Railtalk Magazine *Xtra*

Issue 200x
May 2023
ISSN 1756 - 5030

Contact Us

Editor

david@railtalkmagazine.co.uk

Content Submissions

entries@railtalk.net

Technical & Subscription Support

admin@railtalk.net

Content

Submissions & Contributions

Railtalk Magazine Xtra, a magazine written by the Enthusiast for the Enthusiast. So why not join the team. We are always looking for talented photographers and writers to join us at Railtalk. Be it though pictorial submissions or via a written article featuring an event or railtour, we greatly appreciate any contributions to the magazine however big or small.

Photographic Contributions

All Photographic contributions should to be sent to us via email, post or via the members section page on our website. Contact addresses are provided above.

All images should be provided at a resolution of at least 2400px x 1700px at 240dpi.

Welcome to Issue 200Xtra

With the news from Germany that DB has commenced selling the 49 euro ticket where you can travel conveniently throughout Germany with just one ticket (The Deutschland-Ticket (D-Ticket for short) lets you travel easily by all means of local public transport from for just 49 euros per month). An announcement from Hungary where the new 2in1 pass in Hungary combines regional bus and rail travel. Aimed at people who commute at least 10 kilometres between home and work or school, they will be able to save a lot of money on public transport in Hungary from May onwards. In addition to improving service quality and harmonising timetables, there will soon also be new fares to make domestic commuter, regional, and long-distance public transport on road and rail more attractive and competitive.

The most important element of this is the introduction of a new reduced fare scheme for county and national season tickets, available from May 1st 2023, which will allow passengers to travel with a single ticket at a lower than ever price, while covering an entire county or even the whole country. This is a key step in creating a national fare community, as it is the first common season ticket scheme that can not only be used for unlimited travel on domestic commuter and regional transport but also on the long-distance services of any Hungarian national and regional public transport provider (MÁV-START, VOLÁNBUSZ, MÁV-HÉV and GYSEV).

The full-price of a 30-day County Pass will retail at around 25 EUR, while the Hungary Pass will cost around 50 EUR. Students will receive a 90% discount, meaning that a County Pass will cost 2.5 EUR, and that they will be able to travel anywhere in the country for 5 EUR with a Hungary Pass.

“This is the first clear benefit for passengers of the MÁV and Volánbusz integration. The former is responsible for rail transport, while the latter provides long-distance bus services. Together, we are able to offer more and better services,” says Zoltán Pafféri, Chairman-CEO of the MÁV-Volán Group, in reference to the new products.

The easiest and quickest way to buy the season tickets is via the MÁV app with the new passes being launched on the platform. From the last weeks of April until the start of May, they will only be available through the app’s pre-sale promotion. The new 30-day-ticket scheme can be used for daily commutes as well as leisure travel, which is also expected to contribute to boosting tourism in Hungary. The development of the new fares will improve mobility in the countryside, while steering passengers and car drivers towards more sustainable and environmentally friendly public transport.

Can we see other countries follow?

And for those who like long train journeys crossing boarders, the China-Laos Railway has commenced cross-border passenger services between Kunming and Vientiane. The first passenger train departed from Kunming, China at 8:08am on Thursday April 13th, and arrived at Vientiane, the capital of Laos, 10.5 hours later. This marks the start of cross-border services on the China-Laos line, which initially opened in December 2021 for services between Kunming and Mohan in China, as well as between Vientiane and Boten in Loas.

Now, the start of cross-border travel is expected to significantly boost connectivity and tourism between the two countries.

Until next month...

David

This Page

KZC’s Class T478.1215 is seen at Praha hl.n. on April 2nd with the Mikulášovice dol. nádraží - Praha-Vršovice service. *Class47*

Front Cover

Thyssenkrupp No. 547 is seen in bypass ‘Lotharstrasse’ with a Thyssen Krupp Werk Hüttenheim, Duisburg to Bft Duisburg-Wedau Entenfang coil train on April 11th.

Erik de Zeeuw

Qube's GML10 is on loan to Watco and is operating train No. 4142 intermodal from Forrestfield to Fremantle Container Port and is seen passing through Spearwood. *Colin Gildersleve*

Terms & Conditions

Railtalk Magazine is published by HAD-PRINT a trading name of HAD-IT LIMITED.

HAD-PRINT
Unit 2-4, France Ind. Complex,
Vivars Way, Canal Road, Selby
North Yorkshire YO8 8BE

info@had-print.co.uk | 01757 600211

With Thanks

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 contributions from:
Ken Abram, Michael J Alderdice, John Alsop, Mark Armstrong, John Balaam, Brian Battersby, Mark Bearton, Steven Beesley, Tom Blanpain, Mark Bennett, Michael Bennett, Ben Bucki, Ian Callander, Keith Chapman, Steve Chapman, Julian Churchill, Nick Clemson, Keith Davies, Brian Dobbs, Derek Elston, Eddie Emmott, Mark Enderby, Colin Gildersleve, Vernon Goodey, John Goodrich, Greig Gibson, Carl Grocott, Richard Hargreaves, Dave Harris, James Haywood, Brian Hewertson, Stuart Hillis, David Hollowood, Keith Hookham, Derek Hopkins, Colin Irwin, John Johnson, Richard Jones, Anton Kendall, Colin Kennington, Ken Livermore, Mathijs Kok, David Lindsell, Barry Longson, Michael Lynam, Kevin McCormick, Phil Martin, Dave Mather, David Mead, Chris Morrison, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Dave Peel, Chris Perkins, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Andy Pratt, Andre Pronk, Alan Rigby, Charlie Robbins, Bryan Roberts, Dennis Rowland, Tim Saunders, Neil Scarlett, Paul Senior, Alan Sinclair, John Sloane, Laurence Sly, Stewart Smith, Lee Stanford, Steve Stepney, AllisonTwycross, Steven Thompson, Mark Torkington, Brian Turner, Gerard van Vliet, David Wood, Leuan Wood, Shep Woolley, Erik de Zeeuw

Australia

The Western Australian rail grain traffic contract has now been awarded to Aurizon from the previous operator Watco and due to the record harvest this year extra trains are required to operate so Aurizon are using some of their own locos alongside the CBH class for the work. Two of Aurizon's P class loco's Nos. P2514 and P2507 are seen with empty grain hoppers at Kenwick.
Colin Gildersleve

Nos. CBH119 and CBH118 are seen approaching Thornlie with empty grain hoppers, the works to the right of the picture is to accommodate the Transperth electric suburban line extension from Thornlie to Cockburn. *Colin Gildersleve*

Former OBB loco, Class 1142.572 is seen stabled at St. Valentin on April 2nd. *Class47*

Austria

On April 1st, OBB Class 1116.044 departs Feldkirch with a service to Bregnez. *Class47*

Austria

On April 2nd, OBB Class 4024.013 departs St. Valentin with a service to Linz Hbf. *Class47*

Austria

On April 2nd, OBB single car DMU Class 5047.086 approaches Wien Hbf with an empty stock move. *Class47*

Austria

TransFER Villach–Italy with two new destinations

ÖBB Rail Cargo Group (RCG) offers a wide range of transport service for conventional rail transport to and from Italy. Now RCG expands the TransFER Villach–Italy with new connections to Treviso and Frosinone.

RCG further expands its comprehensive TransNET with the two new connections TransFER Villach–Treviso and TransFER Villach–Frosinone. RCG offers transports between Villach and Treviso with one round trip per week.

Treviso is an important transhipment point for goods and the hub for goods traffic between northern and southern Europe.

Frosinone – an important railway junction in the Lazio region – is served on demand. From here, freight trains can run between different regions of Italy and to other European countries.

Wagonload traffic throughout Italy
In connection with the logistics centres on site, RCG offers integrated transport and warehouse logistics including final distribution throughout Italy. Customers benefit from comprehensive logistics solutions covering the entire supply chain, as well as from several weekly departures between Villach and ten destinations throughout Italy.

End-to-end logistics solutions, including the organisation of first and last mile, conventional wagonload but also container transport as well as additional forwarding services such as transhipment facilities, warehouse logistics and customs services – all from a single source.

300 new Curtainsider Swap Bodies

ÖBB Rail Cargo Group (RCG) is investing in 300 new Curtainsider Swap Bodies in 2023 in order to meet customer requirements and high demand.

Swap bodies are real stars in the pantheon of load carriers. They can be used multimodally, bridge the gap between road and rail and enable universal loading – which means that they can be loaded and unloaded from all sides, as well as from above. This is what sets them apart from a conventional container. Another advantage is that they can be used across all industries for all kinds of goods (e.g. in beverage logistics, for chemicals and in the automotive industry).

Investment in state-of-the-art equipment
Demand for swap bodies has risen sharply in Europe in recent years. That is why, in 2023, RCG is investing in a total of 300 new swap bodies, which will be decorated in the eye-catching red of RCG's equipment branding. There are plans to implement these across all segments.

In this way, RCG will be able to provide its customers with a seamless end-to-end logistics solution – across all industries and segments.

Loaders and unloaders can use TransFER products including first and last mile, even without a siding.

New TransFER Budapest–Rijeka

Starting now, ÖBB Rail Cargo Group (RCG) is expanding its nationwide TransNET with a fast and reliable transport solution between the northern Adriatic and Hungary.

The port of Rijeka is an important transhipment hub for Southern, Central and South-Eastern Europe. With the new TransFER, RCG provides a direct network connection without a stopover for maritime flows of goods between Budapest and Rijeka, in addition to several block train solutions for customers. Efficient and reliable with a fixed timetable and attractive transit times.

More about this TransFER
The TransFER Budapest–Rijeka is ideal for 20- and 40-foot containers. With two round trips per week, it operates between the BILK terminal in Budapest and the terminal in the Port of Rijeka. From the terminal BILK, it is possible to reach other destinations in Western Europe such as Neuss, Vienna, Wels or Ludwigshafen via antenna connections.

Closer to the customer
At the beginning of the year, RCG opened its own office in the port of Rijeka. The volume of container transports to and from the port of Rijeka has increased significantly and with its own office on site, it is possible to handle transports more quickly from a single source. The Rijeka location offers customers port agency services for import and export, customs clearance for import, export and transit declarations, port operations and scheduling, truck transport to and from Rijeka, preparation of waybills (CIM, CMR) and other services on request.

Belgium

SNCB Class 21 No. 2105 leads an empty stock move into Bruxelles Nord on April 4th. *Class47*

SNCB Class 27 No. 2750 leads an empty stock move into Bruxelles Nord on April 4th. *Class47*

Alstom to equip 37 locomotives in the SNCB fleet with latest-generation ETCS signalling technology

Alstom, a global leader in smart and sustainable mobility solutions, has won a contract for the design, supply and maintenance (10 years) of level 2 ETCS (European Train Control System) signalling systems for 37 HLD77 locomotives in the Belgian rail operator SNCB's fleet. The contract consolidates the partnership of trust between Alstom and SNCB.

Initially designed to harmonise cross-frontier rail traffic, ETCS improves the speed, punctuality and safety of trains. Level 2 ETCS is the optimum signalling solution for SNCB and other rail operators around the world, thanks especially to its flexible, scalable design. For the SNCB contract, the ETCS solution will integrate national functionalities (TBL1+) to enable trains to circulate on lines equipped with this system.

SNCB principally uses its HLD77 locomotives for shunting operations. The modernisation of this rolling stock will take place over the period 2023-2025.

"I'm delighted with this new order, which attests to the trust SNCB places in the products developed by Alstom. Under this new contract, Alstom will be equipping just over 800 coaches and locomotives in the national operator's fleet while making the railways safer," declares Bernard Belvaux, Managing Director of Alstom Benelux. "It's also big news for Belgium, as the Charleroi plant will be in charge of the project. We continue to expand in Belgium, and we're now looking to recruit 80 new employees for our engineering operations in Charleroi." The Alstom Group's Charleroi plant is a global development centre, and under the new deal it will be responsible for engineering and supplying the on-board components of the signalling system. It will also provide maintenance for a 10-year period, including spare parts and repairs.

The award of this contract confirms Alstom's leading position in the railway signalling systems market. In Europe, over 70% of trains equipped with a European-built ETCS use an Alstom system.

Czech Republic

CD Class 754.045 is seen at Praha hl.n. on April 2nd having arrived with a service from Cercany.
Class47

Czech Republic

CD Class 162.092 and 162.086 are seen stabled at Pardubice on April 2nd. *Class47*

Czech Republic

KDS Class 770.529 passes through the maze of engineering work at Pardubice on April 2nd. The station buildings and platforms are undergoing a complete modernization along with trackwork. *Class47*

Railway station Opava západ serves passengers again, Traffic Police moves in

Completely reconstructed building of the railway station Opava západ (Opava West) has been opened. The new foyer, ticket office and sanitary facilities offer a comfortable and barrier-free environment to passengers. At the same time, dozens of Opava Traffic Police officers are moving into the building. The total investment costs amounted to CZK 104 million. Works were carried out by the company Metrostav DIZ.

Building at Opava's West railway station dates back to 1872 and underwent its last major reconstruction in the 1960s. The large building required comprehensive renovation and insulation to bring the necessary reduction in operating costs. In addition, it is in full use, with the post office branch to its left and 38 Traffic Police officers moving into the remaining space. "The actual implementation was preceded by discussions over the use of such a large building. The necessary renovation of the station was supported by the Opava city administration and subsequently by the decision of the Police of the Czech Republic, which expressed interest in using the premises that were redundant for the railway. It can be said with exaggeration that today it is the most secure railway station in the country," says Jiří Svoboda, Director General of Správa železnic.

Sensitive reconstruction has restored the station to its original appearance and splendour. It included the modification of publicly accessible areas with barrier-free access, and new furnishings are also available for passengers. The construction was carried out by the company Metrostav DIZ. "I am glad that as a contractor we were able to be present at the reconstruction of this elegant historical building, and I believe that we have contributed to the improvement of passenger comfort and the aesthetic value of this place," notes Karel Volf, the company's Director General.

The city coordinates with Správa železnic to repair the entire forecourt area. It is planned to improve the street, pavements, public lighting and greenery. "I am very pleased with the success of this challenging reconstruction. For many years the railway station Opava západ was a place to avoid, not only for Opavans. For our city, its condition was a great shame. Fortunately, today it is in the past and we have a second beautiful station that other cities can only envy. During the spring, we will also finish the station forecourt and this will be the final stage of the revitalisation of this area," adds Opava Mayor Tomáš Navrátil.

Almost forty Traffic Police officers will gradually move to the new station premises during April. The modernly conceptioned building fully meets the conditions for the premises of the Police of the Czech Republic. "Barrier-free access, the possibility of public parking in the vicinity, a modern, safe and comfortable workplace, spacious garages for service cars and motorcycles – these are the main bonuses that the reconstructed building offers both to the Opava Traffic Police officers and, of course, to the public who will visit the traffic inspectorate," says Jiří Marzoll, Opava's Territorial Department Director of the Police of the Czech Republic.

The construction started in March 2021 and has lasted exactly two years. The project is proposed for co-financing by the European Union from the Recovery and Resilience Facility (RRF).

Czech Republic

On April 3rd, CD Cargo Class 742.172 is seen at Plzen awaiting access to the depot. *Class47*

Czech Republic

The Lemkin Train

The Lemkin Train with wagons of ČD Cargo as its main partner set out on a symbolic journey on Monday April 24th to spread the legacy of Raphael Lemkin, the author of the concept of genocide and the 1948 UN Convention on the Prevention and Punishment of the Crime of Genocide.

Already in the past CD Cargo has successfully cooperated with the Terezín Center for Genocide Studies in the implementation of the similarly focused Lustig Train. It commemorated the victims of the Holocaust through the play A Prayer for Katerina Horovitz.

“This is not just about the Holocaust,” said Tomáš Tóth, Chairman of the Board of Directors of ČD Cargo, at the opening ceremony of the project at Prague Masaryk Station. “The current times are full of anger, violence and intolerance. There is a war conflict raging not far from us, thousands of refugees who have lost their safe home are heading to Europe, and the economic situation is not entirely simple either. All this is still escalated by the influences I have mentioned.

That makes the Lemkin Train project all the more important. It is necessary to spread awareness, especially among young people, and to prevent the spread of violence and xenophobia,” Tomáš Tóth concluded his speech .

You will be able to visit the multimedia exhibition of the Lemkin Train in Prague at Masaryk Station, Kolín, Rakovník and at Ústí nad Labem Střekov station.

More information about this project can be found at https://www.genocidestudies.cz/tag/lemkin/

Photo: ©CD Cargo

Year 2022 – one of the toughest in the company’s history

ČD Cargo, as, the largest domestic rail freight carrier and the most important subsidiary of České dráhy, as, realized profit before tax according to International Accounting Standards (IFRS) of CZK 233 million for 2022. This is a one-fifth lower profit year -on-year.

The freight segment consisting of the consolidated results of ČD Cargo and its subsidiaries thus contributed profit (after tax) of CZK 209 million into the consolidated results of the ČD Group.

In 2022, the ČD Cargo Group transported a total of 64.2 million tonnes of goods on its own licence, which is by 1.4 million tonnes more than in the previous year. Not only did performance on the domestic rail transport market increase, but expansion abroad also continued on markets where ČD Cargo is already actively operating in Austria, Germany, Poland, Slovakia, Hungary, and has begun offering its services in Croatia.

“ČD Cargo has had a very difficult year. In addition to the dramatic increase in energy prices and almost all costs, we had to cope with a decline in the volume of many transported commodities due to the lower performance of some industries,” says Tomáš Tóth, Chairman of the Board of Directors of ČD Cargo, as, who further specifies:”On the other hand, demand for lignite increased significantly due to the unfavourable energy situation in Europe and fuel transport also developed positively, which offset the decline in other commodities.

However, it was very difficult and costly to secure sufficient capacity for these transports. I am pleased we have managed to do this and have contributed to securing the supply of energy and heat for households and businesses. ČD Cargo Group’s results were also positively affected by the record volume of international transports which exceeded 10 million tonnes for the first time in the company’s history.”

Despite extreme increases in energy prices, fuel, materials and investment supplies, interest costs and other purchased services which had a negative impact on the financial results, the carrier managed to generate a good result.

More on this by Tomáš Tóth:
“Rising input prices were with us throughout the year, and as a result, we repeatedly found ourselves in a very complicated economic situation. Rail freight transport is a very low margin service on a fully competitive transport market. Unpredictable and in the order of tens of per cent higher costs were thus threatening the company’s economy and stability. It must be said with great humility that we could not have managed the situation without repeatedly adjusting realization prices for our customers. I am all the more appreciative that, despite complicated negotiations, we were able to find a way to increase prices before the end of last year. The completion of the notification of the Act on the promotion of selected sources of electricity and the exemption of rail transport in electric traction from the POZE at the end of the year also helped to maintain the positive economic result.

Maintaining at least a reasonable level of profit each year is absolutely crucial for us. Without this, we would not be able to invest adequately in modernization and renewal of our fleet of freight wagons and locomotives, which would jeopardize the scope of our services in the near future. I am all the more pleased that we made it through last year and are now fully focused on the same task in 2023,”concludes the Chairman of the Board of Directors.

Czech Republic

BorsodChem purchased the first EffiShunter 1000 in Hungary

By concluding a contract with the Hungarian company BorsodChem, which has now taken over the four-axle shunting locomotive EffiShunter 1000 from CZ LOKO, the number of manufactured pieces of this series reached the limit of fifty-two. At the same time, it is the first vehicle of this type that drives in Hungary.

“EffiShunter 1000 is a very successful project that has already proven itself many times on foreign markets,” says Michal Schaffer, manager of the CZ LOKO sales department. The new locomotive was delivered six months after the contract was signed. the main role in the selection procedure.

“We came out the best in the competition and were able to confirm the long-term reputation of the brand with a favorable price-quality ratio for our locomotives,” added the manager.

With the EffiShunter 1000, the Hungarian chemical giant, which has its own in-house rail transport, has started the planned renewal of its locomotive fleet. It will be used on sidings at the factory site in the town of Kazincbarcika in the northeastern part of the country.

For CZ LOKO, which has been operating in Hungary since the summer of 2017, BorsodChem is a completely new customer and the first typical user of siding here. Czech locomotives are already used here by, for example, carriers CER Cargo Holding, Magyar Vasúti Áruštávík (MVÁ) or Prvá Slovenská železiná (PSŽ).

“We see huge potential in the local market, because rail transport and the related cross-border traffic, especially with Romania and Ukraine, have a strong position,” concluded Michal Schaffer.

CZ LOKO has so far produced 1,243 locomotives and special rolling stock at its plants in Česká Třebová and Jihlava, of which 428 operate abroad. The locomotives of the EffiShunter 1000 series have been produced since 2018 and currently belong to the company’s flagship products.

Photo: BorsodChem ©Dalibor Palko

Thanks to Správa železnic’s care, Fanta building is regaining its former splendour

Opening of the renovated premises in the historic Fanta building at Prague Main Station is approaching. Správa železnic is completing the restoration of the interiors of the Art Nouveau building, work on which began in autumn 2021. The premises, which are being restored to their original appearance under the conservationists supervision, have been opened to the public.

The construction work will be completed in the summer and, once the building is given the final approval, the renovated halls are expected to be fully open in the autumn. For all the latest news, information about the lease and the history of the building, visit the new fantovabudova.cz website.

The reconstruction of the extensive premises of the Art Nouveau Fanta building is divided into two stages. The constructors first focused on the cultural halls on the ground floor of the northern part of the building and the adjacent spaces on the adjoining floors.

Restoration work and painting is currently underway in the corridor, in the Fanta and Column Hall, and the installation of lights is almost complete. The parquet flooring is being laid in the Fanta Hall and the scaffolding in the Column Hall is being dismantled. In the ground floor café, the ceiling is already finished and preparatory work has begun for the construction of the staircase to the underground floor. New tiles are being laid in the corridor and the reinforced concrete slabs for the escalator are being concreted. An interesting find for the restorers was the uncovering of the gilded state emblem of the First Republic, which was under layers of other non-original paint. Its story remains a mystery; it was probably intended to greet T. G. Masaryk as the first president upon his arrival from exile after the declaration of an independent Czechoslovakia in October 1918.

“Within the framework of Správa železnic’s investment plans, large station buildings, which are an example of the building skills of our predecessors, have already come to the fore. We want to pass on this heritage to future generations. Participants of today’s tours in the Fanta building can see that even restoring the original appearance of the interior does not have to be in conflict with the offer of 21st century travel comfort,” said Minister of Transport Martin Kupka.

The renovated premises will house the Foyer Café, the multifunctional Fanta Hall designed for cultural and societal events and the Column Hall used as a business lounge. The Fanta Hall will be managed by Správa železnic and used for holding cultural events for the public and rentals for festive purposes.

The café and business lounge operator will emerge out of a concession procedure. The aim is to find a partner who will breathe new life into the space together with Správa železnic. “We expect the tenant of the Café and the Column Hall to provide all visitors with perfect service in the form of quality catering services, to help revive these unique spaces and to bring them back to the centre of the action,”explains Jiří Svoboda, Director General of Správa železnic.

The remaining part of the interior of the historic building will also be renovated as part of the next phase of the reconstruction. The estimated investment costs for both phases amount to CZK 779 million.

Správa železnic is currently restoring several listed railway station buildings. In addition to the Fanta building at Prague Main Station, there are also valuable historical buildings in České Budějovice, Pilsen and Teplice. The reconstruction of the check-in hall in Pardubice, which is a unique example of post-war architecture, will soon be in full swing.

France

On March 30th, Nord-Pas de Calais BB No. 22296 is seen at Lille Flanders with an ECS move. *Class47*

A pair of SNCF Fret shunters, Nos. 8213 and 8216 are seen stabled at Strasbourg on April 1st. *Class47*

France

On April 7th, SNCF Fret locomotives Nos. 475117 and 475409 are seen stabled in the bulk handling siding on approach to docking in Rouen. *Michael Lynam*

France

On April 7th, an unidentified diesel shunter is seen at the grain terminal in Rouen. It looks like it has a small shed to protect it from the elements. *Michael Lynam*

France

Alstom to supply new Citadis trams to Toulouse, Brest and Besançon, as part of a group order

Toulouse Métropole and Tisséo (the transport authority of Toulouse), Brest Métropole (the transport authority of Brest) as well as Grand Besançon Métropole and Ginko (the transport authority of Besançon) have chosen Alstom for the acquisition of new generation trams.

The group awarded Alstom with a frame agreement of 8 years, including a minimum order of 22 trams.

These Citadis trams will reduce energy consumption by at least 25% compared to the current vehicles.

Alstom has been chosen by the metropolitan areas of Toulouse, Brest and Besançon and their respective Transport Authorities to supply the new trams of their networks. The order will include 22 Citadis trams:

- 9 for Toulouse,
- 8 for Brest,
- and 5 for Besançon.

Other trams may be ordered during the 8 years of the contract in order to meet the needs of the metropolitan areas' transport services. The first deliveries will take place in Besançon in March 2025, with entry into service scheduled for September of the same year. The first deliveries will follow for Brest in July 2025 and for Toulouse in January 2026 for commissioning in January 2026 and September 2026, respectively.

A group order for Citadis trams

The three metropolitan areas have joined forces in a group order with the aim of optimising costs. To meet this need, Alstom's teams relied on the Citadis portfolio, which benefits from the experience of more than 3,000 tramsets already ordered in 70 cities (including 24 in France, with the addition of Besançon) in 20 countries around the world. Based on this product, the new rolling stock will retain the iconic features and design elements of the trams currently in service in these cities.

A concentrate of innovation for the well-being of passengers

With a length of 32.50 metres and a width of 2.40 metres, the new trams have 4 double doors of 1.30 metres and 2 single doors per side. They offer a capacity of 201 passengers and are equipped with fully glazed doors to enhance the feeling of comfort and safety for passengers. In compliance with the PMR (Persons with Reduced Mobility) regulation, the trams are equipped with door opening buttons at the right height, wider seats and areas reserved for wheelchair users and pushchairs.

For a comfortable and safe journey, the Citadis trams are air-conditioned and equipped with a dynamic passenger information system as well as a video protection system. Energy-efficient and environmentally friendly trams

At the same time as providing an increased level of service and comfort for passengers, these Citadis trams will reduce energy consumption by at least 25% compared to the current trams, thanks to a new motorisation, efficient management of climatic comfort and 100% LED lighting. These trams are eco-designed, 95% recyclable and 99% reusable.

Trams with optimum availability

These new Citadis trams will also reduce maintenance operations by 18% during their 30 years of commercial operation. Maintenance requirements have already been taken into account with a reduced number of spare part references, improved accessibility of components and sensors distributed throughout the tram to allow remote diagnosis, thus anticipating and optimising periods of downtime and offering optimum availability for the commercial service.

The contribution of the French sites to the Toulouse, Brest and Besançon tram contracts

Nine Alstom sites in France are involved in the manufacturing of these trams:

- La Rochelle, for design and assembly,
- Le Creusot, for the bogies,
- Ornans, for the motors,
- Villeurbanne, for on-board electronics and cyber security,
- Aix-en-Provence, for the tachometric units,
- Sens, Gennevilliers and Saint-Florentin, for brake discs and linings,
- and Saint-Ouen, for design.

Citadis trams have already covered more than 1 billion kilometres and carried 10 billion passengers since the first tram was put into service in 2000.

Image: Citadis for Toulouse ©ALSTOM SA | Advanced & Creative Design

France

On April 8th, Alstom Citadis tram No. 843 heads underground at Theatre de Arts. *Michael Lynam*

Alstom Citadis tram No. 837 emerges from underground at Theatre de Arts en route to Technopole (University). *Michael Lynam*

Alstom Citadis tram No. 843 crosses the River Seine en route to Beauvoisine. *Michael Lynam*

France

Alstom to supply new trams for the Strasbourg Eurometropole

Alstom has been chosen by the Eurometropole of Strasbourg and CTS to supply the new trams for the Strasbourg network. The first order will include 12 Citadis trams, with 10 additional trams to follow in a second phase. Other additional trams may be ordered during the 8 years of the framework agreement in order to meet the needs of the Eurometropole's transport offer. The first deliveries will take place in March 2025 and the trains will enter service at the end of the same year.

"Alstom is very proud to supply the Eurometropole's new trams and to participate in the development of a greener and more innovative urban transport network. These new energy-efficient trams will also provide greater comfort for passengers. We would like to thank the Eurometropole of Strasbourg and the CTS for their renewed confidence in our latest generation Citadis tram solutions," said Jean-Baptiste Eyméoud, President of Alstom France.

A focus on innovations for the well-being of travellers
With a length of 45 metres and a width of 2.40 m, the new Citadis trams have 8 double doors of 1.30 m per side, including at each end, to make it easier for passengers to get on and off. They have a capacity of 286 passengers and are equipped withglass-panelled doors to enhance the feeling of comfort and safety for passengers.

In compliance with the PMR (Persons with Reduced Mobility) legislation, the trams are equipped with door opening buttons at the correct height, wider seats and areas reserved for wheelchair users and pushchairs.

For a comfortable and safe journey, the trams are air-conditioned and equipped with a dynamic passenger information system as well as a video protection system. The trains are cross-border in nature and will be approved in accordance with BOStrab, the German federal regulation on the construction and operation of trams in Germany.

Energy-efficient and environmentally friendly trams
At the same time as providing an increased level of service and comfort for passengers, these Citadis trams will reduce energy consumption by at least 20% compared to the current equipment, thanks to new motorisation, efficient management of climatic comfort and 100% LED lighting. These trams are eco-designed, 95% recyclable and 99% reusable.

Trams with optimum availability
These new Citadis trams will also reduce maintenance operations by 30% during their 30 years of commercial operation. Maintenance requirements have already been taken into account with a reduced number of spare part references, improved accessibility of components and sensors distributed throughout the tram to allow for remote diagnosis of the equipment - thus anticipating and optimising periods of downtime and offering optimum availability for commercial service.

[1] The firm tranche of the order will be booked during the 1st quarter of FY23-24 for an amount inferior to € 100 million

Photo: Alstom's Citadis tram on the le Beatus – Rhenanus bridge in Strasbourg. © Alstom/Arnaud Février

Grand Paris Express: the Colas Rail / Alstom consortium wins contract for the 2nd section of Line 17

Société du Grand Paris has awarded a contract to the Colas Rail / Alstom consortium, which is led by Colas Rail, to supply the track, rigid overhead catenary system and linear equipment for the 2nd section of Grand Paris Express metro's line 17.

With a length of 26.5 km, line 17 will stretch over 13 municipalities and link 9 stations between Saint-Denis Pleyel and Le Mesnil-Amelot in less than 25 minutes, facilitating travel for nearly 565,000 inhabitants.

The Colas Rail / Alstom consortium, in charge of the 2nd section of line 17, will supply and lay 10 km of track, the rigid overhead catenary system, as well as the linear equipment between Le Bourget Aéroport and Parc des Expositions, located before Roissy. The work will take place in a tunnel, in embankments and on a viaduct over 3 km. The project will involve up to 200 employees. The first works will start by mid-2024.

The award of this new contract demonstrates Société du Grand Paris's confidence in the Colas Rail / Alstom consortium and confirms the consortium's expertise in this type of integrated infrastructure contract, as well as the two companies' ability to work together on multidisciplinary projects in the field of railway equipment and systems.

The two companies have worked together on a number of major projects such as the Grand Paris Express line 15 South-East section, the tramways in Reims, Nice and Bordeaux and the Nimes-Montpellier high-speed line bypass. They recently won a contract to supply an integrated rail system for the extension of the North-South Commuter Railway (NSCR) project in the Philippines.

A work in progress
The consortium pays particular attention to environmental and social impacts. For example, it has committed to limiting its greenhouse gas emissions by supplying low-carbon concrete made from cement produced by reducing energy consumption, and rolled rails made from steel produced from a low energy-consumption process.

Other initiatives have been implemented such as the use of electric vehicles, the use of LEDs for tunnel lighting, the treatment of rainwater and the establishment of a treatment and recycling station for residues from the tracks concrete.

To promote access to employment, the site will facilitate access to training for young people through apprenticeship contracts, work-study programmes and internships at all levels (training for workers, supervisors and engineers). A significant volume of labour hours will be reserved to people on long term unemployment to promote professional inclusion on site.

In addition, a percentage of the amount of work and systems will be reserved for VSEs and SMEs.

France

Alstom to supply 60 additional RER NG trains for lines RER D and RER E in the Île-de-France region

A new order worth almost 1 billion euros for 60 additional RER NG trains for lines D and E of the Île-de-France network operated by Transilien SNCF

A total of 131 RER NG trains have been ordered as a result of this option

This new generation double-deck rolling stock will be deployed on the RER D and RER E lines operated by Transilien SNCF Voyageurs for Ile-de-France Mobilités, in order to improve the level of comfort and regularity of these lines.

Alstom will supply SNCF Voyageurs with 60 additional new generation RER trains, for lines RER D and RER E of the Île-de-France network, for a total of almost 1 billion euros[1].

Financed 100% by Île-de-France Mobilités, this order represents the first option under the framework contract signed in 2017 between SNCF Voyageurs (commissioned by Île-de-France Mobilités) and Alstom, for an estimated requirement of 255 trainsets. The firm tranche of the RER NG contract included the delivery of 71 trains; this new order brings the number of RER NGs ordered to 131.

“We are delighted with this option, which demonstrates the renewed confidence of SNCF Voyageurs and Île-de-France Mobilités in Alstom’s RER NG trains. This new generation train will improve the travel experience of all Île-de-France residents by providing greater comfort and reliability,” said Jean-Baptiste Eyméoud, President of Alstom France.

This contract is part of the policy pursued by Île-de-France Mobilités to modernise all the rolling stock on the Île-de-France network. The RER NG is specifically designed for the dense urban areas that characterise traffic in the Île-de-France region.

A train with more capacity and accessibility
This train has been designed, both in terms of overall architecture and interior design, to optimise capacity and passenger flow. Thanks to a completely open architecture and to wide doors, it allows a great fluidity in the entry and exit of passengers and offers three distinct travel spaces. Each passenger can choose their space according to the length of their journey.

For example, platform areas for standing passengers can be selected when the journey is very short, as it allows for easy movement, like in a metro;
- whereas low mixed areas (standing or seated) are ideal for a journey of less than 20 minutes;
- and, on the upper level, spaces with regional-type comfort and more seats are available for longer journeys.

Additionally, in each of the end cars, platforms allow wheelchair passengers direct and rapid access to their dedicated areas.

A more comfortable train
The train has been designed to provide an improved level of comfort. It includes the following features: air conditioning, LED lighting adapted to the time (day/night/stopover at stations), USB sockets and numerous screens allowing passengers to have quick access to relevant information. Particular attention has also been paid to the seating to ensure ultimate comfort levels for passengers.

A more reliable and efficient train
Developed from Alstom’s urban and suburban equipment solutions and enriched by customer feedback, the RER NG will guarantee the highest levels of availability, reliability and safety. Each train will be able to carry up to 1,860 passengers in a 7-car version. Several innovations will reduce energy consumption by 25% compared to previous generations of equipment. In particular, the RER NG has 8 motor bogies which provide better acceleration and deceleration performance (under regenerative braking) than previous generations, an undeniable advantage for operations.

The first trials have started on the Île-de-France network The first trains delivered are currently enabling SNCF Voyageurs to carry out the first integration tests on line RER E. Tests on line RER D will start soon.

[1] Booked during Q4 of the 2022/23 fiscal year ending March 31st

Photo: The RER NG trainset at the Centre d’Essais Ferroviaires (Railway testing center) in Valenciennes (©Alstom/Samuel Dhote)

A pair of DB Cargo locos catch the early morning sunshine on April 4th with a coal train heading along the Rhine near Boppard. *Class47*

BE Class 295.049 is seen stabled at Neuwied on April 4th. *Class47*

Germany

On April 11th, ÖBB Class 1016.010 passes Duisburg with a northbound Gratwein (A) to Spellen (D) paper train. *Erik de Zeeuw*

DB Cargo Class 189.053 and classmate 189.088 rumble through Ratingen, working a coil train from Duisburg-Wedau Entenfang to thyssenkrupp Rasselstein in Andernach on April 11th. *Erik de Zeeuw*

Germany

At Bad Bentheim, sometimes locomotives are seen waiting for new transport, and during the Easter weekend Class 110.459 was seen there. The 110 series locomotives were developed and built after World War II by combinations of several manufacturers, Henschel Werk in Kassel, by Krauss-Maffei in Munich-Allach and by Krupp in Essen and the electrical installation built by AEG, by BBC and by Siemens. Five prototypes were first built so that drives from different manufacturers could be compared with each other. In addition to the way of propulsion, the prototypes also differed in the shape of the cab with two or three front windows and the number of grilles on the sides of the locomotives.
E10.001, Krauss-Maffei/AEG with Alsthom drive; E10.002, Krupp/BBC with BBC Shear drive; E10.003, Henschel/SSW with Siemens GummiringFeder drive; E10.004, Henschel/AEG with Sécheron drive and BBC high voltage control and E10.005, Henschel/AEG mit Sécheron drive same as E10.004. The locomotives have a steel frame and two two-axle bogies. In the bogies, each axle is driven by an electric motor with a maximum speed of 130 or 150 km/h. The locos had the nickname “Die Bügelfalte”, this was due to the upright kink (fold) in the bodywork between the 2 driver windows and only seen on later models in the 110 series. The Class E10 or 110 has been out of service with DB since 2000, but a few locomotives are still running in active service or as museum locomotives. *Andre Pronk*

Alex Class 223.064 arrives at Hof Hbf with a service to Munich Hbf on April 4th. *Class47*

Germany

Class 151.170 is seen stabled at Koblenz Hbf on April 4th.
Class47

Germany

On April 20th, engineering work on the east bank freight line south of Opladen was causing disruption and diversions south of Dusseldorf Rath. At Opladen one of the works trains seen was Class 264. 010. *Mark Enderby*

At the Thyssen Krupp works in Bruckhausen on April 21st, No. 528 is seen hauling a slag wagon. *Mark Enderby*

Germany

Class 215.025 and 215.028 are seen with a works train at Opladen on April 20th. *Mark Enderby*

Germany

Brohtalbahn Class 218.395 is seen working the Koblenz-Lutzel aluminium train on April 20th. *Mark Enderby*

Germany

At Dusseldorf Rath on April 20th, DB Class 189.078 is seen with a works train in the yard. *Mark Enderby*

Germany

At the Thyssen Krupp works in Bruckhausen on April 21st, No. 542 is een hauling a train of steel coils. *Mark Enderby*

On April 21st, No. 545 is seen at Duisburg Lotharstrasse with an empty limestone working to Dornap-Hanenfurthn. *Mark Enderby*

Germany

On April 21st, DB Class 152.098 is seen heading west at Duisburg Lotharstrasse on a mixed freight. *Mark Enderby*

Germany

On April 21st, RBH Nos. 275.805 and 275.811 head northbound at Duisburg Lotharstrasse on a loaded coal train. *Mark Enderby*

Germany

At Koln Hbf on April 22nd, TRI Train Rental No. E10.1309 takes a spare double deck rake east. *Mark Enderby*

RTB Cargo Class 193.791 heads through Konigswinter on April 22nd on a northbound container train. *Mark Enderby*

ELL Class 193.742 passes through Konigswinter on April 22nd with a southbound freight. *Mark Enderby*

Germany

A rake of Class 798/799 units working a return railtour from Koblenz to Koln are seen at Konigswinter on April 22nd. *Mark Enderby*

Germany

DB Class E03.001 working a ‘Rheingold’ Koln - Koblenz railtour passes through Konigswinter on April 22nd. *Mark Enderby*

Germany

Siemens Mobility expands facility in Munich-Allach

Siemens Mobility is expanding its manufacturing and services facility in Munich-Allach in order to meet the growing demand for locomotives and services. The factory will be enlarged to 80,000 m2 from its current 50,000 m2 to provide additional capacities for processing new orders, optimizing production and logistics flows within the facility, and add more office space.

“Our facility in Allach is one of the most modern locomotive factories in Europe, using the latest innovative technologies like laser welding robots, augmented reality, and 3D simulations with digital twins. The added capacities will enable us to increase production output and meet growing market demand in Europe. We’ll now be able to build more than 300 locomotives a year in Allach and create new, highly qualified jobs in the plant,” said Albrecht Neumann, CEO Rolling Stock at Siemens Mobility.

“Following last year’s expansion of our depot and service network in Novara, Italy, and Bratislava, Slovakia, we are continuing to develop and extend service locations along the trans-European rail corridors. By expanding the competence center for locomotives at our traditional company location in Munich-Allach, our customers will benefit from the additional capacities and our wide range of preventive and corrective maintenance offers. The close interaction between the Rail Service Center and data center enables us to continually evolve and refine our digital services based on Railigent X. As a result, we can also ensure up to 100 percent availability for the locomotives,” commented Johannes Emmelheinz, CEO Customer Services at Siemens Mobility.

The plant in Munich-Allach was built by Krauss-Maffei early in the 20th century. Siemens completely took over the locomotive business from Krauss-Maffei in 2001 and launched production of Vectron locomotives in Allach in 2010. More than 1,600 of these locomotives have since been sold worldwide.

In 2015, Siemens Mobility’s service business opened its Rail Service Center and data center in Allach to optimally leverage synergies between production and service.

Certified processes, innovative equipment and advanced digital technologies such as Railigent X ensure up to 100 percent system availability for customers and provide a high-performance service infrastructure. More than 1,600 employees currently work at the Munich-Allach location.

Ongoing investments in production automation and process digitalization keep the plant competitive and ensure the highest level of process reliability and quality.

Photo: Final Assembly at Siemens Mobility’s facility in Munich Allach. ©Siemens

Shifting to green rail

Why the train is the most environmentally friendly way to transport freight

Since the 1990s, globalisation has led to a steady increase in the volume of freight transport. In Germany, freight volumes have doubled, one reason being that the Federal Republic is a typical transit country with its central geographical location. Most goods are transported by lorry – 3.6 billion tonnes in 2021 – with rail and inland waterways a long way behind.

Germany has set itself the goal of becoming climate neutral by 2045. Considering that the transport sector is the third-largest emitter of CO2, we need to take a new approach and switch to green alternatives. Compared to road and waterways, rail is unrivalled in its climate friendliness: freight trains produce between 80% and 100% less CO2 than HGVs.

Rail freight transport – the green alternative
Rail freight transport offers many more advantages: with steel on steel rolling more smoothly than rubber on asphalt, freight trains are five times more energy efficient than lorries. At DB Cargo, moreover, around 95% of journeys are electric – and the figure is rising. In DBeco plus, DB Cargo already has an environmentally friendly solution based on 100% renewable power on all electrified routes. Where this is not possible, we make extensive use of hydrotreated vegetable oil (HVO) biofuel, which is marketed under the name DBeco fuel. HVO cuts CO2 emissions by 90% compared to diesel. The environmentally friendly biofuel can be used to refuel all 800 DB Cargo diesel locomotives.

DBeco fuel therefore already enables end-to-end climate-neutral supply chains even on non-electrified lines. When it comes to unavoidable CO2 emissions, for example from delivery and collection by HGV, DBeco neutral offers the option to offset emissions by investing in selected sustainability projects. With its Eco Solutions, DB Cargo is making a material contribution to climate protection.

Now it’s up to business
For rail to provide a remedy, there must also be a consistent rethink in the business sector and a stronger focus on combined transport. Supply chains can only be made both efficient and climate-friendly if eco-friendly rail is intelligently combined with flexible road logistics. In short, freight belongs on trains.

RTB Cargo's Class 186.297 sits in the yard at Aachen West on April 4th. *Class47*

Captrain's Class 185.532 leads a military train through Neuwied on April 4th. *Class47*

LTE Class 480 024 is seen stabled at Hegyeshalom on April 2nd.
Class47

H-Start railbus Class 117-319 is seen stabled at Gyor on April 2nd. *Class47*

Italy

On April 12th, a pair of Caravaggio (Rock for Trenitalia) EMUs pass at Camiglia. *Russell Clarke*

On April 12th, 'Pop' EMU No. ETR 104.072 calls at Riomaggiore with a service to La Spezia. *Russell Clarke*

On April 28th, FS Class D445.1143 stands at Borgo San Lorenzo after arriving with train No. R18951 12:55 from Firenze S.M.N.
Mark Pichowicz

Netherlands

The Plan V is the class Mat' 64 where a few are being saved and preserved. Plan V466 was built in 1970 by Waggonfabrik Talbot GMBH. The Karel Foundation is owner and is committed to preserving industrial heritage, and income fused for charity, and in this case it benefits the KWF Dutch Cancer Foundation. On April 15th, the train heads through the Netherlands, here passing Barneveld Noord coming from Amersfoort on its way to Apeldoorn. *Andre Pronk*

On April 5th, LINEAS Class 186.384 is seen in Terschuur with a Seelze Rbf West (D) to the Kijfhoek yard (NL) tank train. *Erik de Zeeuw*

Netherlands

On ‘King’s Day’, April 27th, traditional tours with historic trams are held in The Hague. This year, HTM ‘Convertercar’ No. 36 is seen during the tour on the Lange Vijverberg in The Hague. *Gerard van Vliet*

The first type of PCC in The Hague also participated in 'Koningsdag'. Here PCC No. 1022 is seen on the Lange Vijverberg in The Hague. *Gerard van Vliet*

Netherlands

HTM ‘Converter’ No. 77 also drove on ‘King’s Day’ in the version as a ‘One-man car’, without a conductor, seen here on the Lange Vijverberg in The Hague. *Gerard van Vliet*

Netherlands

On March 5th, RAILTRAXX (Captrain group) Class 266.931 arrives in Venlo with a Linz (A) to Antwerpen Noord (B) mixed freight. *Erik de Zeeuw*

Netherlands

After the second world war as part of the Marshall Plan, the bogies and the electrical installation of the class 1200 series were delivered to the Dutch Railways (NS) to build the locomotives at Utrecht (Werkspoor) between 1951 and 1953. Twenty five locomotive were built and were in service from 1951 until 1998. After retirement locomotives Nos. 1201, 1202 and 1211 were preserved with 1201 by 'Stichting Klassieke Locomotieven' and 1202 and 1211 by the Dutch Railway Museum. Five other locomotives were boughth by ACTS Netherlands (numbers 1214, 1215, 1218, 1221 and 1225) and renumbered to 1251-1255. ACTS Nederland BV continued to use them on freight and charter service until 2010. Locomotive No. 1252 was taken out of service in 2007 and the other in 2009-2010. Three locomotives were sold to EETC in 2011 and Nos. 1251 and 1252 had been returned to working order by EETC whilst engine 1254 was being overhauled. The locomotives were used for the Citynightline train service. After EETC company's like Railpromo, Fairtrains, HSL Logistik,Captrain and Railexperts run various train services. On November 12th 2011 there was a big event where all eight remaining 1200 locomotives were on display at various train stations. Currently No. 1211 is on permanent display in Ausburg in Germany with No. 1251 at this moment the only active loco which runs a few times per year. Here it is seen passing Putten on the way to Coevorden where the train together with a German diesel locomotive will run over the Bentheimer Eisenbahn to Bad Bentheim. From there the loco headed back to Amersfoort. *Andre Pronk*

Netherlands

RTB Cargo Class 193.756 approaches the German border with a Rotterdam (NL) to Nürnberg (D) container train on March 5th. *Erik de Zeeuw*

Portugal

CP Class 1400 No. 1455 departs Pinhão with train No. R865 09:20 Porto São Bento to Pocinho on March 30th. *Mark Pichowicz*

CP Class 1400 No. 1461 arrives at Ermida with train No. R868 13:08 Pocinho to Porto Campanhã on March 31st. *Mark Pichowicz*

Slovakia

HSL Class 186.551 leads a rake of empty wagons through Bratislava hl.st. on April 1st. *Class47*

Slovakia

ZSSK Cargo Class 363.106 waits departure time at Devínska Nová Ves on April 1st with a loaded car train. *Class47*

Slovakia

On April 2nd, ZSSK Cargo Class T478.1077 is seen stabled at Trnava with a test coach. *Class47*

Slovakia

Sporting the new ZSSK livery, Class 757.016 is seen departing Trnava on April 2nd with a service to Bratislava. *Class47*

Slovakia

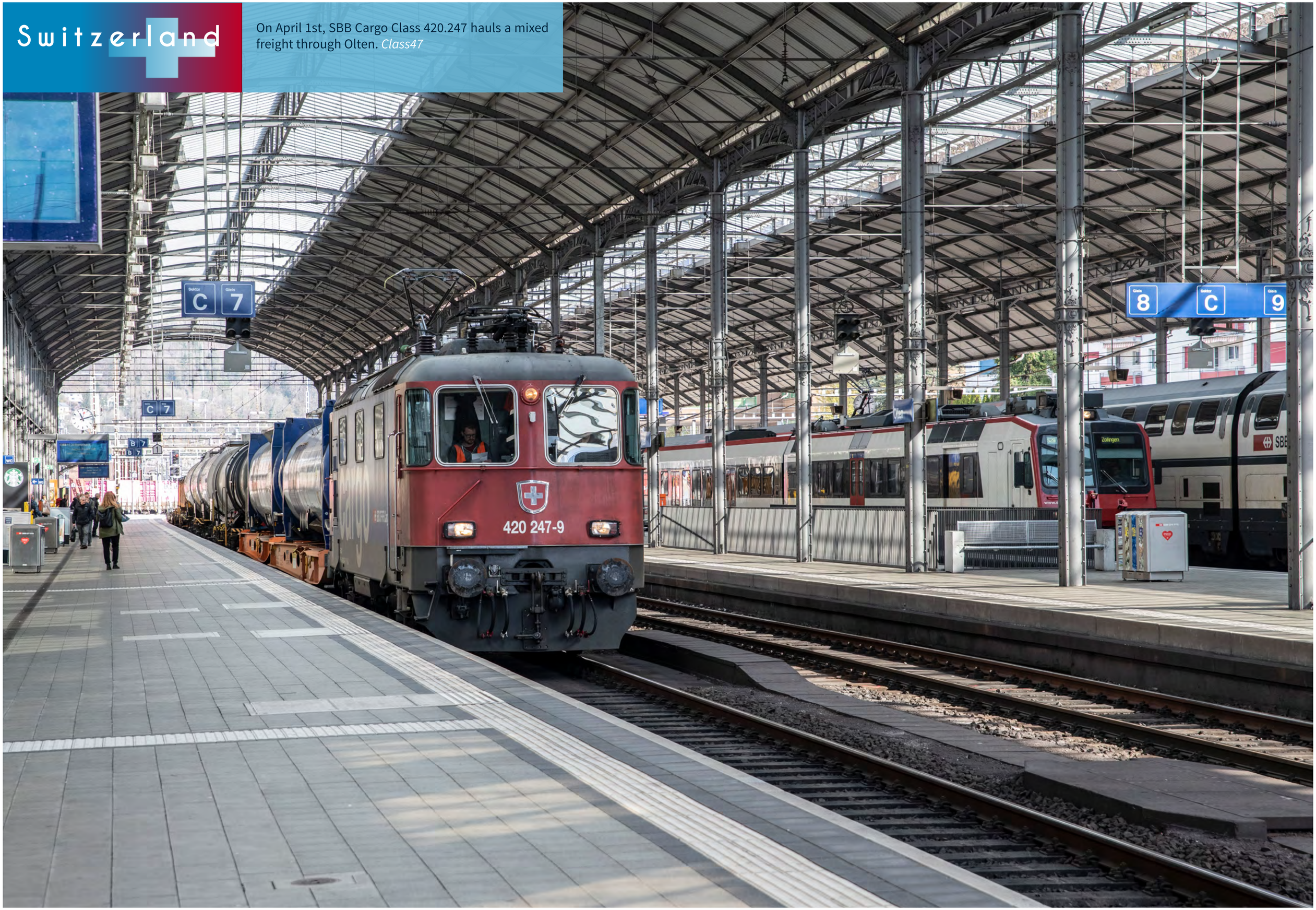
On April 2nd, ZSSK Class 813.037 is seen at Trencin with a local service. *Class47*

Slovakia

ZSSK Cargo Class 751.208 is seen stabled outside the depot at Leopoldov on April 2nd. *Class47*

Switzerland

On April 1st, SBB Cargo Class 420.247 hauls a mixed freight through Olten. *Class47*



On April 1st, Trenitalia's ETR610-012 is seen at Olten with a Eurocity service to Basel SBB. *Class47*

Lausanne: new work plan for a train station designed to meet future needs

In recent months, the SBB, together with its representatives, has made various adjustments to the project for the Lausanne train station. In this way, it ensures safe rail operations and takes better account of future customer needs. The SBB has submitted an adapted procedure and a new plan for the work in Lausanne station to the Federal Office of Transport (BAV). In consultation with the BAV, this includes solutions for anchoring, statics and passenger flows. According to the new plan, work on the basement of the station square will begin in April 2024, and anchor work in the south of the station in July 2024. The conversion of the platforms is scheduled to start in 2026. The work was completed around 4.5 years later than originally planned.

Together with their representatives, SBB searched intensively for solutions to the elements that had prevented several construction sites from starting in December 2022. In addition, in October, the BAV requested clarification regarding the statics and issued a partial planning approval order for passenger flows for which questions were still unanswered. Numerous technical and political consultations have taken place over the last six months in order to find sustainable solutions.

Solutions for the anchorages in the south of the station

Additional information was requested for the new anchorages that reinforce the retaining wall and the statics of the southern facade of the station. In order to examine the geological conditions of the area, test anchorages were built. The dossier will now be revised accordingly and submitted to the FOT for review in spring 2024.

Solutions for the basement of the station square

The BAV has requested additional information on the statics of the basement of the station square. The statics and the dossier will be revised by the end of the year so that the FOT can check them in 2024.

Solutions for platforms and underpasses

Aspects relating to the platforms and underpasses were objected to in the partial planning approval decision. To this end, the SBB project teams looked for improvements. In view of the increasing number of people and services at Lausanne train station, safe and congestion-free passenger flows pose a major challenge. In order to avoid the demolition of other buildings south of the train station, platforms were defined for the project in 2012 that were narrower than ideal. The SBB is now planning wider platforms with more space for customers, partly due to the development of railway operations and the standards for track center distances in the station. At the same time, the new track geometry also provides the additional information required by the BAV regarding the statics. Thanks to these improvements, Lausanne train station can be used longer,
More than 1000 new plans, technical reports and calculation documents are required for the new project. The entire track and platform geometry of the station has to be revised. The SBB and its agents need 2.5 years to prepare the documents, and the FOT needs 12 months to review and approve this part of the dossier. First, the consistency of the overall planning is assessed, then the various sub-projects are continuously checked and approved, provided they meet the technical and legal requirements. With the delay of around 12 months that the project already has today, the work should be completed in 2037, i.e. 4.5 years later than originally planned. The additional costs for the new planning will be analyzed in the coming months.

New staging of the construction site

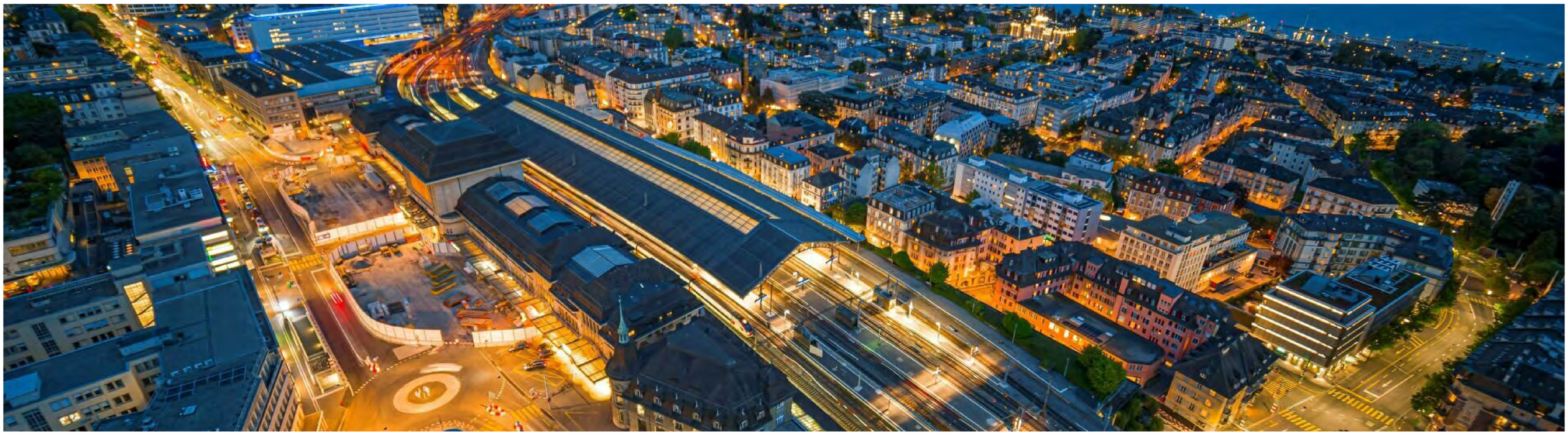
The release of the planning approval dossiers in three phases leads to a new staging of the construction site. The planners tried to keep the burden on the customers as low as possible. The new planning has also minimized dependency on the metro project. Services at Lausanne train station will be maintained during the work.

Longer planning and opportunities for customers

According to the new planning, work on the basement of the station square will begin in 2024, and that on the conversion of the platforms in 2026. Thanks to the optimization of the work, the inconvenience of the construction site for customers can be further reduced. The rail service will remain in place for the entire duration of the work; two underpasses are always in operation. After each stage of construction, travelers will benefit from the improvements: The new Parking Epinettes will open in 2026, the new platforms will gradually come into operation between 2030 and 2036. Four trains per hour will also run between Cully and Cossonay during the work. In 2036, there will be a real quarter-hourly service between the two stations. Thanks to the new solutions, Lausanne train station can be used for longer and has wider platforms.

Work in progress

Various works are currently underway to modernize Lausanne station, including the underpass to Avenue d'Ouchy and the eastern track field. Construction of the future Epinettes car park in the south-west of the station is scheduled to begin in spring 2023.



Switzerland

On April 20th, RBDe No. 565.726 is seen near the village of Schüpbach in the Emmental working train No. S15227 07:09 Laupen to Langnau i.E.
Mark Pichowicz

Switzerland

SBB Class 460.032 approaches Spiez with train No. IC980 17:00 Interlaken Ost - Basel SBB on April 19th. *Mark Pichowicz*

On April 18th, Dampfbahn Bern's Ed 3/4 No. 51 passes the village of Shüpbach in the Emmental running from Konolfingen depot to Sumiswald-Grünen before a day working on the Museumbahn Emmental. *Mark Pichowicz*

Sweden

Vectron receives approval for Scandinavian Corridor

Running from Austria to Norway without changing locomotives
First locomotive with ETCS control system on the Öresund Bridge

The Vectron has received official approval for operating along the Scandinavian Corridor (AT-DE-DK-SE-NO). This enables both freight and passenger trains to run along the entire corridor without changing locomotives.

The first to take advantage of this is the Swedish rail operator Snälltåget, which has leased three Vectron locomotives from European Locomotive Leasing (ELL) for cross-border passenger service in Sweden, Denmark, Germany and Austria.

The Vectron, manufactured in the Siemens Mobility plant in Munich-Allach, is the first locomotive equipped with the ETCS train control system that is allowed to operate across the 16-kilometer long Öresund connection (bridge and tunnel) between Sweden and Denmark.

The locomotive uses the globally proven Trainguard 100/200/300 ETCS on-board unit from Siemens.

Vectron receives approval for Scandinavian Corridor
"Our highly flexible Vectron locomotives enable sustainable cross-border rail transport, making an open Europe a reality on the rails," said Albrecht Neumann, CEO Rolling Stock at Siemens Mobility. "We are especially pleased that the Vectron locomotive opened up the Scandinavian Corridor for the first time."

To date, Siemens Mobility has sold more than 1,700 Vectrons to 63 customers in 16 countries, and the fleet has already accumulated over 700 million kilometers in service.

Locomotives using the Vectron platform are currently approved for operation in 20 European countries.

Switzerland

The quiet place at the station is new

SBB wants to continuously improve the safety, cleanliness, service and comfort of the toilet facilities at the stations for its customers. It will therefore renovate or build around 375 toilet facilities over the next few years.

Over three hundred SBB toilet facilities at stations will be renovated over the next few years. In addition, new toilet facilities are being built at around 60 locations. This is intended to improve the safety, cleanliness and comfort of the toilet facilities at the stations. In addition, the prices for the toilet facilities at the train stations will be standardized.

The range of services for the new, barrier-free and gender-neutral facilities is as follows:

- At train stations with many travelers, the so-called hygiene centers have travel/family toilets, changing tables and beauty areas available to customers. These cost CHF 1.50. Showers can be used for CHF 12.00.

- Toilet centers with toilet cabins, urinals and changing tables are available at medium-sized train stations. These cost CHF 1.50.

- Standardized modular toilets, which are open around the clock and cost CHF 1.00, are planned for small train stations or stops with toilet facilities.

The new toilet facilities have a cashless access system. You can pay by debit/credit card or smartphone (mobile payment: Twint, Apple Pay). Customers who prefer to pay with cash can buy a toilet access card with cash at the Selecta machine in the station and pay with it.

SBB is no longer investing in 56 toilet facilities that are rarely used by customers. In consultation with the respective municipality, a decision is made individually for each of these systems as to whether and how it will continue to be operated. Until a solution is found, the facility in question will continue to be cleaned and maintained.

Pilot projects 2022
In 2022, SBB tested new toilet facilities at the four stations of Olten, Schaffhausen, Uster and Regensdorf, which were made of high-quality materials and tailored to customer needs. Feedback from users and from the company was collected for around eight months. These were incorporated into the further development of the toilet facilities. The new toilets were well received by customers and they felt safe in them. For example, the touchless operation of the faucet and flushing was very much appreciated.

Access to the pilot plants was cashless. Feedback showed that there are also customers who prefer to pay with cash. That's why SBB tested a toilet access card at the pilot locations and in Lucerne. These could be bought with cash at the Selecta vending machines near the toilet facilities at the affected locations. Tickets were available for one or ten admissions. The WC access cards with a credit of CHF 15.00 were also available in the SBB travel centers at the five stations. Lucerne was not a pilot location for a new toilet facility. However, the access system has already been converted to cashless payment options.

Photo: The washing area and entrance of the Geneva Cornavin hygiene center. ©SBB/CFF/FFS,Dost Architects

Denmark

Denmark confirms its confidence in Talgo intercity trains in its drive to de-carbonize the transport system

DSB has confirmed an additional order under the framework agreement signed back in 2020 for the supply of 8 additional Talgo 230 train formations and spare parts for their maintenance, for a total amount of 184 million euros

This additional order under the framework agreement will double the initial Talgo fleet with trains featuring a higher seating capacity than the original ones

State-owned railway company DSB (Danske Statsbaner) has placed an additional order with Talgo for the supply of 8 new Talgo 230 intercity trains, associated services and spare parts for their maintenance, subject to the corresponding approvals and the approval of the financing by the Danish parliament.

This second order has a value of 184 million euros and confirms the confidence DSB has in the technology and reliability of Talgo trains, under an ambitious decarbonisation drive of the transport system in Denmark and only three years after awarding Talgo the framework contract.

DSB has thus chosen to make a call-off under the framework agreement signed in early 2020 which has a maximum value of 500 million euros. The initial order under this agreement was for 8 train formations. Maintenance opportunities will be further discussed.

With a top commercial speed of 200 km/h, the trains will feature a larger width than standard cars which will allow for more generous interior space and higher passenger comfort while keeping full technical interoperability to serve not only domestic routes but also in international services, for example connecting Copenhagen (Denmark) and Hamburg (Germany).

Talgo 230 trains have the capability to reduce energy consumption by up to 30% as compared with the industry standard thanks to the unique rolling assembly technology of the Spanish company and its lightweight passenger coaches.

With the additional Talgo trains, rail transport will thus further enhance its already prominent sustainability profile in Denmark, a country which has committed to drastically reduce its carbon emissions by a 70% below 1990 levels before 2030, and to become carbon neutral no later than 2050.

About Talgo 230

The Talgo 230 platform is based on the same technological foundations that have established the Spanish train producer's intercity trains as an international reference. They are light vehicles boasting independently rotating, self-guided rolling assemblies, able to maximize capacity and which can mount natural tilting systems and/or automatic track-gauge changing systems.

They are also highly scalable: Acquired as conventional trains, they can be easily and inexpensively upgraded into true very high-speed trains for commercial top speeds of 300km/h – as Talgo is currently doing for the Spanish state-run company Renfe.

The Talgo 230 platform was also selected by the German federal operator Deutsche Bahn (DB) in 2019 with a framework agreement for the manufacture of up to 100 trains, with an initial firm order of 23 units, the first ones being at an advanced stage of construction.

The German company will initially use them both for domestic links and over the Berlin-Amsterdam route (Germany-Netherlands).

Finland

FleetCare will overhaul 12 M200 metro trains during 2023

During the overhaul, a total of 12 M200 metro trains manufactured by Bombardier in 2000–2001 will be modernized at the Helsinki depot. The overhaul will be carried out in two stages; the first prototype phase includes the overhaul of two metro trains, and the subsequent serial production phase includes the rest ten M200 metro trains.

The overhaul of the M200 metro trains is a continuation of the overhaul and modernization of the M100 metro trains, the latest of which was delivered to the rolling stock owner to Helsinki City Transport (HKL) in March.

In the new metro train overhaul, the appearance of the passenger compartment will be renewed and the gangway connections between the cars of the metro train will be renewed to improve the customer experience. In the passenger compartment, the floor mat will be renewed, the wall and ceiling panels will be renovated, and the seats and grip bars will also be renovated, and the lighting will be upgraded to modern LED lighting. The driver's cab also gets LED lighting.

Passenger comfort will be increased, and customer needs will be met by adding sockets to the cabin for mobile device charging. In terms of the metro train's systems, the biggest system reform is the complete renewal of the passenger information system. The aim is to improve the ventilation of metro trains during the renovation by replacing the various filters in the ventilation and thoroughly cleaning the entire ventilation system. In addition, headlights and indicators for LED technology will be renewed.

"The metro train renovation project is part of VR FleetCare's strategy to expand into carrying out demanding rolling stock overhauls – not only for railway rolling stock but also for other railroad vehicles. This will also ensure our competitiveness in both domestic and external markets" says Project Manager Mikko Aalto.

Slovenia

New Maintenance Facility for Rolling Stock Next to the Port of Koper

In March SŽ – VIT opened a new maintenance shop in the immediate vicinity of the port of Koper, allowing them to deliver inspections and minor repairs to tractive and trailing stock in transit through the port. Set up at Koper worksite of the Koper tovorna station, the hall represents the latest rolling stock maintenance facility in Slovenia.

The worksite is strategically placed to have a direct connection with Luka Koper, and is hence of particular importance in keeping the whole rail network congestion-free as well as important to domestic and international rail undertakings alike.

The worksite provides fast breakdown service without the need to move vehicles to Divača shop, which would take up valuable capacity on the already congested main line to Koper. It also means more capacity for other freight services on that line.

The Koper worksite mainly offers rolling stock maintenance with a focus on running repairs for freight wagons. It has two maintenance tracks, of which one is electrified to accommodate electrical locomotives.

The electrified track also has an under-floor inspection pit.

The hall is 57.06m long and 17.5m wide, measures 7.14m and 8.14m in height at the roof's edge and ridge, respectively, and has four automated sectional doors. New lifting equipment featuring eight hydraulic lifting jacks has been purchased recently to improve work safety and enable lifting double carrier wagon units and twin-wagons.

The hall has all the air and electricity supply connections required for effective wreck repair on wagons. Through delivery of this project, we will meet our targets with respect to the conditions of work; the reliability, quality, speed and value for money of maintenance services supplied to fleet owners; the opportunities for increasing maintenance volume and revenue; productivity increases; congestion reduction on the main line between Koper and Divača; and to safety improvements in rail transport.

Finland

Large rolling stock modernisation project for VR FleetCare from SJ

The cooperation of the Finnish rail fleet maintenance company VR FleetCare with the Swedish railway operator SJ AB is evolving. The two companies have signed an agreement to modernise X40 train fleet, with the aim of extending fleet's life cycle and improving the travel comfort of customers. The agreement now signed, includes a comprehensive modernisation of the X40 fleet's 27 electric trains and an update of the passenger information system. The agreement is worth over EUR 35 million.

"Above all, I am proud of SJ's confidence in us. The agreement on rolling stock modernisation with SJ is a great opening for us in the Swedish rail fleet maintenance market. The project we won also demonstrates our capabilities and the success of our international growth strategy," says Otso Ikonen, CEO of VR FleetCare.

The planning and implementation of project will begin immediately and the last of the overhauled X40 series cars will be delivered to the customer in 2027. The work will be carried out in Finland at VR FleetCare's Oulu depot's project centre and at the Pieksämäki workshop.

Modernisation aim to improve the travel experience

The X40, manufactured by Alstom, is SJ's three-car, two-floor electric multiple unit. The trains were commissioned in 2004–2008. The aim is to carry out a comprehensive renovation of the interior and exterior of the rolling stock, including a modification to the layout of the passenger compartment, the replacement of the seats and lighting, and the modernisation of the passenger information system. The trains' surfaces will also be treated and painted according to the customer's brand.

Investments at the Oulu depot

VR FleetCare's maintenance units already have a good framework for rolling stock projects, but new solutions are needed for the surface treatment of rolling stock and the transfer of foreign rolling stock on the Finnish railway network. Investments will be made in a modern preparation facility for the Oulu depot's maintenance hall at the earliest opportunity.

In addition, the new transfer adapter bogies to be acquired, which will be suitable for the Finnish track gauge, will ease up the transfer of rolling stock to maintenance units.

U.K.

Stadler signs contract with GB Railfreight to provide full service for up to 30 Class 99 bi-mode Co-Co locomotives

Following the order secured last year to build and supply as many as 30 Class 99 bi-mode Co'Co locomotives, Stadler has signed a contract with GB Railfreight to provide full service for this rolling stock.

Stadler will be responsible for all aspects of service and maintenance of the 30 Class 99 bi-mode locomotives, having won the tender conducted by Beacon Rail and GB Railfreight last year to manufacture and deliver them. The service contract will start in 2025, once the first locomotive has been handed to the customer. It will last up to 16 years. Beacon Rail will own these locomotives and GB Railfreight will be the lessee.

The award of this contract strengthens Stadler's position as a leading provider of service in the UK market and builds on its experience in locations in England, Scotland and Wales. Stadler has full service contracts in place in Liverpool (Merseyrail), Norwich (Greater Anglia) and Newcastle (Tyne and Wear Metro). There is also a technical support and spares supply agreement in Glasgow (Glasgow Subway) and a strategic partnership agreement in Wales (Wales and Borders). More than 400 people work for Stadler's Service division in the UK.

To ensure both the high availability and reliability of the fleet, Stadler will provide tailored maintenance solutions at a new depot in Leicester, which will become the home of the Class 99 locomotives. It will manage overhauls, spare parts, material supplies, vehicle repairs, mobile service support, data and maintenance software.

The Class 99 is a versatile Co'Co' locomotive, adapted to the British gauge and specifications. It combines 25 kV AC electric and diesel operating modes and represents a new generation of locomotives. Underscoring Stadler's green credentials, it offers economic and environmental benefits to rail operators.

Paul Patrick, Managing Director of Stadler Rail Service UK, said: "We have established a strong foothold in the UK over recent years, and are delighted to have been awarded another Service contract, based on our proven track record and expertise in this field. The locomotives that Stadler will be responsible for will pave the way to a greener and more efficient rail network, supporting the industry's ambition of promoting modal shift from road to rail. We are pleased to be supporting the government's targets to decarbonise the UK railway by 2040, which will benefit our clients, British business and society alike."

John Smith, CEO of GB Railfreight, added: "The service agreement with Stadler for the Class 99 locomotives brings together its design and maintenance divisions to ensure that rail freight continues to lead the decarbonisation of supply chains. Continued private sector investment in the industry-leading Class 99s and their maintenance facilities, demonstrates a commitment to modernising and growing the rail freight sector in the UK to help deliver the government's net zero ambitions."

Poland

Alstom signs new contract with the Pomeranian Metropolitan Railway in Poland to provide full maintenance of rail traffic control system

Two-year contract to provide comprehensive maintenance services, including repairs and periodic inspections of rail traffic control equipment

The contract covers 477 devices deployed by Alstom ZWUS, including ERTMS/ETCS Level 2 equipment.

This is the fourth consecutive full maintenance agreement between Alstom and the Pomeranian Metropolitan Railway

Alstom, global leader in smart and sustainable mobility, has signed an agreement with the Pomeranian Metropolitan Railway, Pomeranian railroad infrastructure management company, to provide full maintenance services, including repairs and periodic inspections of rail traffic control equipment manufactured by the Alstom ZWUS site. This is the fourth maintenance contract in a row, proof of the ongoing and positive cooperation between the two entities since 2016.

"We are pleased to continue our cooperation, developed steadily since 2016, with the Pomeranian Metropolitan Railway. The services to be provided will translate into an even greater range of support to achieve high rail infrastructure availability. Taking care of a comprehensive and regular maintenance will ensure stable operation of rail traffic control devices, which in turn will translate into improved performance and increased train punctuality," says Adam Juretko, Managing Director of Alstom ZWUS Sp.z o.o.

The contract is signed for a period of two years, starting May 1st 2023 until April 30th 2025. The maintenance will cover conventional rail traffic control devices and ERTMS/ETCS Level 2 equipment. In total, the contract is for the maintenance of 477 traffic control devices, which are located on railroad line No. 248 and No. 253. The total length of the line is more than 18 km, with 9 passenger stations.

Alstom site in Katowice, which counts nearly 1,000 employees, is responsible for the design, product development, testing, and ultimately production and delivery of traffic control systems and equipment. The company has implemented Poland's first European Rail Traffic Management System (ERTMS) Level 2 on most of the country's major rail lines.

Canada

Alstom to supply 34 Citadis trams and maintenance for Quebec City, Canada

Alstom, global leader in smart and sustainable mobility, has been awarded a contract by Quebec City for the supply of 34 Citadis trams for the city's tramway project. The contract, with a total value of around €900 million (CA$1.34 billion), includes the design and supply of the rolling stock and maintenance for a period of 30 years. The contract also includes an option for a maximum of five trains, including maintenance.

Quebec City will benefit from a proven and reliable mobility solution developed and assembled in Quebec. The trams will be developed by Alstom engineers based in Saint-Bruno-de-Montarville –Alstom's headquarters in the Americas located on the south shore of Montreal– and will be assembled at its La Pocatière plant in the Bas-Saint-Laurent region. The trams will be adapted to the climatic and topographical conditions of Quebec City. Comfortable, modern and spacious, the trains will be 100% electric and will run on a 19-kilometre long line that will form the backbone of an improved public transit network for Quebec City. The tramway will offer an attractive transportation alternative to alleviate road congestion, reduce the impact of mobility on the environment and air quality, improve the quality of life for residents and further enhance the attractiveness of Quebec City.

"We are very proud to have been chosen by the City of Quebec to supply and maintain the trams for this signature mobility project for the Capitale-Nationale region," said Michael Keroullé, President of Alstom in the Americas. We are honoured by the trust placed in us by the administration and elected representatives of Quebec City, and are committed to working in partnership with the City to offer a high quality and reliable product, a solution designed and assembled by our teams in Quebec, serving Quebec."

Alstom's Citadis product range is the reference for modern low-floor tram solutions. It is at the heart of many urban renewal projects around the world, offering an improved passenger experience, driver ergonomics and low energy consumption and optimized life cycle costs. To date, more than 3,000 Citadis trams have been sold to 70 cities in 20 countries around the world, including Canada.

As the leader in rail services, Alstom delivers added value to customers every day, ensuring fleets run safely, reliably, and efficiently. With over 16,000 Services employees and 258 sites around the world, the Group has strong expertise and the largest global footprint, spanning over 40 countries. Alstom's extensive services portfolio covers the whole asset lifecycle, addressing the various needs of customers, with maintenance teams servicing over 35,500 vehicles worldwide. With smart and green mobility leadership, Alstom offers innovative digital solutions for maintenance optimisation and high-performing fleets, as well as green re-tractioning solutions to support customers with emission reduction objectives.

With 1,800 employees spread across three main sites, Alstom is the only player in the rail mobility sector with expertise contributing across the value chain, from design to engineering, assembly to validation, and from operations to maintenance, in Quebec. The company is fully committed to expanding its local operations and offering its customers the most innovative and sustainable mobility solutions. The Quebec City tramway is fully in line with this approach. The Alstom team is proud to establish a long-term partnership with the City of Quebec. Alstom and Citadis are protected trademarks of the Alstom Group

[1] Booking is expected in the second half of FY2023/24.

Photo: Boulevard Laurier - ©Ville de Québec

U.S.A.

Alstom awarded operations and maintenance contract by Maryland Transit Administration

Contract with extensions totalling up to €1.2 billion over fifteen years
Builds on long-standing collaboration in O&M, dating back to 2012
Scope includes addition of digital innovations aiming at developing sustainable and smart mobility

Alstom, global leader in smart and sustainable mobility, has been awarded an operations and maintenance contract by the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA). The base term of the initial five-year contract[1] with an agency budget of around €367 million (US$ 401 million) allows for two potential extensions in 2028 and 2033, which together would carry the total value to around €1.2 billion (US$ 1.4 billion). This agreement follows the 2012 award of the previous services contract and calls for Alstom's continued operation and maintenance of the Maryland Area Rail Commuter (MARC) Camden and Brunswick Lines, which are 39 miles (63 km) and 74 miles (119 km) long, respectively.

Alstom will continue to be responsible for train operations, customer service, crewing, maintenance of the locomotives and railcar fleet, as well as station and facilities management. Alstom has acquired extensive experience and proven its expertise in maintaining MARC's mixed fleet – consisting of 42 diesel locomotives, 60 MARC II passenger cars, and 54 Alstom BiLevel coaches (MultiLevel II MARC IV coaches) – which includes daily inspection, equipment servicing, preventive and corrective maintenance at the Maryland Transit Administration's MARC Train maintenance facilities.

Under the broadened scope of this new contract, Alstom will continue operations and maintenance of the Camden and Brunswick Lines. In addition to piloting a fuel-saving project, this new scope also features some digital innovations that align with Alstom's strategic plan to lead the way to smarter and more sustainable mobility. Digital Twin is a virtualization tool for facilities and equipment. It fosters efficiencies through reduced travel time, linked data and maintenance information, and enhanced training capabilities. 3D printing technology will be used to bring agility to certain maintenance activities and parts replacements. The Remote Assistance platform features connected glasses that will provide remote assistance, allowing real-time analysis and problem solving in the field by local and regional experts, regardless of location.

"We are delighted to have the opportunity to strengthen our long and proud relationship with the Maryland Transit Administration, and very proud of our performance since we initiated services in 2013," said Michael Keroullé, Alstom Americas President. "We look forward to serving MARC with the continued high-performance standards we have demonstrated in the past decade."

About Alstom Services
As the leader in rail services, Alstom delivers added value to customers every day, ensuring fleets run safely, reliably, and efficiently. With over 15,000 Services employees and 250 sites around the world, the Group has strong expertise and the largest global footprint, spanning over 40 countries. Alstom's extensive services portfolio covers the whole asset lifecycle, addressing the various needs of customers, with maintenance teams servicing over 35,500 vehicles worldwide. With smart and green mobility leadership, Alstom offers innovative digital solutions for maintenance optimisation and high-performing fleets, as well as green re-tractioning solutions to support customers with emission reduction objectives.

With over 40 years of experience and a global system availability rate of over 99.5%, Alstom offers best-in-class system maintenance solutions, covering trains, signalling and railway infrastructure (track, catenary, power supply and telecommunications), allowing for greater system availability and continuous safe operation of all assets.

As the number one private operator in North America, Alstom offers a wide range of best-in-class scalable train operation solutions for both passengers and asset owners: from driver support to ticketing, scheduling, and time-table optimisation. The Group operates all types of fleets for Alstom and non-Alstom rolling stock, and offers both fully automated and manual train operations, with train crew and station staff optimisation. North America references include more than a dozen transit systems across the United States and Canada, on 35 sites, through its more than 3,800 dedicated Services experts. Its comprehensive services portfolio also includes modernization, parts, repairs, overhauls, and digital and support services.

As a mobility technology leader in the U.S., Alstom is committed to not only delivering safe and reliable mobility solutions but to also increase social equity and inclusion within the industry, and as such, works diligently with and develops local supply chains to develop regional economies.

[1] Booked during Q4 of the 2022/23 fiscal year ending March 31st.

France

CAF SECURES NEW REGIONAL TRAIN CONTRACTS FOR THE REICHSHOFFEN PLANT IN FRANCE

CAF Group has secured contracts to manufacture an additional 18 Coradia Polyvalent platform regional trains totalling €161m. These are the first orders won by CAF for Coradia Polyvalent platform units.

This operation follows the Company's move in August last year with the acquisition of the Reichshoffen manufacturing plant in France, including the aforementioned train platform together with a backlog of related orders, as well as the intellectual property of the Talent 3 platform, all with a view towards further consolidating CAF's position in the French and German markets.

In this case, these agreements include, on the one hand, the supply of 11 trains for the New Aquitaine Region in the south of France, and on the other, the supply of 7 units for Senegal, specifically for the Agency for the Promotion of Investment and Major Works (APIX), under the country's Transport Department. It should be noted that these are the first extensions in a series of Coradia Polyvalent platform projects under way, which contemplate an increase in the number of trains to be delivered.

According to the transaction arrangements, both projects will be carried out in consortium with Alstom, this latter supplying the equipment for the units, whilst CAF will design and manufacture the trains - each consisting of four cars - at CAF's French plant in Reichshoffen, Alsace.

These contracts have meant that the CAF Group has been able to increase its backlog in France to €2.4bn; an all-time high that represents 18% of the Group's backlog, converting France into one of its most significant markets for the coming years. They have also consolidated the industrial freight plan for French plants and strengthen CAF's position as a benchmark company and long-term partner of local, regional and national public authorities for the development of public transport in France.

It should also be noted that CAF is currently performing contracts for some of the country's main railway networks, including the supply of 146 trains for the Paris RER B commuter line, 28 Intercity trains for the SNCF operator to run on the Paris-Clermont and Paris-Limoges-Toulouse lines, and the projects to supply trams for the metropolitan areas of Montpellier and Marseille.

Finally, it should be stressed that this growth in France is in line with CAF's 2026 Strategy Plan, specifically with regards the goal of increasing sales in key countries such as France: a high-volume market for recurring operations that fit in strategically with CAF's range of solutions.

Poland

PESA at the halfway point of deliveries to Craiova in Romania.

10 out of 17 ordered PESA Twist trams have already arrived in Craiova, Romania. On Thursday, March 15th the first of them started operating with passengers.

Pesa signed a contract for the supply of 17 trams for Craiova in Romania on July 17, 2021. It assumed the delivery of all vehicles within 22 months from the date of signing the contract. PESA Twist obtained authorization and Technical Approval from the Romanian AFER agency.

First tram arrived at Craiova 01.12.2022, now 10 vehicles have already been delivered.

"All the delivered trams successfully passed 500 km of tests on the local infrastructure; we have completed drivers training – which means that our new Twists can already start operation with passengers. The production of the next trams continues, so our contract will be completed on time." – said Hanna Wiśniewska – Sibru, representative of PESA on the Romanian market.

The new generation of Twist trams delivered to Craiova are one of the starting points for the entire family of vehicles designed by PESA under the working name Tram.eu. PESA Twist Craiova is a modern one-way tram, 27m long, with 58 seats and space for the disabled, equipped with diagnostic systems, air conditioning, Wi-Fi and USB sockets.

" …I got on the first new tram and I saw the reaction of the passengers. New Twists are comfortable trams with free Internet, they have everything needed to encourage us to leave the car in the garage and use public transport. Plus they're beautiful! As I asked (…) their design and colours reflect the identity of the people of Craiova. I encourage you to travel by tram, even if you find it difficult to give up your car. I guarantee you'll like it!" Lia Olguta Vasilescu, Mayor of Craiova wrote on her Facebook profile

The purchase of 17 PESA Twist trams is part of the public transport modernization project implemented by the Craiova authorities, financed from the Regional Operational Program for 2014-2020, under the 4th priority axis 'Supporting sustainable development of urban areas', and its goal is to reduce CO2 emissions through investments based on the sustainable urban mobility plan. PESA trams also run in the Romanian cities of Cluj and Iasi. The company from Bydgoszcz won tenders and is producing trams for other Polish and European cities: Sofia, Tallinn, Wrocław and Bydgoszcz. With foreign markets in mind, PESA is also working on designs of traction sets from the Regio160 family, in which, apart from passenger vehicles for regional and agglomeration traffic, there are also double-deck and HS vehicles within the company portfolio.

PESA consistently increases its presence on foreign markets. These are not only new tram, but also railway contracts. At the moment, the company is producing passenger vehicles for Ceske Drahy and RegioJet, and also participates in tenders organized by the ARF Agency for Romanian Railways.

"We would like to strengthen our presence on the Romanian market. That is why we participate in tenders here, and what is equally important for us, we are focused also on a dialogue and cooperation with Romanian partners. Talks with the Romanian Railways about the creation of a joint maintenance center for new vehicles, or consultations with entities interested in experiences in the implementation of hydrogen technologies on the railways are last samples of partnership relations." said Krzysztof Zdziarski, President & CEO PESA Bydgoszcz

Romania is one of the most important markets for PESA's foreign expansion, which is one of the key elements of the Pesa2027+ Strategy. Now, the company is involved in two tenders in Romania. In January this year submitted an offer for the supply of 62 RE-R regional electric vehicles, and in February for RE-IR electric interregio vehicles. In both tenders, PESA's competitor is the French Alstom

Eurostar

Eurostar celebrates five years of sustainable travel between London and Amsterdam

Over 1.6 million high-speed rail journeys achieved between London and Amsterdam
More than 84k tonnes of CO2 saved as people switch from plane to train

Eurostar, the high-speed passenger rail service linking the UK with mainland Europe, is celebrating five years of direct high-speed sustainable rail services from London to Rotterdam and Amsterdam.

Over 1.6 million passengers have enjoyed Eurostar travel between London and the Netherlands since the inaugural journey left St. Pancras International in April 2018 - the equivalent of over 10,000 plane loads. With a passenger's carbon footprint from one flight between London and Amsterdam being the equivalent to seven Eurostar journeys, over 83,000 tonnes of CO2 has been saved thanks to millions of passengers making the switch from plane to train. Eurostar is committed to growing connections and capacity on the popular high-speed route and recently added a fourth daily service in September 2022.

Gwendoline Cazenave, CEO at Eurostar Group, said: "As we celebrate five years of high-speed rail connections between London and the Netherlands, we are proud to be the greener way to go. There are now up to 18 daily services between Amsterdam, London and Paris, which is testament to the ever-growing demand for seamless high-speed rail connections as a sustainable and convenient alternative to air travel. As Eurostar Group, we want to carry 30 million passengers a year on all of our routes by 2030, and the continued growth of our Dutch routes will play a huge role in helping us deliver on these ambitions."

The number of travellers connecting at Brussels for journeys between the Netherlands and the UK has increased by +106% since 2018. The direct return service from Amsterdam and Rotterdam to London started operating in October 2020.

Wilbert Lek, Managing Director at Rotterdam Partners, says: "The launch of the route to the Netherlands and the addition of a fourth direct train service last year supports us in our mission to promote sustainable travel to both business and leisure customers. We look forward to further strengthening our relationship with Eurostar and to keep welcoming British visitors and businesses to our city."

Eurostar Group, incorporating Eurostar and Thalys, recently revealed the new brand to take the business forward which will be rolled out across all customer touchpoints including the business' 51 trains from Q4 this year.

From the Archives

Cuba

Trinidad (Cuba) shed on May 13th 2011. *Mark Enderby*

From the Archives

France

SNCF No. BB-304 is seen with empty stock at Boulevard Massena carriage sidings, Paris on October 30th 1991.
John Sloane

From the Archives

Germany

DB Class 182.009 labelled up as PKP Class 370.001, arrives at Berlin Hbf on April 30th 2012. *Mark Enderby*

From the Archives

Germany

Euro Cargo Rail Class 247.035 passes Matilda box at Oberhausen West on July 9th 2013. *John Sloane*

From the Archives

Germany

HVLE Class 185.641 is seen at Kreuztal on April 28th 2010. *Mark Enderby*

From the Archives

Germany

MRCE Class 185.552 and HGB No. V100.03 are seen at Guben on April 29th 2012. *Mark Enderby*

From the Archives

Germany

EVB No. 420-11 passes DB Class 143.314 at Rotendorf on April 27th 2006. *Mark Enderby*

From the Archives

Greece

OSE motor car No. 73 with matching carriages is seen at Athens on July 1st 1977. *Gerard van Vliet*

From the Archives

India

YL Class 2-6-2 No. 5204 shunts in the goods yard at Mysore on November 18th 1977. *John Sloane*

From the Archives

Italy

Ferrovie Sud Est diesel No. BB-157 stands outside the shed at Bari Sud Est on April 10th 1974. *John Sloane*

From the Archives

Italy

FS Class 428.070 and a Class 636 are seen near Milan Centrale station on August 19th 1977. *John Sloane*

From the Archives

Italy

A FS Trenitalia 'EurostarCity' E414 arrives at Padova on October 18th 2011. *Mark Enderby*

From the Archives

Luxembourg

CFL De Dietrich motor car No. 105 is seen at Bettembourg, Luxembourg on July 9th 1977. *Gerard van Vliet*

From the Archives

Spain

FEVE No. 1659 stands at Balmaseda depot with a train of tourist stock on May 31st 2012. *John Sloane*

From the Archives

Switzerland

SBB Re 4/4 No. 11309 waits to depart Domodossola with a local service to Brig on August 21st 1990. *John Sloane*

From the Archives

U.S.A.

Long Island RR Nos. 273 and 271 head an outbound service from New York at Jamaica L.I. on April 3rd 1997. *John Sloane*