

Railtalk Magazine Xtra

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Submissions & Contributions

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

Photographic Contributions

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

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



Welcome to Issue 225Xtra

Well, with the onset of summer and the inevitable increase in passenger numbers using trains, can the rail networks cope? With the announcement from Hitachi that their latest survey says that Europeans back dramatic growth of train travel, with short-haul flights expected to stagnate, we are beginning to wonder.....

Hitachi Rail had commissioned a survey of 11,000 people in North America and Europe, including France, Spain, Italy and Germany, which finds almost half expect to increase long-distance train travel in next five years.

A significant new study, published by Hitachi Rail, has found that citizens around Europe and North America anticipate train travel to soar in the coming years at the expense of flying. Almost two-thirds also back legislation to enforce this change, supporting a ban on short-haul flights where high speed rail alternatives exist.

The survey, carried out by SavantaComres, collected the opinions of over 11,000 people spread across a mixture of countries – the US, UK, France, Italy, Germany and Spain – and key global cities – Washington DC, Toronto, London, Paris, Berlin, Copenhagen and Dubai. This is the third year in a row that Hitachi Rail has commissioned such research.

While rail currently accounts for around one-third (29%) of long-distance journeys – judged as 2.5 hours or more – one-third of people also expect to travel more by train in the next 12 months, increasing to between 40% (across countries) and 49% (across cities) in the next five years. By contrast, plane travel is set to stagnate, with only net 2% expecting to fly more in this time period. Respondents also anticipate their car travel growing but 50% less than rail.

The expectation to use train travel more in the future, is also complemented by a clear majority (62%) backing legislation to ban short-haul flights where high speed alternatives exist. In Europe, where there are an increasing number of high speed rail routes, support rises to 67%. Such legislation has already been introduced in France, and is anticipated in Spain, and is popular in both countries with over twice as many respondents supporting it as opposing it. Those surveyed in both countries would even support stronger additional legislation (63% in Spain and 56% in France).

Across every place surveyed, more people also backed funding new rail infrastructure with increased air or road taxes, than those that opposed them.

Edoardo La Ficara, Group Chief Markets Officer, Hitachi Rail, said: "The findings of this research are strikingly clear. Those surveyed expect to increase their rail usage more than any other form of transport in the next five years and they support Government action to enable this. We, as an industry, have a crucial opportunity to meet this public demand by delivering a great sustainable mobility transition."

The research also explored how to grow public transport usage, with passengers identifying crowding, affordability and convenience as the biggest challenges. Across all countries, over seven in ten said they would use public transport more if it were better connected, and this remained at over half even if it cost more.

Until next month...

David

This Page

DB's Class 185.161-7 heads a southbound freight past the fortress at Ehrenbreitstein on the right bank of the Rhine opposite Koblenz on May 9th. *Colin Kennington*

Front Cover

The highlight of April 19th, was Class 1142.698 on the regional express No. Rex3914 from Selzthal to Linz. There are currently only three operational locomotives of this class left. The train is seen here next to Roßleithen. *Thomas Niederl*



United States Sugar Corporation Railroad No. 4202 departs Clewiston with a train of sugar cane empties on March 2nd. *Laurence Sly*

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What looks like a heritage EMU on a local railway branch is in fact the everyday service No. R8213 from Lambach to Vorchdorf-Eggenberg. The train is seen here passing the town of Bad Wimsbach on April 7th. The EMU was built in 1953 for the Köln-Frechen-Benzelrather Eisenbahn in Germany, and was bought second hand by Stern & Hafferl where it is in regular use still today, after 72 years in service!! *Thomas Niederl*

Three years ‘younger’ than the unit on the previous page, is No. ET20.109, which was purchased second-hand from the Extertalbahn in Germany and is also still in daily service. Here the railcar crosses the Traun bridge near Stadl-Paura. *Thomas Niederl*



Austria

Express trains hauled by locomotives are becoming increasingly rare in Austria. The Transalpin between Zürich HB and Graz Hbf is one of the few remaining trains. On April 10th, train No. EC163 is traveling east here near Roppen, and is hauled by locomotives Class 1116.134 and 1116.180 to Innsbruck. The front locomotive will be removed at Innsbruck with 1116.180 continuing to Graz solo. *Thomas Niederl*



Austria

On April 10th, OBB Railjet Express No. rj867 passes near to Roppen heading towards Vienna. Railjets are the backbone of long-distance transport at ÖBB. *Thomas Niederl*



Class 2015.002 stands at the terminus of the GKB branch at Köflach after arriving with train No. S8419 the 14:06 from Graz Hbf on May 8th.
Mark Pichowicz

Class 2095.01 pauses at Piesendorf with the 11:20 Zell am See to Mittersil during the Pinzgauer Lokalbahn nostalgietag on May 10th.
Mark Pichowicz

On the 'Pyhrn Railway' which is part of the Linz - Graz connection, the IC trains are operated by Class 1144 locomotives and carriages until this autumn. Starting in October, these IC trains will be replaced by the horrific Siemens Desiro ML units and marketed as Interregio trains. You'll then have S-Bahn quality on long-distance traffic, and no one knows how these DMUs, with their limited seat capacity, will be able to accommodate the passenger numbers, especially on the very busy Friday/Sunday services. On April 16th, Class 1144.205 and 1144.272 with train No. IC503 are seen arriving in Windischgarsten. *Thomas Niederl*

Until October, IC trains will run from Graz to Linz and Salzburg with Class 1144 locos and carriages. On April 16th Class 1144.282 and1144. 263 are seen near Klaus with train No. IC507 to Graz. *Thomas Niederl*



Austria

On April 19th, Class 1144.205 and 1144.272 with train No. IC507 are seen near Roßleithen. *Thomas Niederl*



On May 8th, GKBs DH1700.1 (also numbered as 2021.700) awaits departure time at Graz Hbf with a peak time train to Wies Eibiswald - note the old freight wagon now used as a generator van! *Mark Torkington*

On May 9th, OBB Class 1144.100 waits at Graz with train No. IC512 to Salzburg.
Mark Torkington

Loacker: Green Circular Economy on Rail

Recycling and rail? A perfect duo for the environment! Loacker Recycling has been proving this for over 40 years with the sustainable transport solution of ÖBB Rail Cargo Group (RCG). Every year, 200,000 tonnes of valuable materials are transported by rail – replacing 8,000 truck journeys in the process.

Together with Loacker Recycling, RCG mainly transports scrap iron by rail – from Austria to Italy, Slovenia, Germany and Switzerland, where it is melted down and reused as an important raw material in the steel industry. But that is not all: non-ferrous metals, waste paper, sewage sludge and waste glass also travel sustainably by rail. RCG takes care of the entire transport organisation – from providing the wagons to coordinating with the end customers. The single wagonload system uses international train formations via marshalling yards, providing a flexible and demand-driven logistics solution. Loacker Recycling supports these operations with specially trained in-house logistics staff to ensure a smooth and coordinated rail transport process.

The right wagons for each material
Different types of wagons are used: open wagons (Ea) for iron and metals, Ha wagons for paper and the MOBILER system for shredder sand, glass, and sewage sludge. With its own siding in Götzis (Vorarlberg, Austria), Loacker Recycling guarantees seamless, direct logistics without detours.

Flexibility in a volatile market
The recycling market is subject to strong price and volume fluctuations. Supply contracts are often signed on a monthly basis, making long-term planning difficult. That is why it is essential to have a logistics solution that can adapt dynamically. While RCG manages the entire rail transport process, international sections are handled either with RCG traction or in cooperation with partners.

8,000 truck journeys saved each year
Thanks to this environmentally friendly rail transport solution, 200,000 tonnes of recycled material were moved last year – saving around 5,500 tonnes of CO_2 emissions, which the equivalent of around 8,000 truck journeys. A clear sign that recycling and sustainable logistics go hand in hand.

About Loacker Recycling
Loacker Recycling GmbH is an internationally active, family-owned company based in Götzis (Vorarlberg, Austria). The company has been dedicated to waste management and recycling since 1876. With around 40 locations in eight countries and around 1,400 employees, the Loacker Group offers a full range of resource management services – from container services to the processing and marketing of ferrous and non-ferrous metals and other recyclables.

Near St. Pankraz, trains pass over the Schalchgraben Viaduct. In the coming years, this bridge will be replaced by a new, double-track line, which will also allow higher speed. On April 19th, work has not yet started as train No. IC506 from Graz to Linz pass over with Class 1144.238. *Thomas Niederl*

The heritage railway season traditionally begins on May 1st. The Steyr Valley Railway also kicks off its season this way. It used to be customary for many locomotives to be decorated in commemoration of Labour Day. This tradition is now maintained only in the Steyr Valley. Because of the perfect spring weather, passenger demand was very high, which is why two locomotives, Nos. 298.53 and 298.102 had to be used this year. The train is seen in Neuzeug. *Thomas Niederl*

The heritage railway season traditionally begins on May 1st. The Steyr Valley Railway also kicks off its season this way. It used to be customary for many locomotives to be decorated in commemoration of Labour Day. This tradition is now maintained only in the Steyr Valley. Because of the perfect spring weather, passenger demand was very high, which is why two locomotives, Nos. 298.53 and 298.102 had to be used this year. The train is seen in Sommerhubermühle. *Thomas Niederl*



Czech Republic

On May 12th, Class T478.1146 (749.146) stands at Tachov with a railtour ready to return towards Prague via Blatna. *Mark Pichowicz*

Czech Republic

ČD held an Open Day at Česká Třebová depot on May 24th.

Various special trains ran for the event including a rare mainline passenger working for a Class T211 ‘Piglet’ micro gronk.

The train is seen shortly after arrival at Moravske Třebová where T211.0002 (701.484) ran round before double heading with 797.708 back to České Třebová. *Andy Pratt*







Czech Republic

Class 749.259 departs Prague's main station on May 11th with the weekends only KZC excursion to Mseno.
Mark Torkington

Czech Republic

Class 749.146 stands at the normally units only Bor station with the excellent Grumpy Railtours trip on May 12th. *Mark Torkington*

Czech Republic

Class 751.207 waits at Brno dolni nadrazi to load supplies for a UK run railtour to Havlicuv Brod and back on May 10th. *Mark Torkington*

Czech Republic

On May 25th, KŽC's Class 740.692 has run round it's train at Melník and waits to continue it's journey towards Mšeno. *Andy Pratt*

Czech Republic

KŽC's Class 749.253 has just arrived at Praha hl.n. on May 25th with train No. R1271 'Rakovnický rychlík' the 16:16 departure from Rakovnik. *Andy Pratt*

Czech Republic

KŽC's Class 740.692 departs Praha hl.n. with train No. R1272 'Kokořinský rychlik' 08:36 to Mšeno on May 24th. *Andy Pratt*

A weather beaten, fly spattered TGV 2N2 Euroduplex INOUI TGV No. 310266 awaits departure at Paris Gare de Lyon with the 12:52 service to Lyon Part Dieu on May 3rd. *James Haywood*

TGV 2N2 INOUI TGV No. 39741 arrives at Lyon Part Dieu with an afternoon service to Paris Gare de Lyon on May 3rd. *James Haywood*

SNCF BB No. 15030 pauses at Chantilly-Gouvieux with train No. TER47804 07:06 Compiegne to Paris Nord on April 11th. *Mark Pichowicz*

Two TGV 2N2 UOIGO TGVs stand tête à tête at Paris Gare de Lyon awaiting their next duty on May 3rd. *James Haywood*

Finland

SR1 No. 3090 stands in the late evening sun at Ylivieska after arriving with train No. R495 16:45 from Idensalmi on March 27th. *Mark Pichowicz*

A busy scene at Tampere with SR2 No. 3245 working train No. IC910 09:10 to Turku, No. 3244 on train No. IC150 07:19 Jyväskylä - Helsinki and No. 3222 working train No. IC155 07:02 Helsinki - Pieksämäki. *Mark Pichowicz*

Germany

Efficient and innovative: the new Tanoos 2.0
New bulk freight car for corrosive loads at K+S

A well-functioning transport concept is based on the right equipment. By using the new Tanoos 2.0 bulk freight car, DB Cargo is setting a strong example for advanced and efficient transport and logistics solutions. The new freight car was specially developed to optimize the transport of corrosive goods and will be in use from the third quarter of 2025 for the fertilizer and salt transports of the long-standing customer K+S.

From the idea to the series

The project to develop a new freight car emerged in 2022 from an interdisciplinary working group between the bulk carrier experts at DB Cargo and K+S. Together, they looked for a solution to transport large quantities of corrosive cargo in the future and came up with the idea of further optimizing the tried-and-tested Tanoos wagon.

In cooperation with Wascosa, the freight car rental company, and the wagon manufacturer Greenbrier, the new construction project was launched at the end of 2023.

Less than two years later, the new Tanoos 2.0 is already in series production. DB Cargo will lease up to 650 of these new bulk wagons and use them for K+S's fertilizer and salt transports. They are expected to transport more than 70 million tons over the next 10 years.

Small improvements with a big impact

The new bulk freight car is characterized by its reduced tare weight and increased loading volume.

The wagon underframe is 40 cm shorter than previous models, reducing the weight of the wagon by an impressive 1.5 tons.

At the same time, the loading volume has increased by 3m^3, meaning that the Tanoos 2.0 model can load a total of up to 68 tons with a volume of 78m^3. The environmentally friendly rail is therefore optimally utilized.

Practical solution for greater longevity

Further optimizations to the trolley increase the longevity of the new Tanoos 2.0. Particularly noteworthy are the stainless steel impact surfaces on the sides, which are resistant to corrosion.

What looks like pure design at first glance is actually a practical solution in daily use: the stainless steel elements on the sides of the freight car serve as a surface to loosen residual sticky cargo inside the car by hitting the side walls.



The stainless steel protects the paint, which would otherwise flake off. Corrosion caused by the load is avoided and the durability of the wagon is significantly increased.

Sustainable and economical: First ICE plant gets innovative battery storage

Deutsche Bahn has equipped the Leipzig ICE depot, the first of its long-distance depots, with a so-called second-life battery storage system combined with a photovoltaic (PV) system. The innovative storage system consists of 30 used battery modules from a total of eight electric cars. The battery storage system and the PV system, which has an output of up to 250 kilowatts, can cover around a quarter of the ICE depot's electricity needs. This saves DB around €85,000 annually in energy costs at the Leipzig site. Economical and innovative maintenance is a key component of DB's S3 restructuring program. In order for DB's railway companies to achieve their profitability targets, they must be able to reliably maintain and repair their trains at competitive rates.

Katrin Habenschaden, Head of Sustainability and Environment at Deutsche Bahn AG: "Deutsche Bahn will become climate-neutral by 2040. By modernizing the energy supply at the Leipzig ICE depot, we are demonstrating concretely how we combine sustainability and cost-effectiveness: We store the solar-generated electricity in a battery storage system made from used electric car batteries and use it especially when energy demand at the depot is particularly high or the sun isn't shining. In this way, we are not only further advancing the energy transition at DB, but are also making ourselves more economical as part of the Group's S3 restructuring program."

The PV system, with a total output of around 291 kilowatts peak (kWp), was installed on three building sections of the factory. The battery storage system communicates with the PV system and continuously monitors the factory's power demand. If this demand increases, the storage system discharges, thus reducing so-called power peaks – those phases in which work in the factory requires a lot of power and which incur particularly high costs. Power peaks occur, for example, when trains are supplied with power from the public grid rather than the overhead line for testing purposes. A lot of energy is also required for turning wheelsets on the underfloor wheelset lathe (URD) to remove bumps or flat spots. When the battery storage system is fully charged and the PV system produces more power than can be consumed, the excess energy is fed into the public grid.

The Second Life battery storage system was developed by DB's own startup encore | DB, which is part of the DB Bahnbau Group. The battery modules were used in electric cars for around five to seven years until they no longer had enough power for continued mobile use. However, they still offer sufficient capacity for use in battery storage systems. The individual modules are first tested for functionality and then reassembled. Second Life battery storage systems can store energy from solar, wind, or hydropower and, depending on their use, can be used for many years. As the plant's power needs increase, the storage system can be expanded in the future.

Following the Leipzig long-distance transport depot, DB plans to equip the Kassel DB vehicle maintenance depot with a battery storage system as the next step. DB is also considering other deployments at its depots and facilities.

In the Group-wide S3 refurbishment program, maintenance plays a key role in ensuring the quality, reliability, and punctuality of trains. The ICE Leipzig depot primarily maintains and repairs ICE T and Intercity 2 trains. Around 275 employees, including 25 trainees, work at this location around the clock to ensure clean and operational vehicles for long-distance traffic.

Deutsche Bahn will be climate-neutral by 2040 and is already Germany's largest user of green electricity. Since the beginning of 2025, all stations, maintenance depots, office buildings, and facilities in Germany supplied by DB Energie have been entirely powered by green electricity. The electricity used by DB to operate its traction power network already comes from around 70 percent renewable energy and will be completely converted to green electricity by 2038. DB long-distance passengers have been traveling within Germany with 100 percent green electricity since 2018.



Germany

Hamburg–Berlin: DB awards final construction contracts for general renovation as planned



Deutsche Bahn (DB) is on the home stretch with preparations for the general renovation of the Hamburg-Berlin line.

Contracts have now also been secured for the final construction phase between Hamburg-Rothenburgsort and Büchen.

Following a Europe-wide tender process, the companies Rhomberg Sersa Rail Holding GmbH, Eurovia GmbH, Axians GA Netztechnik GmbH, Knapp Engineering GmbH, CRS grüntechnik GmbH, SPL Powerlines Germany GmbH, SPITZKE SE, and a consortium consisting of Schweerbau GmbH & Co. KG, Joseph Hubert GmbH & Co. KG, and Wiebe Holding GmbH & Co. KG were awarded the contract. The cross-trade coordination of the work is being handled by DB InfraGO, the public interest organization responsible for the rail network. This means that nothing stands in the way of the general renovation starting as planned on August 1st, 2025. The work is scheduled to be completed by April 30th, 2026.

Dr. Philipp Nagl, CEO of DB InfraGO: “For the general renovation of the Hamburg-Berlin line, we can already draw on experience from the Riedbahn pilot project. This has now paid off in the awarding process: The new tender last fall ensured more competition, and we received significantly better offers from the construction companies. The preliminary planning has already been completed, so the project is fully on schedule and within budget.”

At the same time, DB has adjusted its plans for equipping the Hamburg–Berlin line with the European Train Control System (ETCS). The Riedbahn pilot project demonstrated how complex and time-consuming the installation and acceptance of the new technology is when installed in conjunction with conventional safety systems. Therefore, during the general renovation of the Hamburg–Berlin line, DB will prepare the interlocking systems and axle counting technology for the future use of ETCS. The conventional train control systems PZB (point-based train control) and LZB (line-based train control) will remain in operation for the time being.

ETCS will be installed in the early 2030s. At this point, the fleets operating on the line can be converted to ETCS-capable vehicles. This will avoid the complex and costly installation of duplicate equipment.

During the general renovation, extensive work on the tracks, switches, and sleepers, as well as the control and safety technology, is planned for the section between Hamburg-Rothenburgsort and Büchen.

DB is building three new, modern signal boxes in Aumühle, Schwarzenbek, and Büchen. In the northernmost of the three construction phases, DB is also modernizing the Hamburg-Bergedorf, Schwarzenbek, Müssen, and Büchen stations and making them barrier-free. The platforms in Müssen and Schwarzenbek will also be extended, as commissioned and financed by the state of Schleswig-Holstein. This will enable longer regional trains with more seats to be operated between Hamburg and Büchen starting in 2027.

Long-distance trains will continue to run directly between Hamburg and Berlin during the construction work from August 1st, 2025, to April 30th, 2026. As with previous construction projects, direct trains will run via Uelzen and Stendal. The journey time between Hamburg and Berlin will be extended by 45 minutes. Between Hamburg and Rostock/Stralsund, certain long-distance trains will be diverted via Lübeck.

In addition, the capacity of regional trains between Hamburg, Lübeck, and Bad Kleinen will be significantly increased. To replace local train connections that cannot be offered during the construction phase, over 170 buses will be deployed along the entire Hamburg-Berlin route during peak times, covering up to 86,000 kilometres daily. The timetables are already available in information media such as www.bahn.de or in the DB Navigator app.

The general renovation of the Hamburg–Berlin line is an important component of DB’s overall S3 program for the structural renovation of the infrastructure as well as its operations and profitability.

During the nine-month construction phase, DB will be renewing, among other things, more than 180 kilometres of track and over 200 switches on Germany’s busiest direct city connection.

Six additional so-called transfer points will create greater stability and flexibility in operations. They will ensure, for example, that faster passenger trains can overtake slower freight trains. DB is also carrying out work at a total of 28 stations, upgrading most of them to become stations of the future – for example, with new design concepts, more seating and waiting areas, and better parking for bicycles.

Germany

BELog Expands Fleet with Fourth EuroDual – Boosting Performance, Flexibility, and Sustainability

BELog Baustoffe-Entsorgung-Logistik GmbH & Co. KG and European Loc Pool (ELP) are taking their strong partnership to the next level. By signing a new leasing contract for a fourth EuroDual locomotive, BELog reaffirms its trust in ELP's technology and service offering. This decision reflects a clear strategic focus on efficiency, reliability, and future-proof transport solutions.

Over the past years, the EuroDual has proven to be the powerful backbone of BELog's transport fleet. With an electric output of 6.2 megawatts, a robust diesel engine, and a tractive effort of 500 kilonewtons, it meets the highest demands in the construction material and waste logistics sectors. The locomotive excels not only on main lines but especially in areas with weak infrastructure and on non-electrified routes.

"We have once again chosen the EuroDual because it consistently demonstrates its strengths in our day-to-day operations," explains Timo Pape, Managing Director of BELog. "Compared to our older vehicles, it is significantly more reliable and requires less maintenance. This increases the availability of our transport services and boosts customer satisfaction."

A key advantage for BELog is the EuroDual's ability to seamlessly switch between electric and diesel operation. This enables access to loading and unloading points without overhead lines – eliminating the need for additional shunting locomotives or external service providers. As such, the EuroDual serves as a true all-round solution for companies with complex logistics requirements.

"The flexibility of this locomotive is a key element of our success," Pape adds. "It allows us to operate efficiently and independently – even in remote regions, on heavily trafficked routes, or during infrastructure-related detours."

The fourth EuroDual will primarily operate on routes between Central and Southern Germany, including destinations such as Stuttgart and Heidenheim. There, it will transport heavy construction materials on high-traffic lines, maximizing tractive effort while minimizing energy consumption.
The dual-mode technology significantly reduces diesel usage and CO_2 emissions compared to conventional diesel locomotives.

"The EuroDual enables us to transport up to 35% more freight compared to traditional locomotives. This translates to approximately 840 tonnes of additional capacity – or the equivalent of about 30 fewer truck journeys," Pape explains. "These figures speak for themselves and show how modern rail technology contributes to easing the burden on road infrastructure."

Through its full-service leasing models, ELP not only delivers technical excellence but also fosters a partnership based on mutual trust. Maintenance, servicing, and availability are fully covered by ELP, allowing BELog to focus on its core business.

Willem Goosen, CEO of ELP, is delighted by BELog's continued trust: "BELog is a prime example of the smart application of modern traction solutions. Their decision to once again choose the EuroDual is both confirmation and motivation for us. We look forward to continuing our work together toward a sustainable future for rail freight transport."

By adding a fourth EuroDual to its fleet, BELog demonstrates that progress and sustainability in rail freight transport are not mutually exclusive. Together with ELP, the company will continue to set benchmarks for efficient, flexible, and resource-saving transport solutions in Germany and beyond. Delivery of the new locomotive is scheduled for October this year.



Germany

At high speed from Munich via Innsbruck to Milan and Rome – with new direct connections



Deutsche Bahn (DB), the Italian Trenitalia, and the Austrian Federal Railways (ÖBB) have entered into a cooperation agreement for new direct connections between Munich and Milan, and between Munich and Rome. From the end of 2026, state-of-the-art Italian Frecciarossa high-speed trains will transport European travelers to their destinations on a route of around 600 kilometres (Munich–Milan) and around 900 kilometres (Munich–Rome) in a relaxed, climate-friendly manner, and without changing trains.

Connections from Milan to Berlin and Naples to Berlin are planned to begin in December 2028. The journey time between Munich and Milan will be around six and a half hours, and between Munich and Rome around eight and a half hours. With the opening of the Brenner Base Tunnel planned for the end of 2032, journey times are expected to be reduced by around one hour.

The new connection is a pilot project supported by the European Commission to promote cross-border rail connections. It is one of ten selected projects with which the EU Commission aims to remove barriers to international rail transport, improve market conditions, and develop attractive, sustainable mobility in Europe.

Michael Peterson, DB Board Member for Long-Distance Passenger Transport, Gianpiero Strisciuglio, CEO of Trenitalia, and Dr. Sabine Stock, Board Member of ÖBB Passenger Transport, announced the cooperation in Munich and presented the details of the new connections. Bavarian Transport Minister Christian Bernreiter praised the project from the Free State of Bavaria's perspective. Apostolos Tzitzikostas, EU Commissioner for Sustainable Transport and Tourism, and Ulrich Lange, Parliamentary State Secretary to the Federal Ministry of Transport, sent a video greeting.

"Europe is growing ever closer together on the railways. We see that people increasingly want to travel across borders in an environmentally friendly way by rail. Our joint project will give a further boost to the booming international long-distance transport sector. Because of the complex framework conditions, successful, cross-border long-distance transport in Europe can only be achieved through cooperation," said Michael Peterson .

Gianpiero Strisciuglio, CEO of Trenitalia: "The train we're bringing to Germany is an Italian achievement in terms of design, innovative materials, comfort, and sustainability, and it's compatible with most European high-speed networks. Thanks to the support of DB and ÖBB, Italy will become even closer to Germany and Austria via rail."

Dr. Sabine Stock, Board Member of ÖBB Passenger Transport: "With this new connection, Austria and Tyrol will be connected to the Italian high-speed network for the first time. This will bring Europe's regions closer together – quickly, comfortably, and climate-friendly. Especially in the sensitive Alpine region, every passenger who chooses the train instead of car or plane is a win for the environment and the climate."

Apostolos Tzitzikostas, EU Commissioner for Sustainable Transport and Tourism, said: "The expansion of high-speed rail, especially cross-border rail, is our top priority. This new connection between Germany, Austria, and Italy is a strong example of progress on this path. And I am particularly proud that it is one of ten pilot projects launched by the European Commission to support the realization of new cross-border rail connections."

Christian Bernreiter, Bavarian Minister of Transport : "Italy, Austria, and Bavaria are European feel-good countries: attractive, down-to-earth, successful. It makes perfect sense and is consistent to connect them with more feel-good trains: direct, fast, and elegant. Munich already has numerous direct connections to many European capitals and economic centres. It further enhances Bavaria's location and the international appeal of Munich Central Station that Milan and Rome will soon be added with high-speed connections."

Ulrich Lange, Parliamentary State Secretary to the Federal Ministry of Transport:"These pilot connections will make a decisive contribution to strengthening European rail transport. Too often, these connections still fail due to the various peculiarities of the respective national regulations and technical constraints. These must now be addressed jointly as quickly as possible. The new German government is resolutely committed to ensuring that Europe grows even further together through environmentally and climate-friendly rail and, with a clear strategy, will also ensure that Germany once again lives up to its importance in the overall European rail system."

The new connections are technically and operationally demanding. The Frecciarossa 1000 will be used as the train, which has been operating nationally with Trenitalia since 2015. The 200-meter-long trains have eight carriages and 462 seats in four comfort categories. They are currently being technically adapted by the manufacturers Hitachi and Alstom for operation in Germany and Austria. This will be followed by extensive test and approval runs in all three countries. The Frecciarossa 1000 is designed and built for use in Italy and the European rail network. In addition to Italy, the train already operates in France and Spain.

Successful and timely approval by the manufacturers Hitachi and Alstom and the authorities is a prerequisite for the start of the services in December 2026. These will then be offered in two phases: The first phase will see the introduction of two pairs of trains (round trip): one pair each on the Munich–Milan and Munich–Rome routes. Innsbruck will serve as the central hub for the new service. Additional stops between Munich and Milan are planned in Bolzano, Trento, Rovereto, Verona, and Brescia. Stops on the Munich–Rome route include Innsbruck, Bolzano, Trento, Rovereto, Verona, Bologna, and Florence.

Services are to be gradually expanded towards Berlin and Naples starting in December 2028.

The complete service will ultimately consist of five train pairs between Germany and Italy:

- Core connection Munich–Milan
- Munich–Innsbruck–Verona–Milan
- Berlin – Munich – Innsbruck – Verona – Milan

- Core connection Munich–Rome
- Munich–Innsbruck–Verona–Bologna–Florence–Rome
- Munich–Innsbruck–Verona–Bologna–Florence–Rome– Naples
- Berlin – Munich – Verona – Bologna – Florence – Rome – Naples

Germany

Study: Benefits of public transport are three times higher than its costs



When it comes to local public transport in Germany, the focus is often on pure operating costs. Reliable calculations of the economic benefits are still lacking.

A study by the “MCube” future cluster, led by the Technical University of Munich and commissioned by the DB “Zukunft Nahverkehr” initiative, now demonstrates for the first time that every euro invested in local public transport benefits the German economy by three euros. Thus, every investment pays off threefold. DB and MCube presented the study today in Berlin.

The operation of buses, trams, subways, and regional trains costs 25 billion euros annually nationwide.

These operating costs are a worthwhile investment: According to the study, public transport is responsible for around 75 billion euros in added value annually.

Jan Schilling, Board Member of DB Regio: “Local public transport is not only a means of transportation, a climate protector, and part of the public service, but also an economic driver. Thanks to the MCube study, we now know the true value of local public transport. This should be a further incentive for the federal and state governments to further expand services. Every euro invested in local public transport already pays off threefold – a real economic boost. Investments in well-developed local transport are investments in Germany as a business location.”

Oliver May-Beckmann, Managing Director of MCube and co-author of the study : “Public transport generates around €75 billion in added value annually, with approximately €25 billion in expenditures.

That’s a return on investment that’s worthwhile. We’ve calculated it based on reliable, transparent, scientific data, thus providing the basis for sensible decisions and objective political discourse. Public transport strengthens retail, tourism, the labor market, and relieves commuters. Above all, it saves economic costs—for example, through fewer traffic accidents, less land use, less noise, less air pollution, and less CO_2 emissions.”

A significant portion of value creation is generated directly in the public transport sector and in economic sectors directly related to public transport, such as vehicle manufacturers or cleaning services. In other areas, public transport has an even greater overall impact: In retail, a portion of revenue depends directly on public transport users, and tourism also benefits from good public transport accessibility, particularly in cities and holiday regions.

Furthermore, public transport promotes productive employment: buses and trains make it possible for people to reach their workplaces and for companies to find suitable employees.

Public transport is already helping to reduce external costs. These are costs that society as a whole must bear, for example, in the form of tax revenue.

These include traffic accidents and land use, as well as noise, air pollution, and climate impact, which incur social costs. If today’s public transport services were to be shifted entirely to private motorized transport (MIT), approximately nine billion euros in additional costs would arise annually.

Germany

Flix awards Talgo a €2.4 bn contract for the supply and maintenance of up to 65 European high-speed trains



Germany-based transport giant Flix has awarded Talgo a c.€2.4 billion contract for the supply of up to 65 European high-speed trains based upon the Talgo 230 product platform, with an initial firm order of 30 units worth near €1,060 million. The push-pull trains will boast full accessibility at platform level and a high level of systems digitisation. The contract also includes the maintenance of all units during a 15-year period.

The train manufacturer was selected after an open competitive process including other top-tier global train constructors and following a months-long period in which a joint task force with personnel from both companies undertook the necessary preliminary works to prepare for the final project specifications.

Under the signed contract, the Talgo 230 push-pull trains will be supplied without locomotives (to be constructed by a third party), with each unit to be composed by an end-coach with driving cabin, a variable number of intermediate high-capacity passenger seating coaches, including one for PRMs, and an end-coach to be used as the interface with the locomotive.

The trains are designed to be operated across Europe, initially prepared for Germany, Austria, the Netherlands, Denmark, and Sweden, with full interoperability allowing seamless cross-border operations.

High-tech maintenance

Following a decades-long process of digitalisation, Spain-based Talgo has developed a set of technologies and processes which will help to streamline the maintenance of the Flix fleet. Those smart systems include the automated use of thousands of live sensors which remotely transmit up to 2GB of plain text per train per day to the cloud. Using AI models, the Talgo remote-operated service desk will ensure the highest reliability while minimizing depot turnaround times.

Talgo president Carlos Palacio said: “Talgo is keen to entering into a partnership with a transport giant like Flix. Talgo 230 is the best solution to improve passenger mobility across Europe in the intercity rail passenger market and we are delighted that our company is contributing with this new product iteration to the common goal of shifting traffic from the road and air modes and to a fair and rapid energy transition”.

Flix CEO and co-founder André Schwämmlein: “We are pursuing a long-term strategy with FlixTrain and we will significantly expand our services in the coming years. With the tremendous expansion of our train fleet we will start a new era of train travel in Germany and Europe. We do not only plan to increase our market share, but also to increase the market itself significantly”.

With this strategic move, FlixTrain is responding to the growing demand for fast and affordable rail travel. The company intends to use the new high-speed trains to leverage the enormous market potential in Germany and Europe. The high-speed rail market in Germany is expected to grow by 45% until 2030, compared to 2021 volume. Across Europe, the market potential is even greater – around EUR 27 bn in 2023 with an expected annual growth of 4 – 5%. [Source: OC&C Long-distance Travel Market Study 2023]. In 2024 alone, FlixTrain expanded its offer by 40%, and recorded significant passenger growth, building on the strong results of 2023.

About Talgo 230

The Talgo 230 platform is based on the same technology that has made the Spanish train manufacturer’s intercity trains an international reference, with projects underway in Spain, Germany, Denmark and Egypt. Talgo 230 trains are lightweight, high-speed vehicles with independently rotating, self-guided wheelsets that maximise capacity and can be fitted with natural tilting and/or automatic gauge changing systems.

At Neuwied on May 4th, Brohtalbahn Nos. 218.396 and 365.131 are seen stabled in the station. *Mark Enderby*

DB Regio Class 218.403 waits to depart Hof Hbf with train RE 4861, the 10:40 to München Hbf on May 23rd. The V160 will work the RE2 service as far as Regensburg Hbf where the train will reverse and electric traction will take over for the remainder of the journey. *Andy Pratt*

On May 7th, CFL Cargo's Class 188.061 (with 188.066 at the rear) hauls PKP coal wagons eastbound through Kaiserslautern. *Mark Enderby*

Germany

On May 7th, DB Class 187.139 arrives into Mannheim Yard. *Mark Enderby*



On May 8th, Saarrail Class 151.161 hauls loaded torpedos to Volklingen through Roden.
Mark Enderby

Class 189.051 and 189.034 on a Rotterdam to Dillingen ore train pass through Cochem on May 7th.
Mark Enderby

Class 212.376 and 218.392 are seen stabled at Saarbrucken on May 5th. *Mark Enderby*

Germany

ECR Class 186.166 on a southbound tanktainer train passes Saarlouis on May 4th.
Mark Enderby

On May 5th, BBL No. 4185.154 passes through Saarlouis with a northbound freight.
Mark Enderby

On May 5th, Class 189.039 is seen at Dillingen Ironworks, transferring empties to the DB yard.
Mark Enderby







Germany

ECR Class 186.319 passes Karthaus on an intermodal working from France on May 6th. *Mark Enderby*

On May 6th, DB Class 189.036 and 189.083 on a southbound coke train to Dillingen are seen passing Schweich. *Mark Enderby*

On May 6th, Class 188.063 heads a steel train to Luxembourg through Trier Pallien. *Mark Enderby*







Germany

On May 7th, SBB Cargo's Class 193.458 is seen on a northbound freight at Graben-Neudorf.
Mark Enderby

On May 7th, Hectorrail Class 241.003 is seen on a northbound freight at Graben-Neudorf.
Mark Enderby

BLS Cargo Class 475.405 is seen on a southbound intermodal at Graben-Neudorf on May 7th.
Mark Enderby







Germany

On May 7th, Flixtrain Class 193.449 is seen at Neu-Edingen with a Berlin to Basel service.
Mark Enderby



On May 7th, BLS Cargo Class 475.411 leads a southbound intermodal through Waghausel.
Mark Enderby



DB Class 152.072 heads a southbound freight through Graben-Neudorf on May 7th.
Mark Enderby



Germany

On May 8th, Euro Cargo Rail's Class 186.315 passes Saarbrucken with an eastbound car train. *Mark Enderby*

On May 8th, DB Class 186.323 hauls boxes westbound at Luisenthal. *Mark Enderby*

Europorte No. 4011 is seen at Rodenon with a lime train to Dilligen. *Mark Enderby*







Germany

On May 7th, Class 185.161 is seen on a southbound freight at Koblenz Ehrenbreitstein
Mark Enderby

On May 7th, a view of Mannheim depot.
Mark Enderby

TCS Class 101.128 is seen on a Fun Express service to Trier at Cochem on May 7th.
Mark Enderby







Germany

On May 9th, DB Class 425.539 is seen with a Trier Hbf service at Konz Stadtmitte.
Mark Enderby

DB Class 101.069 hauling a southbound Eurocity service passes Neusdorf on May 9th.
Mark Enderby

On May 9th, CFL EMU No. 2310 and a DB unit are seen working a Luxembourg - Koblenz service at Cochemon. *Mark Enderby*







On May 10th, Class 186.221 is seen on a southbound intermodal at Rheinbrohl. *Mark Enderby*

DB Class 185.030 leads a northbound freight through Neuwied on May 9th. *Mark Enderby*



On April 26th, the Nerobergbahn funicular railway in Wiesbaden is seen in operation.
Kevin McCormick

Germany

On April 26th, HGB MaK G1206 Nos. 150.01 and 150.02 are seen stabled at Mainz. *Kevin McCormick*

GfF loco Class 110.459 heads through Andernach on April 25th. *Kevin McCormick*

Germany

SBB Cargo Class 193.473 and classmate 193.057 pass Meissenbach with a Hamburg Billwerder Ubf to Busto Arsizio-Gallarate Hupac Intermodal on May 1st. *Erik de Zeeuw*

On May 2nd, DB Fernverkehr Class 147.565 and TWINDEXX Vario double-deck Intercity trainset rushes through Oberwesel working train No. IC2040 from Münster (Westf.) Hbf via Köln Messe/Deutz to Karlsruhe Hbf. *Erik de Zeeuw*

On April 28th, Delta Rail Class 243.179 (made by VEB Lokomotivbau Elektrotechnische Werke 'Hans Beimler', Hennigsdorf in 1986) is seen near Lüdersfeld with a Duisburg to China & Central Asia EPUSCM block train. *Erik de Zeeuw*







Germany

On May 9th, Akiem Prima No. 37523 passes Konz with a rake of lPG tanks from France. *Mark Enderby*

Class 798.752 is seen working the Linz - Kretzhaus shuttle on May 10th. *Mark Enderby*

On May 10th, DB Class 152.006 leads a northbound freight through Linz. *Mark Enderby*







On May 9th, No. 478.205 slows to stop at Zirc with train No. Sz39513 from Veszprem to Gyor. *Mark Torkington*

Hungary

H-Start locos Nos. 431.221 and 431.006 are kept busy at Budapest Nyugati Station on April 27th. *Bryan Roberts*



MAV EMU No. 815.019 stands at Budapest Nyugati Station on April 27th. *Bryan Roberts*



Looking very presentable for its 50 years of age, H-Start No. 431.230 arrives into Budapest Nyugati on April 27th. *Bryan Roberts*



The image of Hungarian poet and author Weores Sandor appears to give a backward scowl to the photographer as loco No. 480.022 pulls out of Nyugati station. *Bryan Roberts*

MAV EMU No. 415.110 is seen at Budapest Nyugati on April 27th. *Bryan Roberts*

Elderly DMU No. 416.028 is dwarfed by more modern stock at Budapest Nyugati on April 27th. *Bryan Roberts*

On April 5th, No. 231 pauses at Nagrota on the Kangra Valley narrow gauge with a service towards Nupur Rd. *Mark Torkington*

On April 6th, WDP3A No. 15506 waits departure time at Ambala Cantt with a local train to Dhuri Junction - one of the very few booked ALCO workings in the country now after the rapid electrification program that's transformed the railways over the last 5 years. *Mark Torkington*



Netherlands

NS EMU-4 ICM 'Koploper' unit No. 4209 awaits its next turn at Amsterdam Centraal station on April 27th.
Kevin McCormick



Netherlands

This is VIRM No. 9409 at Utrecht Centraal on April 24th, operating NS InterCity train No. 2979, the 20:39 Enkhuizen to Maastricht. *Kevin McCormick*

Norway

On March 25th, El18.2251 stands at Myrdal on the rear of a train to Flåm whilst El18.2255 arrives with train No. R63 08:25 Oslo to Bergen service. *Mark Pichowicz*

A locally built GE GEVO (C20EMP)No. 4562 heads the Subak Raftar Express (Lahore to Rawalpindi) through the semaphores at Lala Musa Junction on April 11th. *Mark Torkington*

Pakistan

On April 13th, No. 5220 is on shunting duties at Karachi Cantt station. *Mark Torkington*

Pakistan

On April 13th, Henschel GM GT22 No. 8218 waits to attach to a northbound train from Karachi Cantt. *Mark Torkington*

No. 8306 pauses at Sargodhra with the Millat Express from Lala Musa to Karachi on April 11th. *Mark Torkington*

Poland

An overview of a tram depot at Gdansk on May 18th, part way between the airport and the town. *Mark Armstrong*

On May 18th, Newag No. E6ACTab-059 is seen passing through Gdansk Wrzeszcz. *Mark Armstrong*

Vintage Tram No. 266 heads along near the ship yards at Gdansk on May 18th.
Mark Armstrong

Poland

PKP Cargo No. ET41 - 132 heads through Gdansk Glowny on May 18th.
Mark Armstrong



Poland

Vectron Class 193.803 (X4E-803) stands at Krakow station on May 21st with a service to Berlin Hbf. *Mark Armstrong*

Pendolino No. D250-020 stands at Krakow on May 19th (So much nicer than the UK version on the WCML). *Mark Armstrong*

Veteran unit No. EN71-001 stands at Krakow Glowny station on May 21st. *Mark Armstrong*







Poland

Tram No. 1152 passes alongside Gdansk Bretowo station. *Mark Armstrong*

DMU No. SA133-026 is seen at Gdansk hauling an additional carriage to increase capacity. *Mark Armstrong*

PKP Intercity No. E007-1029 stands at Gdansk Bretowo on May 24th. *Mark Armstrong*







Poland

PKP Class EP08-010 has arrived at Gdansk on May 19th. *Mark Armstrong*



PKP Class EP09-018 waits for passengers to board its Intercity service at Krakow Glowny on May 19th. *Mark Armstrong*



Shortlines units Nos. SD85-001 and SD85-010 (formerly Dutch DM90 units) are seen at Krakow Glowny on May 19th. *Mark Armstrong*



Sweden

RC6 No. 1350 waits to depart Stockholm C with train No. IC54 16:44 to Falun, whilst No. 1381 stands behind with an ECS. *Mark Pichowicz*

United States Sugar Corporation Railroad No. 4202 crosses the Caloosahatchee Canal whilst hauling a loaded sugar cane train to Clewiston, on March 2nd. *Laurence Sly*

U.S.S.C. No. 4202 approaches State Road 720 whilst hauling a loaded sugar cane train from Moore Haven to Clewiston on March 2nd. *Laurence Sly*

United States Sugar Corporation No. 4204 approaches the Clewiston mill with a loaded sugar cane train on March 2nd. *Laurence Sly*



U.S.A.

Florida Northern Railroad Nos. 1802, 4603 and 60 cross SE 18th Avenue whilst making their way to Candler on March 7th. *Laurence Sly*

Florida Northern Railroad Nos. 1802, 4603 and 60 make their way down NE Osceola Street in Ocala. *Laurence Sly*

Florida Northern Railroad Nos. 1802, 4603 and 60 depart the Florida Northern Yard in Ocala on March 7th. *Laurence Sly*







U.S.A.

Prior to running to the CSX interchange, Florida Midland Railroad Nos. 655 and 713 work to a customer at Bartow on March 3rd. *Laurence Sly*

Florida Midland Railroad Nos. 713 and 655 drop off some tank cars in a siding at Winter Haven on March 3rd. *Laurence Sly*

On March 3rd, Florida Midland Nos. 713 and 655 work a freight to a customer at Winter Haven. *Laurence Sly*

U.S. Sugar No. 4204 crosses State Road 720 with a loaded sugar cane train for Clewiston on March 2nd.
Laurence Sly



U.S.A.

Florida Central branded Nos. 713 and 655 shove their train from Bartow to the CSX interchange in Winter Haven on March 3rd. *Laurence Sly*

On March 2nd, U.S. Sugar No. 4204 couples up to a train of loaded sugar cane cars at the Moore Haven load out. *Laurence Sly*

Mississippi Export Railroad Nos. 71 and 70 pass Vaughn while hauling train No. 50 from Evanston to Pascagoula. *Laurence Sly*

Mississippi Export Railroad Nos. 71 and 70 approach Wildwood whilst hauling train No. 50 from Evanston to Pascagoula. *Laurence Sly*

Old Augusta Railroad No. 300 is seen tied down at the Georgia Pacific Mill in New Augusta. *Laurence Sly*

Gulf & Ship Island Railroad No. 767 is seen after arriving back from the CPKC interchange, running round its train. *Laurence Sly*

Gulf & Ship Island Railroad No. 767 works a load for customers, at the end of its line in Gulfport.
Laurence Sly



Kansas City Southern Nos. 6092, 3219 and 695 depart Hattiesburg for Gulfport on March 6th. *Laurence Sly*



Ireland

Alstom and ATM are joining forces to bid for Dublin's Luas system

Alstom, global leader in smart and sustainable mobility, and ATM Group (Azienda Trasporti Milanesi), have announced a strategic joint venture to bid for the upcoming renewal of the Luas operations and maintenance (O&M) contract in Dublin. The ATM-Alstom JV bid will respond to the tender process managed by Transport Infrastructure Ireland (TII), with a proposal built on pillars of operational excellence, customer satisfaction, sustainability and innovative technology integration.

The partnership brings together two of Europe's leading transport providers. Alstom contributes advanced transport systems and global light rail expertise, while ATM adds extensive operational expertise managing multimodal urban networks. Together, they aim to deliver a high-performing, future-ready solution for the Luas in Dublin.

Alstom has been present in the Ireland market for over 20 years, having manufactured the entire fleet in service with Dublin Luas and currently producing battery electric trains for the capital's DART+ network.

"We are proud to partner with ATM to offer a compelling proposition for the Luas O&M contract. Our shared commitment to reliability, sustainability and innovation is at the core of this joint venture. We look forward to bringing our knowledge and our proven expertise in light rail systems to support the long-term success of Dublin's Luas network," said Piers Wood, Managing Director Ireland at Alstom.

Since its launch in 2004, Luas – which means 'speed' in Irish – has become vital to Dublin's public transport network, carrying over 40 million passengers annually. The upcoming contract represents a key opportunity to shape the future of light rail in Dublin and Ireland, encompassing operations, maintenance and potential future network expansions.



India

Alstom's metro trainsets and signalling system transform mobility in Kanpur as revenue service extends for Corridor I

Alstom, global leader in smart and sustainable mobility, has celebrated the commencement of revenue service of the extended section of Corridor I of the Kanpur Metro with an addition of five stations. Kanpur's fully India-made metros are equipped with an advanced communication-based train control (CBTC) system to ensure safe, reliable, and sustainable mobility to the commuters. This extended corridor of Kanpur's metro, with the addition of five underground stations, will provide wider reach and convenience to the city's commuters.

Alstom is building and delivering at total of 201 metro cars (67 three-car trainsets) and an advanced signalling solution for the Agra-Kanpur metro project. These trains have been designed at Alstom's engineering centre in Hyderabad while the signalling solution has been developed in Gurugram, India and Bangkok, Thailand. The metro trains have been manufactured at Alstom's state-of-the-art facility in Savli, Gujarat, under the 'Make in India' and 'Atmanirbhar Bharat' initiatives. The first trainset was delivered to Uttar Pradesh Metro Rail Corporation (UPMRC) by Alstom in September 2021 in Kanpur. So far, 40 trains are operating successfully in the city and are accommodating approximately 960 passengers in the three-car configuration.

Olivier Loison, Managing Director, Alstom India said, "We have a strong partnership with UPMRC and are proud to have contributed to almost all metro projects in the state. Together, we are committed towards reshaping the transportation landscape of the state. The extended metro service will transform mass mobility in Kanpur and provide a safe, efficient, and sustainable mode of transportation."

State-of-the art rolling stock and signalling solution for Kanpur

The new metro trains offer a sustainable and eco-friendly alternative to other modes of transportation. They will benefit around 4.5 million residents of the city of Kanpur. Additionally, the overall project will significantly contribute towards the socio-economic development of the region.

Inspiration from Uttar Pradesh's rich cultural heritage combined with best-in-class design has resulted in an attractive metro trainset look. Kanpur's metro provides an accessible and welcoming experience for passengers. The air-conditioned cars have automated sliding doors, comfortable seating and standing spaces, dedicated areas for passengers with reduced mobility, and modern passenger information systems.

Operating at up to 80kph, Alstom's metro trains for Kanpur are built with strong stainless-steel car bodies and a modular and aerodynamic design meeting highest safety, security and environmental standards. They are equipped with Flexx bogies and Mitrac propulsion system increasing energy efficiency through regenerative braking and reducing operating costs. They feature a Communication Based Train Control System (CBTC) for Automatic Train Operations. As an undisputed leader in CBTC technology with over 30 years of expertise in communications-based train control and more than 190 metro lines equipped in over 32 countries, Alstom's CBTC technology answers the worldwide mobility challenges of today and provides fluid, connected mobility to passengers in times of increasing transportation needs. Alstom is the only multinational sustainable mobility provider in India, to have a comprehensive portfolio of offerings to meet customer specific needs, from cost-efficient mass-market platforms to high-end technological innovations. Synonymous with the country's 'Rail Revolution', Alstom continues to be a strategic partner in supporting India's freight revolution and passenger movement. With six industrial sites and four major engineering centres, the company not only caters to domestic project needs, but also delivers for many international projects. Supporting the government's modernisation initiatives, Alstom has been at the forefront of introducing several breakthrough technologies in India with world class rolling stock, rail equipment & infrastructure, signalling and services. Fully aligned with the country's vision of Make-in-India and Atmanirbhar Bharat, Alstom remains deeply committed to strengthening its local sourcing and supply chain ecosystem.

Sweden

50 per cent higher capacity: Stadler builds seven FLIRT trains for operation between Arlanda Airport and Stockholm Central Station

Stadler has received an order from the Swedish railway company A-Train AB to supply seven FLIRT trains with an option for a further train. The trains will be produced at Stadler's site in the Rhine Valley SG and will run between Arlanda Airport and Stockholm Central Station from the end of 2029. The order includes a 15-years maintenance contract. The FLIRT vehicles, which are characterized by a high comfort level, will increase seating capacity by over 50 per cent.

A-Train AB, the operator of the Arlanda Express in Sweden, is relying on proven Swiss quality for the renewal of its vehicle fleet: Stadler is supplying seven ultra-modern FLIRT multiple-unit trains with an option for an eighth train. The new vehicles will be deployed on the busy route between Arlanda Airport and Stockholm Central Station (SWE) from the end of 2029. The production at the Stadler site in the St. Gallen Rhine Valley (CH) will start end of 2026. In addition to the vehicle delivery, the agreement also includes a comprehensive maintenance contract for 15 years. The contract was signed at Stadler's headquarters in Bussnang TG. The order has a total volume of around 350 million Swiss francs.

Customised solutions for high requirements

The FLIRT trains are customised to the requirements and specific wishes of A-Train AB. E.g. the interior design of the trains takes up the Nordic style of the A-Train Lounge at Stockholm Central Station, which is characterised by bright and open spaces as well as comfortable seating and modern furnishings. These design elements are continued in the trains to enhance the travel 1/3experience. There are also different seating areas, such as lounge sofa seats for group travellers or signature seating areas for a quiet and relaxing journey.

Powerful and comfortable vehicles

The 165 metre long FLIRT trains are specially developed for the Nordic weather and environmental conditions. They are almost twice as long as the current trains and offer 323 seats. This increases the seating capacity by more than 50 per cent. In addition, the vehicles are barrier-free, have wheelchair spaces, large luggage stacks with maximum capacity to storage big travel suitcases and hand luggage as well as a clearly visible customer service counter. With a maximum speed of 200 km/h and a high tractive effort, the FLIRTs ensure fast and reliable connections. The trains have two different entrance heights (1150 mm and 760 mm) to cater for special platform conditions.

"The order shows once again how flexibly and individually our FLIRT can be adapted to specific customer requirements - whether in terms of technology or design. We are delighted that A-Train AB has placed its trust in us and look forward to supplying vehicles for the prestigious Arlanda Express line for the first time. The fact that we can also maintain the trains for 15 years shows that we also stand for top quality in this area," says Peter Spuhler, Chairman of the Board of Directors of Stadler.

"With this investment, we continue to deliver top-class customer service to our travellers, with modern, quiet, and punctual trains. We see a clear increase in leisure travellers choosing to travel with Arlanda express, and the increased capacity makes it possible to welcome even more. Furthermore, I would like to thank Stadler for supporting our vision of redefining travel to and from the airport, and enabling us to make the unexpected happen," says Magnus Zetterberg, CEO of A-Train AB.

With the new vehicle fleet, A-Train AB is replacing the previous trains from another provider from 1999. The existing fleet will reach the end of its service life at the end of 2029 - in time for the full commissioning of the new FLIRT trains from Stadler.



Poland

Alstom invests almost half a billion PLN (€115 million) in the expansion of Polish rolling stock production sites

Alstom, a global leader in smart and sustainable mobility, is expanding its railway rolling stock production capacities in Poland.

Over five years, starting from 2022 till 2027 the company total investments will amount to PLN 487 million spent to develop its sites in Chorzów, Wrocław, and Nadarzyn. PLN 320 million has already been allocated for infrastructure expansion for new projects and site modernisation in the last three years, including setting up a new aluminum welding line in Wroclaw site, which enabled the unit to expand its production capabilities, originally focused on products made of carbon steel.

Another approx. PLN 170 million will be invested in the next two years in Alstom's largest site in Poland – Chorzow. The investment will include construction of halls, a railway track and the installation of new equipment. The three new halls with a total area of nearly 8,000 square metres, will be equipped with modern production lines and machinery which will be used to build both double-decker and single-deck trains for clients from all over Europe – from Denmark, through Romania, to Germany.

The execution of new contracts in Chorzów will also be possible by the expansion and adaptation of one of the existing halls, where for over six years nearly 1300 cars for 324 Coradia Stream electric multiple units have been produced for the Italian market. The last car left the Chorzów production line for Italy in spring 2025, celebrated in the company's internal event as over the years more than a thousand site employees have been involved in the execution of this significant contract.

"We are working hard to meet a growing demand for high-quality rolling stock in both the European and global markets. The Polish teams have played a key role in both designing and producing new trains, components and solutions that make mobility safe, comfortable, environmentally friendly and accessible," emphasises Beata Rusinowicz, Managing Director of Alstom in Poland, Ukraine, and the Baltic States. "With new production capacities in our Polish sites, we are planning to execute an ambitious portfolio of orders for international clients. This includes the production of Coradia Stream trains for Denmark, Romania and Bulgaria, as well as double-decker Coradia Max trains for German rail operators from the Bremen – Lower Saxony (LNGV), Baden-Württemberg, and Main-Weser networks. Orders from these clients include a total of over 200 units."

In 2024, Alstom's production capacities were further strengthened by the opening of a new hall with an area of over 10,000 square metres at the Świętochłowice plant. The plant produces specialised components, including cabs for Coradia Max and Coradia Stream trains and metro car subassemblies. It also carries out work related to equipping new and modernising existing trains.

The hall has stations for servicing up to six cars simultaneously. The production processes are carried out in close cooperation with the Chorzów plant, which is Alstom's competency centre in the field of metro and regional train production, as well as elements for suburban and urban transport.

Switzerland

Stadler supplies eight new rack-and-pinion railways for the spectacular ride up Rochers-de-Naye

Transports Montreux-Vevey-Riviera (MVR) has ordered eight new cogwheel trains from Stadler. The completely redesigned multiple-unit trains will take passengers from Montreux to the summit of Rochers-de-Naye from 2029. The special panoramic windows offer an optimal view of the Alps and Lake Geneva during the journey. The trains produced in Bussnang (TG) offer a high level of travelling comfort and are tailored to the needs of the tourist route.

The contract was signed on May 20th: Transports Montreux-Vevey-Riviera (MVR), a company of Montreux Oberland Bahn (MOB), and Stadler agreed on the delivery of eight new panoramic cogwheel trains. The vehicles be used from 2029 on the route from Montreux to the summit of Rochers-de-Naye at over 2000 metres above sea level and will replace the 40-year-old fleet.

Tailored to the needs of tourists

The eight cogwheel trains are being built at the Stadler plant in Bussnang (TG). This is a completely new development. The trains are specially tailored to the tourist requirements of the route with its spectacular views of the Vaud Alps and Lake Geneva. The large windows are striking. From the seats behind the driver's cabs, passengers have a clear view to the front. The centre carriage is also equipped with large panoramic windows that provide an excellent view of the impressive landscape. The vehicles also have a 1st class compartment. MOB and Stadler worked together with the renowned Italian designer Pininfarina to create the unique design of the train.

Design and functionality perfectly combined

In addition to its elegant and functional design and comfortable equipment, the cogwheel multiple-unit train meets the latest technical standards. It is around 40 metres long and offers space for a total of 216 passengers. The rack railway is designed for gradients of up to 220 per thousand. Special attention was to sustainability: The braking energy is converted into electrical 1/ 3 energy and fed back into the power grid. In addition, the air conditioning system is energy-efficient and fulfils the highest ecological standards.

"The world of mountain railways is being revolutionised because this is undoubtedly the most beautiful cable car ever built," says a delighted Georges Oberson, CEO of MOB.

"This is a very special project for Stadler. The combination of iconic design, state-of-the-art cogwheel technology and panoramic experience is unique. We are delighted that we can contribute to making the journey up the Rochers-de-Naye a special experience with our customised cogwheel trains," says Frédéric Evequoz, Sales Manager for customised vehicles at Stadler.



Image: The picture of the train is an illustration ©Stadler.

Guinea

Wabtec and Rio Tinto SimFer Unveil the First Locomotive for the Simandou Project



On May 26th, Wabtec Corporation (NYSE: WAB) and Rio Tinto SimFer, a joint venture among the Government of the Republic of Guinea, Rio Tinto, and Chalco Iron Ore Holdings (CIOH), celebrated the unveiling of the first Evolution Series ES43ACi locomotive for TransGuinéen Railway. It is part of SimFer's 2024 locomotive order to support the rail operations for the Simandou high-grade iron ore project, located in the Southeast of Guinea and is Africa's largest mining and infrastructure development project.

"This locomotive symbolizes a major step in our strategy to connect the Simandou project to the world, while bringing opportunities to the people of Guinea," said Charles Zimmermann, Global Head of Projects for Rio Tinto. "We are proud to see the first SimFer locomotive roll off the production line and begin to make its way towards Guinea. This locomotive and the entire TransGuinéen Railway are critical for transporting the high-grade iron from the mine to the global market. We are grateful for Wabtec's contribution and the role it is playing in this unique project."

The ceremony featured delegations from the Governments of Guinea, India, and the United States, as well as executives from Rio Tinto SimFer, Indian Railways, and Wabtec. The head of the Guinea delegation was Minister Djiba DIAKITE, President of the Strategic Committee of the Simandou project who was accompanied by the Minister Bouna SYLLA, Minister of Mines and Geology, as well as other members of the Strategic Committee in charge of following up the Simandou project.

The reveal showed off the locomotive donning the striking, blue and turquoise-colored livery of La Compagnie de TransGuinéen, the joint venture company that will operate the Simandou Railway.

"It is an honour to celebrate this milestone with our partners as we supply the advanced locomotives needed to meet the demands of the world's largest untapped high-grade iron mine," said Mpilo Dlamini, Wabtec's Regional Vice President of Sub-Saharan Africa. "This unveiling is a tribute to a global team that designed and built a locomotive specifically tailored for the Simandou project. These locomotives will efficiently facilitate the export of the mine's critical minerals, while contributing to economic development in Guinea and providing access to services across the infrastructure corridor."

The event also commemorated the first and largest export order of heavy-haul locomotives assembled by the Wabtec plant in Marhowra, India. Wabtec's ES43ACi locomotive is equipped with a 4,500HP

Evolution Series diesel engine, designed and manufactured in the United States. It provides best-in-class fuel efficiency, and proven performance in high-temperature environments.

The Simandou mountain range subsoils contain world-class ore reserves of high-grade iron ore, estimated by Rio Tinto at around 1.5 billion tonnes. The project includes the development of a 600-km multi-use railway connecting the mine to the port located on the coast of the Forécariah prefecture in Guinea. The international

investment in the project and its infrastructure represents a transformational opportunity for Guinea, which will support economic growth across the country.

Poland

2nd Vectron delivered to PKP Cargo International Group

On May 12th, Alpha Trains Group Trains delivered the second Siemens Mobility Vectron (193.589) locomotive to PKP CARGO INTERNATIONAL Group.

Designed for cross-border freight operations and equipped with cutting-edge traction technology, the Vectron continues to drive efficient and sustainable rail logistics across Europe.

We are proud to contribute to PKP Cargo International's growing fleet with reliable, future-ready technology - and we look forward to many more milestones together.

Here's to continued collaboration and a strong partnership!

Photo: Second Vectron delivered to PKP Cargo International Group. © Alpha Trains



Sweden

Alpha Trains expands full-service locomotive solutions in Scandinavia

To ensure maximum reliability and availability for its locomotive fleet in Sweden and Norway, Alpha Trains has entered into long-term full-service agreements with industry players including Alstom Sweden and Siemens Mobility in Sweden. The recently signed contract with Alstom Sweden marks a further step in expanding Alpha Trains' presence in the Scandinavian market.

The agreements enable Alpha Trains' goal to provide tailored and efficient leasing solutions across Northern Europe and ensure the continued performance and reliability of its Traxx and Vectron locomotives. Both agreements include preventive and corrective maintenance services, spare parts management, a guaranteed availability, and a continuous monitoring to reduce downtime and optimise operations.

Alpha Trains' full-service approach allows railway operators to focus on their core business while benefiting from a modern and reliable fleet. These service solutions are a key pillar in supporting the growing demand for sustainable and cross-border rail transport throughout the Scandinavian corridor.

Kevin Smets, Senior Commercial Manager for the Scandinavian market, said: "Customer satisfaction is at the core of Alpha Trains' philosophy. Our partners' product knowledge, the wide service network as well as the quality of maintenance have prompted us to reach these agreements. This enables us to offer an exceptionally reliable and flexible fleet of locomotives throughout Northern Europe."

Photo: Alpha Trains expands full-service locomotive solutions in Scandinavia.© Franck Morin



Spain

Delivery of EURO4001 to new customer, Ferrovial

Alpha Trains Group is proud to announce the delivery of a brand-new EURO4001 IB locomotive (337.010) to our new customer, Ferrovial.

This eye-catching, bright yellow locomotive is ready to make its mark - and it will surely stand out under the sunny blue skies of Spain!

Wishing Ferrovial many successful journeys ahead with this powerful addition to their fleet.

Photo: Delivery of EURO4001 to new customer Ferrovial. © Alpha Trains



Belgium

Lineas and BASF celebrate 1000th freight shuttle: a milestone for sustainable and efficient Rail Transport

Lineas, Europe's largest private rail freight operator, and chemical company BASF are celebrated a remarkable milestone on May 22nd: the 1000th round trip of their dedicated freight shuttle between BASF's headquarters in Ludwigshafen and its site in Antwerp.

Since its launch in December 2021, this high-frequency service has grown into a true "rolling pipeline" – a vital part of the joint ambition to make logistics more sustainable, reliable, and digital.

The collaboration between Lineas and BASF is built on years of trust and reflects a shared commitment to promoting the modal shift, with both companies actively supporting the transition from road to rail. Within this framework, Single Wagon Load (SWL) transport continues to play an important role, especially for certain chemical products that are legally required to be transported by rail due to safety regulations.

Both companies are leaders in their respective sectors and are fully committed to innovation and transformation. Lineas is investing heavily in rail digitalization, including the MyLineas platform, which enables real-time booking, tracking, and full operational transparency. BASF is modernizing chemical logistics by transitioning from traditional wagon loads to specialized BASF tank containers, offering greater flexibility, safety, and smoother integration with other transport modes.

BASF is also strongly committed to sustainability by electrifying its rail infrastructure and deliberately choosing rail transport as an environmentally friendly alternative for moving goods between its sites. These efforts support BASF's broader sustainability goals to reduce emissions and use resources more efficiently.

By combining their expertise and strategic vision, BASF and Lineas are helping to shape the future of safe, smart, and sustainable freight transport in Europe.

Erik van Ockenburg, CEO Lineas: "Our collaboration with BASF is an example of what a strategic logistics partnership can achieve. From operational excellence to shared sustainability goals, the success of our shuttle between Antwerp and Ludwigshafen proves how rail freight can truly make an impact when customer and operator work together."

Stefan Vodrazka, Vice President Logistics and Procurement at BASF Antwerp:"At BASF Antwerp, reliable and competitive partnerships are essential. We are pleased to have found such a logistics partner in Lineas. Moreover, this shuttle keeps more than 17,000 trucks off the road each year, significantly reducing CO_2 emissions in our logistics operations and supporting our climate goals."

Steffen Erlewein, Director Bulk Operations at BASF Ludwigshafen: "At BASF, the Verbund structure has always been – and will remain – key to efficient and sustainable chemical production. As we strive to reduce our carbon footprint at both sites, an efficient (rail) connection between them is crucial. Therefore, we are very proud to have found a partner in Lineas – a reliable logistics provider who supports us in achieving our sustainability goals and reinforces our position as a preferred partner in the green transformation of the chemical industry."

U.K.

CAF: Two new maintenance contracts in the United Kingdom and Colombia

Colombia

The company has recently signed two new servicing contracts in the UK and Colombia, with a total value of almost €400m, demonstrating its commitment to growth in the Rail Service sector. CAF currently manages over 150 service contracts in more than 20 countries, supported by a workforce of almost 4,000 people.

CAF renews its commitment to Northern for the maintenance of its train fleet

Northern Trains Limited, Eversholt Rail Limited and CAF have renewed their collaboration for the maintenance of the British operator's rolling stock fleet. The new contract signed provides for the provision of maintenance services for a period of 10 years and confirms the confidence placed by Northern and Eversholt Rail in CAF's experience and reliability.

Northern is the second largest rail operator in the UK. Its network operates local and medium distance services across the north of England, from east to west, reaching Newcastle in the north and Nottingham in the south.

Northern plays a crucial role in shaping rail transport in the UK.

Under this agreement, CAF will provide comprehensive technical support, including initial corrective maintenance, spare parts supply, and major equipment overhauls. This collaboration continues a highly successful working model where Northern provides direct labour for maintenance activities, while CAF provides management, technical support and the supply of spare parts and services. Eversholt Rail will support both parties with its experienced and multidisciplinary team.

The train fleet covered by this contract was built by CAF for Eversholt Rail between 2018 and 2020 and consists of 101 trains: 12 four-car electric units, 31 three-car electric units, 25 two-car diesel units and 33 three-car diesel units. Since their commissioning, these trains have played a key role in the modernisation and efficiency of the region's rail service.

This new contract comes at a critical moment, as the fleet approaches its next cycle of major overhauls. Northern has chosen to continue to rely on CAF's services, further strengthening a partnership that has proved effective in optimising train operations and reliability over recent years.

With this contract, CAF has reinforced its operations in the UK and its commitment to the development of the British railways, a very important market where it has won a significant number of contracts. CAF currently employs approximately 1,000 people in the country with production facilities in Newport and provides maintenance services in 14 depots across the country.

Long-cycle maintenance contract with the Medellín Metro

CAF has also signed a service contract with the Medellín Metro for the long-cycle maintenance of 38 units of its fleet. These units have been supplied by CAF in successive contracts since 2009.

The scope of the agreement includes the general overhaul of 25 trains and the intermediate overhaul of 13 trains, confirming CAF's commitment to the reliability and efficiency of rail services in the capital of Antioquia. Each of the 38 units consists of three cars and is currently operating on the Medellín metropolitan area metro, a key system for urban mobility in the Colombian city.

This new contract consolidates the trust of the Medellín Metro in CAF, which has already carried out this maintenance service for the same customer in previous years. It also comes on top of other recent orders placed with CAF by the Colombian operator, such as the contract signed at the end of 2024 for the manufacture of 13 new trains for its fleet and the renewal of the TCMS (Train Control and Monitoring System) for the 80 units that make up its entire fleet.

Belgium

First ever car train in the Port of Ostend highlights transition to sustainable intermodal logistics

Lineas, Europe's largest private rail freight operator, made history on May 15th together with the Port of Ostend with the arrival of the very first car train ever in its port area. This milestone marks not only an important step in the transformation of the port, but also the reactivation of block train rail traffic in the Port of Ostend after more than 15 years.

For a year and a half, intensive cooperation took place with Infrabel to make the existing railway in the port operational again. Investments are being made in signaling, rail transshipment, and the necessary infrastructure to enable the restart of freight traffic by rail.

The commissioning of the railway is a crucial element in the strategic vision of the Port of Ostend, which is committed to sustainable and efficient logistics via various modes of transport.

The first car train, operated by rail freight carrier Lineas, is part of a larger intermodal story in which the port is further developing its Tilbury terminal. The trains, which will eventually run up to three times a week, will connect Ostend directly to various destinations in Europe. These operations will take place at night to optimize efficiency. With this development, the Port of Ostend offers a total package of logistics solutions, with rail transport forming an important and reinforcing alternative to existing short sea traffic.

This has a positive impact on both sustainability and mobility and strengthens the role of the Port of Ostend as a logistics hub in Flanders.

Dirk Declerck, CEO Port Oostende: "This car train symbolizes more than just a new connection. It is tangible proof of our transformation into a Safe, Full, and Innovative port. Here, we are bringing road, water, and rail together in a smart way."

Erik van Ockenburg, CEO Lineas: "As an experienced automotive partner in rail transport, Lineas is extremely honored to be part of this milestone in the Port of Ostend. We look forward to further developing rail transport from Ostend with our existing and new customers, thereby continuing to support the modal shift."

Latvia

As part of launching the development of the railway connection from Riga Central Station to Riga Airport, SJSC "Latvijas dzelzceļš" announces a procurement for the modernization of railway infrastructure

SJSC "Latvijas dzelzceļš" (LDz) has invited candidates to participate in the open tender "Modernization of Railway Infrastructure in the Torņakalns–Imanta: Construction (Design and Construction Works)." The aim of the announced procurement is to implement the first phase of the 1520 mm gauge railway connection from Riga Central Station to Riga Airport (RIX) by modernizing and constructing the existing railway and passenger infrastructure in the Torņakalns–Imanta section.

The procurement is announced within the framework of the projects "RIX-RCS-Ogre" and "Modernization of Railway Passenger Infrastructure." The objective of these projects is to promote mobility for residents of Latvia, including the regions. These projects continue LDz's efforts to renew the electrified railway line — advancing both the modernization of the overhead contact line and upgrading passenger platforms to ensure they are accessible and user-friendly for all passengers. Furthermore, the "RIX-RCS-Ogre" project will enable passengers from Latvia's regions, as well as from Lithuania and Estonia, to reach Riga Airport by train with a single transfer.

Within the scope of the procurement, works will include the reconstruction/construction of the railway contact network and power supply system, the signalling subsystem, and the construction of elevated passenger platforms accessible to all social groups, equipped with comfortable and functional infrastructure — shelters, benches, bicycle racks, announcement systems, etc. Passenger infrastructure will be modernized at Torņakalns and Zasulauks stations, as well as at Imanta and Depo stops. Depending on available funding, a new stop "Āgenskalns" may also be constructed.

Funding for both projects will be allocated from the European Union Cohesion Policy Programme for 2021–2027. Given that discussions regarding the redistribution of projects under the 2021–2027 EU funding period are nearing completion, in order to ensure a high level of project readiness and promote timely implementation, Latvijas dzelzceļš will also announce further procurements in 2025 for project-related works — including modernization of railway infrastructure in the Jāņavārti–Ogre section, establishment of railway infrastructure in the Imanta–RIX section, and modernization of railway stations in the Latgale region.



Sweden

New Oulu paint shop proves high quality in the X40 train painting process

The new surface treatment line in Oulu, which opened at the end of 2024, has proven its capabilities in demanding industrial painting with the arrival of Swedish SJ's X40 electric trains for surface treatment. Over the next few years, 27 trains will arrive in Oulu from Sweden for modernisation and will also be given a new look.

A modernisation project has high quality requirements and specific expertise is needed in every aspect of the project. Especially the Oulu surface treatment department has encountered new kinds of challenges to solve as a result of the project.

The painting process itself is the same for all types of vehicles. When a train arrives for surface treatment, it first goes to the washing hall, where the surface is cleaned for pre-treatment. Loose parts, such as hatches and doors, are removed from the train body, and the pre-treatment involves sanding the old paintwork and repairing any corrosion damage or dents.

The actual painting work is done in the painting chamber. The body and the loose parts are given their respective coats of paint; a topcoat is applied on top of the primer and finally the parts are varnished. Once the train body and all the parts have been painted, it is ready to be reassembled, and the surface treatment process is complete.



Overcoming challenges develops professional skills

X40 trains are painted in four different colours: dark grey, black, green and silver metallic paint. Metallic paints have been used for decades in car painting but are much less common in industrial painting. The project has required the Oulu surface treatment line to develop the right methods for spraying the paint to achieve the desired quality and finish.

In addition to the metallic paint, the multi-colour nature of train carriages makes the surface treatment more complex. All colour boundaries are razor-sharp, which can only be achieved by carefully planning each step of the process so that areas already painted can be accurately protected without mixing different paints.
High quality is ensured by closely monitoring each step of the process and its outcome. During the painting process, measurements are taken, for example, on surface smoothness, colour matching, paint film thickness and gloss level of the paint surface.

Surface Treatment Specialist Harri Junnila is happy with the progress of the project: "The ramp-up of the new surface treatment shop in Oulu and the painting of the X40 trains have been partly two separate projects, which finally came together nicely. It has been a very interesting and educational journey, and we have managed to refine the demanding surface treatment process to a high level of quality. It has been a great challenge for me and the organisation, and there is still a lot of work to be done as we want to make sure that the process improves even further."

Continuous improvement and method development is part of the process. The X40 train, which will enter series production in early 2025, was test painted during the previous year and the improved quality of the project has expanded the concept of excellence in industrial painting. This will also be of great benefit for future rolling stock projects.

From the Archives

Germany

EGP Class 140.649 rolls past Harburg on its way to Hamburg docks on July 3rd 2017. *John Sloane*

From the Archives

Germany

DB Class 151.160 and 151.062 round the curve at the approach to Sankt Goarshausen station on July 5th 2017. *John Sloane*

From the Archives

Italy

Three phase 0-E-0 electric No. E554.111 is seen at Alessandria shed on April 27th 1973. *John Sloane*

From the Archives

Switzerland

BLS Bo-Bo's Nos. 169 and 190 call at Spiez with a southbound express heading for the Lotschberg-Simplon route to Italy on July 26th 1985.
John Sloane

From the Archives

Turkey

TCDD No. 44071 rattles across Hilal flat crossing in Izmir with a train to Buca from Alsancak station on August 12th 1976. *John Sloane*

From the Archives

U.S.A.

New Jersey Transit No. 4405 heads out of Newark (NJ) towards Hoboken on April 2nd 1997. *John Sloane*



From the Archives

U.S.A.

On June 9th 1999, Chicago Metra No. 178 heads a very early morning double deck commuter train out of Union station with the scene dominated by the Sears Tower and the Chicago skyline. *John Sloane*