Railtalk — Magazine *Xtra*

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Contents

Submissions

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Please include a detailed description and credits of the author.

From the Editor...

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

I can't believe that it is December already, where has this year gone? Thoughts of future trips around Europe this month however have been overshadowed by recent events in both Paris and Brussels, along with the ongoing refugee crisis which seems to still be affecting some cross border services in mainland Europe. I hope that in 2016 things improve and services return to normal, but to be honest I can't see it happening for a while at least.

The current decline the German use of Class 218s continues and indeed a recent report by DB says that the new Class 245s use about 9% less fuel and are more environmentally friendly with exhaust gasses, so in the current economic and political climate, going green is certainly very attractive. Over in Czech, many enthusiasts are waiting to see if this year really is the end for the Class 749s with an expected influx from Poland of off hire 'Goggles' - Hopefully not.

Until next month, Merry Christmas and a Happy New Year.

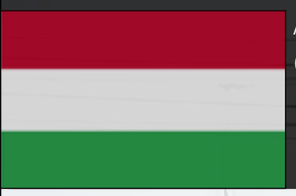
David

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. These issues wouldn't be possible without: Mark Allatt, John Aldborough, John Balaam, Robert Bates, Brian Battersby, BVT, Mark Bearton, Mark Bennett, Tim Blazey, Mart Brouwers, Steve Dennison, Mark Enderby, Tim Farmer, FrontCompVids, Paul Godding, Richard Hargreaves, Dave Harris, Brian Hewertson, Martin Hill, Keith Hookham, Colin Irwin, John Johnson, Anton Kendall, Colin Kennington, Ken Livermore, Michael Lynam, David Mead, Jeff Nicholls, Chris Perkins, Mark Pichowicz, Andy Pratt, Tim Proudman, Railwaymedia, Laurence Sly, Gary Smith, Steamsounds, Mark Torkington, Tim Ward and Andrew Wilson.

Front Cover: 1953 Baldwin built 2-8-0 No. 58 is seen working a RTC charter from Riobamba to Guamote, Ecuador on September 26th.
Mark Enderby

This Page: BNSF Nos. 8206, 4477, 6871 and 4091 pass Riverside whilst hauling a westbound double stack container train,
Laurence Sly

Pictures



A cement train is seen at Ukk waiting for a path with former UK Class 86 218 and 86 217, now operated by Floyd in Hungary and numbered 0450.004 and 0450.006, heading the train. Andy Pratt

SNCF Y Class shunter No. 8467 is seen stabled at Marseille Joilett. Brian Battersby

SBB Re 4/4ii No. 11234, Class 420.276 and Re 4/4ii No. 11235 approach Capolago whilst hauling a Chiasso bound cargo train.
Laurence Sly

Ceske Drahy's Class 362.175-2 stands at Hranice na Morave on September 25th working a service to Praha hl.n. Andy

At Lom, No. 45.162 is seen working the 16:45 service to Mezdra. FrontCompVids

Several ex SNCF Fret locos are pictured stabled at Craiova. FrontCompVids

The 15:35 service from Craiova arrives into Motru behind Class 462-009. FrontCompVids

At Svishtov, Class 55.195 assists former DB ‘Ludmilla’ Class 07.047 with the 17:36 service to Levski. FrontCompVids

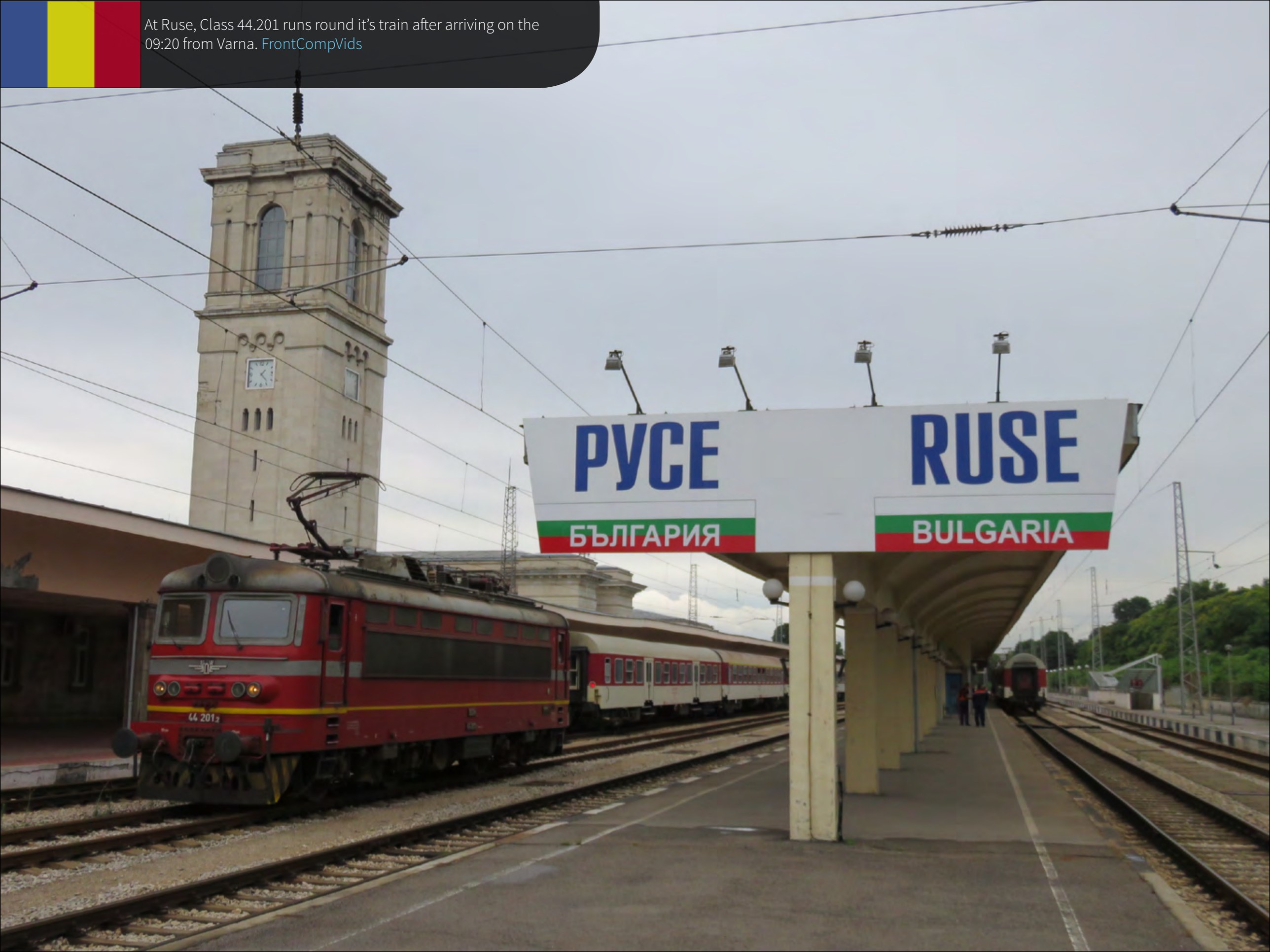
MAV Class 628.265 clags away from Szabadbattyan. The M62 had worked up from Tapolca and changed engines here due to engineering works preventing the loco change taking place at the regular location of Szekesfehervar. Andy Pratt

Class 82-0389 approaches Halta Basarab (just north of Bucuresti Nord) working the 20:00 service from Bucuresti Nord to Urziceni. FrontCompVids

Euro Cargo Rail Class 66 No. 247.048 takes the Lindau avoiding line at Lindau Aeschach with a container train. Andy Pratt

DB Regio DMU No. 628.573 passes the level crossing at Hasenweidweg just north of Lindau Hbf with an RB working to Friedrichshafen. The upper of the two semaphore arms presented to the driver at 45’ indicates the route is clear and he can pass the stop signal. If the Signaller required the train to stop, the semaphore arm would be presented horizontally at 90’. The lower of the 2 semaphore arms presented at 45’ indicates the points are set for a diverging route at the next junction. If the route was set for the main line the lower signal would be hidden away vertically against the signal post. At night the indications shown here would display a green light at the top and a yellow light at the bottom. Andy Pratt

SNCF infra liveried BB No. 67433 stands at Miramis awaiting it's next duty. Brian Battersby



At Ruse, Class 44.201 runs round it's train after arriving on the 09:20 from Varna. FrontCompVids

HZ Cargo's Class 2062.106 and 2062.103 approach Planjane with a rake of hoppers from Ogulin to Razine. Andy Pratt

Sunshine in the south of France as SNCF BB No. 67568 stands at Carry Le Rouet working a Marseille service. Brian Battersby

On September 14th, FS Class D445.1132 departs Certaldo whilst working Regionale train No. 11755 08:10 Firenze SMN - Siena.
Laurence Sly

DB Regio Class 429.616 waits at Koblenz Hbf with an RE2 service to Frankfurt(Main) Hbf. Steamsounds

DB Class 146.015 calls at Köln Hbf with an RE1 service to Hamm(Westfalen). Steamsounds

DR 99.7232 stands in the sun at Drei Annen Hohne on the way back to Wernigerode. Steamsounds

Harzer Schmalspurbahnen Dampflok No. 99.6001 crosses Osterallee soon after departing from Gernrode. Steamsounds

On September 5th, MRCE Dispolok Class 182.599 departs Bad Kosen with a Halle - Eisenach RB20 service. Mark Pichowicz

On September 26th, PKP Class EP09-017 detaches a coach from a Prague service at Bohumin. Class47

Akiem's ETF RegioRail branded Alstom Prima No. 27143M is seen stabled at Miramis. Brian Battersby

DB Class 101.083 arrives at Bitterfled with the late running IC1933 12:30 Oldenburg - Leipzig service, September 4th.
Mark Pichowicz

FS Class D445.1067 passes Castellina in Chianti whilst working Regionale train No. 11757 09:10 Firenze SMN - Siena on September 15th. Laurence Sly

Ceske Drahy's Class 371.201-5 approaches Pirna with a Prague bound Eurocity service from Hamburg Altona. The Class 371 took over the train at Dresden Hbf. Class47

On October 19th, SNCF Infra Sector BB No. 22367 passes through Séte working an engineers train which also conveys a classmate and a 67400 series diesel loco. Tim Farmer

HZ Cargo's Class 2062.019 waits for border formalities to be carried out at Durici, working a short cross border freight from Vinkovci to Brcko in Bosnia Herzogovina. Andy Pratt

Via Rail's No. 909 passes Scarborough whilst working train No. 52/62 from Toronto to Montreal. The train is actually two trains coupled together (a second locomotive, No. 918, is in the middle of the consist), one portion goes direct to Montreal, the other goes via Ottawa. Laurence Sly

A look at RIO TINTO’s iron ore system in Western Australia’s Pilbara region. True outback Australia up here, nearly 45 degrees Celcius on this day, November 11th, and that was too hot for even the snakes! This is a loaded train taken from high up Table Top Hill, about 70kms out of Cape Lambert. It’s hauled by ES44s Nos 8113 and 8145 and Dash 9 No. 9433, all carrying different liveries. Mark Bennett

Another photo from RIO TINTO's iron ore system in Western Australia's Pilbara region. Here an empty train is seen near Galah Siding, hauled by 2 of the ageing Dash 9's No's. 9403 and 7087. Mark Bennett

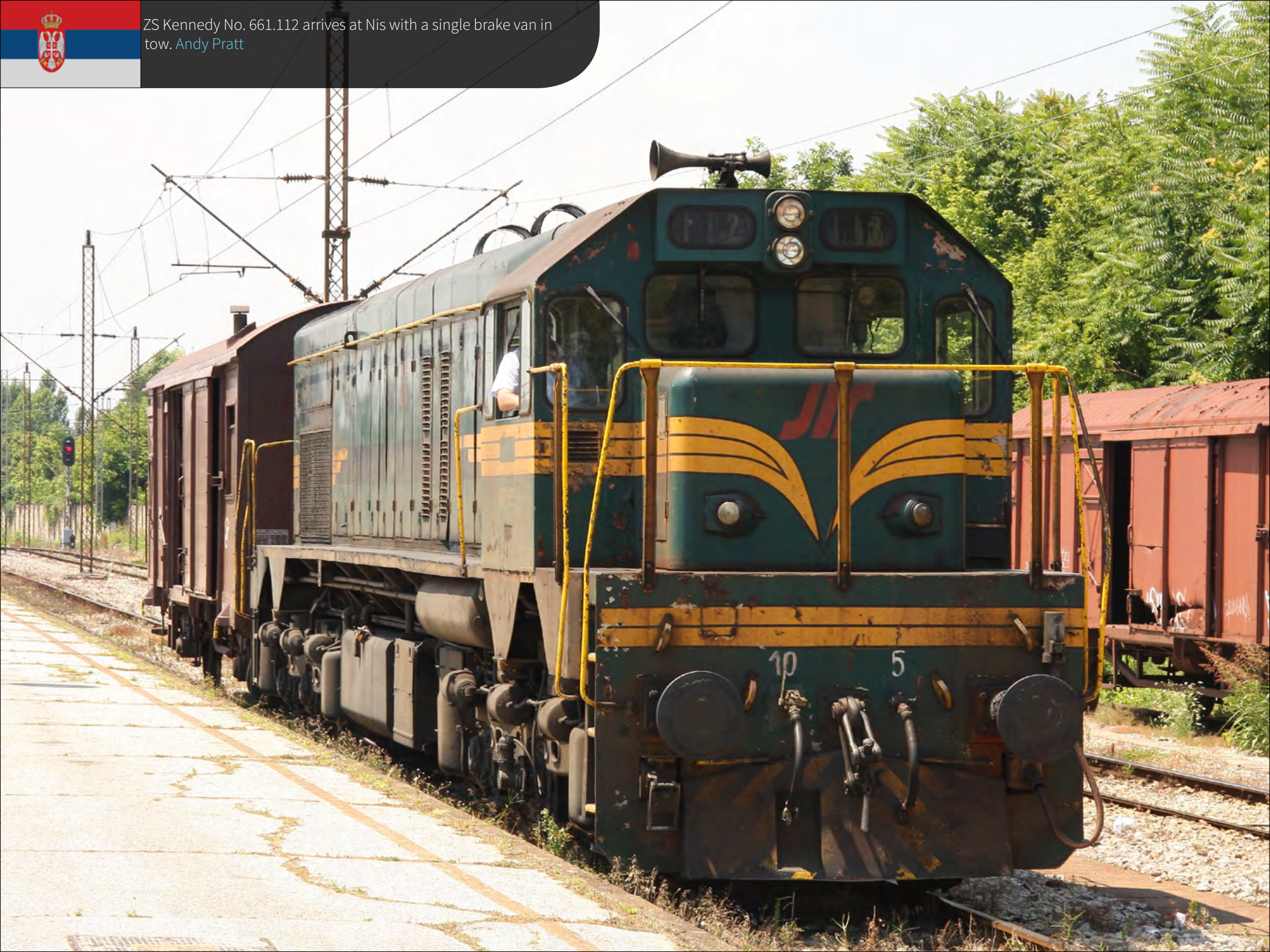
On September 25th, CD Class 163.072-2 arrives into Kolin with a terminating service. Andy

SNCF No. 8615 stands at Toulouse on October 19th ready to depart with the 18:42 service to Agen. Tim Farmer

Ex Spanish FEVE electro-diesel No. 2002 stands on Riobamba depot, September 26th. Mark Enderby

Rail Cargo Hungaria's Class 1116.049-8 speeds through Regensburg Hbf on September 24th. Andy

On September 17th, DB Class 143.157 arrives into Dresden Hbf as 143.116 prepares to depart with an RE service.
Mark Torkington



ZS Kennedy No. 661.112 arrives at Nis with a single brake van in tow. Andy Pratt

One of CZ Loco's latest products, the Class 744, is seen at Usti nad Labem Strekov on September 25th. Class47

SNCF BB No. 67582 arrives into La Rochelle on October 20th working train No. IC3835 13:05 Nantes to Bordeaux.
Tim Farmer

PKP Intercity Class EP07.334 departs Warsaw with an unidentified TLK working on September 22nd. Mark Torkington

BDZ No. 44.002 basks in the low evening sunshine at Sofia station while waiting to work train No. 292, 20:30 to Beograd. The Shunter seems to be paying a lot of attention to the first coach, a Serbian Compartment coach which was deemed defective at the Serbian border and had to be shunted out of the formation, leaving just one couchette coach to work forward from Dimitrovgrad. Andy Pratt

DB Class 714.012 is seen on the rear of one of the six Deutsche Bahn Rettungszüge (Rescue trains) which are stationed around the network. This one is at Kassel Hbf. Steamsounds

DB Class 101.097 passes through Köln Messe/Deutz with train No. IC2023 from Hamburg-Altona to Frankfurt(Main)Hbf via the Rhein Linkstrecke. Steamsounds

CSD parní lokomotivy No. 464.202 ‘Rosnička’ stands at Ostrava hl.n. working a steam special to Bohumin. Andy

Pendoluso unit No. 4008 approaches Loule on September 1st, with train No. IC180 05:47 Porto Campanha to Faro.
Mark Pichowicz

On September 1st, CP No. 4718 is pictured stabled in the Algarve sunshine at Loule. Mark Pichowicz

SNCF ‘en voyage’ liveried BB No. 22351 stands at Marseille St. Charles. Brian Battersby

CD Cargo's Class 731.007-1 arrives into Usti nad Labem Zapad with a short trip working from the nearby chemical plant.
Andy

Former Romanian CFR Class 80.0067, now operated by BZK in Bulgaria dwarves the 3 former UK Class 87s it is shunting in Pirdop yard. Andy Pratt

CD Cargo's Class 751.335 is seen withdrawn on Ostrava depot, during a visit on September 26th. Andy

SBB Re 6/6 No. 11681 and Re 4/4ii No. 11332 pass Biaschina whilst working train No. 40241 from Antwerp - Gallarate. Laurence Sly

TRAXX Nos. 186.106 and 186.104 approach Claro whilst hauling a container train to Milan. Laurence Sly

SBB Re 4/4ii No. 11149 passes Faido whilst working train No. IR2319 10:04 Basel SBB - Locarno. Laurence Sly

SBB Class 620.065 and Re 4/4ii No. 11341 pass Wassen whilst working train No. 40241 from Antwerp to Gallarate. Laurence Sly

Former UK Class 87s, now working for BZK in Bulgaria, Nos. 87 029 and 87 019 head a train of sulphuric acid tanks through Karlovo, out of sight on the rear is 87 026. Andy Pratt

SNCF BB's Nos. 67477 and 67554 depart La Rochelle on October 20th working train No. IC3842 07:19 Toulouse – Nantes.
Tim Farmer

CD Cargo's Class 363.511, 363.011 and 363.025 are pictured receiving attention inside the electric depot at Ostrava on September 26th. Andy

Sporting the ‘20 years of Prague Integrated Transport’ livery, City Elephant No. 971.011 arrives into Lovosice with a U4 line service to Praha Masarykovo Nadrazi. Paul Godding

MLW built, OSE Class A451 Co-Co No. A466 is seen at Strymonas with a short freight. The train was observed the previous evening in exactly the same location, not having moved for at least 14 hours when seen the next day. Andy Pratt

BLS Class 485.007 and 485.018 pass Biaschina whilst working train No. 41063 Ludwigshafen - Melzo. Laurence Sly

A southbound SBB intermodal train approaches Claro with SBB Re 4/4ii No. 11348 and Re 6/6 No. 11680 providing the traction. Laurence Sly

Railpool No. 187.005 and BLS No. 186.103 pass Wassen whilst hauling freight train No. 41022 from Melzo to Venlo. Laurence Sly

SBB Re 4/4ii No. 11237 and Re 6/6 No. 11630 pass Wassen whilst working train No. 66585 from Basel to Chiasso. Laurence Sly

Wuppertal Schwebebahn car No. 9 arrives at Vohwinkel. The picture was taken at street level looking up at the railway and of note is the Woolworth's store in the background, still trading in Germany. Andy Pratt

Ceske Drahy's Class 754.040-4 receives bogie repairs at Bohumin on September 26th. Andy

OSE No. 220.033 is seen at Domokos with train No. IC56. The Adtranz Bo-Bo had worked the train from Athens to here where a Siemens built electric would take over for the remaining journey to Thessaloniki. Andy Pratt

A VIAS FLIRT heads south down the right bank of the Rhein while a freight heads north on the left bank at Oberwesel on September 4th. Steamsounds

On September 7th, HLB operated FLIRT No. 429.541 waits at Seigen with a service for Frankfurt. Steamsounds

NWB's 2 car DMU No. 648.480 is pictured at Bremen Hbf with an RB58 service from Osnabrück Hbf. Steamsounds

A tren Ecuador single railcar stands at Ambato on September 27th. Mark Enderby

On October 23rd, MGB's Deh 4/4ii No. 93 approaches Fürgangen propelling a service from Göschenen to Visp. Steamsounds

The driver of Skanska operated Class 730.601 takes a break whilst the loco is seen being refuelled from a road tanker at Plzen hl.n. Class47

Trenitalia's Bombardier built Class E464.086 and E464.204 plus an EMU wait their next turn of duty at Messina on October 27th. Michael Lynam

Trenitalia Cargo Diesel Class D145 .225-8 is pictured on shunting duties at Messina, October 27th. Michael Lynam

A high speed train crosses the bridge over the lagoon to Venice's historical centre and the Santa Lucia station on the banks of the Grand Canal. Michael Lynam

A Trenitalia ALe501 'Minuetto' EMU is seen arriving into Messina on October 27th. Michael Lynam

In Ostrava, Vítkovice “Mosquit” set comprising motorised carriage No. 94 (manufactured in 1949), traction carriage No. 269 (manufactured in 1953) and traction carriage No. 219 are pictured outside the main station. Class47

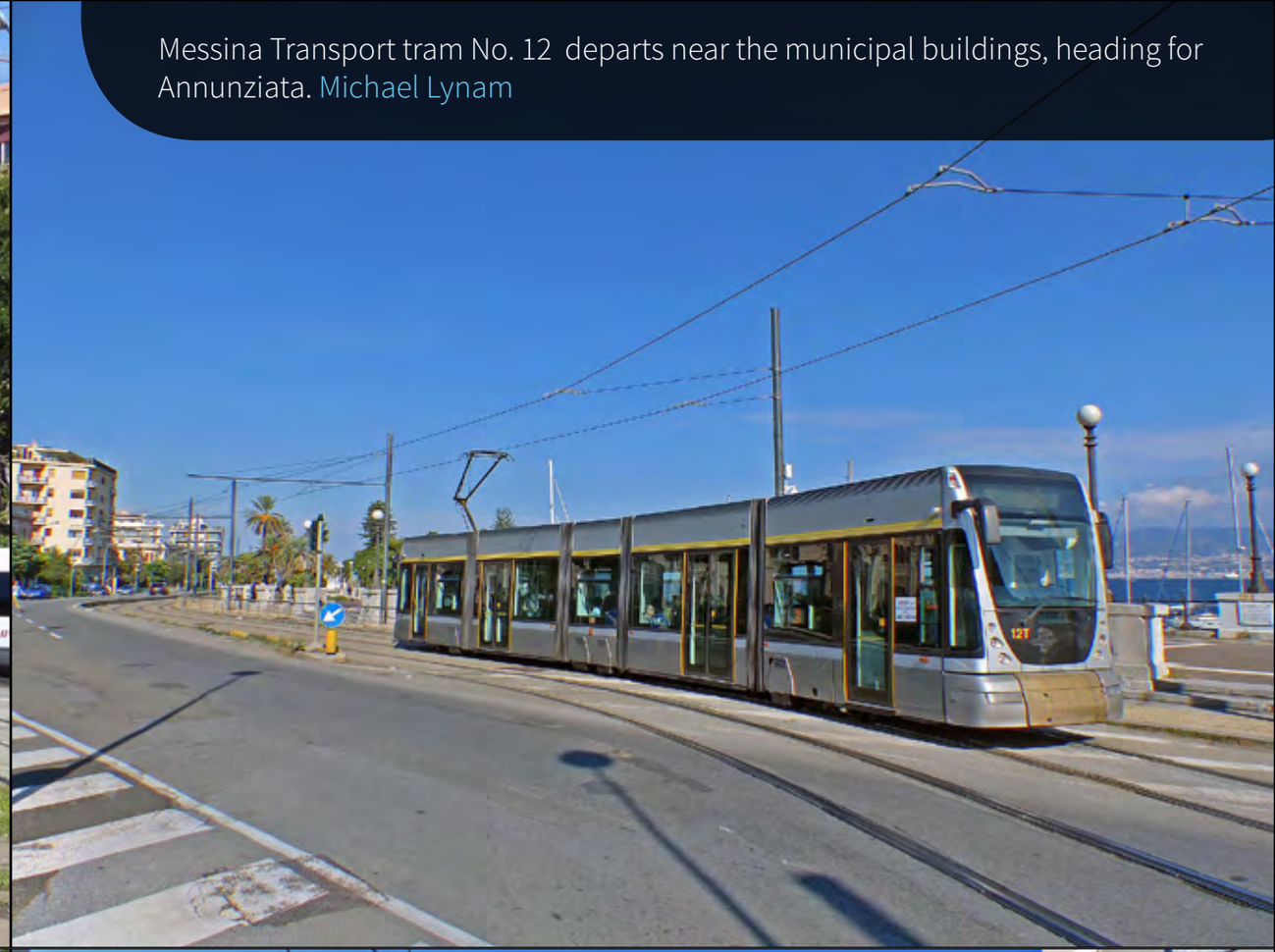
Hamburg Hochbahn unit No. 184 calls at Ubersee-quartier working a U4 service to Hafencity. Andy

Reliveried Stadtwerke Bonn tram No. 9359 calls at Königswinter Fähre. Steamsounds

Stadtwerke Bonn (SWB) tram No. 9352 calls at Königswinter Fähre. Steamsounds

Messina Transport tram No. 04, an Alstom Cityway tram, departs Messina Railway Station on October 27th working route No. 28 to Annunziata. Michael Lynam

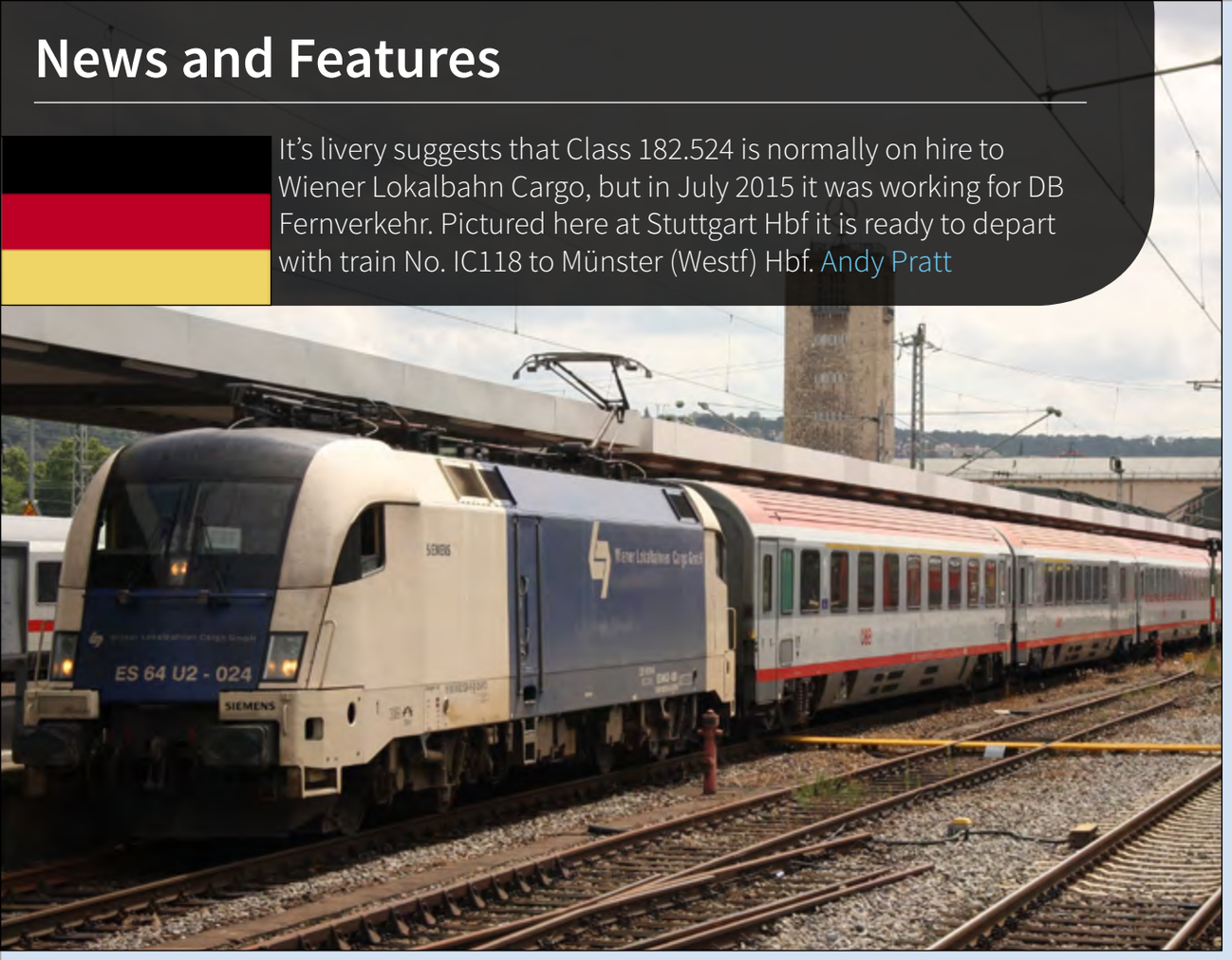
Messina Transport tram No. 12 departs near the municipal buildings, heading for Annunziata. Michael Lynam



Messina Transport tram No. 06, working a route No. 28 to Gazzi service, passes near the towns municipal buildings on October 27th. Michael Lynam

Messina Transport tram No. 11, departs Messina Railway Station working on route No. 28 to Annunziata. Michael Lynam

News and Features



It's livery suggests that Class 182.524 is normally on hire to Wiener Lokalbahn Cargo, but in July 2015 it was working for DB Fernverkehr. Pictured here at Stuttgart Hbf it is ready to depart with train No. IC118 to Münster (Westf) Hbf. Andy Pratt

Siemens to supply locomotives for operation at DB Schenker Rail

Siemens is supplying eight Vectron DC type locomotives for operation in Italy. The DB Schenker Rail freight operator has a leasing contract for the locomotives with Unicredit Leasing GmbH. The vehicles are to be put into service from late 2016 onwards. With a maximum power of 5,200 KW, the top speed attained is 160 km/h.

"With this order and the future deployment of these locomotives, DB Schenker Rail will be able to continue improving its competitiveness in Italy," said Rüdiger Gastell, Managing Director DB Schenker Rail Italia.

"Again, DB Schenker Rail has chosen the Vectron DC. 23 locomotives have already proven their worth in freight transport operations in Poland. Now the same type is to be used in Italy. Our locomotives are well equipped for this new mission. Basic approval for Italy has already been obtained, so that the delivery time can be shortened considerably," said Jochen Eickholt, CEO of Siemens Mobility Division.

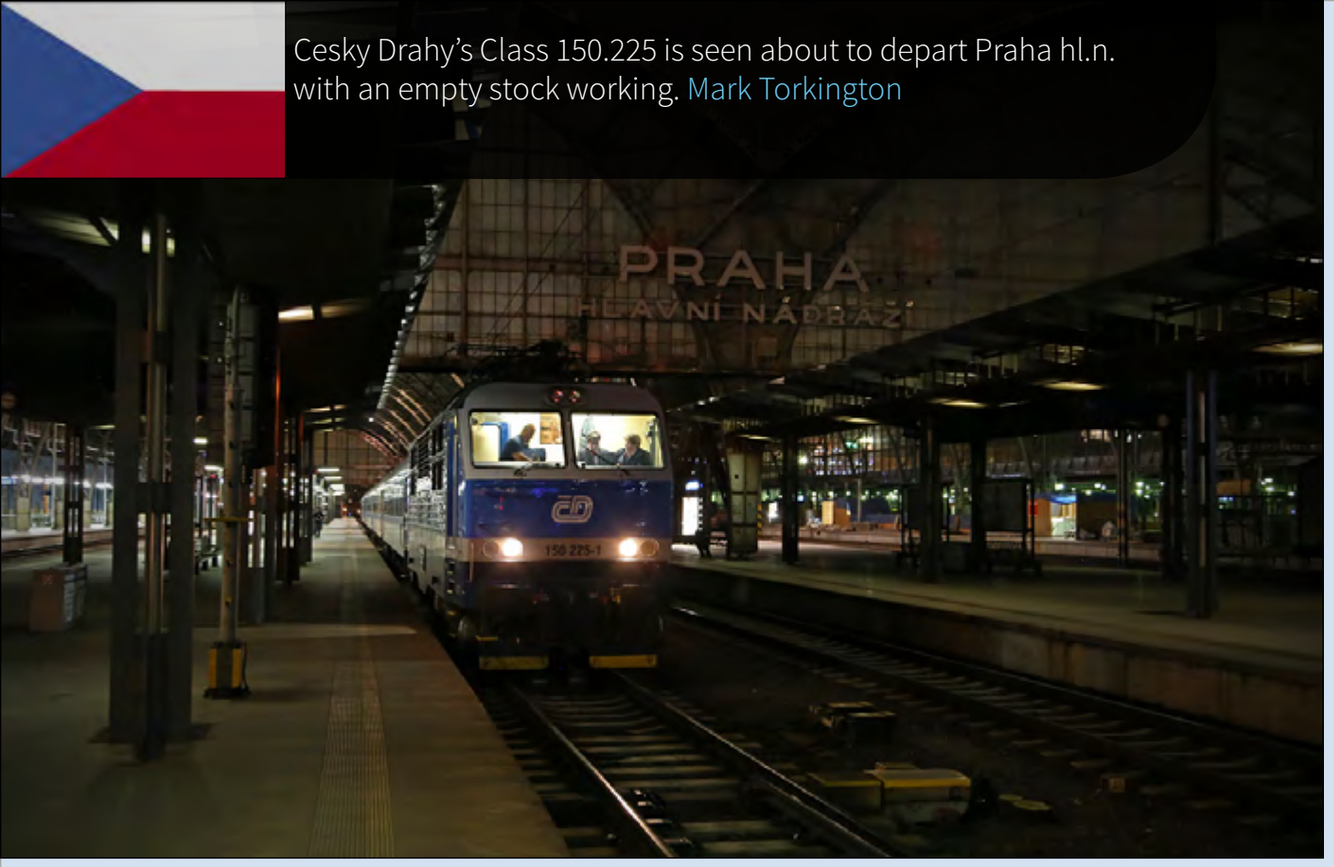
Bombardier Wins Contract to Provide 18 TRAXX Locomotives to Leasing Company Railpool

Rail technology leader Bombardier Transportation has signed a contract to provide a combination of 18 BOMBARDIER TRAXX Multi-System (MS) and BOMBARDIER TRAXX AC Last Mile locomotives for the Munich-based locomotive leasing company Railpool. With this new order, Railpool's locomotive fleet totals 183 vehicles, 169 of which are TRAXX locomotives. Based on the list price, the order is valued at approximately 75 million euro ($82 million US).

This order marks the successful TRAXX AC Last Mile locomotive's entry into the Scandinavian rail market. The TRAXX AC Last Mile locomotive is an electric locomotive that features a support diesel engine and battery. In many cases, diesel or electric trains must carry an additional shunting locomotive on their entire trip to be able to cross the short non-electrified 'last mile' sections in places such as harbours or terminals. Bombardier's Last Mile feature enables the TRAXX locomotive to bridge these non-electrified track sections, effectively eliminating the need for support diesel shunting locomotives.

In addition to being able to operate on these non-electrified track sections for up to eight hours, the TRAXX AC locomotive is also well-equipped for service in Scandinavia's often harsh environment. Even when operating in Last Mile mode, it has sufficient force to climb the several kilometre-long steep inclines commonly found in the region and, in case of power failure, the driver's cab can remain heated for a full week.

Eight of the new locomotives will be of the MS type and operate on the new, extended Germany-Austria-Switzerland-Italy-Netherlands-Belgium corridor while five more MS type locomotives will operate on the Germany-Austria-Belgium-Netherlands corridor. The remaining five TRAXX AC Last Mile type locomotives will be for use in Sweden and Norway. Bombardier has extensive experience in Scandinavia as more than 100 of the TRAXX AC2 locomotives have already been sold for operation there. The delivery of the first TRAXX AC Last Mile locomotive to Railpool for use in Scandinavia is scheduled for the third quarter 2016.



Cesky Drahy's Class 150.225 is seen about to depart Praha hl.n. with an empty stock working. Mark Torkington

Alstom delivers ahead of schedule new trains for Melbourne

Alstom has delivered the latest batch of eight X'Trapolis for Melbourne's suburban network to Public Transport Victoria (PTV) ahead of schedule. The trains, which have been tested at Alstom's regional manufacturing centre in Ballarat, will provide a boost to the busy and growing suburban rail networks. The new trains will expand the operating fleet of X'Trapolis trains to 82 trains, all of which have been delivered on time and on budget. The fleet has proven to be the most reliable and best performing trains on the Melbourne network. This delivery milestone follows an additional order for a further five X'Trapolis trains announced by the Victorian state government in March 2015, expected to start operating on the network by late 2016.

"Delivery of these latest trains highlights Alstom's trusted local capabilities and excellence in project execution and delivery", said Mark Coxon, Managing Director of Alstom Australia and New Zealand. He added:"The quality and reliability of these trains is testament to the dedication and skills of our team in Ballarat and those of our local suppliers."

To be closer to its Australian customer and reinforce its local production, Alstom has increased the level of local content through the replacement of imported components with locally produced material. Application of advanced global technology, combined with local innovation, has ensured a more productive regional manufacturing centre and benchmarked the skills of the local workforce to international best practices.

High-tech washing system for trains in Linz now operational

With the opening of a high-tech washing system for trains at Linz Hauptbahnhof, ÖBB have one of the most modern facilities for passenger trains in Europe.
It is a fully automatic washing operation using vehicle identification, in which not only individual vehicles, but also all the trains are cleaned externally. Around 40 coaches and railcars from Upper Austria and Salzburg will be washed in the new facility, on average, per day.

For the construction, all of the old plant had to be removed. The new washing system may well be compared to a modern car wash. The plant cleans trains fully automatically. The vehicle moves under its own power with the electrical overhead line switched on during the entire wash. It recognizes the type of vehicle by a camera system and selects the appropriate wash program autonomously. Detergents are automatically reordered.
The new wash hall also leads to a significant capacity and efficiency. 325,000 vehicle meters are expected to be washed with the new plant during 2016. The duration for a Railjet set which is 206 meters in length is 30 minutes (compared to a car wash, a car about 10 to 15 minutes at a length of about 5 meters). The detergent consumption for a Railjet is about 6 litres and depending on the condition of the Railjet, about 15 kg of dirt will be removed. .

The water consumption would be around 8200 litres of water, but of this around 60% is recycled and reused in the washing plant. This results in a substantial reduction in water consumption.

Toronto Railway Museum

Preserved Canadian Pacific GMD GP7 No. 4803 is seen on display at Roundhouse Park, Toronto. Laurence Sly

Cuban Steam

On Display at the Jose Smith Comas Sugar Mill, 2-8-0 No. 1242. Ken Livermore

2-8-0 No. 1804 is seen at Jose Smith Comas Sugar Mill. Ken Livermore

Standard gauge Rogers built 2-6-0 Nos. 1403 and 1501 are seen at Havana Waterfront. Ken Livermore

Vulcan built 0-6-0 Saddle Tank No. 1101 is seen at the railway museum at Cristina Station which is currently closed undergoing renovation. Ken Livermore

Roll-out of the 50th KISS double-decker multiple-unit train for SBB

Stadler Rail's 50th KISS double-decker multiple-unit train for Swiss Federal Railways (SBB) went into operation on November 12th. For the rail vehicle manufacturer, this marks the completion of a significant project: the first order for a double-decker multiple-unit train in Stadler Rail's history. In the meantime, Stadler Rail has sold over 200 double-decker multiple-unit trains in 6 countries.

This also includes additional orders from SBB. With the roll-out of the 50th KISS double-decker multiple-unit train, which will be operated on the Zurich commuter railway and other rail lines, Stadler Rail is celebrating the successful completion of the first order of double-decker multiple-unit trains that was placed by SBB and the Zurich Transport Network (ZVV). At the same time, the roll-out marks a milestone in the history of Stadler Rail. This project allowed the company to establish itself in a new market segment. The order from SBB was followed by projects for KISS double-decker multiple-unit trains from Germany, Austria, Luxembourg, Russia and Azerbaijan. Additional orders also came in from Switzerland: BLS purchased 28 vehicles in 2014, and SBB placed orders for an additional 24 and then another 19 vehicles after the initial order. In addition to the ongoing tender in Sweden, Stadler Rail is currently participating in additional tenders on several continents with the KISS.

Peter Spuhler, Owner and CEO of Stadler Rail, welcomed guests to the roll-out in Erlen personally on Thursday, 12 November 2015. He looked back on the start of the project: "That was Stadler Rail's first-ever double-decker multiple-unit train. The team developed a completely new vehicle in just under two years, and they have managed to deliver every vehicle on time since then. This has once again allowed us to demonstrate our abilities and prove that we are a reliable partner."

Franz Kagerbauer, Director of the ZVV, is pleased about the punctual roll-out of the new commuter rail trains: "On this day seven years ago, I stood where I am currently standing, in front of the first scale model of the train. In a short time the wooden structure gave way to the first Stadler double-decker, which has now been travelling reliably on the ZVV network for five years. The Stadler double-decker trains have become the modern face of the Zurich commuter railway.

HZ Cargo's Class 2062.001 passes a field of sunflowers near Prsadin working a freight from Vinkovci to Vukovar. Andy Pratt

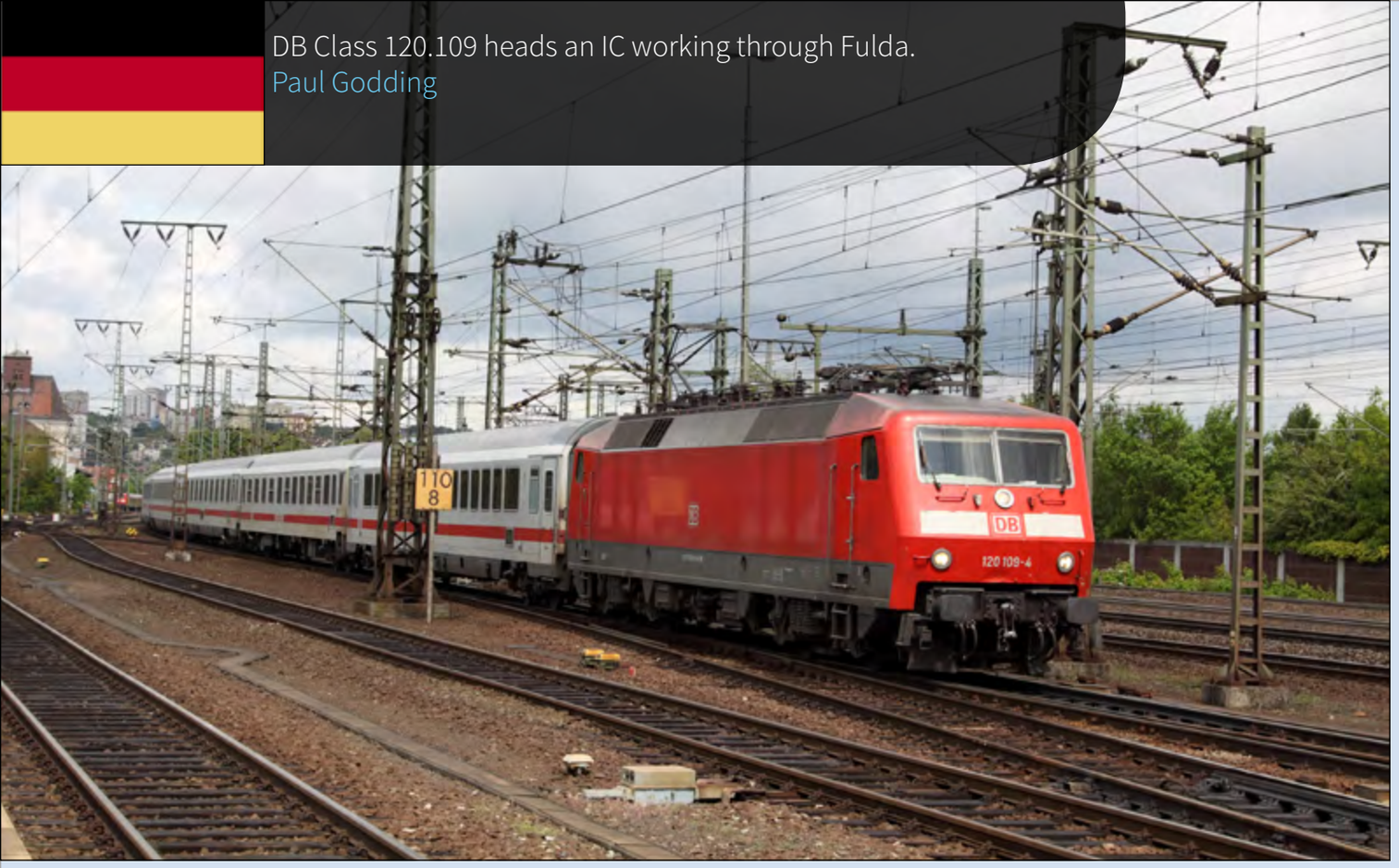
In her speech in Erlen, Anna Barbara Remund, Head of SBB Regional Traffic, stressed that this roll-out is not only a milestone for Stadler Rail: "It is also an important milestone for ZVV, for SBB and for passengers. These trains being put into service is good news for passengers in particular: Stadler Rail vehicles are very popular, they offer travellers more space and a great deal of comfort." These vehicles will be operated on the Zurich commuter rail lines as well as on regional express lines.

The total order volume for the 50 double-decker multiple-unit trains amounts to approximately CHF 1 billion. The vehicles are made up of a total of 5.5 million parts. 8250 kilometres of cables have been laid and 125 tonnes of paint have been applied.

Furthermore, Stadler Rail has employed 530 suppliers for this large-scale project. Over 80 per cent of the added value was created in Switzerland. The contract for the first 50 150-metre-long double-decker multiple-unit trains for SBB was signed at the end of August 2008. Stadler Rail was then able to fully develop, manufacture and commission the trains in just under two years. The first vehicle was rolled out at Zurich main station in June 2010. At this time, SBB exercised an option for 24 more double-decker multiple-unit trains – however, these vehicles were 100 metres in length – and four years later, they exercised a second option for another 19 100-metre-long trains.

The KISS (the name is an acronym of the German for comfortable innovative speedy suburban train) can be delivered either as a commuter train or as a long-distance version (for intercity and inter-regional services). It meets the ever-increasing demands in terms of train capacity.

DB Class 120.109 heads an IC working through Fulda.
Paul Godding



A Eurobahn VT3.08 DMU is seen in the sidings at Muenster (Westf) Hauptbahnhof on September 15th. Keith Chapman

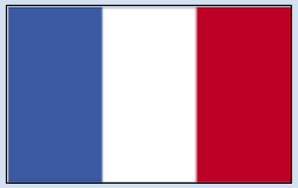
Alstom to supply traction system to Beijing Metro Line 6

Alstom and its local joint venture (JV), Shanghai Alstom Transport Electrical Equipment Co. Ltd. (SATEE), have been awarded a contract worth about €27 million by Beijing Metro in China to provide traction systems to equip 160 metro cars for the phase 3 of Beijing metro line 6, expected to enter into commercial service by the end of 2018.

Beijing metro line 6 is the city's second east-west metro line, running in parallel to line 1. It is an important transportation artery aiming to reduce the traffic pressure on line 1 and east-west road traffic of Beijing. When completed, line 6 is expected to carry 1 million passangers every day. Alstom and SATEE will provide the Optonix traction system specially designed and developed by Alstom for the Chinese market, and already ordered by major Chinese cities including Shanghai, Nanjing, Qingdao, Xi'an and Chengdu. The system uses electrical braking and features a lightweight and compact design, leading to high performance train operations capabilities. The system will be tested at SATEE's facility in Shanghai before commissioning. The JV will also provide the propulsion inverter, auxiliary converter, brake resistor, master controller, gearbox and coupling. Traction motors will be produced locally by XAYEECO, Alstom's JV for traction motors in China. Other key components such as high circuit breakers and traction control will also be provided by Alstom.

"Beijing, a city with the highest and most strict standards for its urban transport infrastructure, has chosen Alstom and its Chinese JV SATEE to participate in the extension of its metro network. This is proof of our leadership and expertise in the supply of reliable and safe urban transport solutions. Beijing Metro can rely on our partnership to enhance their passengers' experience" said Fang Ling, Managing Director of Alstom China.

For the past two decades, Alstom has been deeply involved in the construction of the Beijing metro network. So far, Alstom has provided traction equipment to 692 metro cars for line 6 (phases 1 and 2) and line 15, as well as signalling systems to Beijing Airport Link, line 2, line 6, line 9, Fangshan line and line 1 (revamping).



Alstom to supply seven extra Citadis trams to the metropolitan area of Lyon

Alstom is to supply seven Citadis trams to SYTRAL (Syndicat des Transports de l'Agglomération Lyonnaise) in addition to the fleet of trams already in circulation on the 61 kilometres of track that currently make up the network. The order, worth over 20 million euros, represents the exercise of an option on a contract signed in 2011. SYTRAL, which has ordered 92 Citadis since 1998, owns one of the biggest tram fleets in France.

The new Citadis trams will be identical to those in circulation on line T3. 43 metres long, they will be able to transport up to 400 passengers, equivalent to 6 buses. The Citadis trams offer optimal on-board journey quality with a fully low floor, air conditioning, large windows and a video surveillance system. 99% recyclable, Citadis contributes to the preservation of the environment.

"This new order is undeniable proof of the trust placed by our historic client in Alstom's Citadis. The SYTRAL can be sure of using high-quality, tried and tested material as it benefits from a return of experience of over 2000 Citadis sold to 50 cities worldwide," says Jean-Baptiste Eyméoud, Senior Vice President Alstom France.

The trams will be produced in Alstom's manufacturing sites in France: La Rochelle for the design and assembly, Ornans for the motors, Le Creusot for the bogies, Tarbes for the traction equipment, Villeurbanne for the on-board electronics and Saint-Ouen for the design.

A Renfe Class 449 EMU and a pair of Class 130s (nicknamed Little Ducks) are seen at Cadiz on October 24th. Michael Lynam

Bombardier to Supply Four Additional FLEXITY 2 Trams to Gold Coast

Rail technology leader Bombardier Transportation will supply four additional BOMBARDIER FLEXITY 2 trams to Australia's Gold Coast Light Rail system (GCLR). This order is valued at approximately $25 million AUD (17 million euro, $18 million US) and is an exercise of an option included in a contract signed in 2011 The new vehicles will be used on the northern extension of the Gold Coast Light Rail to Helensvale (referred to as Stage 2) which will be delivered and operational in preparation for to the 2018 Commonwealth Games held on the Gold Coast. GoldLinQ CEO Phil Mumford said "Bombardier Transport will provide four additional trams and this is another important step towards connecting the light rail to heavy rail ahead of the Commonwealth Games." Mr Mumford went on to say, "The yellow and blue trams have become synonymous with the Gold Coast and the new light rail vehicles required for Stage 2 are due to arrive from August 2017. These trams are designed specifically for the Gold Coast and will ensure the same high quality passenger experience and service frequency is maintained as the system expands."

Carsten Bopp, Head of Light Rail Vehicles, Bombardier Transportation said, "In their first year, the 14 trams already in passenger service have demonstrated their reliability by completing a total of 6.5 million trips on the line connecting Gold Coast University Hospital and Broadbeach South. This fact is proof of our strong commitment to providing high-quality, eco-friendly mobility solutions to the people of Gold Coast.''

Based on Bombardier's family of highly successful FLEXITY light rail vehicles, Gold Coast's trams feature Gold Coast's signature blue and gold colours and a wave motif on the cab front. Designed by Bombardier's Industrial Design team in Brisbane, the award-winning tram is also the first tram in the world to be built with specially designed surfboard racks. The trams are 43.4 m long and 2.65 m wide with seven modules for higher capacity and better passenger flow. The vehicles are installed with the energy efficient BOMBARDIER MITRAC propulsion system and its BOMBARDIER FLEXX bogies provide a smooth, comfortable ride. The trams will be manufactured at Bombardier's site in Bautzen, Germany. To date approximately 3,500 FLEXITY vehicles have been ordered or in successful revenue service in cities around the globe.

The GCLR project is part of an 18-year public private partnership between the Queensland State Government and GoldLinQ. As operator franchisee of stage one of the GCLR system, GoldLinQ, a consortium that includes Bombardier Transportation, is responsible for the design, construction, operations and maintenance of the fleet.

Hector Rail provides traction to TX Logistik's intermodal trains between Sweden and the continent

On Monday November 9th the first train ran with Hector Rail as traction provider to TX Logistik. TX Logistik is very focused on the quality level of its intermodal train services provided to different forwarders. TX Logistik has authorised Hector Rail to be their traction provider for their Scandinavia – Continent services on the stretch between the Swedish terminals and the Danish - German border in Padborg. The first trains have now been run and TX Logistik and Hector Rail can with satisfaction experience a well working joint set-up. The parties have entered into a three year co-operation agreement.

TX Logistik has decided to go for a solution to outsource traction in Scandinavia. Hector Rail was chosen as their supplier for the international traction services between Scandinavia and the continent. This means Hector Rail will run six trains per week between Malmö and Padborg (Danish – German border) and two trains per week between Gothenburg and Padborg. The trains then run in Germany down to Herne by TX Logistik.

A beautiful sunset as viewed from on board the 18:55 service from Slobozia Veche to Urziceni hauled by Class 60-0748.
FrontCompVids

Stadler Rail set to take over Spanish locomotive business from Vossloh

Stadler Rail AG is to take over the Valencia-based locomotive business Rail Vehicles from Vossloh. The Spanish locomotive manufacturer has an annual turnover of more than EUR 200 million and employs approximately 850 people at its headquarters in Valencia. The purchase agreement was signed in Zurich on Tuesday, 3 November 2015. Besides providing Stadler Rail with a foothold in the new market segment of diesel-electric locomotives, the takeover will offer the chance to tap into new, Spanish-speaking markets. Rail Vehicles has also built up a strong position in recent years in the areas of LRV, trams and metro vehicles. The transaction is subject to the approval from the regulatory authorities. With the sale scheduled to be completed by the end of this year, the parties aim to execute the transaction in the first quarter of 2016. The transaction will take effect retroactively as of 1 July 2015. The takeover price is EUR 48 million.

With the takeover of Rail Vehicles, Stadler Rail will enter a new locomotive market segment, inheriting an experienced workforce and a fully developed product portfolio. Rail Vehicles is based in Valencia, where it develops and produces innovative diesel-electric locomotives such as the EURO 4000 – the most powerful diesel-electric locomotive in Europe. In addition, the company also develops and produces innovative metro trains, trams and Train-Trams at its headquarters in Valencia, and has established a strong market position in these areas. Rail Vehicles posted an annual turnover of EUR 223.2 million in 2014, and a turnover of EUR 182.4 million for the first nine months of 2015. The takeover will also see Stadler Rail gain a foothold in new, Spanish-speaking markets around the world, with Rail Vehicles providing Stadler Rail access to markets on the Iberian peninsula, in South and Central America and in Africa.

Furthermore, this strategic move by Stadler Rail is a response to the consolidation wave caused by the merger of CNR and CSR to form the giant CRRC in China. The takeover of Rail Vehicles offers Stadler Rail the chance to consolidate its position in the European market.

Thomas Ahlburg, Deputy CEO of the Stadler Rail Group, declared: "I am delighted that we have been able to take this step and integrate a company which not only represents the perfect addition to our product portfolio but also opens the door for us to several new markets. Rail Vehicles is an innovative company with a real competitive edge in the area of diesel-electric locomotives, and we are fortunate to be inheriting a highly experienced and motivated management and engineering crew."
Hans Martin Schabert, CEO of Vossloh, added: "We are very pleased to have found such an experienced, respected and reliable buyer in Stadler Rail, and are convinced that the expertise, experience and company philosophies of both vehicle specialists complement each other perfectly. Being part of the Stadler Rail Group will afford Rail Vehicles great prospects for future development."

AWT will double the potential of the Ostrava-Paskov terminal

AWT, a member of the PKP CARGO Group and the second largest rail carrier in the Czech Republic, is going to expand the surface of the terminal in Paskov near Ostrava by 40,000 square metres. That will increase the facility's storage capacities by 2,400 TEU (twenty-foot equivalent units). When the construction works are completed, the total surface of the transshipment terminal will be 71,000 sq m, and its handling potential will be doubled, reaching 4,800 TEU. The Paskov facility is the largest intermodal terminal in the Czech Republic. It constitutes an important handling station for the whole automotive industry region of the Czech Republic, Slovakia and Southern Poland. Its capacities are currently used to the full.

AWT plans to expand the Paskov terminal's connection network by adding new ports, such as Gdańsk and Gdynia. The cooperation with PKP Cargo will include Ostrava-Paskov in the Baltic-Adriatic-North Sea logistic triangle, making the terminal near Ostrava the main transport hub in this part of Europe.
"For AWT, the Paskov terminal is the jewel in the crown. Its perfect location, professional management and customers' trust make it a crucial element in the development plans of the PKP CARGO Group. It already handles traffic from ports in Germany, Slovenian Koper, Italian Trieste and Turkey. We have an ambition to involve it in the operation of the New Silk Road's and Polish ports' traffic, as well as in the better use of the Baltic-Adriatic corridor," says Adam Purwin, the President of the PKP Cargo Management Board. The AWT group has handled intermodal transport since 2006. That is when the Ostrava-Paskov container terminal was built at the site of the former Paskov Mine. Nowadays, it is the largest intermodal terminal in the Czech Republic and an important transshipment centre in this part of Europe. It offers transport services to the largest cities in Europe: Hamburg, Rotterdam, Bremerhaven, Koper and Trieste, as well as Czech terminals in Prague, Mělník and Lovosice. It is used by major automobile manufacturers: Hyundai, KIA, Opel, Škoda and VW. In order to modernize the facility, AWT has contracted the construction of two new tracks (each 350 metres long), a parking lot for 40 tractor units, a connection for refrigerated containers and a special place for containers with hazardous materials. Such a significant surface and services expansion requires also a modern activity management station, namely a new control room.
"Container transport is the most prospective sector of the market, assuring the diversification of AWT revenues and the expansion of the customer base. Currently, 10% of AWT transport is intermodal. Investing in the transshipment infrastructure, benefitting from the cooperation with PKP CARGO and expanding our offer to the markets of countries in Central and Southern Europe will help to increase this figure in the following years," says Zbigniew Klepacki, the AWT Chief Executive Officer.

CD Railjet Class 1216.237 is seen upon arrival at Praha hl.n. with a Railjet service from Wien. Mark Torkington

Siemens to build electric locomotives for U.S. State of Pennsylvania

Siemens has been awarded a 118 million USD (around 110 million euro) contract to build 13 electric locomotives for the Southeastern Pennsylvania Transportation Authority (SETPA), operator of regional and mass transit in the Philadelphia area, U.S. state of Pennsylvania. The contract includes the supply of spare parts and operation and maintenance training. An option to deliver up to an additional five locomotives is also part of the contract. The electric locomotives will be built at the Siemens rail manufacturing facility in Sacramento, California. The new vehicles are set to be delivered in early 2018. "The purchase of these new locomotives are the first of several new vehicle purchases which are part of SEPTA's Building the Future program," said SEPTA General Manager Jeff Knueppel. "We are looking forward to their arrival to help provide faster and more reliable regional rail service for our rapidly growing ridership." "The new locomotives are designed for improved reliability and easier maintenance for faster turn-around times and increased availability for service," said Jochen Eickholt, CEO of Siemens Mobility Division. "We are confident that these new electric locomotives will enhance mobility for the people, businesses and economy of the Philadelphia region." These modern electric locomotives will replace an aging locomotive fleet to support SEPTA's efforts to expand capacity and provide more efficient and reliable service for its ridership along SEPTA's regional rail lines. A state-of-the-art microprocessor system performs self-diagnosis of all key systems, makes self-corrective action and notifies the locomotive engineer. In addition, there is a redundant system to ensure power is maintained to the passenger cars for heating, cooling, lighting and door operation amongst others. The locomotives also meet the latest federal rail safety regulations, including crash energy management components. Furthermore, the locomotives energy efficient use of regenerative braking feeds energy back into the power grid.

On October 24th, a Renfe Civia Class 465 EMU waits to depart Cadiz with a service to Jerez Airport. Michael Lynam

SNCF 22000 Class locos are pictured stabled at Toulouse on October 19th. Tim Farmer

PKP CARGO wins large ‘black gold’ contract

PKP CARGO has won one of the largest tenders for transporting coal by rail this year. The company will transport approx. 12 million tons of “black gold” and over 1 million tons of calcareous sorbent for PGE Górnictwo i Energetyka Konwencjonalna. The order covers the years 2016-2018. The new contract prolongs the current cooperation between PKP CARGO and PGE.

By winning the prestigious tender for providing services for PGE Górnictwo i Energetyka Konwencjonalna, we confirm once again that we are a first-line transport operator for the largest industrial groups in Poland. Our success is due, among others, to the new commercial strategy of PKP CARGO - says Jacek Neska, the Member of the Management Board for Commerce of PKP CARGO.

Polish transport operators transport approx. 15-20 million tons of goods on a monthly basis. The performance of transports by PKP CARGO for PGE under the newly signed contracts will involve monthly transports of 330 thousand tons of coal on average.

Under the newly signed contracts, PKP CARGO will deliver coal from Silesia to, among others, the West Pomeranian power plant Dolna Odra and the power plant in Opole. The Group PKP CARGO comprehensively services also railway sidings by some mines from which coal is transported to the power plants of PGE and by two plants of PGE to which the fuel will be delivered.

Polska Grupa Energetyczna is one of the key clients of the Group PKP CARGO.

By performing transports under the newly signed contracts, PKP CARGO will operate an average of 10 trains per day. These are usually block trains with a minimum net weight of 2.3 thousand tons. To provide services for PGE, the biggest transport operator in Poland uses above all popular freight wagons, the so-called coal wagons.

The electric locomotives ET22 and ET41 and the diesel locomotive ST44 are mostly used in that respect. PKP CARGO is the biggest railway freight transport operator in Poland with its market share exceeding 56% in terms of transport performance (as of the first half of 2015). Apart from railway freight transports, the Group PKP CARGO specializes also in freight forwarding and operating terminals and sidings. It performs also repairs and maintenance of the railway rolling stock.

Avenio tram commences passenger service in The Hague

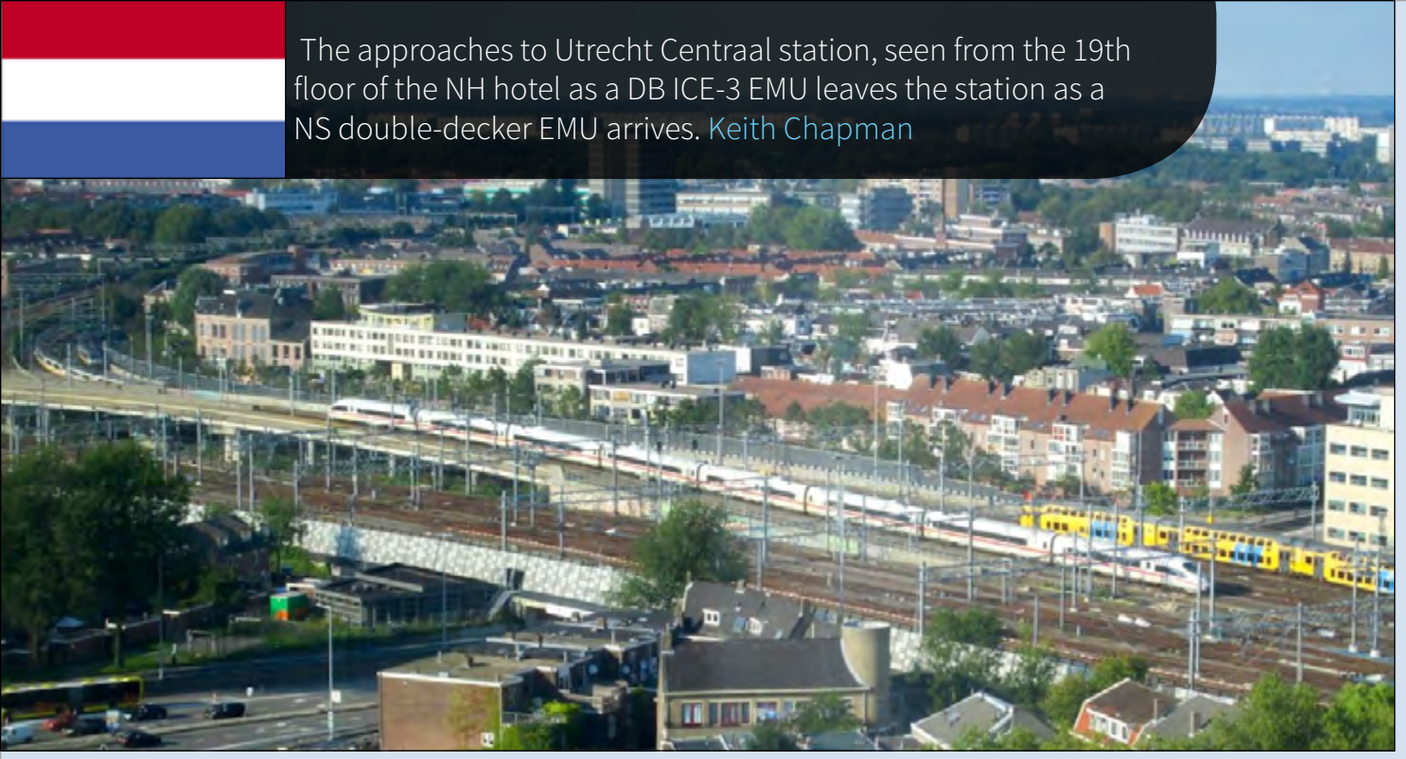
For Dutch tram operator HTM, November 2nd marked the start of passenger services with brand new Siemens trams in The Hague, Netherlands. The first Avenio commenced its run on line 2, which connects the western suburb of Kraayenstein with Leidschendam in the northeast via The Hague's main station. The Siemens trams will also gradually progress to operating on lines 1, 9, 15 and 17, with test runs already being conducted on the next route earmarked for Avenio, line 11. HTM has ordered a total of 60 Avenio trams from Siemens.

"Before commencing passenger services, we carried out extensive tests, as we make no compromise when it comes to safety. I am very satisfied with the results, and very proud of our employees for their hard work and dedication. I would like to thank the metropolitan region of Rotterdam The Hague (MRDH) and all the local authorities involved for making this step forward possible. I would also like to take the opportunity to express my appreciation to the manufacturer, Siemens, for having achieved these results. Siemens has built the trams according to our requirements and wishes – and it is now time for our passengers to take over," says Jaap Bierman, CEO of HTM.
"The Hague is the second city to operate passenger services with our trams. The test runs have already shown that the Avenio is well-equipped for this city's tram network, which is in service more than 150 years. By virtue of its exceptionally smooth and quiet operating profile, it is ultimately passengers who will benefit the most from the Avenio," adds Sandra Gott-Karlbauer, CEO of Urban Transport at Siemens.

The Hague is carrying out extensive structural work along the lines to enable operation of the new low-floor trams, with tracks being renewed and all stops to receive new, specially adapted tram platforms. More than half of the tracks and stops have already been converted to accommodate the new trams.

Siemens to deliver 34 locomotives to three states in the U.S.

The three states of California, Illinois and Maryland have ordered a total of 34 diesel-electric locomotives from Siemens. The California Department of Transportation (Caltrans) ordered 14 locomotives to serve the Pacific Surfliner Amtrak route along the southern California coast from San Luis Obispo to San Diego via Santa Barbara and Los Angeles. The Illinois Department of Transportation (IDOT) will expand its fleet with twelve locomotives. And the Maryland Transit Administration (MTA) has ordered eight locomotives for the first time for the MARC commuter rail line that serves the cities of Baltimore, Brunswick, Frederick, Martinsburg and Washington D.C. as well as Harford County. With this order, Caltrans, IDOT and MTA have called up further locomotives from the framework contract signed in March 2014. This contract foresees the procurement of up to 222 locomotives for passenger service by a number of federal states. The locomotives will be built at the Siemens rail manufacturing plant in Sacramento, California.
"With these new state-of-the art, energy-efficient locomotives, California can continue toward its goal to offer more alternative and sustainable transportation choices," said Caltrans Director Malcolm Dougherty. "Not only will these new engines promote increased passenger rail ridership, but they will have environmental benefits by reducing the amount of automobile traffic."
MTA CEO Paul Comfort added: "Approval of this contract enables us to replace older locomotives, thereby improving the reliability and efficiency of MARC for thousands of commuters, businesses and tourists that depend on this vital train service every day. This cooperative agreement also enabled us to purchase these eight new locomotives at a lower cost, which will save taxpayers money."
"The new diesel-electric locomotives provide U.S. operators with a number of advantages. Their energy efficiency reduces costs and helps protect the environment. At the same time, they improve the reliability and efficiency of passenger rail service," said Jochen Eickholt, CEO of Siemens Mobility Division.
The new passenger locomotives are designed to operate at speeds up to 200 kilometres per hour. The locomotives will also be FRA and Federal Transit Administration Buy America compliant with parts produced by suppliers in the United States. This includes Siemens' traction motors and gearboxes in Norwood, Ohio, and power converters in Alpharetta, Georgia. The locomotives will be powered by a 16-cylinder, 95 liter displacement, 4,400 horsepower-rated diesel engine built by Cummins Inc. headquartered in Columbus, Indiana.
A state-of-the-art microprocessor control system manages the performance of the locomotive and performs self-diagnoses that automatically make self-corrective action. The locomotive engineer and maintenance facility are notified about any required service measures. To secure the power supply for the passenger coaches and maintain primary systems such as lighting, communications, heating and cooling, a traction converter provides backup when needed. The locomotive's car body structure meets the latest federal safety regulations, providing additional protection for the locomotive engineer.
The original procurement order for passenger locomotives by the Departments of Transportation in Illinois, California, Michigan, Missouri and Washington was signed in 2014. The order included the delivery of 35 diesel-electric locomotives for passenger service with a volume worth USD 225 million and included an option for up to an additional 222 locomotives.



The approaches to Utrecht Centraal station, seen from the 19th floor of the NH hotel as a DB ICE-3 EMU leaves the station as a NS double-decker EMU arrives. Keith Chapman

Alstom to supply 47 locomotives to SBB Infrastructure

Alstom has been awarded a €175 million contract to supply 47 dual-mode locomotives to SBB Infrastructure in Switzerland. The locomotives, to be used for track works on SBB's rail network and for shunting in the shunting yards of Lausanne Triage and Limmattal, are scheduled to enter commercial service in 2018. The 47 locomotives will be manufactured on Alstom's site in Belfort, France. The project management will be carried out in Switzerland. The locomotive for SBB Infra belongs to Alstom's new Prima H4 dual-mode platform for shunting and track works. The locomotive runs at speeds of up to 120 km/h which allows easy integration into mainline traffic flow. The Prima H4 bi-modal locomotive is powered by an electric traction system and to diesel generators. The two power generators, coupled with an automatic start-stop system, enable a 20% reduction in fuel consumption compared with a single engine diesel locomotive. The locomotive has been designed to optimize maintenance cycles, thus reducing life cycle costs. It is fitted with ETCS. Particular attention has been paid to the design of the driver cabin. The large cabin (up to 4 people) has been conceived as a "working and waiting space" as track workers will not only be travelling aboard the train, but also spend time in the cabin while working on construction sites. The cabin is equipped with an HVAC system and storage space for the personal belongings of the train crew. It is also protected against vibrations and air pressure when entering tunnels. "Alstom has been the best to fulfil the award criteria of our public invitation to tender. The new and more powerful vehicles will allow us to cope with the increasing construction and maintenance volume with less vehicles and in a more efficient way. Thanks to its improved energy efficiency, Alstom's Prima H4 will allow SBB Infra to reduce its CO2 emissions by up to 6,000 tons per year," says Désirée Baer, Member of the Managing Board of SBB Infrastruktur.
"We are pleased to have been selected by SBB Infra for this important contract. With Alstom's Prima H4 locomotive, which is derived from a modular concept, SBB Infra will see its operating, energy and maintenance costs reduced," says Herman Van der Linden, Alstom Managing Director in Switzerland.

Alstom to supply 800 double electric locomotives to Indian Railways

Alstom has received a Letter of Award from the Ministry of Railways to supply Indian Railways with 800 double section freight electric locomotives with associated long-term maintenance. The total contract is worth above €3 billion. This project includes the set-up of a plant at Madhepura (Bihar state) and two maintenance depots at Saharanpur (Uttar Pradesh state) and Nagpur (Maharashtra state). The delivery of the locomotives will spread between 2018 and 2028. This project, one

of the strongest endorsements of the 'Make in India' policy of the government, will play a crucial role in boosting the infrastructure development in the country. The 100% Foreign Direct Investment in the railway sector allowed by the Government has provided a renewed push to the Indian mainline railway sector.

"This project, one of the biggest in Alstom's history, is a breakthrough for our presence in India and demonstrates the success of our global customer proximity strategy. We are extremely proud to be partnering with Indian Railways for this ambitious project which will be a game changer for Indian railway sector" declared Henri Poupart-Lafarge, Executive Vice President, Alstom.

The Prima locomotive for Indian Railways will be 9,000 kW at the wheel rim and will run at a speed up to 120 km/h. This contract positions Alstom as the number one on heavy-haul electric locomotives segment with now over 1,200 double locomotives ordered for the last decade.

Alstom has several sites in India including a signalling, telecoms and train engineering unit in Bangalore, a metro manufacturing facility in Sri City and a traction systems manufacturing unit in Coimbatore. Alstom has strong references in India in the urban segment for cities like Delhi, Bangalore, Jaipur, Chennai, Kochi and Lucknow.

From the UK - Blackpool Illuminations

Our annual look at the Blackpool Illuminations, or rather the trams that work the various tours along the promenade at this world famous town. 2015 has been somewhat of a bumper year for the tramway with more heritage trams working than ever before. In this photo, the driver and conductor climb aboard Standard No. 147, whilst Brush Railcoach No. 631 prepares for a trip to Fleetwood. Andy

Illuminated Trams Nos. 733 and 734 form the Western Train and Carriage, seen here about to depart Pleasure Beach. Class47

Open topped Balloon Car No. 706 stands at Pleasure Beach. This tram is due to be withdrawn at the end of the 2015 season pending an overhaul. Andy

At the Pleasure Beach tram stop, crowds climb onboard Boat Tram No. 600 ‘Duchess of Cornwall’ for a trip through the illuminations. Class47

1934 built Balloon Tram No. 717 ‘Walter Luff’ approaches the North Pier tram stop.
Andy

Illuminated Tram No. 736 ‘The Frigate’ departs Pleasure Beach with an illuminations tour along the famous seafront. Class47

One of the most modern trams in the ‘Heritage Fleet’ is Centenary Car No. 648, built in 1990 and seen here at North Pier.
Andy

Another Balloon Car, this time No. 723, is seen awaiting passengers at Pleasure Beach. Andy

Flyde Tramway Society's Balloon Car No. 701 in the attractive red and cream livery arrives at Pleasure Beach to collect passengers for an Illuminations tour. Andy

A glorious sunset greets Standard Tram No. 147 as it heads out of Blackpool working a service to Fleetwood. Well done to all at Blackpool for making this a memorable year, lets hope 2016 can be just as good. Class47

From the Archives

On September 19th 2008, Ceske Drahy's Class 751.031-6 heads through Praha Vrsovice. Class47

KDS operated ‘Goggle’ Class 753.197-3 stops in Kolin on September 16th 2008. Class47

On September 17th 2008, Ceske Drahy's Class 751.316-1 is pictured stabled outside the main shed at Kralupy nad Vltavou.
Class47