Os 16234 the 14.58 from Harrachov - Liberec on February 19th. [Pavel Šturm](#)



Below: Ceske Drahy's Class 854.212 emerges from the trees at Korenov whilst working service Os 16217 from Liberec to Harrachov on March 3rd. [Pavel Šturm](#)



NR64 and NR6 are seen approaching Broken Hill
(New South Wales) in a very bright sunset, with a west
bound steel train heading for Western Australia. [Roger Williams](#)



A pair of German built Henschels Nos. 3212 and 3248
pass Al Qibli Huzam with a local passenger train on
March 14th. [Steve Madden](#)



Pacific National's NR31 and another member of the class are seen waiting for right of way to leave Broken Hill heading eastbound with empty steel carrying flat beds. Broken Hill is a hot dry mining town in Western New South Wales. In the background can be seen mining residue. [Roger Williams](#)



AZD Praha liveried Class 749.039-4 and
Class 111.023-8 are seen at Praha hlavní nádraží
on April 6th. [Julian Churchill](#)



PRAHA HLAVNÍ NÁDRAŽÍ



Slovenian Class 664-116 is seen parked up at Podbrdo on February 15th. [Carl Grocott](#)



ARG's LZ 3107 passes through the Perth suburb of Thornlie with its mix of Lime and Cement wagons to Forrestfield for onward overnight shipment to Kalgoorlie.

Colin Gildersleve



Electro-Motive Division Type GT22HW, and
operated by the Croatian rail operator
Hrvatske željeznice (HŽ) Class 2044.029 is seen at a snow covered
Osijek on February 13th. [Carl Grocott](#)



OBB Class 1163.005-0 shunting locomotive
is seen at Schwarzach-St. Veit in between
duties on February 14th. [Andy](#)



Several Class 730s are now stored at Breclav.
On March 29th, Class 730.115-7
is seen heading a line of eight locos. [Class47](#)



The Egyptian version of the Class 66 locomotive,
No. 2145 is seen departing Luxor with an
express for Aswan on March 15th. [John Coleman](#)



CD Cargo Class 751.031-6 and 753.774-9
are seen stabled at Kralupy on April 2nd.

Andy



Polish PKP Intercity loco No. 5 370 010
is seen at Berlin Hauptbahnhof with a
Frankfurt - Warsaw service on April 10th. [Julian Churchill](#)



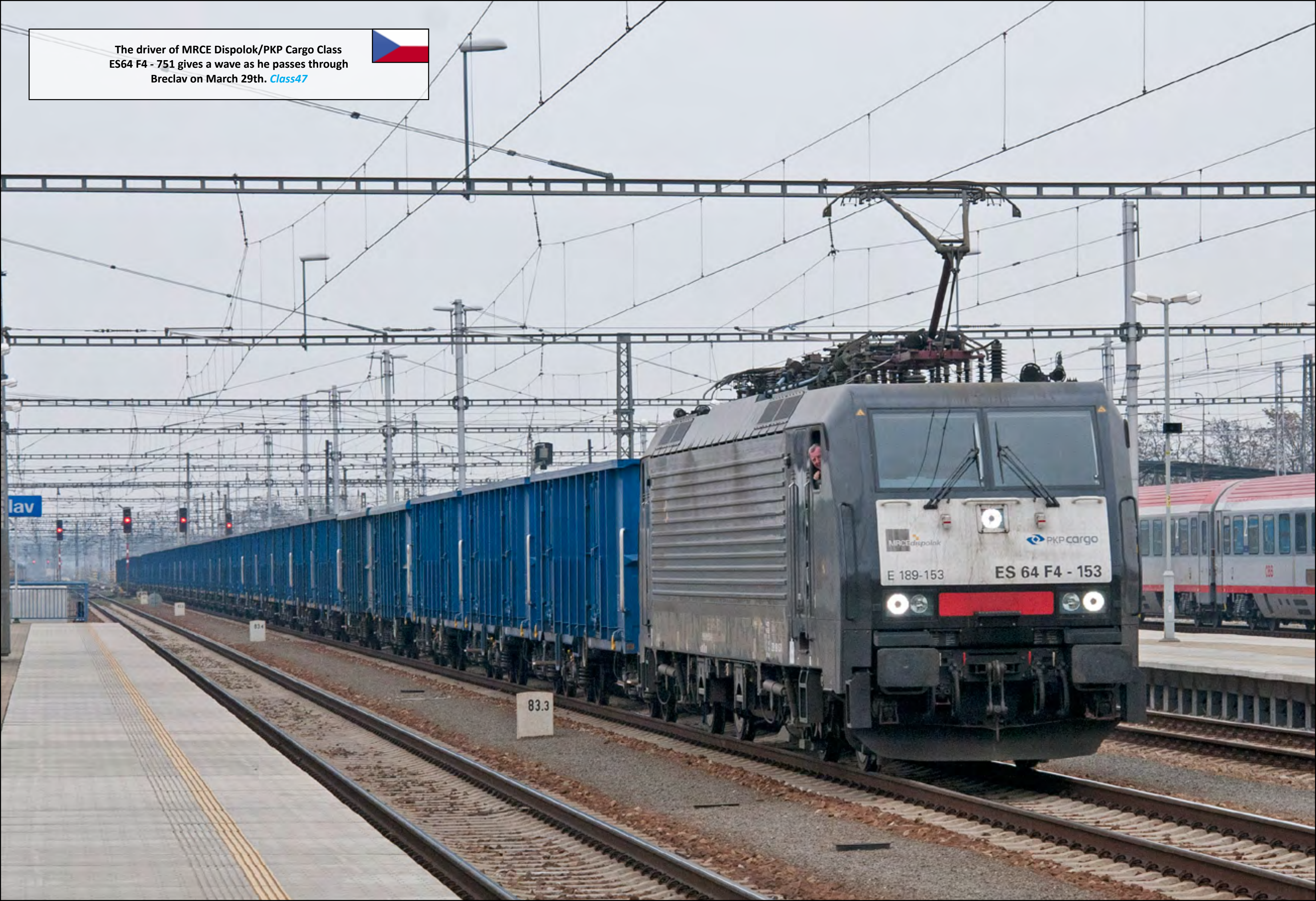
OBB Class 1216.210 in the stunning
Kapsch livery makes a welcome change from the
usual OBB red livery as it enters Praha hl.n
on April 2nd with a working from Wien. [Andy](#)



On April 3rd, DB Class 110.434-8 is seen departing
Fronshausen with the 12:09 Giessen to Marburg
service. [Mark Pichowicz](#)



The driver of MRCE Dispolok/PKP Cargo Class
ES64 F4 - 751 gives a wave as he passes through
Breclav on March 29th. [Class47](#)



Skoda built Brno tram No. 1921
heads past Brno hl.n. on March 29th.

Class47





Bombardier Wins Order to Supply TWINDEXX Vario Double-deck Multiple Unit Trains for Northern Germany



Bombardier Transportation will deliver 16 BOMBARDIER TWINDEXX Vario multiple units to Deutsche Bahn AG (DB AG) for operation on the Kiel-Hamburg and Flensburg-Hamburg railway lines. DB AG was awarded a contract to operate services on these regional lines in a Europe-wide tender process. The order is valued at approximately 160 million euro (\$208 million US) and is part of a framework agreement between Bombardier and DB AG from December 2008. DB AG has already ordered 135 of the variable double-deck coaches for intercity transport as well as 18 intermediate coaches and three double-deck

power cars for regional services. Each of the 16 new four-car TWINDEXX Vario trains comprises two double-deck power cars and two intermediate coaches. The new trains will operate on the network LVS Schleswig-Holstein with speeds of up to 160 km/h. The trains are due to be delivered in the second half of 2014.

With high-floor entry and LVS' new interior design, the trains offer improved passenger comfort including more legroom and large storage spaces for luggage and bicycles. Wide doors allow passengers to enter and exit the trains quickly, especially during peak travel times. The centre buffer coupling enables double traction operation, allowing seamless travel without the need for passengers to change trains in Neumünster. The trains' single car concept means they can be lengthened or shortened easily to meet varying passenger demand.

"Bombardier's innovative TWINDEXX Vario trains have proven themselves over many years of service," said Michael Clausecker, Chairman of the Management Board, Bombardier Transportation Germany. "With this order, we will be

supplying Deutsche Bahn with the 2,000th of these modern double-deck coaches. Their variability in length, configuration and interior design is one of the key reasons for our trains' great success. We are delighted that they will continue to form the backbone of modern and efficient public transportation in northern Germany."

The TWINDEXX Vario power cars are equipped with the reliable and energy efficient BOMBARDIER MITRAC 1000 propulsion and control system. One of the advantages of this system is that it allows trains to accelerate quickly to an optimum speed. The double-deck coaches are built at Bombardier's Görlitz plant in Germany. The bogies are manufactured at its site in Siegen, Germany, and the propulsion and control system is manufactured at its site in Västerås, Sweden.

Bombardier double-deck trains move millions of passengers on local and regional rail networks each day in countries including Germany, Switzerland, Denmark, Belgium, Luxembourg, Poland, Israel and the United States.

Bombardier Unveils New Signalling Solution for Cost Effective Regional Rail Traffic Management



Rail technology leader Bombardier Transportation has delivered the world's first application of a European Rail Traffic Management System (ERTMS) regional solution on the Västerdal line in Sweden. The groundbreaking BOMBARDIER INTERFLO 550 ERTMS regional system reduces operational costs and accommodates increased traffic capacity and automated train control around the clock.

Meeting the new rail control specification of the International Union of Railways (UIC) for less intensively used routes, the system began operation earlier this spring. The newly equipped line is the pilot project under Bombardier's frame agreement with the Swedish Transport Administration (STA), the country's national rail operator.

INTERFLO 550 technology has effectively upgraded the line from manual to automatic control, creating a sustainable alternative for lines otherwise burdened with the cost of maintaining manual operation or upgrading to traditional remote-controlled signalling. The new system combines the ERTMS standard for onboard automatic train protection (ATP) with a radio-based wayside system, thereby minimizing trackside equipment.

Bombardier together with the STA will showcase the new technology at the UIC ERTMS World Conference (ertms-conference2012.com) to be held in Stockholm, Sweden from April 24 to 26. As well as a technical demonstration on a section of the Borlänge to Malung line northwest of Stockholm, the event will include a series of seminars.

Peter Cedervall, President, Rail Control Solutions, Bombardier Transportation said: "This is a significant achievement for Bombardier as it is the first line globally to go into operation with ERTMS technology optimised for regional lines, which offers a number of benefits for applications worldwide. Bombardier continues to be a leader in ERTMS technology globally, from its balise technology chosen as the heart of the system, to the highest speed technology running in China and on some of the busiest lines in Europe. This latest innovation is a further important addition to our product and technology portfolio helping to maximize rail traffic flow."

With a strong involvement in the development of ERTMS/ETCS technology, Bombardier's solutions are operating or being delivered on more than 2,500 vehicles and 15,000 km of track in 16 countries. The INTERFLO 450 Level 2 solution has been running on the highest speed lines in China since 2009, recently received permission for commercial operation on the Amsterdam-Utrecht line in the Netherlands, one of the busiest mainlines in Europe, and was inaugurated on Sweden's first high speed ERTMS Level 2 line, the Botnia line, in 2010. Bombardier ERTMS technology is also installed in Croatia, Germany, Korea, Switzerland, Spain and Taiwan and first-in-market projects are being delivered in Algeria and Poland, as well as extensive framework agreements in Sweden and Norway.

Bombardier Transportation's Rail Control Solutions portfolio covers the whole range of BOMBARDIER CITYFLO mass transit solutions, from manual to fully automatic, as well as communications-based systems. It also provides INTERFLO mainline solutions, from conventional to European Rail Traffic Management System (ERTMS) Level 2 systems. Bombardier provides a complete palette of wayside and onboard signalling products.

ZSSK Class 362.011-9 is seen hauling EC 174 "Jan Jesenius" leaving Brno and heading towards Prague on April 26th. *Martin Grill*



CAF signs a contract in Ļatvia for the supply of 41 trains

The main operator in Latvia, Pasažieru Vilciens has awarded CAF the contract for the supply of 34 electrical units and 7 diesel units which run in the Baltic country. The total for the operation exceeds 400 million euros; and includes the maintenance of the vehicles for 30 years, as well as the construction and modernisation of the new facilities where said maintenance tasks shall be carried out.

This contract is the largest rolling stock purchase in history in Latvia, and forms a part of the framework of the Latvian government's project for infrastructure modernisation. It must be pointed out that some of these trains shall be produced in Latvia, where CAF shall contract out part of the production to the local manufacturer RVR (RĪGAS VAGONBŪVES RŪPNĪCA) thus contributing to local economic and industrial development.

For PV, these trains are based on CAF's Civity platform for suburban and medium distance trains, and are equipped with

stage of the art technology with regards to energy consumption, environmental protection and safety equipment. The first units are scheduled to be delivered by mid 2014 with completion required during 2015.

The contract includes two types of trains. First, electric traction trains (EMUs) to run on electrified tracks at 3000 Vdc, and, secondly, electric diesel traction trains (DMUs) to run on non-electrified lines. Both solutions are fitted with a Russian gauge, and consist of 3 low floor cars, with the two end cars being motor cars and the intermediate a trailer car. Each train has a capacity for 270 seated passengers and 190 standing passengers (300 and 150 respectively on diesel units) arranged along its length of 59.2 m, with an unobstructed passage along the train, providing for high capacity trains.

The trains are fitted with all that is required to run with all the required guarantees in the extreme cold weather conditions of Northern Europe, being able to reach speeds of up to 140 km/h. It must be pointed out that this is a strategic project for CAF as it would be the first point of reference for Civity trains with a Russian gauge, representing the first step towards marketing CAF vehicles in this market where there is great potential, such as the Russian market and that of the countries of the former Soviet Union.

Hector Rail signs five year agreement with SCA Transforest

SCA Transforest and Hector Rail have signed a five year agreement for rail transportation from Piteå and Umeå to southern Scandinavia. The new collaboration will result in significantly more efficient and environmentally friendly transportation of the approximately 800,000 tonnes per year to be handled by the system. The operation will commence in January 2013.

By using more powerful locomotives and heavier trains, more goods can be transported on each departure. The agreement covers seven full train loads per week in each direction between Umeå and Piteå. Over the year, this is equivalent to approximately 500,000 tonnes of paper, solid-wood products and recovered fibre that will be transported using these unit trains. At present, twice as many departures – 14 a week – take place using smaller trains between Umeå and Piteå.

Three trains a week will depart in each direction between Umeå and Skövde compared with five smaller trains currently being used between the destinations. In total, some 300,000 tonnes of paper and recovered paper will be transported by these unit trains. To be able to pull these heavier trains, Hector Rail will deploy more powerful locomotives with electrical regeneration. Energy consumption per tonne-km will be reduced by more than 25 per cent.

To leverage the possibilities offered by these larger trains, SCA Transforest will develop and invest in a fleet of new and more efficient load carriers enabling a very high degree of capacity utilisation. This requires containers to be purpose-built for placing on container wagons.

DB Schenker Logistics to Build New Logistics Center in Ilsfeld

DB Schenker Logistics is investing roughly 27 million euros to build a state-of-the-art logistics center in the Ilsfeld Untere Bustadt industrial park on Germany's A 81 highway. Construction on the 60.000 square-meter property is scheduled to begin in early summer 2012.

The new terminal will employ around 450 employees and some 50 Schenker Deutschland AG apprentices when operations begin as early as autumn 2013.

That's why we decided to build on this property, which is centrally located between Ludwigsburg, Tamm, Ditzingen and Heilbronn," explained Dr. Hansjörg Rodi, Chairman of the Management Board of Schenker Deutschland AG, at the ground-breaking ceremony on April 24.

The new logistics center belongs to the Stuttgart branch of the company, which employs approximately 1,900 people, 201 of whom are apprentices, in the state of Baden-Württemberg.

The new site is strategically located on the A 81 transport corridor.

The DB Schenker Logistics specialists offer land transport, air and ocean freight, trade fair services and special transports, as well as comprehensive logistics solutions and global supply chain management from a single source. In the future, the new center will make it even easier for customers in industry and trade in the region to take advantage of DB Schenker's global networked logistics systems.

RegioJet has bought 12 First Class cars from the Swiss Railways SBB

RegioJet, a member of Student Agency, has bought 12 cars from the first-class Swiss State Railways SBB. This car is designation Am61, which RegioJet wants to in future use for its long-distance trains IC RegioJet on the route Prague - Ostrava - Zilina.

"Cars from SBB in the coming days will be moved to the Czech Republic. Although it is a top car designed for long-distance



transport, RegioJet is to immediately start on the complete reconstruction of the interior. They will become part of the fleet of cars with a new interior, which we will put into service towards the end of this year," says Radim Jančura, owner of RegioJet groups and Student Agency.

RegioJets current fleet of 40 long-distance transport vehicles, of which more than twenty operate IC trains between Prague and RegioJet Ostrava, offers daily transport capacity of approximately 2900 to 3000 seats. These are all cars that are from Western Europe, and which were originally used as first class, while RegioJet operates them as second-class vehicles. Their maximum speed is 200 km/h and meet the high standards of long-distance rail transport in the early 21st century.

"RegioJet will always offer the highest comfort in traveling long distance. This applies both to seating, and flight services," adds Radim Jančura.

GYSEV and Stadler signed contract on EMU delivery – first new FLIRT to arrive at Sopron early 2014



Ilona Dávid, Chairwoman and CEO of Győr-Sopron-Ebenfurti Vasút Zrt. (GYSEV) and Zoltán Dunai, Hungarian Country Manager of Stadler Rail Group (Stadler) have signed a contract on the supply of 4 regional electric motor trains issued in the tender for the modernisation of service on the Sopron-Szombathely-Szentgotthárd railway line. The total value of the contract is about EUR 20 million, 85 % of which is covered by the European Union's Cohesion Fund. According to the plans Stadler will deliver the first train in early 2014, while the last one will be delivered to the railway company in mid-2014. The carbodies of the new trains will be manufactured in Stadler's factory in Szolnok.

GYSEV Zrt. announced a negotiated public procurement tender on 26 November 2011 for the delivery of 4 EMUs, in relation with the modernisation of the Sopron-Szombathely-Szentgotthárd (West-Hungary) railway line. On 30 March 2012 the railway company could successfully close the public procurement procedure by announcing Stadler Bussnang AG as the winner of the contract.

The total purchase price of the 4 trains is about EUR 20 million. The first FLIRT of Sopron may carry passengers as early as in the spring of 2014 while the last one will be put into service in about mid 2014.

The vehicle to be manufactured will be of similar design as that of the FLIRT trains delivered for the Hungarian railway company MÁV. The low floor vehicles that can reach speeds up to 160 km/h, will have 200 seats and room for 164 standing passengers. The FLIRTs for the Sopron railway will be equipped with modern passenger information system, air conditioning equipment, multifunctional areas for carrying bicycles and restrooms that can be easily used by people with disabilities. The vehicle will have an acceleration capability of 1.2 m/s², enabling the trains to make up for leeways up to 10 minutes.

“The full reconstruction of the Sopron-Szombathely-Szentgotthárd line operated by GYSEV Zrt. was completed more than half a year ago. The trains have been running much faster, much safer and with much more favourable running times. Statistics show that passengers are grateful for the developments: in February this year we carried 26 % more passengers between Sopron and Szombathely and 20 % more between Szombathely and Szentgotthárd than one year ago. We intend to retain passengers choosing public transport in the long run. This may be assisted by the signing of this contract since in less than 2 years the modern FLIRT trains – that are so highly popular across Europe – can run on the Sopron – Szentgotthárd line of GYSEV’ – said GYSEV Chairwoman and CEO, Ilona Dávid, in relation to the signing of the contract.

Stadler delivered the first FLIRT EMU to the Swiss Federal Railway Company (SBB) back in 2004. Ever since then the model has been highly popular and FLIRTs are running in a total of 13 countries including, besides Switzerland, Germany, Austria, France, Norway, Italy, Poland, Algeria, Byelorussia, Estonia, the Czech Republic and of course Hungary. Thereby the FLIRT has definitely become the Group's most popular train, of which a total of 722 units have been ordered to date.

Montpellier Agglomération inaugurates 2 new tramway lines and its new Citadis fleet delivered by Alstom



On 6 April 2012, Jean-Pierre Mourre, president of the Montpellier urban area, simultaneously inaugurated lines 3 and 4 of the town's tramway network in the presence of designer Christian Lacroix and Alstom Transport France CEO Jérôme Wallut.

Line 3, at 19.8 km long, runs from the north of the Montpellier urban area to the south, passing through Juvignac, Montpellier itself, Lattes and, now that major development work on the Route de la Mer is complete, Pérols and the main towns on the way to the beaches. At more than 8 km, line 4 circumnavigates the town centre via the network of the town's three existing tramway lines. In total, 26 Citadis tramsets are being added to Montpellier's urban transport network, 19 of which will run on line 3. Following on from previous orders for lines 1 and 2, this contract is evidence of the Montpellier urban area's long-term confidence in Alstom Transport's ability to support its urban transport development policy.

The Citadis tramsets used in Montpellier are built using standard technological components, which make up 80% of the final product. The remaining 20% can be customized, so Citadis offers each local authority the option of adapting its tramsets' exterior style and interior fittings. Working closely with Christian Lacroix's teams, Alstom Transport's design department is responsible for managing and planning the implementation of Lacroix's design on these tramsets. The tram's nose has been customized, drawing inspiration from a diving mask. Similarly, the colour gradients and all of the interior fittings have been specially adapted. With designers, engineers and suppliers working very closely together right from the start of the project, Alstom has been able to ensure that the aesthetics of Montpellier's Citadis tramsets are in keeping with their technological excellence, and that they integrate harmoniously into the landscape through which they run.

The tramsets in the Montpellier urban area are fitted with the latest Citadis-range equipment, all designed to ensure passenger comfort, including closed-circuit video surveillance, sound and visual information systems and integral low floors. Each tramset is 42-m long and can carry more than 300 passengers. The Citadis also enhances the quality of city life: four times quieter than road traffic, it generates about five decibels less noise. The Montpellier Citadis, like the rest of the range, has also been designed to be environmentally friendly: 98% of the materials used in making it can be recycled.

The Citadis tramsets for the Montpellier urban area were designed and are currently being built at Alstom's La Rochelle plant. Five other sites will also be involved in their manufacture: Ornans for the engines, Le Creusot for the bogies, Tarbes for the electrical and electronic equipment used in the traction systems, and Villeurbanne and Saint Ouen for the on-board electronics.

To date, more than 1,600 tramsets have been sold to nearly 40 towns and cities throughout the world, including more than 800 tramsets for 20 towns in France in three different versions (22-, 32- and 42-m long). They have carried more than 4 billion passengers and have demonstrated their reliability over more than 250 million km. Alstom is therefore in a position to confirm the success of this model, which is much appreciated for its modular design and style.



Alstom to supply 28 Coradia Continental regional trains to Deutsche Bahn

Alstom Transport will manufacture 28 Coradia Continental regional trains for the German operator Deutsche Bahn Regio NRW GmbH. The contract is worth approximately €140 million. This is the first stage of the frame contract signed in 2011 with DB Regio for the delivery of up to 400 trains.



The trains will run on the Rhine-Ruhr transport network in North Rhine-Westphalia (NRW). They will enter service for DB Regio NRW GmbH in 2014. The Coradia Continental trains will be manufactured at the Alstom Salzgitter site in Germany, where a high level of experience is guaranteed: 141 trains of the same type have already been built there.

“We are glad that Deutsche Bahn has selected our modern and reliable trains. Our concept of the Coradia Continental offers high flexibility for our customers and maximal comfort for passengers. We are delighted to be contributing to the further development of transport services in North Rhine-Westphalia”, said Dr. Martin Lange, Alstom Transport Managing Director in Germany.

The Coradia Continental trains can run at maximum speed of 160 km/h with an excellent acceleration rate. With a capacity of up to 170 seats and 173 standing places for passengers, these trains can use double and triple traction regimes. DB Regio intends to use them for the S5 and S8 suburban tramlines from Dortmund to Mönchengladbach.

Eco-friendly technologies have also been implemented. Regenerative brakes allow the braking energy to be recovered – up to 30% can be fed back into the electrical power network. Due to the utilisation of the latest crash components, the trains meet highest levels of safety and already comply with the EN 15227 norm which will become compulsory in Europe from 2013 onwards.

The trains have been adapted according to specific wishes of the customer. For the first time on this railway lines toilets will be fitted for disabled passengers. Modifications for people with reduced mobility and visual impairments have also been made: audio cues, side handrails, signage and electric lighting to improve spatial awareness. Multifunctional areas for wheelchairs, bicycles and baby carriages, as well as surveillance cameras inside each car, will ensure passenger comfort and safety. Wide central aisles facilitate movement inside and between the cars, since the driving gear equipment has been moved to the roof. A sliding step can be used to seal the gap between the platform and the car, thus ensuring safe boarding and alighting for passengers.



From the UK



Llangollen Railway: Steel, Steam and Stars III

This was the 6880 Betton Grange Society's third event to raise funds for the building of the 81st Grange, a Great Western locomotive that didn't survive the cutters torch. The event was held over 9 days at the Llangollen Railway and featured 12 steam locos.

On April 21st, LMS Stanier Class 5 4-6-0 No. 44806 is seen at Llangollen station paired with BR Standard Class 7 No. 70000 "Britannia" (just visible through the steam). [Class47](#)



Above: BR 2F Coal Tank 0-6-0T No. 58926 heads through Garthdwyr with a Llangollen to Carrog working on April 21st. [Neil Davies](#)

Top Right: Visiting Ex GNR Gresley N2 0-6-2T tank engine No. 1744 is seen working a Carrog to Llangollen service on April 21st. [Pete Cheshire](#)

Bottom Right: Great Western push-pull fitted tank engine No. 6430 is seen working the autotrain through Fishermans Crossing with a Glyndyfrdwy to Bonwm working on April 22nd. [Neil Davies](#)

Below: Great Western 2-6-2 Prairie Tank No. 5199 and LNWR 7F Super D 0-8-0 No. 49395 are seen at Fishermans Crossing with a Carrog to Llangollen service on April 22nd. [Pete Cheshire](#)



British Railways (BR) Standard Class 7 No. 70000 "Britannia" stands at Carrog on April 21st having arrived with the first train of the day from Llangollen. [Class47](#)



Caledonian Railway's No. 828 is seen departing Carrog with a goods train on April 21st. [Alan Naylor](#)



BR Class 5MT No. 44806 departs Llangollen station
on April 21st with a service to Carrog. [Alan Naylor](#)



At Carrog, two visiting narrow gauge steam locos were to be seen operating on specially laid track for the event. 0-4-0STT No. 4 "PALMERSTON" from the Ffestiniog railway stands alongside No. 2 "DOLCOCH" from the Tallylyn Railway.

Richard Hargreaves



Great Western 2-6-2 Prairie Tank No. 5199 heads out of
Glyndyfrdwy with a demonstration freight service on April 22nd.

Brian Battersby





LNWR 7F Super D 0-8-0 No. 49395
is seen at Llangollen station on April 21st.
Phil Martin

Probably one of the main attractions of the gala was BR A1
No. 60163 "Tornado" seen here in some sunshine arriving
into Glyndyfrdwy on April 22nd. [Brian Battersby](#)



Ex GNR Gresley N2 0-6-2T tank engine No. 1744 is seen
at Glyndyfrdwy, heading for Llangollen on April 22nd.

Brian Battersby



In delightful evening sunshine Great Western push-pull fitted tank engine No. 6430 is seen at Llangollen station, in the middle of the autotrain, April 21st. [Class47](#)



A1 No. 60163 "Tornado" simmers at Llangollen station on April 21st as the guard chats to the driver. [Class47](#)



An OBB Class 1020 "Crocodile" is seen on Innsbruck depot in June 1992. [Derek Elston](#)



From the Archives



On June 27th 2006, Class 751.176-9 and
another Class 751 head through
Lickov with a fuel tank train. [Class47](#)



The Innsbruck station pilot passes
ÖBB Class 1044.53 working a passenger service
in June 1982. [Derek Elston](#)

