



Railtalk Magazine *Xtra*

Issue 215x
August 2024
ISSN 1756 - 5030

Contact Us

Editor

david@railtalkmagazine.co.uk

Content Submissions

entries@railtalk.net

Technical & Subscription Support

admin@railtalk.net

Content

Pg 2 - Welcome

Pg 4 - Pictures

Pg 51 - World News

Pg 58 - From the Archives

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 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 215Xtra

More this month from AllRail, who once again hit the nail firmly on the head.....

ALLRAIL urges the new EU Parliament and Commission to implement a Single Digital Booking and Ticketing Regulation to address ticketing fragmentation and improve cross-border rail travel.

In her Political Guidelines for the Next European Commission (EU), the re-elected President of the EU Commission, Dr. Ursula von der Leyen, announced that she has identified the fragmentation of ticketing as the most significant issue in EU passenger rail. ALLRAIL fully supports this initiative and extends gratitude to all political stakeholders who have acknowledged this problem in recent years. The upcoming five years under the new EU Commission will be pivotal in legislating and implementing solutions to address this challenge – it is a Now or Never moment.

On page nine of her guidelines, President von der Leyen states: “To achieve our climate objectives, we also need to make it easier for people to shift to more sustainable options. This is notably the case with mobility. Cross-border train travel is still too difficult for many citizens. People should be able to use open booking systems to purchase trans-European journeys with several providers, without losing their right to reimbursement or compensatory travel. To this end we will propose a Single Digital Booking and Ticketing Regulation, to ensure that Europeans can buy one single ticket on one single platform and get passengers’ rights for their whole trip.”

ALLRAIL Secretary General Nick Brooks said: “Special thanks go to MEPs, EU Commission officials, and increasingly EU Member States for listening to ALLRAIL and other like-minded stakeholders who support these political goals. Now, the new EU Parliament and the new European Commission must deliver and implement these changes over the next five years – for the future survival and growth of the EU passenger rail system.”

And on the subject of Cross-Border travel, Arriva Netherlands had introduced a new international rail

service, facilitating seamless travel between Liège, Maastricht and Aachen without requiring passengers to change trains.....

The service, named ‘Three-Country Trains’, now links the cities of Liège (Belgium), Maastricht (The Netherlands) and Aachen (Germany) seamlessly, eliminating the need for passengers to change trains. Arriva, a prominent private transport operator in The Netherlands, has historically focused on bus and rail services within the country. This new venture represents its first foray into serving Belgium, thus bolstering its standing as a key player in European passenger transport. The initiative is a collaborative effort involving Dutch state railway NS, Belgium’s NMB and Germany’s goRheinland, with operations managed jointly by crews from all three countries.

Anne Hettinga, CEO of Arriva Netherlands, said: “I’m very proud to see this service finally take shape after all the complex planning involved. This is a big moment for public transport in Europe and I’m delighted that we’ve been able to provide this service for customers, enabling seamless journeys and encouraging more people to use the railway.”

The service operates on an all-electric route utilising Arriva’s fleet of Stadler Flirt 3 Cs trains, specially adapted to accommodate varying voltage and rail safety systems across The Netherlands, Belgium and Germany. Passengers on-board receive information in Dutch, French and German, reflecting the multicultural nature of the route. The service had commenced on June 30th 2024, offering travellers the convenience of purchasing a single ‘Euregioticket’ for €21.70, enabling unlimited travel within the region for a day. The journey time between Liège and Aachen is notably efficient at 94 minutes, enhancing connectivity and accessibility for commuters and tourists alike. The introduction of the ‘Three-Country Trains’ service underscores Arriva’s strategic expansion and commitment to advancing integrated, sustainable transport solutions across Europe.

Until next month...

David

This Page

HZPP A1A-A1A Class 2044.011 reaches it’s destination with the previous evening’s train, No. B1880 ‘Dalmacija’ the 19:48 Osijek to Split, running 1 hour late on July 3rd.

Andy Pratt

Front Cover

On June 24th, near to the Traunstein and Lake Traunsee, Class 1144.075 pushes the Regional express train No. Rex4415 from Linz towards Stainach. *Thomas Niederl*



DB liveried Class 742 carrying the number T448.P-034 is seen stabled at Pardubice hl.n. on June 2nd.

Class47



Terms & Conditions

Railtalk Magazine is a free monthly online digital magazine (e-mag), provided in PDF format.

Railtalk Magazine takes no responsibility for any information provided or printed in this magazine.

Best efforts are made at the point of going to publish, to effect all information is correct, however no guarantees are given or implied.

All content is © copyright either Railtalk Magazine or it's respective owners. All items are credited to their respective owners and no parts of the magazine should be reproduced without first obtaining permission. In cases where ownership is unclear, please contact the editorial team and

we will be happy to provide details of respective owners once permission has been granted to pass on such information.

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 these magazines 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, Steve Andrews, Ray Anslow, Mark Armstrong, John Balaam, Brian Battersby, Mark Bearton, Steven Beesley, Barry Beeston, Tom Blanpain, Mark Bennett, Michael Bennett, Ben Bucki, Ian Callander, Keith Chapman, Steve Chapman, Julian Churchill, Russell Clarke, 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, Paul 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, David Mead, Chris Morrison, Ken Mumford, 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, Lee Stanford, Steve Stepney, Allison Twycross, Steven Thompson, Mark Torkington, Brian Turner, Gerard van Vliet, David Wood, Leuan Wood, Shep Woolley, Erik de Zeeuw and the guys at RailUK.

Locomotive christening ceremony for TransFLEX

TransFLEX stands for tailored customer solutions adapted to individual needs with the best possible order flexibility – true to the motto “Your Spot Transport on Rail”. The official launch was celebrated at the beginning of July in Cologne, which included the christening of a locomotive.

In September 2022, the ÖBB Rail Cargo Group (RCG) launched the pilot project in Germany with two locomotives. The aim was to establish a flexible, ad hoc solution in a volatile market, alongside regular TransFER connections. In the meantime, the number of locomotives has grown from two to 15 – a complete success. In 2023 alone, this amounted to around 2,300 TransFLEX connections, 2.45 million tonnes transported and 1.28 million kilometres traveled by rail. The block trains operate primarily within Germany, but also travel across borders to Austria.

TransFlex has established itself as the ideal solution, particularly for customers in the chemical and mineral oil industries – especially if speed is of the essence.

If that’s not a reason to celebrate, then what is?

The success and official launch of TransFLEX were duly celebrated in Cologne with numerous customers, the press and partners such as MEV and Alpha Trains. Together, they toasted to successes, good cooperation and exciting future projects and, at the same time, christened a specially branded locomotive at Cologne Central Station.



More round trips on continental connections



ÖBB Rail Cargo Group (RCG) is expanding its TransNET between Western and South-Eastern Europe. As of now, TransFER Wels–Vienna–Budapest will be operated with three round trips per week and TransFER Munich–Curtici two round trips per week. RCG is expanding its intermodal network for continental flows of goods by increasing the number of round trips on two important routes. The aim is to improve the efficiency and flexibility of sustainable rail freight transport between Western and South-Eastern Europe and to

meet growing customer demand for high-frequency direct connections with attractive transit times.

TransFER Wels–Vienna–Budapest

This connection forms a central axis between the economic centres of Western Europe and the markets of Southern and South-Eastern Europe with connections to Italy, Germany, Romania and Turkey. RCG has increased the number of weekly round trips from two to three. This allows RCG to offer an even more frequent direct connection from Wels and Vienna to the BILK terminal in Budapest and back, increasing transport capacity and flexibility for customers. The terminals in Vienna and Budapest serve as important hubs from which further TransFER connections can be combined for smooth and efficient onward transport.

TransFER Munich–Curtici

RCG is also increasing the number of round trips between Munich and Curtici from one to two per week. This non-stop connection regularly links Southern Germany with Curtici, which is an important hub for freight transport between Western and Southern Europe and onwards to Eastern Europe and Central Asia. The TransFER enables the economic regions to be connected quickly with competitive transit times

Coca-Cola & Co. now taking the train more often

Coca-Cola, Fanta, Sprite or Römerquelle have been traveling multimodal and more sustainably through Austria since May 2023. With the correct equipment, the beverages roll end-to-end from Burgenland to Tirol or Vorarlberg where they end up in our shopping trolley. The environment benefits from this change, as it has already reduced the number of truck transports by 560.

Coca-Cola is known all over the world and has been in Austria since 1929. Today, the majority of the beverages for the Austrian market are bottled by Coca-Cola HBC Austria in Edelstal, Burgenland. From there, popular brands like Coca-Cola, Fanta, Sprite or Römerquelle mineral water, are delivered to 70,000 customers and refresh local consumers.

A new approach in logistics

The commitment to sustainability is clear – also within transport logistics: Since May 2023, products from Coca-Cola HBC Austria have been traveling sustainably by rail on the main run. This approach combines conventional transport methods with innovative multimodal solutions.

Burgenland–Vienna–Tirol–Vorarlberg

The production and logistics centre in Edelstal, Burgenland, is the starting point of this journey. Here, the beverages

are first transported by trucks to the Terminal Vienna South. Then it’s off on the main run by train towards Tirol, specifically to the Wörgl area or to the more western regions of Vorarlberg and Tirol, such as Hall or Wolfurt. After arriving, the last mile of the supply chain begins, with the onward journey once again being completed by trucks. From there, the food retailers take care of the last distribution to the supermarkets – where the beverages finally end up in our shopping trolley.

New equipment

Two-axle flat wagons or new 45-foot swap bodies are used to transport the beverages by rail. The latter are multimodal, meaning that they can be used on both rail and road and can be loaded and unloaded universally from the rear, the sides or from above. This is what sets them apart from conventional containers. Another feature is that they can be used across all sectors for any kinds of goods (e.g. in chemical or automotive logistics).

A focus on sustainability

By using multimodal transport solutions, Coca-Cola HBC Austria was able to shift around 560 truck transports from road to rail within a year. This resulted in a significant reduction in CO2 emissions, with estimated savings of up to one tonne of CO2 per transport.

Class 1163 locos are used for short distance freight services and shunting duties. Here, on June 24th, Class 1163.004 is seen with a consist of wood on its way from the shunting yard at Wels to Lenzing. *Thomas Niederl*



Austria

The Breitenauerbahn runs from Mixnitz to Breitenau in the Austrian state of Steiermark. Opened in 1913, it was built to a gauge of 760mm, electrified at 800V DC overhead, and was used to transport magnesite used in the production of magnesium oxide. It currently operates on just 4 days per year, doing 4 return trips on operating days. Loco E3 is seen waiting to depart Mixnitz Lokalbahn station with the 13.00 service to Breitenau on July 27th, and running round it's stock on it's return. The runround at Breitenau takes place on private property in the magnesite storage plant without public access and boarding/alighting is not permitted. *Andy Pratt*



Once a day there is an Intercity connection from the Salzkammergut to Vienna, train No. IC1019. At the moment it is operated using former Deutsche Bahn coaches for the standard class partly due to a shortage of long distance carriages by ÖBB. The train is seen here between Traunkirchen and Altmünster am Traunsee hauled by Class 1116.142 on June 24th. *Thomas Niederl*



On June 25th, OBB Class 2016.068 is seen departing the station of Gurten. On the line to Ried im Innkreis and Braunau most trains are operated with Class 5047 DMUs either single or in pairs. Some services bound to Linz, are Class 5022 Desiro units or even loco hauled push/pull sets like this one. *Thomas Niederl*





Class 1293.018 is the 500th loco bought from Siemens. The special branded Vectron is seen near Pöndorf station on the 'Westbahn' main line between Salzburg and Linz on July 6th.
Thomas Niederl



From Vöcklamarkt, on the main line between Salzburg and Linz, is a narrow gauge line linking the town and Lake Attersee. Stern & Hafferl operate a regular service using modern Vossloh tram trains. Here No. ET126 with train No. R8314 is seen near to the stop at Thern in St. Georgen im Attergau on July 9th. *Thomas Niederl*



Every Tuesday in Summer on the line from Vöcklamarkt is a heritage train offered for tourists and locals. Most passengers combined the train trip with a boat cruise on Lake Attersee. On July 9th, heritage unit No. ET20.104 with a mix of coaches is seen next the halt of Hipping. *Thomas Niederl*





Verviers-C
Eupen
13:03 IC
Eupen. Les places de première
classe se trouvent dans les

Vise
13:08 543

Verviers-C
Eupen
13:03 IC



HZPP A1A-A1A Class 2044.011 waits at Kastel Sucurač to pass the 07:07 Zagreb - Split service while working train No. ICN522 the 14:04 Split - Zagreb GI Kol. *Andy Pratt*





Class 2044.011 is framed in the doorway at Split station while waiting to depart with train No. ICN522 14:04 to Zagreb Gl Kol on July 3rd. *Andy Pratt*



HZPP Class 2062.017 arrives at Zagreb Gl Kol on July 5th with the previous evening's train No. B188122:11 Split to Osijek. The GM worked the train throughout, a distance of 677 km and a journey time of nearly 14 hours. *Andy Pratt*





HZPP A1A-A1A Class 2044.017 stands at Osijek, 13 hours 54 mins after leaving Split the previous evening with train No. B1881 22:11 from the Adriatic Port on July 5th. *Andy Pratt*





BREAKTHROUGH IN AUTONOMOUS TRANSPORT: ŠKODA TRAM DRIVES WITHOUT A DRIVER IN TAMPERE

Škoda Group has achieved a major breakthrough. At the tram depot in Tampere, the company demonstrated the first features of its Smart Depot ecosystem, which enabled a Škoda tram to successfully complete automatic movement in various scenarios for the first time - and without a driver! This achievement comes just one year after the project development was announced and marks a significant step towards full autonomy. Škoda, a leader in the development of digital technology for public transport vehicles, carried out the development of the system in the Czech Republic with the support of the PPF Group, without whose confidence this progress would not have been possible. In a demonstration at the Tampereen Ratikka tram depot a tram performed complex tasks entered remotely via a server application. The vehicle moved automatically around the depot without driver intervention, including passing through the wash line. It also reacted automatically to obstacles

on the tracks, thanks to the ATO system and the ACS anti-collision system that Škoda developed specifically for trams.

“Last year we presented the Smart Depot vision. Thanks to the continuous support of the investor and the intensive work of our developers, we were able to turn the vision into reality in just one year. The successful demonstration of automatic movement and its response in the Smart Depot ecosystem is another step on the road to a fully autonomous tram,” said Jiří Liberda, Digital Managing Director at Škoda Group.

Škoda Group at the forefront of digital innovation in public transport

The potential for digital technology to transform public transport is huge. By minimising human error, optimising services, and reducing operating costs, Škoda Group

is defining the present and future of public transport. Its Smart Depot integrates both existing and newly developed technologies into a coherent ecosystem, automating routine processes to improve depot efficiency and safety. This automation reduces the need for manual intervention, increases safety and ultimately optimises costs.

Lyyli Living Lab – incubator of the future

Škoda Group has been working with Tampereen Ratikka for a long time to develop and test digital technologies. For this purpose, the so-called Lyyli Living Lab – a development, experimentation, testing and marketing environment – was created in cooperation with other organisations. The Škoda Smart Artic X34 tram plays an important role in this environment, where new solutions can be installed, and immediate feedback can be obtained in real operation. Škoda Group is also working

on similar activities in the Czech Republic, specifically within the framework of a memorandum of cooperation on autonomous mobility in Pilsen.



Czech Republic

CD Cargo Class 742.077 and 742.148 are seen with a short rake of cement wagons at Hradec Králové. *Class47*





ČD Class 754.058 waits time at Staňkov on July 29th while working train No. Os7418, the 15:18 Plzeň hl.n. to Domažlice Město. Alongside is a Plzeňský Kraj Regio Nova railcar waiting to depart with Os14706, the 16:19 Staňkov to Poběžoviceh.
Andy Pratt



Czech
Republic

CD Class 749.264 takes centre place at the Praha
Vrsovice open day on June 1st. *Class47*



KŽC's Class 749.006 captures a patch of sunlight at Beroun-Závodí station before running round the stock of train No. R1270 'Rakovnický rychlík' the 08:49 from Praha hl.n. and continuing on it's journey to Rakovník on July 13th. *Andy Pratt*











Unleashing additional digitally enabled rail capacity

Siemens Xcelerator's unveiling at InnoTrans 2022 signalled the advent of a truly open ecosystem for seamless digital collaboration. At InnoTrans 2024, Siemens Mobility will showcase the rail industry's huge potential to reduce society's overall carbon footprint, with digitalization as a key enabler. This includes optimizing maintenance, maximizing the use of existing infrastructure, and providing solutions for seamless travel. One of the biggest barriers to a full-hearted adoption of digitalization, however, is vast quantities of data locked in closed systems. The answer lies in accessing these data via standardized application programming interfaces (APIs) and connecting them with AI-driven analysis and evaluation tools. As a leading provider of technology, Siemens Mobility has identified around 100 APIs within the rail ecosystem and has already fully developed a dozen of them.

Michael Peter, CEO of Siemens Mobility: "InnoTrans 2024 is the next chapter in our digitalization journey that began in 2018. We will demonstrate the latest innovations that deliver 100% availability of trains, maximized network capacity, and improvements to the customer experience to reach up to 100% occupancy. We will bring connectivity to the

next level by making software more modular, using standardized APIs, and move software modules into the cloud for digital solutions that deliver for our customers, passengers and our planet." One of the most comprehensive examples at InnoTrans 2024, which forms the centerpiece of Siemens Mobility's presence at InnoTrans, is a new, highly collaborative project with Munich's regional train operator, S-Bahn Munich. Functions like fleet control, on-train applications, remote train wake-up & software updates, AI-based maintenance systems with Railigent X, and many other features are made possible thanks to Siemens Mobility's standardized ecosystem approach, which allows data from different sources to be integrated via APIs. As a result, some of the technologies on the new Munich S-Bahn are provided by Siemens Mobility directly, while others developed by the operator themselves or even competitors. That's collaborative innovation towards a shared goal: to promote rail as the best and most sustainable mode of travel for everyone.

Maximized network capacity

At InnoTrans 2024, Siemens Mobility will present a world premiere in signaling technology. The company will showcase

how operators can further optimize both network capacities and energy efficiency with the help of digital signalling and electrification solutions. The cloud infrastructure, with its possibility of virtualization and georedundancy of various hardware components such as interlocking and ETCS systems, significantly contributes to reducing maintenance and operating costs. Furthermore, digital train control systems, combined with Automatic Train Operation (ATO) over ETCS, not only increase capacity by up to 30 percent but also reduce power consumption in the network by up to 30 percent, while punctuality is improved by up to 15 percent.

Train2Cloud – Siemens Mobility's digital urban signaling system will showcase latest innovations, such as 5G connectivity, as well as the world's first refurbishment of an existing GoA4 metro system to a new GoA4 CBTC automation system. This significantly enhances the capacity of metro systems. Furthermore, Siemens Mobility demonstrates how the newest electrification innovations, such as Static Frequency Converters, will bring even more energy-saving possibilities to operators.

Rail Services: Siemens Mobility will present new Rail Service technologies and products at InnoTrans 2024.

Railigent X: This cloud-based application suite combines IoT and AI to optimize rail assets. Railigent X seamlessly integrates with other systems or partner applications through APIs, providing end-to-end process optimization. It can reduce costs due to service delays by up to 40%, minimize unscheduled depot stops by up to 30%, and lower maintenance costs by up to 15%. One new application within Railigent X is "Health states", a comprehensive decision support model for fleet maintenance coordinators/ECM3. It utilizes traffic light indicators (red, yellow, green) to assess the condition of components.

At MoBase, the e-commerce platform for professional railway products and solutions, we offer customers a convenient one-stop procurement experience. With over 350,000 spare parts available, customers can easily find what they need. With the new MoBase repair services, customers are enabled to sell excess inventory to other buyers in the railway industry, reducing waste and optimizing the supply chain. In addition, we present two more innovations for the

future of maintenance outside of the depot at InnoTrans to ensure efficient and reliable operations for our customers, accompanied by optimized use of depot capacities.

Turnkey

An interactive table displays our global Turnkey references and how Siemens Mobility realizes the most ambitious transportation projects for customers worldwide. The exhibit demonstrates how the transformation is accelerated by digitalization (e.g. digital twin) and how Siemens Mobility is enabling sustainable mobility with end-to-end solutions.

Siemens Mobility is delivering a Turnkey contract that includes full service for a new 23 km metro railway system with six stations and 12 driverless 3-car metro trains that will serve the Sydney Metro Western Sydney Airport project. Siemens Mobility is delivering the turnkey project as a member of the Parklife Metro consortium, along with its partners Webuild, RATP Dev, Siemens Financial Services and Plenary Group. At InnoTrans, we will show a unique 3D virtual experience, which will display all features of the Sydney Metro Western Airport train and is operated by gesture control.

Deutsche Bahn starts planning for the expansion of the Cottbus–Görlitz route

The federal government and Deutsche Bahn (DB) are continuing to drive structural change in the coal-mining regions. Federal Transport Minister Dr. Volker Wissing and DB CEO Dr. Richard Lutz have signed an agreement that will allow ten more projects to be planned in the coal-mining regions. The largest project is the expansion of the Berlin-Cottbus-Weißwasser-Görlitz route. In future, trains will be able to travel faster, which will significantly reduce travel times. A higher route capacity will also enable a larger range of trains.

To this end, the Cottbus-Weißwasser-Görlitz section of the route will be double-tracked and electrified.

Federal Minister Volker Wissing: "Structural change in the name of climate protection requires concrete offers and perspectives for the regions most affected by the change. The Federal Government is therefore supporting structural change in the former coal mining regions with up to 40 billion euros. The transport projects that are financed from this are important in order to bring new companies, new jobs and thus new perspectives and opportunities to the region. The expansion and electrification between Cottbus and Görlitz is a great example of this and an important project for Lusatia."

DB CEO Richard Lutz: "The coal is going, the railway is coming! We are now continuing what we have already achieved with the new ICE plant in Cottbus together with

the federal and state governments. The electrification and double-track expansion of the Cottbus-Görlitz route will create a piece of strong rail that will connect the region with the metropolis of Berlin and its Polish neighbors. With this and the other expansion projects, the planning of which we are now immediately starting, we are making an important contribution to a successful structural change in the country. People, the climate and the economy will all benefit from this."

The signing of the agreement also marks the start of planning for the 44-kilometre-long northern section between Bad Lausick and Geithain of the Leipzig-Chemnitz line. This line is also to be electrified and expanded to two tracks. Preparations for the planning

have already begun. The next planning steps, such as surveying, environmental studies and routing, are now underway.

The agreement also includes eight additional rail infrastructure projects in the coal regions, for which DB can now also begin planning.

Alstom wins €4 billion contract for the supply and maintenance of 90 commuter trains for S-Bahn Cologne in Germany

Alstom, global leader in smart and sustainable mobility, has been awarded[1] a contract to supply 90 Adessia Stream commuter trains to local rail passenger transport authorities go.Rheinland and Verkehrsverbund Rhein-Ruhr (VRR) for operation in the S-Bahn Cologne network in Germany. The contract also includes a long-term full-service agreement, meaning Alstom will assume full responsibility for the trains' maintenance over a period of 34 years. It is the largest order for Alstom in Germany to date with an overall value of over €4 billion.

Müslüm Yakisan, President of the DACH region at Alstom, says: “The new generation of vehicles for S-Bahn Cologne will have a decisive impact on public transport in the region and the cityscape for decades to come. Alstom will deliver comfortable and innovative trains with a high level of passenger experience and a strong focus on accessibility. We are particularly pleased that go.Rheinland and Verkehrsverbund Rhein-Ruhr have entrusted us not only with the delivery of the vehicles, but also with their maintenance over their entire lifecycle.”

“We have commissioned a completely newly developed vehicle that is tailored to the special needs and requirements in our region. We are thus raising the S-Bahn fleet to a new level and are already looking forward to using the trains,” says go.Rheinland Managing Director Michael Vogel. Oliver Wittke, Spokesman of the Board at VRR, adds: “Both the exterior and interior layout of the new S-Bahn trains will help us to offer passengers higher quality and stable services.”

There are two versions of the train that will be delivered, depending on the part of the network where they will be operated. The shorter version has 9 cars and a length of nearly 150 metres while the longer version comprises of 11 cars and is almost 170 metres long. The train has been developed to meet the demands of both short-haul and long-distance passengers, leading to a mix of innovative flexible modules that provides the best possible combination of standing room and seats. The short and long versions of the train provide a total capacity of more than 1,150 and 1,340 passengers, respectively. Both versions have a maximum speed of 140 km/h.

In addition to the Wi-Fi routers and power sockets that passengers now expect, the Adessia Stream trains come with a wide range of features that contribute to a pleasant travel experience for all passengers. Powerful air conditioning with environmentally friendly refrigerants for temperatures from -25 to 45°C guarantee a comfortable ride at all weather conditions, while specially treated windows ensure improved reception for personal mobile communication devices. Multi-purpose areas in each car of the train provide ample space for prams and bicycles. Gap-bridging devices at the first and last two entrance areas of the train ensure level access. Each end-car has a dedicated wheelchair area and is equipped with a toilet that is also suitable for passengers with reduced mobility. This is the first time in Germany that an S-Bahn train is equipped with toilets. The trains are equipped with a digital hearing system via Bluetooth for hearing impaired passengers.



The main responsibility for the development of the trains lies with the Alstom site in Hennigsdorf, Germany. Production of the vehicles will take place at the Alstom site in Bautzen, Germany.

Maintenance of the new trains will be carried out in modern depots in the Cologne area. In addition to preventive and corrective maintenance measures, Alstom will also carry out predictive maintenance to increase vehicle availability while reducing maintenance costs and deliver significant savings over the entire lifecycle of the trains. Services processes will be continuously optimised throughout the three-decade long agreement. The basis for this is the concept of the trains themselves, designed for maintainability and optimisation over their entire service life. Thanks to these factors, Alstom has been able to present the most competitive offer in the market.

Adessia commuter trains are one of the most sustainable means to travel across cities and suburbs. The wide range of high-floor multiple units and coaches is available as single- or double-deck configurations, suitable for all climatic conditions between 120-200 km/h on electrified as well as non-electrified networks. As the leading manufacturer of commuter trains with over 60 years of experience, Alstom is committed to enhance sustainable operations and passenger experience even further. The strong presence

of more than 40,000 rail cars sold in over 60 commuter systems in over 15 countries across Europe, Asia, Africa, Americas and Australia enables over 20 million passengers comfortable, safe and reliable travels on Adessia commuter trains, every day.

Alstom is the market leader in rail services, supporting customers over the entire asset lifecycle with the broadest portfolio of services solutions. Alstom's FlexCare Perform maintenance services are tailored to customer needs and operational requirements, from technical support with spares to fully outsourced maintenance solutions. Alstom maintains over 35,500 vehicles worldwide, and is a trusted partner for servicing both Alstom and non-Alstom rail assets.

[1] Signing of the contract and booking of the order expected in Q2 of FY 2024/25

Photo: S Bahn Cologne Exterior Koeln Messe Deutz ©Alstom Advanced & Creative Design

Alstom and Hamburger Hochbahn sign framework contract worth up to €2.8 bn for new metro trains and innovative signalling technology

Alstom, a global leader in smart and sustainable mobility, has signed a framework agreement with Hamburger Hochbahn AG worth up to €2.8 billion. The contract covers the delivery of up to 374 new metro trains, for fully and semi-automated operation. Alstom will also equip the 25 km long and fully automated new metro line U5 with the innovative train-centric CBTC[1] system Urbalis. The first call-off under this framework agreement comprises 48 metro trains and the CBTC equipment for the first section of the U5 line, including five of the 23 new metro stations. The call-off has a volume of around €670 million[2].

Green mobility at 90 second intervals

The framework agreement includes 254 semi-automated and 120 fully automated (GoA4[1]) metro trains, all consisting of four cars. The metro trains score with their high capacity, passenger safety and comfort thanks to modern interior design, digital passenger guidance and USB charging connections. The fully automated trains are to be used on the line U5, which is currently under construction. The semi-automated trains will gradually replace the current DT4 vehicles and run semi-automated on parts of the existing network.

The U5 metro line will be fully equipped with the state-of-the-art Urbalis signalling solution for driverless operation. This will increase punctuality, frequency and energy efficiency. Once all 23 stations have been completed, the U5 can operate at 90 second intervals. This will enable around 270,000 passengers to be transported quickly and safely on the U5 every day.

The production of the new generation DT6 metros will take place at the Alstom site in Salzgitter, Germany, and is scheduled to start in 2026, with delivery of the first vehicles planned for early 2028. The start of passenger operation on the first section of the new line U5 is scheduled for 2029. The Alstom site in Berlin, Germany, is leading project execution of the digital rail segment, including signalling.

Müslüm Yakisan, President DACH region at Alstom: “This contract is a milestone for Alstom. With the new metro trains and the equipping of the fully automated U5 line with innovative control and safety technology, Hamburg is meeting the growing demand for mobility and sending an international signal for digital and green mobility. All of Hamburg’s metro trains are from Alstom



and we are delighted to be able to continue our successful collaboration with Hamburger Hochbahn, which goes back over 60 years. Passengers can look forward to new metro trains with modern passenger information systems, air conditioning, USB charging stations and panoramic windows.”

Robert Henrich, CEO of Hamburger Hochbahn AG: “With the new vehicles, we are modernising our fleet and creating the conditions for fully automatic operation on the U5. The new DT6 will offer customers a completely new experience – from the interior design, transparency and brightness to the modern information systems that provide passengers with optimum orientation. All to the highest technical standard. At the same time, the new subway trains will shape Hamburg’s cityscape like no other vehicle.”

Anjes Tjarks, Senator for Transport and Mobility Transition: “We are securing the future viability of our city with major investments in the expansion of the rail network and in intelligent and efficient transport systems.

With the new trains from Alstom, we are bringing more comfort, more space, service and safety to Hamburg’s public transport system and creating a modern, attractive mobility offering for people. As a result, up to 374 new fully and semi-automatic vehicles will be deployed in the city, the first 48 of which will go into operation in the foreseeable future. With this contract, we are laying the foundation for the growth of the Hamburg subway in the coming decades. At the end of 2018, Hochbahn had around 250 vehicles in operation, currently there are 290. The contract will enable Hamburg to increase the number of subway trains in Hamburg by around 50 percent by 2050. In addition, the integration of state-of-the-art signalling technology on the U5 will enable more efficient communication between trains, resulting in more punctual and faster service. This is a real quantum leap for the mobility transition and sustainable transportation.”

Global leader in metros and CBTC systems

The DT6 metros for Hamburg are part of Alstom’s market leading Metropolis metro solution. This is a new

generation of metro solution which has been developed and adapted to meet the specific needs of its German customer. Metropolis metros are characterised by flexible configurations, low noise levels, high recyclability and optimised energy efficiency. More than 35,000 metro cars have been ordered or are in operation in more than 70 cities in 40 countries. Alstom is the world leader in CBTC systems. The company has been awarded contracts for the installation of over 190 CBTC systems in more than 30 countries. In total, over 2,500 kilometres of track are already successfully in operation.

[1] Communication Based Train Control

[2] Order intake in the first quarter of the 2024/25 financial year, as previously announced in a note to investors on 17 June 2024.

[3] Grade of Automation Level 4 (unattended train operation)

Siemens Mobility equips Berlin metro with CBTC technology to enable semi-automated operation for the first time

Siemens Mobility has won the tender from Berliner Verkehrsbetriebe [BVG] and will introduce a Communications-Based Train Control System [CBTC] on the U5 and U8 metro lines in Berlin for the first time. The state-of-the-art Trainguard MT CBTC solution will enable semi-automated operation (GoA2: Grade of Automation) on the U5 line by 2029 and on the U8 line by 2032, increasing capacity on these lines by around 30%. Technically speaking, CBTC technology even allows headways of less than 100 seconds. This technological advance will also significantly improve the reliability and punctuality of the two metro lines. Siemens Mobility will carry out the conversion during ongoing operations so that trains on both lines of Germany's largest metro system can continue to run uninterrupted

throughout the entire project. The contract has a volume of approximately 200 million euros, plus additional long-term technology maintenance contracts.

Michael Peter, CEO of Siemens Mobility, said: "The investment in our leading CBTC technology for metros is really good news for rail passengers in Berlin. It will provide the technical conditions for semi-automated trains to run on the lines every 100 seconds. This translates into 30% more passenger capacity for Berliners and is the best answer for increasing climate protection and meeting the growing need for mobility. Our tried and tested CBTC systems for metros are already being used in many major cities around the world, including Singapore, Paris, and New York."

Trainguard MT train control system for Berlin metro lines U5 and U8

The BVG lines U5 and U8 will be equipped with Trainguard MT over a total route length of 40 kilometers, which includes all 26 stations on the U5 line and 24 stations on the U8 line. Siemens Mobility will completely replace the existing signaling system with its digital CBTC technology to enable a more efficient and centralized monitoring of operations and a higher level of automation and connectivity. When the system is installed, the semi-automated operation will allow trains to communicate continuously with the trackside, run automatically at specified safety intervals, perform emergency braking, and accelerate and brake autonomously. The train driver can then concentrate on boarding and alighting passengers, monitor

the route visually, and intervene in an emergency. By relying on real-time data on train positions and speeds, more trains can run at shorter headways along the line.

Digitalization ensures greater efficiency on the rail lines

Siemens Mobility's Rail Infrastructure Business Unit, the global market leader, offers a wide range of intelligent mobility solutions and a diverse product portfolio for various rail markets, including mass transit, mainline, and freight. The company's Trainguard MT CBTC solution is the leading solution for train control systems. It is currently used by 56 operators on five continents, in 25 countries and 49 cities to optimize their metro and suburban rail systems and operate them more efficiently, sustainably,

and economically. Trainguard MT is the most widely used control system worldwide and is currently deployed on 96 metro lines, in 4,351 equipped trains transporting more than 30 million passengers daily. The system can maximize the capacity and performance of new as well as existing rail systems and enable fully automated train operation.

More female bosses: DB reaches 30 percent mark – new goal: 40 percent women in management

DB has now reached its previous target of 30 percent women in management positions by the end of 2024. With this milestone and the new project, the group is consistently continuing its path to becoming an increasingly female and diverse company with equal participation. Together with the FKi Diversity for Success (FKi) initiative, DB explained the project today.

DB Human Resources Director Martin Seiler: "Diversity makes Deutsche Bahn stronger, also for the major transformation tasks that we are currently going through. The fact that we have already achieved the goal of '30 percent women in management' makes me proud. I would like to thank all colleagues whose commitment made this success possible. Now we are tackling the 40 percent."

Barbara Lutz, Initiative FKi Diversity for Success (FKi): "The opposite of diversity is monotony. Monotony prevents change and innovation. A lack of diversity in teams impairs the innovative power and performance of the organization. The goal of 40 percent women in management positions at Deutsche Bahn is therefore absolutely logical! We look forward to continuing to support the process of achieving this ambitious goal with our analyses." Promoting diversity is a declared goal of the DB Board of Management and is firmly anchored in the Strong Rail Group strategy. Measures and progress are regularly reviewed.

The FKi initiative is in close contact with DB on diversity issues and projects. It recognizes companies that have made a special contribution to diversity and inclusion projects nationally and internationally. In March 2024, the

FKi awarded DB the second consecutive award as the "Most Women-Friendly Company in Germany."

DB Human Resources had developed a recruiting strategy specifically called "30 measures for 30 percent." Now it is targeting the new goal with "40 measures for 40 percent." Effective measures such as DB International Women's Month in March and recruiting days for female candidates with job offers on the day of the interview will be continued. One new development is that university and school partnerships are being used to explicitly address female students about entering STEM professions and technical jobs.

To enable more women to take on leadership positions, there are special formats within DB such as individual career advice, development programs, mentoring and networking events.

As part of the so-called strategic succession planning, colleagues with leadership ambitions can also nominate themselves as successors for future vacant positions.

DB also advertises all positions with the option of part-time work. Employees can choose between higher pay, vacation or less working hours. Flexible working models also include the so-called "wherever you want jobs," which allow mobile working throughout Germany. Finally, DB is increasingly offering job sharing for management positions.



The DB women's network "Women at the Railway" with several thousand female colleagues is also helping to shape Deutsche Bahn's corporate culture towards greater diversity and equality. The network has been offering different formats for network meetings for many years and is implementing projects such as the "Female ICE" that contribute to equal opportunities for women.

The company also wants to increase its overall proportion of women. Currently, more than 56,000 women work for DB in Germany.

DB starts comprehensive renovation program with the Riedbahn: “We are building a new and better railway”

Deutsche Bahn (DB) is starting one of the most important construction projects for the Strong Rail network this year: the general renovation of the Riedbahn. The route between Frankfurt/Main and Mannheim is one of the busiest corridors in Germany and is considered particularly prone to disruption. This is why this section is the first that DB is completely renewing within five months using the completely new concept of general renovation - for the common good, a more efficient rail network, more punctual trains and more attractive stations. Dozens of other sections of the route are to be completely modernized by 2030 using this model. Long-distance and freight trains will run on diversion routes during the construction phase. For the first time, a modern and high-quality DB-owned replacement bus fleet will be used for regional transport. Federal Transport Minister Dr. Volker Wissing and DB CEO Dr. Richard Lutz gave the starting signal for the pilot project on the way to a high-performance network in Gernsheim.

Dr. Richard Lutz, DB CEO: “The Riedbahn marks a turning point: We are building a new and better railway - for our customers and for a modern, sustainable Germany. I am glad that it is finally getting started. We are starting where the burden is greatest: the Riedbahn is one of the busiest railway lines in Germany. With the general renovation, we are making the railway fit for the future. That is the goal of our Strong Rail strategy and the common good-oriented orientation of our infrastructure. We have a strong team and will master this feat together with our partners. During the construction work, we will do everything we can to ensure that our customers reach their destination safely, regardless of whether it is local, long-distance or freight transport.”

Dr. Volker Wissing, Federal Minister for Digital Affairs and Transport: “The whole of Germany is watching the Riedbahn. The expectations of commuters, long-distance travellers and freight transport customers,

who are currently suffering daily from the poor condition of the network, are rightly high in view of the enormous investments but also the restrictions that they have to accept during the closure. In the next 152 days, a new renovation and modernization concept will be implemented so that the decades-long backlog of renovations can be dealt with quickly. The federal government has created all the conditions for this - both legally and financially. The railway must now implement this successfully - first on the Riedbahn, then throughout Germany.”

Winfried Hermann, Minister for Transport for the State of Baden-Württemberg: “The rule of three applies particularly to the Riedbahn: too full, too old, too broken. On around 300 days a year, a malfunction occurs somewhere on the Riedbahn. This leads to cancellations and delays that are unreasonable for local and long-distance passengers, as well as for freight transport and the economy. It is therefore logical that the nationwide renovation of high-performance corridors starts here and now with the Riedbahn. It is more than overdue that such measures should be renovated in one go in the future. Digitalization must be taken into account directly, just like the renovation of the train stations. The resulting longer and more severe restrictions are painful, but passengers can plan better and replacement services can be organized more effectively. Piecemeal renovations and repeated closures do not help anyone with the high backlog of renovations.”

Kaweh Mansoori, Hessian Minister for Economic Affairs, Energy, Transport, Housing and Rural Areas: “The start of the Riedbahn general renovation on July 15, 2024 marks a turning point for the future of our rail infrastructure in Germany and in Hesse. The Riedbahn serves as a pilot project and is to be used as a blueprint for around 40 other general renovations in Germany. This measure, as well as the targeted further expansion of the infrastructure, is a

necessary investment and at the same time a sign of responsibility towards the current and future generations. The quality of life and efficient mobility for the approximately 16,000 commuters in this region will be secured. Many of the high-performance corridors are in Hesse. Their renovation will lead to greater punctuality and reliability and noticeably improve the quality of rail travel.”

Marcus Herwarth, Vice President of the Federal Association of Medium-Sized Construction Companies: “The corridor project stands out from many other projects in track infrastructure construction in terms of its complexity and range of services and is therefore also a special project for us as construction companies. We want to show that we are able to successfully implement projects of this size together and make the railways in Germany strong and fit for the future. We see the key factors for this in unconventional planning concepts, strong machine power and, most importantly, in building in partnership.”

The new approach of bundled and cross-trade renovation will enable an enormous construction volume over the next five months: DB will build 117 kilometers of tracks, more than 15 kilometres of noise barriers and replace 140 kilometres of overhead wire. At the same time, the entire control and safety technology will also be renewed. The teams will have to move a total of 239,000 sleepers and almost 380,000 tons of ballast. That is four times as much as was possible with the previous renovation process.

During the general renovation, DB is converting 20 stations along the approximately 70-kilometer-long route into future-proof stations, with modern passenger information and new wayfinding systems, friendly and brightly designed underpasses, new lighting and modernized platform roofs. In addition, some of the stations will receive new ramps and elevators for barrier-

free access. The total cost of the general renovation is around 1.3 billion euros.

Mobile despite construction work: Comprehensive transport concept on rail and road

Together with the authorities and railway companies responsible for local transport, DB has developed a transport concept that sets new standards. New timetables have been drawn up, particularly on the Mainz-Worms-Mannheim/Ludwigshafen and Frankfurt-Darmstadt-Heidelberg routes, which are heavily used due to long-distance and freight train diversions. For the approximately 16,000 passengers per day in regional transport, DB uses 150 modern, barrier-free intercity and articulated buses, which offer up to 1,000 trips per day at a high frequency.

In long-distance traffic, the majority of the approximately 60,000 passengers who normally travel on the Riedbahn every day will hardly notice the closure: the trains will be diverted via other routes that DB has been repairing since the beginning of the year as a precautionary measure to cope with the additional load. Long-distance travelers will need around 30 minutes more travel time between the Rhine-Main and Rhine-Neckar metropolitan areas. The so-called IC buses also run for the direct connection between Mannheim and Germany's largest airport in Frankfurt/Main. All timetables are included in the electronic timetable information on www.bahn.de and in the DB Navigator app, so that travellers can find out about their respective connections.

The effects of the general renovation are tangible and immense. After the work is completed, travellers and freight transport companies will benefit from attractive,



barrier-free stations and a modern and efficient infrastructure that is equipped for the digital rail operations of the future. Trains can run more punctually because the renewal of all outdated systems can reduce infrastructure-related disruptions by more than 80 percent. Delays can also be better avoided - thanks to new, additional overtaking options for trains. In addition, the general renovation of the Riedbahn creates more planning security for everyone: no major construction work will be required on the route for at least five years.

Transparent and proactive communication on project progress

DB is also underlining the nationwide relevance of the general renovation with a new approach to project communication. This includes regular, high-profile appointments at the construction site, a monthly newsletter that documents the project's progress and an information center in Gernsheim where interested parties can talk directly to DB employees. The website www.riedbahn.de serves as a central information hub for residents, stakeholders and the media. In addition, a camera team accompanies the construction work and provides an unvarnished and honest insight into the general renovation of the Riedbahn. Several episodes of “Bahnsinn Riedbahn”, which were filmed during the dress rehearsal in January, are already available online. New, approximately 30-minute episodes will follow from September.

Germany

Taking a break from Nightjet duties, OBB Class 1293.200 heads through Gemünden am Main with a northbound intermodal. *Class47*



Class 112.006 arrives at Würzburg Hbf with a service from Treuchtlingen and will now work a return service. *Class47*



The 2 hourly service between München Hbf and Praha hl.n. is notorious for delays. The Alex operated German side frequently despatches late running trains to the Czech network while the ČD operated side manages to get trains to the border at Furth i Wald punctually where they are delayed by immigration checks by the German authorities, jeopardising any onward connections and thwarting the principle of free movement within the Schengen Zone. At Schwandorf on July 30th Class 223.068 has backed onto train No. ALX355, the 08:44 München Hbf - Praha hl.n. which departed 36mins late, while 223.071 has taken over ALX360 the 07.35 from Praha hl.n. which departed 12 mins late. Sadly this reflects the current state of train travel in Germany where late running and missed connections are the norm.
Andy Pratt



Germany

A DB Regio 2 car DMU is seen departing Passau as the sun sets working a RB46 service to Muhlendorf.
Class 47



Germany

EGP operated Class 151.139 is seen stabled in the yard outside Leipzig Hbf. *Class47*



MAV Bzmot No. 117.266 stands at Magyarboly ready to depart with train No. 8113 14:02 Beli Manastir - Pecs on July 5th. The single car unit worked from the Croatian border, ran through the station at Magyarboly before reversing back to pick up the trailer car for the remaining journey to Pecs. *Class47*



Hungary

▶ MAV V63 Class 630.018 basks in the afternoon sun awaiting it's next turn of duty in front of the impressive station building at Pecs, on July 5th. *Andy Pratt*

▶ MAV No. M62.116 arrives at Zánka-Köveskál on July 7th with train No. 19774 11:55 Balatonfüred - Tapolca during the Balaton Retro weekend. *Andy Pratt*

▶ MAV No. M61.001 is stabled at Keszthely station before working train No. Ex18803 16:25 to Pecs, part of the Balaton Retro weekend, on July 6th. *Andy Pratt*





Having received authority to start, depot pilot No. M43.1001 sets out making quick work of towing 2 dead electrics across the main running lines from one side of the station to the other at Komarom on July 8th. *Andy Pratt*





Slovakia

CSD liveried No. T435.0594 runs light engine through Bratislava hl.st. on June 1st. *Class47*





▶ ČD Gorilla Class 151.014 has just arrived at Žilina station with train No. R341 05:47 from Ostrava-Svinov on July 10th. *Andy Pratt*

▶ ZSSK Vectron Class 383.106 departs Vrútky station at the head of train No. Ex601 'Tatran' 05:27 Bratislava hl.st. - Košice July 10th. *Andy Pratt*

▶ ZSSK Gorilla Class 350.020 departs Žilina station on July 9th with train No. Ex610 'Tatran' 15:07 Košice to Bratislava hl.st. The rebuilding of Žilina stations continues, with much of it resembling a building site. *Andy Pratt*





Slovakia

▶ ZSSK Cargo Class 742.418 stands with a short ballast working at Margecany on July 9th.
Andy Pratt

▶ ZSSK Class 361.002 leads 350.015 dead in train at the head of train No. Ex603 07:27 Bratislava hl.st. - Košice at Vrútky on July 11th.
Andy Pratt

▶ 1985 built 0-8-0T No. U46.903 'Resitka' arrives at Čierny Balog station on July 10th with the 14:00 service from Šanske. After a brief pause, the train departed at 14:30 to Vydrovo-Korytárske. *Andy Pratt*











U.K.



Alstom secures a contract extension from TransPennine Express to maintain Class 397 fleet in the United Kingdom

Alstom, global leader in smart and sustainable mobility, has signed a £10.4 million contract extension with passenger operator TransPennine Express to maintain their Class 397 fleet. The contract will see Alstom continue to offer train maintenance, stabling, servicing and cleaning services for TransPennine Express' 12 Class 397 – known as Nova 2 – five-car electric multiple units (EMUs).

The work for TransPennine Express will continue to be carried out of Alstom's Traincare Centres in Manchester and Glasgow; two of five similar facilities the company operates along the West Coast Main Line. The contract supports more than 50 roles across the two sites, including production managers, site operatives and train movement operators. Alstom's Manchester Traincare Centre at Longsight can accommodate almost 300 rail vehicles at one time – making it one of the biggest of its kind in the UK – and is the home depot for the Nova 2s. Meanwhile, Alstom's Glasgow Traincare Centre at Polmadie typically welcomes 17 trains per day, including TransPennine Express Class 397 units.

“Securing this contract extension is a testament to the quality of our Services portfolio and the strong partnership we have developed with TransPennine

Express,” said Peter Broadley, Services Managing Director UK and Ireland at Alstom.

He added: “We are committed to ensuring the continued reliability and performance of the Nova 2 fleet, supporting both customer satisfaction and operational efficiency. The contract extension is also great news for our dedicated teams in Manchester and Glasgow, who provide a round-the-clock service, seven days a week, ensuring fare-paying passengers enjoy safe, comfortable and dependable journeys along the West Coast Main Line.”

Built by CAF and owned by Eversholt Rail, the Class 397 units originally entered service in November 2019. They carry passengers on TransPennine North West services between Liverpool Lime Street and Manchester Airport to Edinburgh Waverley and Glasgow Central via Preston. “We are delighted to continue our strong partnership with Alstom and look forward to working with them to maintain the quality of one of our key fleets and to deliver further improvements,” said Chris Jackson, Managing Director at TransPennine Express.

He added: “Suppliers such as Alstom are vital in making sure we put our customers' needs first, and we are committed to offering the best possible journey



experience when people choose to travel with us.” Since entering passenger service, TransPennine Express' Class 397 fleet has travelled more than eight million miles – an average of 688,000 miles per unit. Under the contract extension, Alstom will continue to maintain the fleet until at least December 2025. Alstom is the market leader in rail services, supporting customers over the entire

asset lifecycle with the broadest portfolio of services solutions. Alstom's FlexCare Perform maintenance services are tailored to customer needs and operational requirements, from technical support with spares to fully outsourced maintenance solutions. Alstom maintains over 35,500 vehicles worldwide and is a trusted partner for servicing both Alstom and non-Alstom rail assets.

Poland

Alstom will modernise the railway traffic control system in the Katowice agglomeration in Poland

Alstom, global leader in smart and sustainable mobility, will actively participate in the modernisation of the E65 railway line in the section: Katowice Szopienice South – Katowice – Katowice Piotrowice – an important railway infrastructure investment in Silesia.

Alstom has signed a contract with Torpol S.A., general contractor, and Alstom will act as subcontractor. The works will include, among others, separating urban and long-distance railway traffic through changing the double-track system to a four-track one from Katowice Szopienice South to Katowice Ligota with a departure route towards Chorzów Batory. Approximately 100 kilometres of tracks and 270 turnouts will be reconstructed, and over 130 kilometres of new traction network will be built. The high complexity of the

reconstruction of the signalling equipment is due, among other things, to the construction of more than 130 km of new overhead line, the modernisation of 120 engineering structures and 14 platforms, and the creation of six new platforms at Katowice Uniwersytet, Katowice Kokociniec and Katowice Akademia stations.

As part of the investment, a new signal box at the Katowice Zawodzie station, a building of the Local Control Centre in Katowice (LCS Katowice), as well as a technical building at the Katowice Ligota station will be deployed. A key element of the modernisation is equipping all stations with a modern rail traffic control system, with the control centre located at LCS Katowice. All works related to designing and implementing the traffic control solutions will be carried out by the Alstom

branch in Katowice, which is one of the largest producers of railway traffic control systems and equipment in Europe, in cooperation with Krakowskie Zakłady Automatyki S.A.

“At Alstom, we work every day for modern and sustainable mobility, both in rolling stock and traffic control solutions. We are bringing unique competences - acquired through the implementation of projects in Poland and in the world - to the consortium. We are constantly developing our branch in Katowice, which brings together several hundred engineers, programmers, testers, and IT specialists with extensive experience in the Polish and international markets. I am glad that the technologies and solutions developed by our team will have a significant impact on the quality

and safety of railway services in the Katowice agglomeration,” emphasises Adam Juretko, the Managing Director of Alstom Katowice.

Alstom's experience in the Polish market has included, among others, the first implementation of the ERTMS level 2 system, construction of the ERTMS L2 system on 10 PKP PLK railway lines, construction of a control centre for the Warsaw Metro, construction of over 30 centralised railway traffic control systems (CTC), equipping over 220 stations with computer dependency systems and modernisation of over 1,700 crossing signalling systems.

Argentina

Alstom, world leader in smart and sustainable mobility, signed a new contract with EMOVA, concessionaire of the Buenos Aires Metro Network, to overhaul its fleet of 60 Alstom Metropolis 300 model cars (10 trains). The contract has a duration of three years and will guarantee Buenos Aires Metro users a more comfortable travel experience and generate local jobs, since Alstom will carry out the work at the plant located in Los Hornos, in the city of La Plata.

This important contract reinforces Alstom's commitment to the City of Buenos Aires, and also highlights the technical expertise of the Los Hornos plant and its staff that performs rolling stock maintenance work with high quality standards.

"This contract is the first maintenance agreement for the Alstom Metropolis 300 concluded between EMOVA and Alstom since 2016, when Alstom sold a fleet of 180 cars (30 trains) to Subterráneos de Buenos Aires (SBASE).

This new contract covers 60 of these cars, which serve lines D and H of the Buenos Aires Metro and around 50 collaborators from our company will be assigned to carry out these tasks," mentioned Ernesto Garberoglio, General Manager of Alstom Argentina.

More than 800,000 users use the Buenos Aires metro daily, thanks to its fast, efficient and safe service. Alstom equips three of the six Metro lines with signaling systems and rolling stock of the Metropolis 100 and Metropolis

300 models manufactured in Brazil.

With this action, Alstom reaffirms its commitment to provide technological solutions to offer a modern, quality, sustainable and reliable transport service to meet the mobility needs of the users of the City of Buenos Aires.

Australia

Alstom and DT Infrastructure, a leading Australian provider of engineering and construction services, have been awarded a €1bn[1](AUD\$1.6bn) contract by the Public Transport Authority of Western Australia (PTA) for the design, supply, construction, installation, testing, commissioning and maintenance of high capacity signalling technology for Perth's suburban rail network. The award of the contract, the world's largest signalling project by route length, will be delivered by an Alliance comprising the Public Transport Authority, Alstom and DT Infrastructure. It features the provision of Alstom's Urbalis CBTC technology installed by DT Infrastructure's expert local workforce.

Perth will become the third Australian city to deploy Alstom's proven Urbalis CBTC signalling solution, joining around 190 other global metro lines featuring Alstom's state-of-the-art solution. Once completed the project will provide Perth with a 40% increase in network capacity. The project will also be delivered with a dedicated plan to minimise disruption to Perth's commuters during installation. Cutting edge features include enhanced cybersecurity and energy saving and a new multipurpose communications system based on a private Long-Term evolution radio network.

"Western Australia is experiencing a rail renaissance with the recent first passenger service of the Alstom's C-series train, built locally in Bellevue. Now comes the investment in the world's best signalling technology. Clearly, the West Australian government require the best for the people of Perth. It is our privilege to deliver

this, backed by our global expertise and local knowhow, for Western Australia, continuing our long history of deep partnership with the State," said Pascal Dupond, Managing Director of Alstom Australia and New Zealand. The High Capacity Signalling project is part of the METRONET program and secures 750 local jobs in Western Australia with a range of global Alstom and DT Infrastructure experts deploying internationally to Perth for the project. The project will also have a large focus on upskilling Public Transport Authority staff on

the new signalling technology as well as a focus on the local supply chain, in particular for Aboriginal operated business and employment opportunities.

DT Infrastructure Chief Executive Officer, Darren Crichton said: "With several METRONET projects nearing completion, Perth's upgraded rail network means residents and visitors are more connected than ever before. The High Capacity Signalling program will ensure that this capability is fully utilised, running more trains

more often. We're delighted to be working with Alstom to deliver this remarkable project, drawing on our extensive experience optimising and delivering improvements to passenger rail networks across Australia."

Alstom™ and Urbalis™ are protected trademarks of the Alstom Group.

[1] Alstom share around 2/3 of the consortium including maintenance services

Alstom and DT Infrastructure awarded € 1 bn (AUD\$ 1.6bn) contract for Perth, Western Australia High Capacity Signalling Project



Slovakia

ZSSK Cargo Grumpy's Class 752.070 and 751.074 seemingly confront each other on Prešov shed on July 11th.

Andy Pratt



The Horehronský Express promoted by the Banska Bystrice Region Tourist Board ran from Zvolen Os.St. to Mlynky on July 26th. Traction was provided by KHT Zvolen's preserved Pomeranc, No. T678.0012, and is seen here shortly after arrival at it's destination. The loco was introduced by Czechoslovakian Railways (ČSD) in 1963. The 14 hour round trip cost €20. Pomeranc translates as orange. Andy Pratt



Czech
Republic

AŽD strengthens its position in Poland with a new Contract for 572 million CZK

The company AŽD concluded a contract with the civil construction company PNUIK Kraków sp. z o.o. for the supply of signalling and telecommunication equipment on the railway line Kępno – Oleśnica in Poland. The value of the contract is 97,2 million zł (approx. 572 mil. CZK).

For the Czech company AŽD, this is already the seventh contract in Poland, this time in the role of subcontractor of the civil construction company PNUIK. The project is co-financed by the European Union through KPO program (National Reconstruction plan) and is to be completed within 25 months from the conclusion of the contract. The AŽD company figures in the project as a subcontractor of a fully digital station interlocking systems ESA 44-PL for five railway stations and a 50 km track section.

The Kępno – Oleśnica line will also be equipped with 65 electromechanical point machines, 65 signals and 50 level crossing systems. Some supplies, for example in the field of telecommunications and passenger information systems, are provided by partner Polish companies.

“Obtaining this order confirms the good name that AŽD has built up on the Polish market, and opens up space for other orders on nearby lines. Every other signed contract is an appreciation of the work AŽD has done so far with our northern neighbours, and we value this trust very much,” says AŽD CEO Zdeněk Chrdle.

Spain



Alstom receives the ORP 2024 international award for its commitment to health and safety at work in Spain

Alstom, a leader in sustainable and smart mobility solutions, has received one of the ORP 2024 awards in recognition of its commitment to occupational health and safety in its workplaces in Spain. The ORP awards, presented at a ceremony held in Barcelona as part of the ORP Congress, were created 16 years ago to highlight the best initiatives and solutions for people in the world of work and business.

José Manuel Roldón, Head of Occupational Health and Safety at Alstom's industrial site in Barcelona, received the award on behalf of Alstom Spain. During the presentation, he thanked, "the daily commitment of more than 3,200 employees of Alstom in Spain who allow us to be ever closer to our goal and ambition: zero accidents at work. This objective, which is essential for Alstom, involves all our employees in Spain, but also our

collaborators, subcontractors and partners."

The safety and health of all our employees and partners are a priority for Alstom. "We are firmly committed to providing safe, healthy and environmentally friendly workplaces. In recent years, we have achieved numerous successes. I am sure that everyone's collaboration, responsibility and commitment will continue to make Alstom an even better company to work for," added José Manuel Roldón.

During the awards ceremony, the importance of Occupational Health and Safety was underlined as an essential factor for the well-being of workers and the sustainable success of organisations. It is not just a matter of complying with rules and regulations, but of creating a culture of prevention based on shared responsibility

and the commitment of all the actors involved.

The President of the International ORP Foundation, Hans-Horst Konkolewsky, highlighted the importance of collaboration between all actors involved in Occupational Risk Prevention to create safer and healthier working environments. He emphasised that these awards are not only a recognition to the awarded companies, but also a call to action for all organisations to commit themselves to improve Prevention and Safety at Work in their environments.

The ORP International Foundation, organiser of these awards, has the vocation to recognise the effort, talent and commitment of companies, entities and professionals who stand out in the promotion, development and dissemination of initiatives that contribute to improving

well-being in the workplace and optimise the value of people in companies.

For this reason, every year, coinciding with the celebration of the ORP International Congress, the ORP International Award is held. These awards recognise organisations that have implemented innovative initiatives and solutions to improve the management of Occupational Risk Prevention and Health and Safety in their work environments. The jury of the International ORP Award is composed of members of the Scientific Committee of the International ORP Foundation representing a dozen universities from America, Asia and Europe.

Guinea

Wabtec Secures a \$277-Million Locomotive Order from SimFer (Rio Tinto JV) to Support the Simandou Iron Ore Project

On July 30th, Wabtec Corporation announced an order for Evolution Series ES43ACmi locomotives from SimFer, a joint venture among the Government of the Republic of Guinea, Rio Tinto, and Chalco Iron Ore Holdings (CIOH). The order, valued at \$277 million, will provide a locomotive fleet to service the rail operations for the Simandou high-grade iron ore project, located in the east of Guinea.

SimFer Managing Director Chris Aitchison said: "Our new partnership with Wabtec represents an important milestone for the Simandou project and brings us even closer to the delivery of the TransGuinée railway - critical infrastructure that can support economic development across the country.

"This partnership reinforces our commitment to delivering Simandou to globally recognized environmental standards, by providing locomotives that will deliver best-in-class fuel efficiency and the capability to meet international emission standards."

The ES43ACmi is a dual-cab locomotive with a 4,500HP Evolution Series engine. The locomotive provides best-in-class fuel efficiency, and proven performance in high-temperature environments. It is also capable to meet UIC 3a and the U.S. Environmental Protection Agency's Tier 3 emission standards.

Wabtec President of Freight Equipment Rogerio Mendonca said: "We are proud that the largest mining and related infrastructure project in Africa will leverage Wabtec's world leading engineering and manufacturing resources. Our global team worked together to understand SimFer's needs and provide a solution specifically tailored for Simandou."

The Simandou mountain range, located in the southeast of the Republic of Guinea, contains the world's largest untapped reserve of high-grade iron ore, estimated at over 2 billion tonnes. Simandou represents a transformational opportunity for Guinea

and will support economic development across the country.

Photo: Executives from Wabtec, SimFer and Guinean government officials celebrate the

locomotive order for the Simandou mining project. ©Wabtec



Switzerland

Netzwerkbahn Sachsen expands its fleet with a third EuroDual from European Loc Pool

European Loc Pool (ELP), a leading provider of innovative locomotive leasing services based in Switzerland, is pleased that the fleet of Netzwerkbahn Sachsen GmbH (NeS) is being expanded with another EuroDual locomotive. As part of a 10-year full-service leasing agreement, NeS will receive a third EuroDual.

NeS, a specialized railway company based in Dresden, requires locomotives with high flexibility and reliability for nationwide spot traffic for its customers. The EuroDual offers outstanding performance in both diesel and electric operation and can transport a wide variety of goods such as wood, mineral oil, and cars. Currently, NeS already has one EuroDual from ELP in operation, the second is expected this year, and the contract for the third EuroDual has now been signed.

Felix Hils, Managing Director of NeS, emphasizes: "The EuroDual locomotive from ELP is used nationwide and transports heavy trains even to the most remote connections. Netzwerkbahn Sachsen offers customized transport solutions of high efficiency and quality. Our focus on flexibility, speed, reliability, and safety makes the EuroDual the ideal choice for our spot traffic operations." NeS is particularly impressed with the

reliability of the EuroDual locomotive, which is over 95%. This high reliability results from the exceptional design of the locomotive and its reduced need for maintenance. With its 50,000 km maintenance intervals, there are only a few preventive maintenance events per year, and the reliability of the locomotives ensures minimal corrective failures. This not only effectively means more production days with the locomotive but also saves costs, personnel, and downtime for transportation to and from the workshop.

Emiel Knarren, Chief Commercial Officer of ELP, comments: "The EuroDual offers exceptional efficiency and is the perfect locomotive for nationwide operations for spot traffic. Thanks to its high performance in diesel operation, flexible switch to electric operation, and strong traction, the EuroDual perfectly meets the requirements of NeS's spot traffic. With its unparalleled traction and up to 40% higher load capacity, it is powerful and versatile, making it the ideal choice for NeS and other customers with similar operational requirements."



Leidenschaft für Zugkraft

Passion for Traction

"European Loc Pool has proven to be an excellent partner for NeS. The ELP team not only offers the right locomotives but also essential services and maintenance. As a customer, we benefit from the extensive experience of the ELP team," says Felix Hils,

pleased with the partnership with ELP. The first EuroDual from NeS has been in operation since July 2023, the second is expected in Q4 2024, and the delivery for the third EuroDual is planned for Q2 2025.

Belgium

Lineas and Hupac Intermodal announce enhanced services on Antwerp-Catalonia line

In this context, Lineas has been looking to focus on being a traction provider for its Open Intermodal product Antwerp-Catalonia and to massify the Spanish corridor delivering improved quality and synergies. Since the beginning of the year, Lineas has been operating traction services for its customer Hupac on the Antwerp - Catalonia (Perpignan & Barcelona El Morrot). Both companies have observed an improvement in service quality on this traffic.

Therefore, as of September 16th, 2024, on the Antwerp - Catalonia product:

- Hupac Intermodal will increase the frequency of its intermodal services up to 10 roundtrips per week and will use its extensive industry knowledge and operational capabilities to deliver outstanding intermodal solutions.
- Hupac Intermodal will operate and commercialize the intermodal service on the Antwerp-Catalonia line.
- Lineas will remain the traction provider on this line and take care of a seamless transition and continuity of the service for customers.

Both companies are committed to maintaining the highest standards of service delivery during and after the transition period. Customers can expect continued support and high-quality intermodal solutions that leverage Hupac's extensive expertise and Lineas' proven reliability as a Railway Undertaking.

"We are excited about this step with Hupac Intermodal," says Bernard Gustin, Executive Chairman of Lineas. "By creating synergies on the Antwerp-Catalonia line with Hupac, we are confident that our customers will benefit

from a high quality of service and operational efficiency."

"This operation presents a significant opportunity for the market to benefit from the joint expertise and strengths of two extraordinary companies working together," said Alessandro Valenti, Deputy Managing Director of Hupac Intermodal. "We are committed to maintaining the highest standards of service and look forward to delivering added value to customers."

SBB Cargo International commissions SüdLeasing to order an additional 20 Vectron locomotives with XLoad from Siemens Mobility

The Swiss company SBB Cargo International AG, in cooperation with Südleasing GmbH, has ordered an additional 20 Vectron multi-system locomotives equipped with the XLoad package. The locomotives will be leased by SBB Cargo International from SüdLeasing in a long-term contract with a flexible term. The contract also includes maintenance of the locomotives by Siemens Mobility for 15 years. The Vectron XLoad package improves the locomotive's traction capability in order to increase its hauling capacity and efficiency. Among other advantages, XLoad enables heavier trains to be run in single traction on the Swiss north-south axis, eliminating the need for a second four-axle booster locomotive. The Vectron locomotives have a maximum speed of 160 km/h.

“We are delighted about SBB Cargo International's decision to further expand its fleet of Vectron locomotives and would like to thank them for their trust in us and in our locomotive. With this expansion of its fleet and the increased hauling capability provided by XLoad, our customer will be able to serve the Alpine region even more efficiently,” said Albrecht Neumann, CEO Rolling Stock at Siemens Mobility. “This order increases the number of Vectrons sold in Switzerland to a total of 180.” “For us, Vectron is the ideal locomotive for providing interoperable service between the Netherlands and Italy. In addition, the XLoad package will enable us to run longer and heavier trains in single traction through the Alps, eliminating the need for using a more expensive six-axle locomotive,” commented Sven Flore, CEO SBB Cargo International AG.

The 20 new locomotives will be used by SBB Cargo International for transalpine transport. With this order, the company will have a total of 78 Vectron locomotives in service. National approvals will enable operation in Switzerland, Germany, Austria, Italy, and the Netherlands. All locomotives are equipped with the European Train Control System ETCS BL3 as well as the required national train control systems. With this order, Siemens Mobility has sold almost 2,500 locomotives from the Vectron family to 97 customers in 16 countries. The Vectron fleet has accumulated a total mileage of nearly one billion kilometres and proven its reliability and efficiency in everyday operation. Vectron platform locomotives are currently approved for operation in 20 European countries.

Photo: ©SBB Cargo International



India



Wabtec Expands Locomotive Services Capabilities in India as the Gooty Maintenance Shed in Andhra Pradesh Starts Operations

On July 25th, Wabtec Corporation (NYSE: WAB) and Indian Railways celebrated the start of locomotive service operations at the Gooty Maintenance Shed in Andhra Pradesh, India. The shed expands Wabtec's locomotive service capabilities in the southern part of the country and marks a new service model in India by leveraging existing Indian Railways infrastructure and staff.

"The Gooty Maintenance Shed represents a critical milestone in our partnership with Indian Railways and a commitment to excellence, delivering high availability, reliability, and setting new quality standards for locomotive service operations in India," said Sandeep Selot, Managing Director and Vice President, Wabtec Freight Business. "It

will complement our existing locomotive maintenance operations in Roza in the north and Gandhidham in the western part of the country."

The company is contracted to maintain an Indian Railways fleet of up to 250 Wabtec locomotives from Gooty, for the next three years. Wabtec will support Evolution Series locomotives from series 501 to 750 (4500 HP and 6000 HP) providing regular maintenance, supervision, material and warehouse management, shed control, logistics, and remote diagnostics. The fleet will be deployed for critical freight operations of commodities like coal, cement, food grains, fertilizers, iron ore, and containers along the South Central Railway, Central Railways and

East Coastal Railways.

"The Gooty shed represents a unique partnership where Indian Railways provides the infrastructure and manpower, while Wabtec leads the technical supervision to ensure the fleet meets the key performance metrics including availability, reliability and fuel efficiency," said Rajneesh Sah, Senior Director, Freight Services, Wabtec. "We are focused on implementing maintenance practices that drive faster turnaround for the locomotive fleet."



Wabtec is one of the largest rail equipment manufacturers in India, having supplied more than 600 locomotives to Indian Railways and with an installed base of subsystems in over

18,000 LHB (Linke Hofmann Busch) coaches and locomotives. The company currently employs 3,000 people in India.

Poland

Stadler wins next tender for the supply of 15+ 10 FLIRT for Koleje Mazowieckie

Koleje Mazowieckie, one of the most modern regional passenger transport operators in Poland, consistently invests in new rolling stock to increase the comfort and safety of rail travel in Masovia. After stipulating the framework agreement for the production of 50 FLIRT units with the first two executive agreements for 25 units, Stadler won another tender for the supply of 15 train units of the same type with an option for additional 10. The agreement includes also the fleet's maintenance for 18 years. The order will be co-financed with EU funds. Koleje Mazowieckie and Stadler have signed in Warsaw the contract for the supply of a total of 25 FLIRT trains of the latest generation along with their 18-year maintenance.

The vehicles purchased from the first call-off for 15 units will serve connections in the Masovian Voivodeship on the fully modernized TEN-T network, the trans-European transport system. The implementation of the option will allow Koleje Mazowieckie the further development of transport offer by increasing the number of connections on routes from and to Warsaw: Warsaw - Płock, Warsaw - Otwock and Warsaw - Sochaczew.

«We are working dynamically towards the development of the Masovian Voivodeship, but also railway transport in our region. In 2018, we concluded a contract for the purchase of 61 FLIRT EMUs. This year, we have already signed contracts for the purchase of a total of 75 new vehicles. These investments are possible thanks to the effective use of EU funds and are the best proof that our company is a modern railway carrier guaranteeing high quality of the transport services provided» - said Robert Stępień, President of the Management Board of Koleje Mazowieckie.

The new vehicles for Masovia, like the units from last week's orders, will be manufactured at the Stadler Polska plant in Siedlce.

Philipp Brunner, Member of Stadler's Executive Board and EVP of Division Central Europe, emphasizes the long-term and successful cooperation with Koleje Mazowieckie: "I am pleased that today we have signed the next contract with Koleje Mazowieckie for the supply of 15 FLIRT trains, supporting our client in the consistent pursuit of ensuring highest quality of transport services

in Masovia. Including the agreements signed last week, our plant will produce for Koleje Mazowieckie 40 FLIRT vehicles. Assuming the full implementation of both contracts, we will deliver as many as 75 five-car FLIRT trains of the latest generation for Koleje Mazowieckie in the coming years. This is great news for Stadler Polska, our suppliers in the region and also for passengers on Masovian routes. We would like to thank our client for their trust and we look forward to continuing our fruitful cooperation».

The new FLIRT for Koleje Mazowieckie are air-conditioned, equipped with visual and sound information devices, and can travel at a speed of up to 160 km/h. Each vehicle offers 275 seats, as well as comprehensive space with bicycle racks and storage for larger luggage. The trains are equipped with wireless internet access, internal and external screens and devices which enable contact between the passenger and the driver in case of emergency.

Moreover, they provide with facilities for people with reduced mobility or for travellers with children. For example, platforms and fastenings for wheelchairs and pushchairs. Toilets are also adapted to the needs of passengers with restricted mobility. Hearing impaired and deaf people can benefit from an information system installed especially for them: an induction loop that sends electromagnetic signals to the hearing aids.



From the Archives

Austria

In 1985, Class 2043.010 with train No. R4523 is seen on its way from Zeltweg towards Wolfsberg at Reichenfels-St. Peter. Nowadays the line is used for freight trains only. *Walter Niederl*



From the Archives

CSD No. 556.0107 is seen at Jaromer
early on a chilly December 4th 1976.

John Sloane

Czechoslovakia



From the Archives

No. 3506 is seen at Cairo Main on February 14th 1982. *John Sloane*

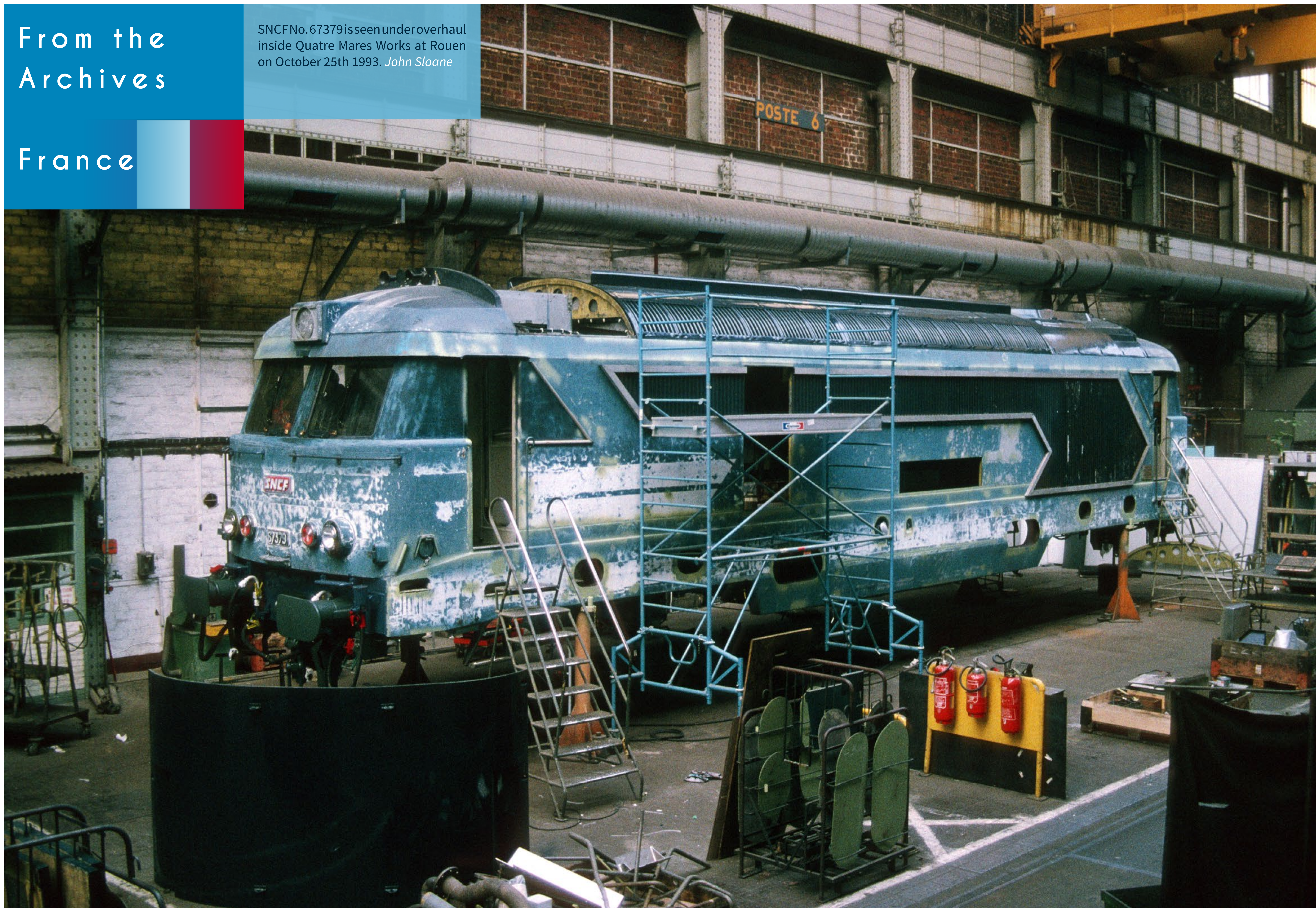
Egypt



From the
Archives

SNCF No. 67379 is seen under overhaul
inside Quatre Mares Works at Rouen
on October 25th 1993. *John Sloane*

France



From the Archives

SNCF CC No. 65502 sits at La Plaine diesel depot in Paris on April 26th 1984. *John Sloane*

France



From the Archives

Germany

DB Class 220.080 departs from Lehrte with a train to Hamburg on October 19th 1974. *John Sloane*



From the Archives

No. E-1308 stands at Casablanca Voyageurs station with a train from Marrakesh on April 13th 1993.
John Sloane

Morocco 



From the Archives

No. 130.754 departs Damascus Kanewat with the Sunday train to Serghaya on May 28th 1983. *John Sloane*

Syria ★ ★



From the Archives

Thailand

RSR No. 3002 stands at Nong Pladuk Junction with the branch train to Nam Tok on March 30th 1989.
John Sloane

