



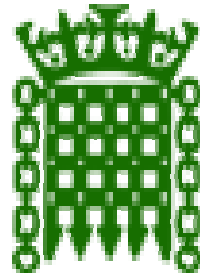
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# **Sheffield TramTrain runs onto Network Rail infrastructure**

14 May 2018



UK: One of Stagecoach Supertram’s Vossloh Class 399 Tramlink TramTrain vehicles operated on the national railway network for the first time during the early hours of May 10.

Running under a possession, the tram left the Sheffield light network and ran over Network Rail infrastructure as far as the Magna science park on the outskirts of Rotherham.

This followed the completion on April 21-22 of work to install 750 V DC overhead electrification on the Tinsley Chord, a short section of track which has been built to link the tram network with a Network Rail freight line. The chord was handed over to Supertram on May 8.

Further trial runs on the Network Rail section of the line to Rotherham in the early hours of May 11 included the use of a DB Cargo Class 66 locomotive to test recovery procedures.

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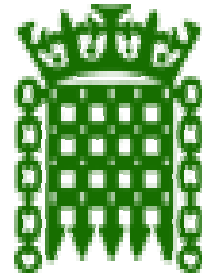
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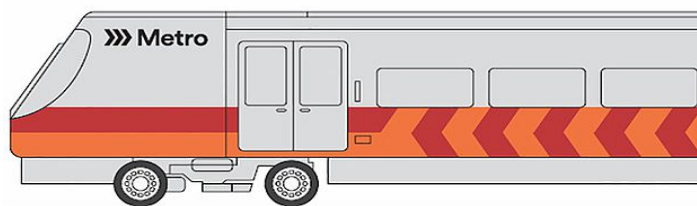
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# KeolisAmey to develop South Wales Metro

23 May 2018



UK: The ‘Core Valleys’ rail network radiating from Cardiff will be ‘developed’ by KeolisAmey under the South Wales Metro programme, after the company was named as preferred bidder to ‘operate and develop the Wales & Borders rail service’ on May 23.

Bidders were asked to submit proposals to provide enhanced access to central Cardiff, which could range from 25 kV 50 Hz electrification to TramTrain or light rail conversion with some street running.

The ODP model includes a plan for the winning bidder to take over some aspects of infrastructure management in Wales from Network Rail. While no details have yet been provided of how this would be taken forward, the ODP is expected to take over Core Valleys; of this service group, only the branches to Ebbw Vale and Maesteg would remain under NR management.

The contract will begin on June 4 and run until October 14, 2033. It replaces the current franchising model under which Arriva has run the Wales & Borders services since 2003. While previous franchises have been tendered by the UK Department for Transport, the ODP contract has been specified by the devolved agency Transport for Wales. KeolisAmey is to take over main line train operations from Arriva on October 14.

KeolisAmey was selected ahead of sole competitor MTR Corp. The Welsh government initially received four responses, but Arriva decided not to submit a final bid and Abellio pulled out of the bidding after its infrastructure partner Carillion went into administration.

‘While the proposed changes won’t happen overnight, the railway will be unrecognisable in five years thanks to the vision of the Welsh government,’ said Keolis UK Chief Executive Alistair Gordon.

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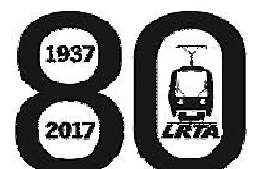
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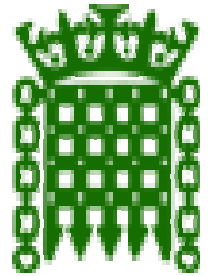
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# South Wales Metro announced

06 Jun 2018



UK: Electrification of commuter routes radiating from Cardiff, new rolling stock fleets to operate them and new stations are envisaged under the 15-year Operations & Development Partner contract awarded by the Welsh government to KeolisAmey on June 4.

The contract to operate passenger services throughout Wales runs until October 16, 2033. KeolisAmey is scheduled to take over operations from incumbent Arriva Trains Wales on October 14, having been selected as preferred bidder on May 23.

According to Transport for Wales CEO James Price, the contract is a cross between a traditional Department for Transport franchise and a more tightly controlled concession, as used in London and Liverpool.

The Core Valley Lines from Cardiff Queen Street to Treherbert, Aberdare, Methyr Tydfil, Coryton and Rhymney are to be operated electricity ‘sourced from 100% renewable sources’.

Services from Cardiff to Merthyr Tydfil, Aberdare and Treherbert will be worked by a fleet of 36 three-car ‘metro-style’ Stadler Citylink trainsets equipped for 25 kV 50 Hz and battery power. These would be suitable for ‘TrainTram’ operation, with a proof of concept pilot seeing the short branch from Cardiff Queen Street to Cardiff Bay extended on-street to Flourish.

Stadler is also to supply seven three-car and 17 four-car ‘trimode’ Flirt UK multiple-units capable of operation on diesel, 25 kV 50 Hz and battery power which will work the routes from Cardiff to Rhymney, Coryton, Penarth, Barry and the Vale of Glamorgan; these would operate on electric power north of Cardiff and diesel power to the south.

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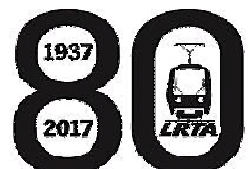
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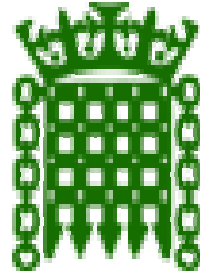
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Another 11 four-car Flirt DEMUs would also be used on South Wales Metro services.

The onboard batteries will permit discontinuous electrification, avoiding the substantial costs and disruption associated with installing OLE in 56 locations with restricted clearances.

The ODP also includes rolling stock for regional and long-distance services. TfW had initially planned to buy new rolling stock itself but concluded that the low cost of private-sector financing would favour procurement by the ODP.

There are also plans for new stations to be built in Cardiff at Loudoun Square, Crwys Road, Gabalfa and Flourish. An extension of the Coryton line is envisaged to serve the proposed Velindre hospital

Pictures and reports courtesy of :-



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