

New home for rejected Pesa DMUs?

The Polish rolling-stock manufacturer Pesa has evidently found a new customer for some of the twelve two-coach Class Link DMUs which were actually intended for the German Regentalbahn/Länderbahn. Four vehicles have been leased to Koleje Wielkopolskie, the railway company of Greater Poland Voivodeship, initially for two years. Three of them are already in service as SA 139-007 – 010, mainly on the Poznań – Wągrowiec – Gołańcz and Poznań – Wolsztyn routes.

In early May 2015 the remaining eight DMUs were standing in various stages of completion at the Pesa works in Bydgoszcz: together with five at least externally completed trains, including 632 004, 005 and 006, six half-finished individual coaches were to be seen.

Bavarian Regentalbahn – which had ordered the twelve Link DMUs for service on the “Oberpfalzbahn” from December 2014 – pulled out of the purchase contract a few months ago because it was not foreseeable if and when certification would be granted for the vehicles in Germany. The consequences of this annoying development for DB Regio and NEB (Niederbarnimer Eisenbahn / Berlin area) – who had ordered several dozen Pesa Link DMUs in various versions over the past few years – are not clear. (mr)

TILO Flirt with Trenord labelling

The four-coach TILO Flirt units 202 and 203 of SBB series RABe 524 201 – 204, which were delivered as recently as 2014, are now underway with a new look. Striking are the

green doors, the large Trenord lettering always front left in direction of travel and the Trenord logos on the fronts. The typical red SBB stripe in the roof area has disappeared, as have the SBB logos in the inter-coach passageway area. RABe 524 201 and 204 are also to undergo these livery conversions in the near future. According to SBB the four EMUs belong to the Italian Lombardy region, although according to the labelling SBB continues to own them. (fsch)

ČD “InterPanter” presented

On 25 June 2015 the first of 14 new intercity EMUs for ČD was presented in the Czech Republic. The two-system trains are designed to operate at 25 kV / 50 Hz and 3 kV DC with a top speed of 160 km/h. Ten five-coach (length 132.4 m, rating 8 x 340 kW) and four three-coach units (79.4 m, 6 x 340 kW) are to be built. Whereas the coach bodies are aluminium, steel is used for the end sections with the drivers’ cabs in order to meet the EN 15227 crashworthiness standards. Multiple traction is possible with up to four units.

In accordance with the “RegioPanter”, designed for regional traffic, the version for intercity traffic will be called “InterPanter”. The interior is distinctly more comfortable and the trains have only one entrance per coach. The five- and three-coach units offer 350 and 200 seats, including 42 and 25 in first class, 15 and 10 bicycle and 2 and 2 wheelchair spaces, respectively. (sram)

Even more Flirt EMUs for South Tyrol

In April 2015 Trenitalia ordered seven further Class ETR 170.1 Flirt EMUs which will be delivered in 2016 and 2017. After electrification of the Val Venosta / Vinschgau line (see RU 3-4/2015) the expanded fleet is expected to enable the entire regional rail traffic in South Tyrol to be operated with Flirt EMUs. The early delivery of the ordered trains will permit several of the existing 18 Flirts to be taken out of service in order to undergo the conversion necessary for their future use on the Val Venosta line. The modifications – mainly concerning equipment for running at



Above: Numerous Link DMUs originally for Regentalbahn waiting at the Pesa works for further deployment (photo: S. Karkowski, 1 May 2015).

Centre: RABe 524 202 in its new livery with green doors and large Trenord logo, but without the red stripes in the roof area (Bellinzona, 21 June 2015; photo: F. Scheeder).

Below left: ČD's 660/661 101 “InterPanter” at the presentation in Velim. Its five individual coach numbers are 94 54 1 661 101, 662 201, 064 101, 662 101 and 660 101 (photo: Q. Vosman, 25 June 2015).

Below right: View inside the first-class area with adjustable seats and tables (photo: Q. Vosman).



Above: In Mid-May 2015 a Class 1 440 EMU for the Verkehrsverbund Mittelsachsen vehicle pool was seen for the first time outside the Alstom plant on its transfer run. On 22 May 2015 unit 1 440 202 together with unit 1 440 102 for Saxony passed the municipality of Flieden on the way from Beddingen to Gemünden (Main) (photo: 5766).

Centre: Stadler will be delivering five dual-power multiple units from 2018 for the Torino – Aosta line, which is only electrified as far as Ivrea (illustration: Stadler).

Below: RTS locomotive 1216 901 with the RZD Talgo train in Austria at Payerbach-Reichenau station on the transfer run from St. Veit an der Glan to Linz (photo: K. Feuerfell, 15 June 2015).



25 kV / 50 Hz and the train control system ETCS L2 – are expected to cost EUR 8 million.

In 2008 Stadler had initially delivered four six-coach Flirt units, 170 001 – 004, and four four-coach units, 155 001 – 004, to Südtiroler Transportstrukturen AG (STA). In 2014 the four-coach trains were lengthened by two coaches and received the new numbers 170 005 – 008. The eight nearly identical units 170 101 – 108 were delivered between September 2013 and March 2014. Five of them (101, 102, 104, 105, 107) were financed by the South Tyrol (Alto Adige) provincial government and belong to STA. The other three (103, 106, 108) belong to Trenitalia. In May 2014 Trenitalia finally received two further units, 170 109 – 110, which were financed by the neighbouring Trentino province and had a modified design. All 18 currently existing Flirt units are used in joint deployment cycles.

STA is already looking for potential buyers of the articulated DMUs purchased between 2004 and 2006 that are now still plying the Val Venosta route. (lüt)

Coradia Continental EMUs for Elektronetz Mittelsachsen

Alstom is currently building 29 Class 1 440 Coradia Continental EMUs at its German Salzgitter plant for Verkehrsverbund Mittelsachsen (VMS, Central Saxony Transport Association). As commissioned operator for regional rail services VMS is setting up its own vehicle pool which will be at the disposal of the future operator of “Elektronetz Mittelsachsen” (EMS II, electrified rapid-transit network of central Saxony) for the contract duration of June 2016 to December 2030. As announced on 8 June, the operator Transdev won the corresponding tender.

EMS II comprises the express traffic on the following lines: Dresden – Chemnitz – Zwickau – Plauen – Hof (now RE 3) with about 2.7 million, Dresden – Chemnitz – Zwickau (now RB 30) with about 1.9 million, and Chemnitz – Riesa – Elsterwerda (now RB 45) with about 1.1 million train-kilometres annually. 13 three- and 16 five-coach EMUs will be supplied. The March 2014 contract valued at about EUR 150 million also includes the maintenance of the vehicles by Alstom for 16.5 years, expected to take place in Chemnitz. There are also purchase options for up to 23 further trains.

The trains are designed for a top speed of 160 km/h and a nominal rating of 2.9 MW. The 89.7 metre-long five-coach trains have 238 seats (20 of them folding), the 56.9 metre-long three-coach trains 140 seats (twelve folding) in second class. In both versions there are also nine first-class seats and two wheelchair spaces available. (schr)



Stadler to build dual-power Flirt Torino – Aosta line

On 12 May 2015 the Aosta Valley autonomous region in northwest Italy awarded the Swiss rolling-stock manufacturer Stadler Rail a contract for five dual-power trains valued at about EUR 43 million. Electrically operated at 3 kV DC the multiple units have a rating of 2600 kW, in diesel mode 700 kW. The trains are to be deployed between Aosta and Torino (Turin) from 2018. Each unit consists of three coaches and an intermediately placed diesel power-pack module. A fourth coach can be added later if needed. The trains have 178, including 19 folding, seats and reach a top speed of 160 km/h in electric and 140 km/h in diesel mode. In the middle of the train there is a spacious disability toilet. The contract also includes spare parts and five-year maintenance. In addition there are options for a

further five trains and an extension of the maintenance contract for a further three years. This would increase the contract value to around EUR 94 million. (stad)

RZD Talgo in Austria

In the second half of June 2015 measurement runs at up to 220 km/h took place with an RZD Talgo unit in Austria, after DB Netz had previously refused permission for them, on the basis of a non-valid provision. The 20-part composition for Russia was transferred from Munich via Salzburg and Villach to St. Veit an der Glan on 15 June; on the following days it was underway on the route to Neumarkt (Styria). After the transfer to Linz via Graz – Vienna, nocturnal measurement runs on the Westbahn sections St. Valentin – Amstetten and Linz – Attnang-Puchheim took place from 22 to 30 June. (feu)