

# Railvolution

The Professional Two-Monthly Magazine Of Rail Transport Worldwide

Volume 10

No. 2/10

€ 10.00



**Vectron Locomotive**  
**HXD1B Six-Axle Electric**  
**TWINDEXX EMU Concept**  
**Slovakian Class 671 EMUs**  
**OMNEO Innovative Double Deckers**



**More ES64F4s For Przewozy Regionalne**

PR now has even nine of these locomotives on hire, ES64F4-450 to 458, and these haul InterREGIO services on the Poznań - Warszawa, Warszawa - Rzeszów, Rzeszów - Wrocław, Warszawa - Bydgoszcz and Warszawa - Szczecin routes. Since 31 March 2010 first type 161A, 162A and 163A carriages refurbished by PESA are used on the Warszawa to Rzeszów route. These now have power points for personal electronic equipment, are equipped with WiFi reception, and some include a compartment with bike racks. **Here we see the first rake of modernised stock hauled by ES64F4-450, forming R 13129 from Warszawa to Rzeszów on 1 April 2010, before departure from Warszawa Zachodnia.**

Przewozy Regionalne  
Photo: Marek Graff



**Railjet Reviews Strategies**

ÖBB's railjet services started up in December 2008, and over the first full year of operations the results were somewhat less promising than had been anticipated. By December 2009 all 23 rakes of stock from the initial order had been delivered and were in service. Services from Wien and Salzburg to Zürich and Wien to Bregenz were introduced. Of the 44 rakes which make up the second order, the fate of 16 is in the balance, since ÖBB is still assessing supply in view of the probable future demand. Talks are being held with ČD over a possible joint operation, since the Czech state operator is contemplating ordering express locomotive-hauled trainsets sometime during the coming year.

ÖBB has not released any further news about new international railjet services for the remainder of 2010, and the trains delivered during the latter year will be used to boost services on the Westbahn - Wien to Salzburg. According to the ÖBB website, as from the start of the summer timetable on 14 June the only new services likely to appear are additional train pairs on the Wien - Bregenz and Wien - Zürich routes. It seems probable that the introduction of the proposed Wien - Ljubljana - Zagreb and Wien - Venezia railjet services will be postponed. No fewer than

ten railjets from the second batch are to be allocated to München via Brennero to Verona and Bologna/Milano services, and their delivery is scheduled to start in March 2011, so the start-up for this particular route is unlikely before December that year.

There are informations that these rakes will have no premium class accommodation and more seats in economy class, but ÖBB has not yet confirmed this. For operation in Italy on passenger services at speeds up to 160 km/h, the Class 1216s will have to receive authorisation, and related testing is still in progress, likely to be completed soon. They received their authorisation for hauling freights, over the whole RFI network, and at speeds up to 120 km/h, on 24 December 2009. Technical approval for 160 km/h running was granted on 31 March 2010, but after that the immatriculation process still had to be completed, so they are unlikely to be cleared for passenger work until May. **The accompanying photo taken at Innsbruck on 16 March 2010 shows ÖBB's 1216 011 Taurus promoting EC trains on the Brennero route, which since 13 December 2009 run in DB, ÖBB and LeNord responsibility.**

Petr Kadeřávek  
Photo: István Zsolt



Photo: Wojciech Dębski

**ES64F4s For PKP Intercity**

On 15 April 2010 PKP Intercity took delivery of five ES64F4s, on hire from MRCE Dispolok. Numbered ES64F4-151 to 155, they are Version M, equipped for use throughout central Europe, but they will only be used within Poland (to and from Rzepin) on the Berlin-Warszawa-Express Eurocity services, and also on the overnight EN „Jan Kiepura” service.

PKP Intercity states that there is no intention to use these locomotives for through workings to and from Berlin, but later the Husarz Europrinters will

do the full run. The latter locomotives are currently used on the Warszawa to Kraków, Warszawa to Bielsko-Biala, and Warszawa to Poznań and Rzepin routes, and four more are expected to enter service by the end of June 2010.

PKP Intercity also plans to modernise some of its Class EP07s, which during their periodic major overhauls will be fitted with new asynchronous traction motors, enabling a top speed of 140 km/h. The first rebuild is scheduled for completion in late summer 2010.

PKP Intercity

On 24 March 2010 SNCF awarded Alstom a 135 million EUR order for 23 more Régiolis EMUs from the Coradia Polyvalent range for use in Basse Normandie and Haute Normandie. This order is the third in the framework contract signed on 27 October 2009 (see R 5/09, p. 7) and is financed by the French Régions. The first order was for 100 trains of this type, worth 800 million EUR, and the second order, for 19 trains worth 130 million EUR, was placed in January 2010. So far 142 Coradia Polyvalent EMUs have been ordered, their deliveries to run from 2013 to mid-2015. They will be deployed in Alsace, Aquitaine, Basse Normandie, Haute Normandie, Lorraine, Midi-Pyrénées, Pays de la Loire, Picardie and Provence-Alpes-Côte d'Azur.

Alstom

On 15 April 2010 ABB was awarded an 18.5 million EUR contract from Alstom for a batch of latest generation traction transformers for the Régiolis EMUs being built for SNCF. The transformers, which are extremely compact, of modular construction, and equipped with an integrated cooling system, will be manufactured at the company's Sécheron works in Genève.

ABB



**PKP Cargo Operates In The Czech Republic**

On 20 January 2010 Drážní úřad granted PKP Cargo the necessary safety case to enable it to run its own freights independently in the Czech Republic. In the past Class ET22s and their two-section cousins, ET41s, as well as EU07s, have not been an uncommon sight hauling freights on Czech tracks, and quite frequently they have had Polish train crews, but the trains they haul have been run under the licence of a Czech operator, usually OKD, Doprava.

But on 2 April 2010 all that changed, and PKP Cargo ran its very own freight, under its own licence. This was a coke train, with a total weight of 2,163 t, transiting the Czech Republic from Poland to Slovakia, via Petrovice u Karviné to Mosty u Jablunkova, a run of just 60 km. The service runs roughly daily or every second day, with ET41s topping and tailing the rake of wagons. The first train originated from Koksownia Przyjaźń cokery, while Zakłady Koksownicze Zdzeszowice coking plant is another regular starting point for the service.

Here we see ET41-188 at the head of the very first working, on 2 April, at Bystřice.

The train was held for over nine hours on account of infrastructure upgrading work up ahead, this having necessitated the switching off of the overhead power supply. SŽDC, the Czech infrastructure manager, does not provide substitute diesels for such eventualities. On 15 April 2010 PKP Cargo hauled the empty train on return way for the first time; prior to that date the locomotives ran light back to Poland. By then 11 loaded trains had been operated southbound.

The coke from both Polish coking plants is destined for the ArcelorMittal steelworks in Galați, Romania, not far

from the Moldavian and Ukrainian border, and on the Donau delta. Around 50 % of the trains run all the way through to Galați. However, the remainder go only as far as Komárno on the Donau in Slovakia, the coke then being transferred to barges for the remainder of the journey east. The locomotives are supplied by Śląsko-Dąbrowski Zakład Spółki depot, while the train crews come either from the latter concern or from Górnoslaşki Zakład Spółki depot (for the trains originating at Zdzeszowice). ZSSK Cargo takes over operation at Čadca, just beyond the border between the Czech Republic and Slovakia. The movement of coke from Poland to Galați is one of the most lucrative railfreight operations between these countries, involving a variety of forwardings, railway companies, both public and private, and routings. There is thus a good deal of fierce competition for the contracts offered.

The service in which PKP Cargo is involved is not a new one. What has happened is that ČD Cargo has been ousted from the Czech section of the route, and the shortest transit route of the Czech Republic is used, this strategy being welcomed by ZSSK Cargo. The trains could reach Slovakia from Poland without entering the Czech Republic, but the line over the Zwardoň and Skalité border crossing to Čadca has stiff gradients, limiting the trailing load allowed, in spite of the fact that it was upgraded and electrified not long ago. The other alternative, preferred by Czech operators and forwarders, is via Přerov and Břeclav, involving a much longer crossing of the Czech Republic between Poland and Slovakia (and a shorter transit of the latter country), its advantage being that it is relatively flat.

Petr Kadeřávek  
Photo: PKP Cargo



Photo: Kajetan Orliński

**... and Koleje Czeskie Strikes Back**

ČD Cargo took umbrage at PKP Cargo's decision to operate freights across the Czech Republic, deeming the action unfair, since only a few days before the Polish operator's first train ran, both companies had held high-level talks concerning the issue. PKP Cargo had assured its neighbour that it would only send one train through the Czech Republic, to examine ride on its own licence, and not run a regular, frequent service. As the reality was different in the end, ČD Cargo decided to bring forward the start of its own planned operations in Poland.

Its Polish subsidiary, Koleje Czeskie, was granted its open access licence on 27 August 2009, but as yet it has not received its safety case. It therefore had to rely on a partner, namely STK, one of many Polish concerns, to which ČD had earlier hired Class 181 Co'Co' electrics. First, Koleje Czeskie included in its fleet 181 018, and subsequently 181 003. **In the photo, the earlier one is seen on 8 April 2010 in Wrocław-Gądów.**

Originally Koleje Czeskie planned to focus firstly on new freight flows, but under the pressing circumstances, to retaliate, it took over an existing one. This is the movement of aviation spirit from the Grupa Lotos refinery near Gdańsk to Ruzyně airport near Praha. Previously Lotos Kolej was responsible for operating this train as far as the Polish border. The first service with Koleje Czeskie crossed the border on 15 April 2010. As far as Gniezno it ran under the licence of Lotos Kolej, and with a locomotive provided by the latter operator as well. Beyond, 181 018 took over for the rest of the Polish section of the way.

This freight flow should move around 8,000 t of aviation spirit monthly, and Koleje Czeskie has further plans for expansion, moving Polish coal to Slovakia and Serbia. For 2010 a figure of at least 500,000 t of freight is hoped for. Working together with DB Schenker Rail Polska, Koleje Czeskie also plans to become involved in transit freight movements to and from Belarus, Lithuania and Ukraine.

Petr Kadeřávek

**CTL Logistics Sold Old Locomotives**

In late March 2010 CTL Logistics announced on its website that it was disposing of some of its older locomotives. Among those being ousted from the fleet are four Class ST44 Co'Co's (type M62) dating from between 1969 and 1985, one Class ET13 and seven Class ET05s, these electrics, which were built between 1958 and 1960, having been sourced from Slovakia, where they were designated Classes 140 (ET13) and 121 (ET05) respectively. The advertisement disappeared from the CTL Logistics website only a few days after it had been posted as a buyer was soon found.

Petr Kadeřávek

**Fiat Cars Go West With CTL Logistics**

A new CTL Logistics automotive service started up in February 2010, originating at the Fiat works in Tychy, south of Katowice, and terminating at Oberhausen in Germany, with three train pairs per week. The service itself is not a new one. It was previously operated by PKP Cargo and DB, but CTL Logistics has been able to offer more attractive freight rates and reduced journey times, as well as providing responsibility for the movement of the cars throughout their whole journey west.

Moreover, the technical stopover at the border between Poland and Germany now lasts less than two hours. Within Poland a security guard rides the

trains, and it is possible to monitor the progress in real time thanks to the installation of GPS equipment on the locomotive. **Here we see 189 201, on hire to CTL Logistics from MRCE Dispolok, at Berlin-Eichgestell, on 8 March 2010, with one of these trains.**

CTL Logistics  
Photo: Sebastian Schrader