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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 226Xtra

Following on from last month where we noted that a survey by Hitachi Rail found almost half of the people surveyed expect to increase long-distance train travel in next five years, we now have an EU survey which shows that a large majority of European citizens would like to travel faster and more easily between European countries, preferring to travel by high-speed rail instead of flying.....

Commissioned by the Community of European Railway and Infrastructure Companies (CER) and carried out by Polling Europe, this new European perception survey comes at a key moment, as the European Commission prepares to launch a plan, requested by President Ursula von der Leyen, for a European High-Speed Rail Network connecting all EU capitals and major cities.

Over five thousand interviews were conducted across Europe as part of the survey to understand EU citizens' perceptions of transport connections between European countries, their likelihood of travelling by high-speed rail within Europe, and their views on transport infrastructure investments.

When asked about their perception of current transport options, only 1 out of 10 EU citizens consider transport connections between EU countries to be adequate. 83% of citizens surveyed believe there is room for improvement, with 49% stating that transport connections must be improved to make travel significantly faster and easier.

Regarding the perception of high-speed rail in Europe, 3 in 4 EU citizens would take a high-speed train instead of a plane when travelling across Europe for short and medium distances if there were fast and reliable high-speed rail connections between European capitals and major urban areas.

Talking about European transport investment, 79% of citizens agree that Europe should invest more in high-speed rail to make it easier to travel between European countries.

The EU transport perception survey shows that Europeans are eager for more travel options to move quickly and conveniently between EU countries. It also shows that support is widespread and that citizens see the advantages of high-speed rail, both in countries already served by high-speed lines, such as France or Spain, and in countries where they are not yet available.

The European High-Speed Rail Network, currently under discussion at the European Commission, could span 49,400 km and connect all EU capitals and major urban areas of more than 250,000 inhabitants. With speeds varying from over 350km/h on new lines to 200 km/h on upgraded lines, travel times between connected cities could be significantly shortened making rail the fastest option for distances up to 1,000 km. A European study estimates the cost of the network at €546 billion, a considerable investment fostering regional development, economic integration and enhanced connectivity across broad geographical areas.

CER Executive Director Alberto Mazzola said: "This perception survey on high-speed rail shows that citizens are ready to shift to sustainable and efficient transport options. Advocated by former Prime Minister Enrico Letta, endorsed by former Prime Minister Mario Draghi, and pushed forward by European Commission President Ursula von der Leyen, political momentum in support of high speed rail development has been growing. We now need the European Union to align with citizens' expectations by proposing an ambitious action plan for a High-Speed Rail Network encompassing all EU capitals and major urban areas for a better connected future."

Can trains get longer or is there the capacity to run more services, we are not sure but at the moment it looks like busier trains might be on the cards.

Until next month...

David

This Page

On May 23rd, PKP Cargo Class ET22-854 passes through Gdanks station. *Mark Armstrong*

Front Cover

Florida East Coast Nos. 821 and 811 pass Bunnell whilst hauling train No. 105 to Miami. *Laurence Sly*

Heritage liveried PKP Class EP07-442 is seen at Gdanks station on May 23rd.
Mark Armstrong

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On May 10th, No. 2095.01, which has been restored to its original condition and bears the logo of its manufacturer, SGP, on the front is seen traveling near Walchen im Pinzgau toward Mittersill. *Thomas Niederl*

Loco No. 2095.04 presents itself in the condition it looked in the late 1960s and is seen departing from Jesdorf-Bergfried towards Zell am See. *Thomas Niederl*

Austria

On the Lambach - Vorchdorf-Eggenberg local railway, unit No. ET20.111 is photographed here on May 13th in Bad Wimsbach. This unit was damaged in an accident a few days later. For reasons that are currently unclear, the railcar collided with the buffer stop in Lambach at approximately 10 km/h and the front end was severely damaged and there were also some injuries. Since the railcar is already over 70 years old, it will not be repaired. It is assumed that a weed killer that was applied formed a lubricating film on the rail. *Thomas Niederl*

Austria

The ‘Lienzer Eisenbahnfreunde’ association owns a Class 1020 electric locomotive (formerly the DRB E94) and a beautifully preserved Schlieren carriage set which is marketed as the Südbahn Express. On May 17th, a special trip to Leoben took place and the stopover was used for a photo charter to Trofaiach. This station is located on the Leoben-Eisenerz line, which has not seen passenger service for years, but it was once the feeder to the famous Erzberg Railway. *Thomas Niederl*

Push-pull trains are being used less and less frequently, however until mid-June, train No. Rex3607 still operated in daylight to Kleinreifling, photographed here at the Dürnbach halt on May 19th with Class 1144.246. Now there is only one locomotive-hauled train in the late evening. *Thomas Niederl*

On May 19th, a pair of OBB Taurus Class 1016.007 and 1116.144 passes the station of Lahrndorf with a freight train of iron ore from the port of Koper bound for the Voest Alpine Steel works in Linz. *Thomas Niederl*

Freight trains pulled by two Class 1142 locomotives are currently an absolute rarity, but on May 19th, the paper train from Gratwein-Gratkorn (near Graz) travelled towards Germany hauled by Class 1142.638 and 1142.683, seen here near Losenstein. There are only four members left of this class in service. *Thomas Niederl*

Austria

A local railway runs from Wels through the Almtal valley to the village of Grünau. It primarily uses Class 5047 railcars, but unfortunately the Austrian Federal Railways (ÖBB) are planning to discontinue this beautiful line, despite the fact that some of the track has been completely renovated in recent years. On May 31st, here is Class 5047.66 with train No. R3217 at the Kothmühle halt. *Thomas Niederl*

Austria

Third hybrid locomotive for even more flexible transport in Germany

ÖBB Rail Cargo Group (RCG) has taken delivery of its third EURODUAL locomotive from its partner European Loc Pool (ELP). It was officially added to the fleet for the flexible TransFLEX services in Germany at the naming ceremony during the 'transport logistic' trade fair in Munich. The six-axle dual-mode locomotives from Stadler combine the advantages of an environmentally friendly electric motor with the flexibility of a diesel drive. This enables fast, continuous transport on both electrified and non-electrified lines. This is an immense advantage, especially for company-owned sidings, which are usually not electrified, as no additional shunting locomotive is required. In this way, RCG guarantees a seamless logistics chain and delivers to the company's doorstep with maximum flexibility in terms of quantity, route and planning.

"With the perfect equipment, we are bringing even more TransFLEX transports in Germany onto the rails. Together with our partner ELP, we were already able to convince numerous customers of our new flexible offering last year. The third EURODUAL locomotive now makes even more sustainable ad-hoc trains possible for our customers in all segments, from mineral oil to automotive," said Clemens Först, CEO of the ÖBB Rail Cargo Group.

Willem Goosen, CEO of European Loc Pool, also drew a positive interim balance: "As ELP, we started exactly seven years ago to consciously and positively disrupt the leasing market in rail freight transport in Europe – under the motto 'Passion for Traction' ". Since 2022, RCG has proven with its flexible 'TransFLEX' product that positive disruption also works very well in the operational area of this segment. As partners, we therefore fit together perfectly and complement each other ideally – which leads to excellent results: 1 + 1 = 3!"

Created for flexible operations

Under the motto 'Your Spot Transport on Rail', customers from all sectors and industries in Germany can book TransFLEX transport services, i.e. flexible ad-hoc and spot solutions. Thanks to the high-performance hybrid locomotives, it is possible to fulfil even short-term customer orders with maximum flexibility and a rapid response to transport requirements. The personnel services and rail transport company MEV is a reliable cooperation partner for these highly flexible RCG transport operations. For customers, the customised TransFLEX solutions have become an important part of the RCG product portfolio in Germany. Since mid-April 2025, customers have also benefited from an additional TransFLEX connection to and from Burghausen – a highly sought-after solution that strengthens the rail market and makes it easier for them to access a major industrial location. TransFLEX is now also available for services to and from Austria.

Successful milestone

In September 2022, RCG started the pilot project with two locomotives; the number of locomotives has since grown from two to 20 – a major success. The year 2024 was a milestone for TransFLEX. The number of transports and the geographical network were significantly expanded, enabling an even greater choice of routes and relations. With 1.87 million kilometres travelled and 2.25 million net tonnes transported, the service impressively demonstrated its strength.

In addition to its efficiency, TransFLEX particularly impressed the jury with its contribution to sustainability. Every transport by rail makes a tangible contribution to reducing CO_2 emissions and helps companies to achieve their climate targets. This combination of speed, reliability and environmental friendliness makes TransFLEX a strong alternative in the logistics market and emphasises the importance of rail as a sustainable mode of transport.

German Award for Wagon Branding Winner Label in the category Excellent Brands Logistics & Infrastructure

ÖBB Rail Cargo Group (RCG) receives the German Brand Award 2025 for its distinctive wagon branding – honoured with the Winner Label in the category Excellent Brands – Logistics & Infrastructure. The award is presented annually by the German Design Council to companies and individuals who set new standards in the world of brand management.

Visible brand presence on rails

The largest and most mobile advertising space in rail freight: trains and freight wagons. This was the inspiration behind the wagon branding concept, launched in 2021. Today, numerous freight wagons and trains feature the characteristic pixel design – a visual concept that integrates seamlessly into its surroundings while creating strong contrasts in natural landscapes.

Design with function

The wagon branding reflects both the flexibility of rail freight and the diversity of its applications. Harmonised colours and soft gradients create depth and enhance visual impact – especially from a distance. The colour layout follows the material edges of the wagons, highlighting their construction.

Modular design concept

The branding is flexibly applicable and can be combined with partner and customer logos. It is used not only on trains, but also at trade fairs, events and in corporate communications – as a consistent design element for a unified brand presence.

CDP rating - RCG achieves 'B' in climate protection

The ÖBB Rail Cargo Group (RCG) has once again been awarded a 'B' in the renowned CDP rating in the climate protection category, putting it above the global average (C).

For the third time in a row, the Rail Cargo Group, the sustainable logistics backbone of the European economy, has achieved a 'B' in the CDP ranking. The 'Carbon Disclosure Project' is one of the world's most renowned environmental ratings. It is an international, non-profit organisation that rates companies, cities, regions and countries according to environmental transparency and environmental measures.

First-class results despite increasing requirements

In 2024, a total of 24,800 companies published their environmental data in order to receive a CDP rating, including RCG. Although the requirements for the rating have continued to increase, RCG was able to impress with its climate-related figures. Improvements were achieved in the categories Governance (A-), Emissions reduction initiatives and low carbon products (B) and Scope 3 emissions (A-). As an overall result in the area of climate protection, RCG received a B rating. This is well above the global average (C). A new addition is a separate questionnaire for water security, for which the RCG also achieved a good result (B-). Here too, the RCG is above the global average (C).

Strengthening sustainable freight transport

As one of the leading rail logistics providers in Europe, the Rail Cargo Group shapes the industry 365 days a year, 24 hours a day. Together with other leading European rail freight companies, the RCG is committed to shifting 30% of freight volumes to environmentally friendly rail transport by 2030, thereby strengthening sustainable freight transport.

Austria

Premiere in Vienna: Stadler and ÖBB present new double-deck train for long-distance transport

Austrian Federal Railways (ÖBB) and Stadler presented the KISS double-deck train for ÖBB for the first time in Vienna. The 14 trains ordered will gradually be put into service on the route between Vienna and Salzburg starting at the end of 2026 – with a maximum speed of 200 km/h. They offer around 20 per cent more seats and will set new standards in terms of comfort and accessibility.

ÖBB CEO Andreas Matthä, Stadler Chairman of the Board Peter Spuhler and Austrian Federal Minister Peter Hanke presented the new long-distance double-deck train at the official presentation.

Following the presentation, event guests were able to view the interior of the KISS train for the first time. “With the Railjet double-decker, we are presenting a completely new and special vehicle.

At ÖBB, we have already been using double-deck trains in local transport for many years and are setting another milestone in modern rail transport with the new double-deck long-distance train.

Starting at the end of 2026, the train will be travelling on the Western railroad, which will significantly increase capacity for our customers,” said ÖBB CEO Andreas Matthä.

Peter Spuhler emphasised on the occasion of the train premiere: “The new double-deck trains are an important step toward a comfortable and sustainable future for long-distance transport in Austria. With their high capacity, attractive and innovative equipment, the KISS trains offer passengers an unrivalled travel experience.

We are proud to present this beautiful train to the public with ÖBB and to further improve public transit in Austria with it.”

More seats and more comfort starting at the end of 2026

The 14 six-car double-deck trains will be deployed in stages starting at the end of 2026 on the Western railroad between Vienna and Salzburg, where they will travel at speeds of up to 200km/h. With 486 seats per vehicle, the trains offer a 20 per cent increase in capacity compared to the existing trains. The wide and barrier-free doors allow passengers to enter and exit the trains quickly. Thanks to the low-floor entrance areas, passengers with limited mobility, heavy luggage, bicycles or pushchairs can travel barrier-free. The KISS double-deck trains therefore meet the needs and requirements of all travellers.

The KISS trains also set new standards in terms of comfort and service. The two end cars are each equipped with a quiet zone. In the four middle carriages, there are catering zones with vending machines for snacks and drinks as well as special family compartments and areas with space for bicycles. The vehicles are also equipped with Wi-Fi, passenger information systems with real-time information on monitors, eight restrooms - including one barrier-free toilet, air-conditioned carriages, luggage racks with security options and power sockets with USB ports.

Czech Republic

ČD Cargo Class 383.020 passes Libochovany with a southbound Toyota Proace car train on June 18th. *Erik de Zeeuw*

Czech Republic

On June 18th, PKP CARGO International Class 753.730 and 753.735 rushes through Litoměřice with a Děčín to Ostrava-Mariánské Hory tanker train. *Erik de Zeeuw*

Czech Republic

PRAGUE'S NEW ŠKODA TRAM ENTERS TESTING PHASE WITH PASSENGERS

After successfully completing the first phase of vehicle certification, Škoda Group and the Prague Public Transit Company have begun test operation with passengers with the Škoda ForCity Plus 52T tram on June 20th. The vehicle has already covered over 20,000 kilometres in the initial phase of testing, which was conducted without passengers. The new phase will involve operation with passengers, as part of the ongoing certification process. The testing aims to ensure the tram's safety, performance, and overall suitability for public transport in Prague.

"This day is not only a technical but also a human milestone for us. The Škoda ForCity Plus 52T tram is the result of the work of thousands of people who came together to create a vehicle that will provide comfortable and safe transportation for the people of Prague. More than 230 suppliers have worked on this project, 76% of which are Czech companies. We are proud that this project supports Czech industry and brings innovations that respond to the needs of modern urban life. I would like to thank all our partners and colleagues who have been part of this journey, and I wish passengers a pleasant ride in the new tram," says Petr Novotný, Chairman of the Board and CEO Škoda Group.

The new trams for Prague are 100% low-floor and offer significantly enhanced passenger comfort compared to existing vehicle types. The interior is more spacious, with wider passageways between sections, and fully climate-controlled using natural, eco-friendly refrigerants. The trams are equipped with an advanced information system to improve passenger orientation during travel. Technological innovations such as the bogies with axles, electromechanical brakes, and energy recovery ensure lower maintenance costs and reduced energy consumption. With these features, the new trams offer not only an environmentally friendly solution but also an economically advantageous choice for urban transport.

In December 2023, Škoda Group and the Prague Public Transit Company signed a framework agreement for the delivery of up to 200 Škoda ForCity Plus 52T trams, with a total contract value exceeding EUR 665 million. The public transport provider has committed to purchasing 40 trams, which will be delivered gradually—20 this year and another 20 by the end of 2026.

The first Czech locomotive with an alcohol immobilizer: A new standard of railway safety

CZ LOKO, GX Corpfin and SafeLock have presented the first Czech locomotive equipped with an alcohol immobilizer at the Rail Business Days trade fair in Ostrava on June 10th. This groundbreaking technology will prevent the locomotive from starting unless the driver passes a negative breath test, setting a completely new standard for railway safety.

CZ LOKO will offer the immobilizer as a recommended optional equipment for all its new and modernized locomotives and also as additional equipment for vehicles already in operation.

Why is this important?
Increased safety: The alcohol immobilizer is intended to prevent accidents caused by alcohol among drivers, which can have serious consequences for lives and property.

Driver Protection: Protects drivers from potential job loss and serious consequences that could occur when driving under the influence of alcohol.

Innovation beyond the EU: Although European legislation does not yet address alcohol immobilizers in rail transport, this is a proactive step to increase safety standards.

How does an alcohol immobilizer work?
The principle is simple and effective: before starting the vehicle, the system asks the driver to take a breath test. If the result is negative, the vehicle can drive. If it is positive, it blocks the drive. The immobilizer is designed to withstand extreme temperatures (from −40 °C to +85 °C), allows for random tests during the shift and stores all data in an encrypted cloud for control room supervision.

Photo: ©CZ Loko

Czech Republic

ČD Cargo supports the Lemkin Train

After two years of travelling through the Czech Republic and stopping in 25 cities across ten regions, the Lemkin Train, an educational project of the Terezín Genocide Studies Center, is setting off on its fifth route. The first stop was Jihlava, followed by Pardubice, Olomouc and Ostrava.

The Lemkin Train has enjoyed great public interest in recent years, with over 14,000 people and 6,500 primary and secondary school pupils visiting it since 2023. That is why the organisers have decided to continue the project in other regions of the Czech Republic.

This is an educational project of the Terezín Genocide Studies Centre. The exhibition presents the story of Rafael Lemkin, author of the UN Genocide Convention, in four carriages, and will also commemorate the Armenian genocide, the famine in Ukraine, Cambodia and Rwanda – including through suggestive photographs by Antonín Kratochvíl. The exhibition also includes the film Voices from the Land of Irreverence, filmed in the Terezín ghetto.

ČD Cargo is a long-term partner of the Lemkin Train.
Photo: ©CD Cargo

CZ LOKO succeeded in a challenging tender for further modernization of locomotives for ČD Cargo

CZ Loko have received a significant order from ČD Cargo to modernize up to 50 locomotives of the 742 series to the 742.7 series (EffiShunter 1000M). This will continue the II. series.

This order is a continuation of another successful, albeit very demanding cooperation with ČD Cargo, for which we have already modernized 75 locomotives of the same series.

ČD Cargo will take over these modernized machines gradually over the next 3 years.

Photo: ©CZ Loko

Czech Republic

Stadler unveils the RS ZERO in the Czech Republic: paving the way for zero emission rail transport

At the Rail Business Days in Ostrava, Stadler presented the groundbreaking RS ZERO vehicle for the first time in Central Europe.

RS ZERO is poised to redefine rail travel on Czech railways without electrification. The Czech Republic is the second country in the world after Germany where the game-changing vehicle was presented. The RS ZERO is a fully decarbonized vehicle that showcased its advanced capabilities during the Czech largest professional gathering in rail transport held annually in Ostrava.

This innovative train operates on both hydrogen and battery power, providing a sustainable solution to the pressing challenges faced by Central European public transport networks without electrification.

“I truly believe that our RS ZERO can replace diesel vehicles, represents a compelling solution for modernizing the fleet in the Czech Republic’s non-electrified routes” - said Peter Spuhler, chairman of the Supervisory Board of Stadler. “The RS ZERO is capable of Co2-emission-free operation with exceptional versatility, functioning on both electrified and non-electrified rail tracks. I am very pleased to present this vehicle in Ostrava.”

The Czech Republic, located at the heart of Central Europe, boasts a dense rail network with high traffic, yet only 35% of the rail network is currently electrified. The remaining lines are served by old diesel vehicles that need to be replaced.

“The modernization of rolling stock and railway lines is a key priority for both the Czech government and neighbouring countries. There is a clear need for sustainable solutions that increase financial efficiency and environmental protection”, explained Zdeněk Majer, chairman of the Supervisory Board of Stadler Prague.

“The RS ZERO embodies our commitment to the development of rail travel, providing comfort, efficiency and respect for nature - especially on non-electrified lines. I’m especially proud that engineers from our Stadler branch in Prague also participated in the development of this groundbreaking vehicle.

I hope that we will soon see the RS Zero on Czech tracks and will contribute to the transformation of railways in the country” emphasizes Zenek Majer.

Stadler - leader in zero-emission drives

Stadler is a leader in alternative drive technologies, having sold a total of 299 zero-emission vehicles to date, comprising 271 battery-powered FLIRT Akku units and 28 hydrogen-powered FLIRT H_2 trains. Both vehicle models have set Guinness World Records, with the FLIRT Akku achieving a range of 224 kilometres on a single battery charge, and the FLIRT H_2 covering an impressive 2,803 kilometres without refuelling.

These milestones underscore Stadler’s technological leadership and its commitment to providing proven green solutions, especially in areas where rail infrastructure is not electrified.

Key features and technical specifications of the RS ZERO:

- Successor to the acclaimed RS1 model.
- Fully decarbonized propulsion system tailored for non-electrified and partially electrified routes.
- Available as single or double-car units with seating for up to 165 passengers.
- Perfectly suited for regional services with lower traffic demands, offering low-emission and emission-free hybrid operation.
- Exceptional range capabilities: up to 150 km per battery charge, or an impressive 800 km with the cutting-edge hydrogen propulsion system.

France

Alstom's Omneo trains enter service on the ZOU! train line between Marseille, Toulon and Nice, in France

Alstom, global leader in smart and sustainable mobility, welcomes the entry into commercial service of the new Omneo trains on the ZOU! train line between Marseille, Toulon and Nice, in the South of France.

On June 30th, Renaud Muselier, President of the Provence-Alpes-Côte d'Azur Region and Deputy Chairman of Régions de France, and Thierry Mallet, Chairman and CEO of Transdev, officially launched the new ZOU! train service between Marseille, Toulon and Nice, alongside Simon Babre, Prefect of the Var, Jean-Louis Masson, President of the Var Departmental Council, Jean-Pierre Giran, President of the Toulon Provence Méditerranée Metropolitan Area and Mayor of Hyères, and Geneviève Lévy, Deputy Mayor of Toulon, representing Josée Massi, Mayor of Toulon.

This new service includes a fleet of new-generation trains that have been running between Marseille, Toulon and Nice since June 29th: a first in French rail history.

Double the number of trains, a completely new experience

Supported by the Sud Region, this opening up to competition means that services on the coastal line will be doubled:

- 1 train every hour on weekdays (14 return trips, 16 at weekends),
- Extended opening hours (6am to 9pm),
- 9 stations served (Marseille Saint-Charles, Toulon, Carnoules, Les Arcs Draguignan, Saint-Raphaël Valescure, Cannes, Antibes, Nice Saint-Augustin and Nice-Ville) for a journey time of 2 hours 40 minutes,
- Unchanged fares for subscribers, with a 20% reduction from 1stJuly 2025,
- Creation of more than 180 direct jobs (drivers, maintenance mechanics, etc.),
- More than 92,000 tickets sold before the official launch of the line on 29 June 2025.

A train made in France and eco-responsible

The fleet of 16 trainsets is manufactured by Alstom at its Crespin site, in the North of France. The purchase of these trainsets, which carry the "Origine France Garantie" label, was paid for by the Region to the level of 250 million euro, made possible thanks in particular to a 73 million euro loan from the Banque des Territoires.

Each 110-metre trainset can accommodate 400 seated passengers, and up to 730 in double trainset configuration. These trains are powered 100% by green electricity.

To ensure their maintenance, a 2,000 m^2 site has been built in Nice by the NGE group, in an eco-responsible approach, financed to the level of 40 million euros by the Sud Region. It will enable high-quality maintenance and maximum availability of rolling stock, essential to the promised 97.5% level of regularity.

"Today marks a historic step: we are officially launching the opening up of our regional trains to competition. We are the first region in France to have opened up our regional trains to competition. This project embodies our desire to offer a more ambitious public service, with double the number of trains on this route and unchanged fares, which will be reduced by 20% from 1 July 2025. Trains that are more reliable and more sustainable, always at the service of users," said Renaud Muselier, President of the Provence-Alpes-Côte d'Azur Region and Deputy President of Régions de France.

"By entrusting Transdev with the management of this line, the Provence-Alpes-Côte d'Azur Region is giving us the opportunity to demonstrate what we do best: bringing people and regions closer together by delivering a reliable, comfortable and humane transport service," added Thierry Mallet, Chairman and CEO of Transdev. "With over 25 years of railway expertise and know-how developed in Germany, Sweden and even New Zealand, our teams are ready and proud to be part of this historic change".

These Omneo trains are based on Alstom's Omneo platform, of which 558 trainsets have already been ordered by 10 French regions (433 suburban and regional trainsets and 125 Intercity trainsets), in addition to the 16 Omneo trainsets ordered by Transdev on behalf of the Sud Provence-Alpes-Côte d'Azur Region (for the Marseille - Toulon - Nice line).

Photo: Alstom's Omneo train entered service on 29 June 2025 on the ZOU! train line between Marseille, Toulon and Nice. © Alstom

France

Alstom to supply 96 additional RER NG trainsets for the Île-de-France Mobilités RER D line

This order for approximately 1.7 billion euro, formalised by SNCF Voyageurs, follows the vote on the financing agreement by Île-de-France Mobilités Board of Directors on 10 April 2025

Alstom is delighted with this order, which demonstrates the renewed confidence of Île-de-France Mobilités and SNCF Voyageurs in this new-generation rolling stock

RER NG is in service on the RER E line since November 2023 and on the RER D line since December 2024.

Alstom, global leader in smart and sustainable mobility, will supply SNCF Voyageurs with 96 additional RER NG trainsets for the RER D line in order to complete and renew the fleet on this line. This order, formalised by SNCF Voyageurs, follows the vote on the financing agreement by Île-de-France Mobilités Board of Directors on April 10th.

Financed at 100% by Île-de-France Mobilités, this order worth around €1.7 billion[1] is part of the framework agreement signed in 2017 between SNCF Voyageurs and Alstom. To date, 166 RER NG trainsets have already been ordered. This new order brings the total number of RER NG orders to 262 (130 trainsets, each 112 metres long, for RER E and 132 trainsets, each 130 metres long, for RER D).

"Alstom is delighted with this announcement, which confirms the confidence of Île-de-France Mobilités and SNCF Voyageurs in this new and innovative rolling stock, designed and assembled at our Valenciennes and Crespin sites, in the North of France," said Frédéric Wiscart, President of Alstom France.
About RER NG

The New Generation RER (called "RER NG") is a double-decker rolling stock designed for the RER D and RER E lines, operated by Transilien SNCF Voyageurs on behalf of Île-de-France Mobilités, in order to improve passenger comfort and regularity on these lines.

A train with more capacity and greater accessibility
This train has been designed, both in terms of architecture and interior design, to optimise capacity and passenger flow. Thanks to its completely open "boa" architecture, the combination of single- and double-deck cars and wide doors, it allows passengers to enter and leave with ease and offers three distinct travel areas. In each of the single-deck end cars, level platforms allow wheelchair passengers direct and rapid access to the areas dedicated to them, ensuring a comfortable journey.

A more comfortable train
RER NG offers a high level of comfort, with air conditioning, LED lighting adapted to the different times of the journey (day/night/station stops), USB sockets and numerous screens giving passengers rapid access to various transport information. Particular attention has also been paid to the seating.

A more reliable and efficient train
Based on Alstom's urban and suburban equipment solutions, the RER NG has been designed to guarantee the highest levels of availability, reliability, and safety. In particular, the RER NG's modern traction components allow for higher acceleration and deceleration performance than previous generations of rolling stock, an undeniable advantage for operations on much-frequented commuter lines.

RER NG has been running on the RER E line since November 2023 and on the RER D line since December 2024.

Key figures for RER NG
- 262 RER NG trains ordered to date for the RER E and RER D lines, including this new order for 96 additional trainsets for RER D
- A maximum speed of 140 km/h

RER NG for the RER D line (per train):
- 130 m long for a 7-car trainset
- 1,861 places, including 606 seats
- More than 320 km of cables
- More than 310 USB ports
- 54 information screens
- 54 surveillance cameras

The Alstom sites at Valenciennes-Petite Forêt and Crespin, in Hauts-de-France, are responsible for designing and assembling the trainsets, with the participation of various French sites manufacturing components (Ornans, Tarbes, Le Creusot, Petit-Quevilly, Villeurbanne) and the Saint-Ouen site for design.

[1] This order has been recorded in Alstom's Q1 2025/2026 fiscal year.

Photo: Alstom's RER NG has been running on the RER D line since December 2024. ©Alstom – Marc Josse

France

Delivery of the first train set and start of tests on line 18 of the Grand Paris Express

On June 17th, the Société des grands projets, Île-de-France Mobilités and Alstom unveiled the first metro train for line 18, recently delivered to the Palaiseau operating centre. The delivery of this first trainset in May, in line with the agreed timetable, marks the entry of line 18 into its test phase, the last stage of the works before the first section of the line between Massy - Palaiseau and Christ de Saclay stations is brought into service, scheduled for the last quarter of 2026.

By the end of 2026, the 15 trainsets for line 18, ordered and financed by Île-de-France Mobilités to the tune of €199m, will have been delivered to the Palaiseau operations centre. 10 trainsets will be needed to operate the first section of the line, and 5 additional trainsets to operate the second section to Orly airport, scheduled to enter service at the end of 2027.

Start of tests on line 18

The arrival of the first trains on line 18 marks the start of the testing phase, following several months of static and dynamic tests carried out at the Alstom site and at the Valenciennes rail testing centre (Centre d'Essais Ferroviaires). All the tests on line 18 will be controlled from the centralised command post at the Palaiseau operating centre, completed in spring 2025, and in which Alstom installs the supervision systems for the line's equipment. Alstom will coordinate these tests, a key stage in validating the transport system before it is taken over by Keolis, operator delegated by Île-de-France Mobilités.

In June, the so-called "static" rolling stock tests got under way: the red zone (the perimeter of tracks on which the metro will run and test for the first time) was marked out and supplied with electricity at the Palaiseau operations centre.

By the end of the year, 10 trainsets will be delivered to Palaiseau to enable dynamic tests (the running of the train) to be gradually extended to the entire 8.5km section between Massy-Palaiseau and Christ de Saclay stations. The aim is to ensure that the rolling stock is compatible with all the equipment installed in the tunnels and stations: the platform facades, the passenger information system, and the on-board/ground radio needed to ensure communication between the trains and the technical installations on the ground.

The unique characteristics of the rolling stock on line 18

In September 2021, the Société des grands projets and Île-de-France Mobilités awarded Alstom a contract for the production and delivery of the rolling stock for line 18, as well as the supply of the automatic train control systems and the centralised control system. The trainsets are designed and assembled at Alstom's Valenciennes site, with assistance from 5 other Alstom sites in France.

Each line 18 train consists of 3 carriages, with a total length of 47 m and width of 2.5 m, and a total capacity of 350 passengers. Its unique and innovative design was developed by Alstom's design office, in collaboration with Île-de-France Mobilités, Société des grands projets and Egis Rail. The interior design has been thought out to ensure maximum safety and comfort for users:

- A maximum amount of light, both natural, thanks to large windows, and artificial, with under-seat and in-cab lighting for harmonised lighting throughout the train;
- Comfortable seats, thanks to the collaboration of an ergonomist;
- Greater inclusiveness, with wider doors, a low floor and spaces for people with reduced mobility/wheelchair users.
- A modern, comfortable travel environment thanks to intelligent air conditioning and LED lighting, USB sockets and real-time passenger information screens.

This unique design has also won a GOOD DESIGN© Award, an international label recognising the most innovative industrial and graphic designs.

Alstom and Akiem sign contracts for spare parts supply and maintenance of on-board signalling technology for Traxx locomotives

Alstom, global leader in smart and sustainable mobility, and Akiem, a European rail vehicle leasing company, have signed two contracts for the servicing of Traxx locomotives.

The first contract is a Material Supply Agreement for the supply of spare parts for 116 Traxx locomotives from Akiem's fleet. The contract has a term of five years and an initial volume of around 200 different spare parts per year. The article types and quantities to be supplied will be regularly reviewed jointly by Alstom and Akiem and adjusted if necessary.

The second contract covers supplies and services for on-board signalling technology manufactured by Alstom and installed on Traxx locomotives from Akiem's fleet. The agreement includes remote and on-site support, repair work on defective components and the short-term replacement of defective key components.

With the conclusion of the contracts, Alstom and Akiem have added two new chapters in the area of services to their long-standing and successful collaboration. The contracted services make a decisive contribution to ensuring the smooth operation of the existing fleet of Traxx locomotives, both in terms of rolling stock and on-board signalling technology. With these contracts Akiem innovates and further structures the maintenance service of its Traxx fleet aiming to increase customer satisfaction by improving locomotives availability and reliability with the highest standards of safety.

Germany

Crossing borders even better - with multi-system locomotives from DB Cargo

How modern technology makes cross-border rail freight transport faster and more efficient

While freight transport by road usually works smoothly across national borders, rail freight transport in Europe is much more complex: different power systems and national train protection systems have often required complex locomotive changeovers at borders - with corresponding time and cost expenditure.

DB Cargo is meeting this challenge with a forward-looking solution: multi-system locomotives, which can operate under different power and signaling systems, enable continuous transports across national borders - without the need for locomotive changeovers.

More than half of the electric locomotives in the DB Cargo fleet can already be used internationally. The modern Vectron multi-system locomotives from Siemens play a key role in this. With an output of 6,400 kW, these locomotives reliably handle even demanding routes on the Rhine-Alpine Core Network Corridor or the routes towards south-eastern Europe. The fleet is supplemented by other series that ensure direct connections to neighboring countries, among other things.

The latest additions to the locomotive fleet now also enable connections as far as Barcelona. And DB Cargo trains with special multi-system locomotives even run through the Eurotunnel from France to the UK. Only when there are no electrified border crossings are diesel locomotives still used.

The technology not only makes international rail freight transport faster and more economical, but also more competitive - a benefit for logistics, the environment and customers. DB Cargo is thus demonstrating how technological innovations are advancing European rail transport and setting new standards

DB Cargo: Europe's rail freight company of the future

Transformation for strong logistics structures - DB Cargo makes rail freight transport European and viable for the future

Europe's industry functions and works across borders: transporting raw materials from the ports in the north to Italy, consumer goods to Scandinavia, supplied parts from south-eastern Europe for further processing in central Europe and end products for the global market. DB Cargo networks the complex flow of goods and raw materials across national borders. More than 60% of our freight trains cross at least one national border, more than 1,000 times a day. With a strong rail network in the heart of Europe and industry expertise, DB Cargo offers logistics solutions that support international value chains efficiently and sustainably.

European presence: DB Cargo's competitive advantage

DB Cargo is present in 18 European countries - with its own national companies, local teams and expertise for regional requirements. From block train transports for the steel industry from Sweden to automobile transports to the Iberian Peninsula and intermodal services in France: DB Cargo's national presence enables it to provide customized logistics solutions and management "from a single source" - Europe-wide, but locally anchored.

Transformation: DB Cargo sets the course for the future

DB Cargo is pooling its strengths for Europe and Europe's industries under the leadership of Birgit Wirth: twelve national companies are growing together to form a decentralized, efficient unit. Clear responsibilities, modern management tools and close interaction between business segments and European national companies form the backbone of the "European Network". Birgit Wirth, Managing Director DB Cargo Scandinavia and Management European Rail Logistics Companies

What exactly will change for our customers?

The transformation ensures modern and efficient structures:

- In Sweden, the use of in-house train drivers ensures greater flexibility and competitiveness in operations.
- In France, DB Cargo is developing into an intermodal provider and expanding its combined transport (CT) offering.
- In Switzerland, DB Cargo will take over cross-border transit services to Italy under its own management from 2026.
- In Denmark, DB Cargo has set up its own maintenance depot to return the Scandinavian fleet to operation more quickly, directly and cost-efficiently.

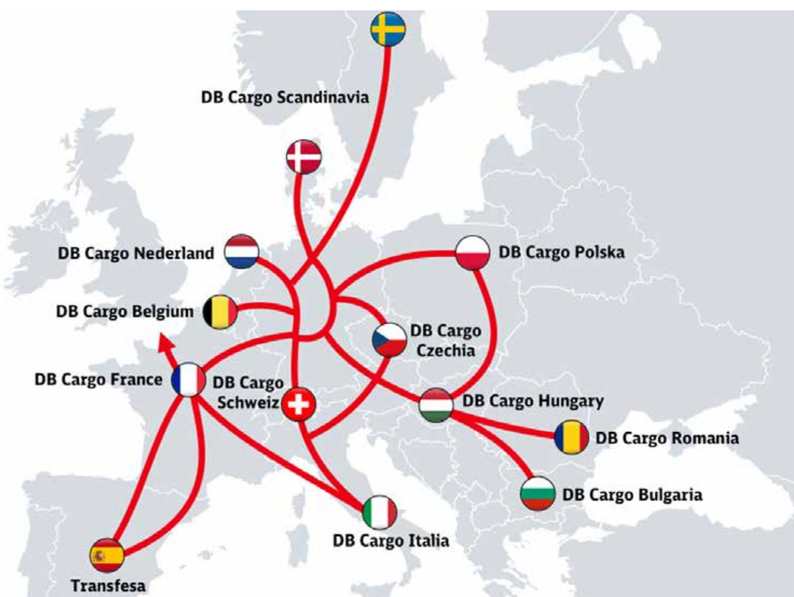
Transformation with a sense of proportion and clear goals

Creating synergies, increasing efficiency and ensuring quality - strengthening local responsibility.

Together, we are shaping freight logistics in Europe with modern structures and overarching cooperation. A small and internationally experienced team accompanies the transformation. Business decisions are made locally by the management of the national companies.

Together we are shaping the future of freight logistics

DB Cargo connects Europe's economy by rail - sustainably, reliably and with a view to the future. The ongoing transformation is an important step: it strengthens the European network, improves quality and creates an efficient logistics system that meets the requirements of modern industries. DB Cargo not only remains Europe's leading rail freight operator - we are actively shaping the freight logistics of tomorrow.



Germany

NEW ŠKODA TRAMS ENTER PASSENGER SERVICE IN FRANKFURT (ODER)

Passengers in Frankfurt (Oder) can officially ride the new trams produced by Škoda Group, following the official authorisation of the vehicles for passenger operation. Eight trams are already in the city, with two more arriving. The final three are in the last stages of production. Trams have been part of everyday life in Frankfurt for more than 125 years. With the new Škoda 46T vehicles now entering service, Stadtverkehrsgesellschaft mbH Frankfurt (Oder) is beginning the gradual replacement of its ageing KT4 fleet.

“Frankfurt is the first to bring the new trams into passenger service, and it’s a key step in this ambitious project. This contract brought together three cities with different technical requirements but a shared vision for modern, accessible transport. Meeting all those needs with one platform wasn’t easy, but it’s exactly the kind of challenge we’re here to solve. It’s great to see that effort now paying off for the people who use these trams every day,” said Jan Christoph Harder, President Region West & North at Škoda Group.

The delivery is part of a joint contract signed by the cities of Frankfurt (Oder), Cottbus, and Brandenburg an der Havel. Škoda Group is supplying a shared vehicle platform tailored to the needs of each city’s network. While the trams are nearly identical in design, they are adapted for three very different operating environments – a key challenge of the project.

Progress in Cottbus and Brandenburg

In Cottbus, six Škoda 47T trams have been delivered and are now in the process of authorisation for passenger operation. A seventh is nearly finished. In 2022, Cottbusverkehr exercised an option for 15 additional vehicles, with seven already in early production.

In Brandenburg an der Havel, two trams have been delivered and two more are in the final assembly. Like those for Frankfurt and Cottbus, the vehicles offer improved accessibility, passenger comfort, and energy-efficient operation.

All three cities are expected to gradually introduce the new trams into operation in the coming months as deliveries and approvals move forward.

ICE Test Train Reaches 405.0 km/h and Gathers Key Insights for High-Speed Rail

Deutsche Bahn (DB) and Siemens Mobility have reached a speed of 405.0 km/h with an ICE test train on the high-speed route between Erfurt and Leipzig/Halle. Train runs at speeds above 300 km/h are extremely rare on the German rail network and are conducted exclusively for testing purposes.

Dr. Philipp Nagl, CEO of DB InfraGO AG:“Today, an ICE has travelled faster than ever before on the Erfurt–Leipzig/Halle line. A new top speed of 405.0 km/h also confirms the high performance of the infrastructure on this high-speed route: after ten years of continuous operation, we can run at such high speeds without any modifications. It proves that infrastructure investments lay the foundation for reliable, sustainable, and high-capacity mobility and logistics across generations. The test runs are providing us with crucial data for the refurbishment and maintenance of high-speed routes as well as for the technical development of high-speed trains, which ultimately benefits our passengers.”

Christian Hirte, Parliamentary State Secretary at the Federal Minister for Transport: “Germany is and can be top! Today’s top-speed run shows that we in Germany have high-quality infrastructure and a powerful industry. The test results obtained will be of great value for DB AG in future procurements and beneficial to customers, helping them reach their destinations quickly, safely and punctually. This high-speed run also strengthens Germany’s position as an economic and export nation.”

Thomas Graetz, Vice President High Speed and Intercity Trains, Siemens Mobility: “The successful test runs of our Velaro Novo test vehicle, which today reached a speed of 405.0 km/h as part of the ICE-S, clearly demonstrate the performance capabilities of our latest generation of high-speed trains. Our goal was to gain deep insights into acoustics, aerodynamics and ride behaviour at extreme speeds – and we achieved that today thanks to excellent collaboration with DB InfraGO AG and DB Systemtechnik. The Velaro Novo will revolutionize rail technology by setting new standards for capacity, efficiency and cost-effectiveness. Innovations like this are key to sustainable and future-oriented mobility.”

Dr. Hiie-Mai Unger, Chairwoman of the Management Board of DB Systemtechnik: “Driving innovation forward and preparing rail transport for the future – that’s what we at DB Systemtechnik contribute to with our test runs. With our high-speed measurement train, the ‘ICE-S’, we were able to gather many important findings today on acoustics, aerodynamics, ride behaviour and the interaction between train and track at very high speeds. These findings support further route refurbishment and help us optimize rail operations – especially high-speed rail.”

The ICE-S from DB Systemtechnik is primarily used for test and measurement runs. It is used to test new lines, inspect infrastructure and carry out various high-speed tests. To precisely analyse and optimize operating conditions on high-speed routes, it is equipped with extensive measurement technology. This makes the ICE-S an essential component in the continued development and assurance of performance in the German high-speed rail network.

The new Velaro Novo from Siemens Mobility is the consistent further development of three previous Velaro generations. Numerous detailed innovations make this high-speed train a highly efficient vehicle, consuming up to 30 percent less energy while significantly reducing investment and maintenance costs. At the same time, seating capacity has been increased by ten percent. Thanks to a wide range of configuration options, the Velaro Novo is future-proof and can still be flexibly adapted to new requirements of operators even after years in service. The Velaro Novo test vehicle, named #seeitnovo, has been undergoing testing as part of the ICE-S for several years on the German long-distance rail network.

The Erfurt–Leipzig/Halle route, part of German Unity Transport Project No. 8 (VDE 8), entered service in 2015 and is designed for high-speed travel. Before the test runs, the line underwent a comprehensive inspection by experts and remains in excellent condition. It is currently closed until 12 July for maintenance and optimization. Among other work, particularly low-maintenance bridge bearings are being installed to ensure that the infrastructure on this high-speed line remains reliable and high-performing. Train traffic is being rerouted to the parallel line during the closure. These diversions are included in the published timetables.

Germany

Siemens Mobility receives major order for 50 Vectron Dual Mode locomotives from Akiem

Akiem, the European leader in locomotive and passenger train leasing and maintenance, announces that it has placed a firm order with Siemens Mobility for 10 Vectron Dual Mode (VDM) locomotives, with an option for 40 additional locomotives. This order is part of the framework agreement signed in August 2021 for the supply of locomotives and associated services. The first locomotives are to be delivered in the 4th quarter of 2026. Akiem previously firmly ordered 100 Vectron locomotives from Siemens Mobility in different batches since 2021.

"We are delighted that Akiem has again decided for Siemens Mobility and ordered 50 more Vectron locomotives to their fleet," said Steffen Bobsien, Vice President Locomotives & Coaches, Siemens Mobility GmbH. "We are especially pleased that the Vectron, with its unique modular design, will be making a significant contribution to rail services on electrified and on non-electrified lines in the Akiem fleet. We have now sold more than 2,700 Vectrons, which is clear proof of customer satisfaction."

"Vectron Dual Mode is today the most reliable and cost-effective solution for railway operators that intend to step away from pure diesel traction. This locomotive, fitted with ERTMS, can operate in an agile way on both electrified and non-electrified infrastructure without compromise on speed and haulage capacity. We are proud to add this offer in addition to our existing Electric Vectron portfolio," stated Fabien Rochefort, CEO Akiem. "By constantly investing in our locomotive portfolio, we are intending to contribute to the rejuvenation of rail freight and passenger transport and commit to a greener rail sector."

Delivering a maximum power of 2.4 megawatts in electric mode and 2 megawatts in diesel mode, the ordered locomotives will be able to perform freight operations at speeds of up to 160 km/h. They will be operated in Germany and Austria, with the possibility of expanding to other European countries (Czech Republic, Slovakia, Hungary, Romania, and Bulgaria).

The Vectron Dual Mode is designed to operate on both electrified and non-electrified routes. By changing from electric to diesel mode, there is no need to switch locomotives.

To date, Siemens Mobility has sold Vectron locomotives to over 100 customers, totalling more than 2,700 units, and the fleet has covered over one billion kilometres in service. Locomotives based on the Vectron platform have been approved for operation in 20 European countries.

Metro Berlin: J stands for Jumbo

The trial operation for the wider new-generation metro trains from Stadler is in full swing. Ten cars are currently undergoing test runs. The first new trains for lines U5 to U9 are scheduled to enter passenger service in 2026.
The renewal of the metro fleet is a key component of the Berliner Verkehrsbetriebe (BVG) strategy for greater operational stability. The ongoing test runs with the new trains for lines U5 to U9 mark an important milestone. Ten cars, delivered specifically for testing, are now regularly in use for measurement runs and can often be spotted between passenger trains on the Berlin network by observant riders.

At the Friedrichsfelde depot, a completely walk-through six-car train of the new J type is now stationed for the first time. Instead of the new BVG seat pattern, the vehicle currently features a lot of exposed technology. The current tests focus on the braking behaviour of the new trains. For this purpose, the J train is being used as a six-car unit for the first time. The tests also examine how the individual components of the approximately 100-metre-long vehicle communicate with each other.

The test program leading up to approval and the start of passenger service covers all operationally and safety-relevant functions of the new trains, as well as environmental aspects. Recently, for example, noise tests were conducted. Thoroughness is the top priority in all tests, as this new generation of metro trains is expected to shape the image of Berlin's metro system for decades to come—and, most importantly, ensure high reliability.

"The results so far make us very optimistic," says BVG CEO Henrik Falk. "The new trains are a crucial element for more stability in the system. But it's not just about the technology working. The trains should also help people feel comfortable in the metro —with modern design, a sense of space, and comfort. Our employees are already excited about the fleet's modernization. Soon, our passengers will also get to experience what the future of Berlin's metro feels like."

In addition to the spacious interior that is immediately noticeable in the Stadler trains, passengers can look forward to several other innovations. These include newly developed and powerful passenger information systems, a new lighting concept, generous door areas, and plenty of space for all travellers—whether on foot, in a wheelchair, with a stroller, or without any luggage. Accessibility has been further improved, and BVG drivers will benefit from new controls and a more comfortable workspace.

The wider J-series vehicles are expected to enter passenger service in summer 2026. Training for drivers, maintenance staff, and station managers will begin in early 2026 to familiarize them with the new trains. The process is already further along for the narrower JK series (K stands for "Kleinprofil" or small profile, i.e., lines U1 to U4). Staff training is in full swing. As promised, passenger service will begin after the summer holidays. At the same time, series delivery will commence. The goal is to deploy up to 140 new JK-series cars on the lines by the end of this year. Development of the smaller vehicles was prioritized because fitting the necessary technology into the tighter space is significantly more complex. The design experience gained was then applied to the development of the wider trains.

"The new J and JK series metro trains represent a technological quantum leap for Berlin's passengers. With a fully walk-through train design and state-of-the-art communication technology, we are setting new standards in safety, comfort, and accessibility together with BVG," says Jure Mikolčić, CEO of Stadler Division Germany.

The J and JK series represent the largest procurement order in BVG's history. According to the framework agreement with Stadler, up to 1,500 cars can be delivered by 2035. With a total volume of up to 3 billion euros, the contract also includes spare parts supply for 32 years. The current orders cover a total of 484 cars to be delivered by 2027.

Germany

The future on rails: Stadler supplies modern TRAMLINK trams for Gotha, Germany

Stadler has been awarded the contract to supply four ultra-modern TRAMLINK trams to the city of Gotha - with the option of a further six vehicles. This order marks an important milestone for the further development of public transport in the region.

The agreement initially comprises four vehicles. In addition, there is the option to flexibly expand the fleet by up to six more trams - divided into two options of four and two units respectively. This modular order structure enables Gotha to react to future developments in the mobility sector in line with demand. In addition to the vehicle delivery, the contract also includes comprehensive maintenance services.

K.-H. Koch, Managing Director of Thüringer Waldbahn und Straßenbahn Gotha GmbH, explains: “With the TRAMLINK, we are investing in the future of local transport in the district of Gotha. The new vehicles not only offer more comfort and accessibility, but also a significant reduction in maintenance costs. This is a big step for our passengers and our city.”

Iñigo Parra, CEO of Stadler Division Spain, adds: “This order not only strengthens the performance of public transport, but also emphasises our commitment to passenger comfort and accessibility. We are delighted to be making a contribution to sustainable urban mobility in the district of Gotha.”

Comfort meets innovation: TRAMLINK at a glance

The 32.5 metre long, five-car bi-directional TRAMLINK vehicles are completely low-floor and offer space for up to 180 passengers, including 50 seats. The vehicle width of 2.45 metres at seat height ensures a high level of comfort. Specially designed areas for wheelchair users, intercom systems and emergency call buttons in the barrier-free zones ensure safety and accessibility for all passengers.

Five doors on each side allow passengers to change quickly. Modern TFT screens provide real-time information and further improve the travelling experience. Train drivers also benefit: The ergonomically designed driver’s cab offers optimum visibility, intuitive operation and maximum comfort.
The body structure made of duplex stainless steel offers excellent corrosion resistance. Improved vehicle insulation and the option to utilise heat recovery contribute to energy efficiency.

Delivery of the vehicles is planned for mid-2027. Following a successful approval process by the technical supervisory authorities, the trams are scheduled to go into regular passenger service in summer 2028 at the latest.

In the long term, it is planned to purchase a further six vehicles to replace the existing vehicles, which are over 40 years old, and to increase the proportion of barrier-free vehicles.

With the TRAMLINK, Gotha is focussing on future-proof mobility that combines comfort, safety and sustainability - a strong signal for the next generation of public transport.

A step closer to the future – the first CITYLINK TramTrain arrives in Saarbrücken

The first TramTrain has been delivered to Saarbahn and was presented to the public on June 9th, in Saarbrücken-Brebach. It is the first of up to 504 vehicles that Stadler will deliver to a consortium of six transport companies from Germany and Austria. As part of this consortium, Saarbahn has ordered 28 TramTrains and holds options for an additional 21 vehicles. Six rail operators from two countries and a single vehicle platform – this sums up the unique procurement project “VDV-TramTrain” for the industry. Following a Europe-wide tender, Stadler is producing up to 504 TramTrains in Valencia for the entire consortium, which can seamlessly switch between tram and railway lines. Stadler also has a maintenance contract for the entire service life of the vehicles.

Driving comfort and innovation for cross-border cooperation

Iñigo Parra, CEO of Stadler Division Spain, said during the presentation: “This is a globally unique international cooperation project. This type of collaboration is the best way to shape Europe. We are delighted to be able to make our contribution and provide our CITYLINK vehicles to the cooperation.” “The new trains represent greater travel comfort, are a visible sign of a modern metropolis, and are also a symbol of cross-border collaboration and European unity. With the commissioning of the next generation of Saarbahn vehicles, we are staying on course for modern, sustainable mobility for Saarbrücken and the region – this aligns with our understanding as a Euro-metropolis,” explained Uwe Conradt, the Mayor of Saarbrücken.

Saarland’s Minister of Mobility, Petra Berg, stated: “The TramTrains make an important contribution to environmentally friendly local transport. The state and the city of Saarbrücken are advancing future mobility together with the project partners and setting new standards for a high-quality transport offer, in which Saarbahn plays a key role. Modern and future-oriented mobility is a cross-border community issue that empowers people in Saarland to lead an independent life, both in the city and in the countryside.”

Karsten Nagel, Managing Director of Saarbahn: “The arrival of the first vehicle in Saarbrücken is a special milestone: with this vehicle, important parts of the testing and approval program will now be carried out on-site. Stadler is committed to completing the approval process as planned and on time. We look forward to the first new TramTrains in passenger service. Starting with the first vehicles that we expect to see in passenger service in the first half of 2026, we will then gradually replace the existing fleet after roughly 30 years of service by early 2028.”

“This joint procurement project is a lighthouse project for our industry. This project shows that when everyone pulls together, more than just a vehicle emerges – a common piece of the future is created,” added Thorsten Erlenkötter, the overall project manager of the VDV-TramTrain project.

From Valencia to Saarbrücken

The CITYLINK vehicles are produced at Stadler Valencia. Last September, Stadler presented the first vehicle at InnoTrans, the world’s largest trade fair for transport technology, in Berlin. In total, several vehicles are already in use for the complex approval process. This included, for example, operations over six months in Velim, Czech Republic, to carry out initial rides and functional tests on the test track. Electromagnetic compatibility tests were conducted in Munich. Another vehicle has simultaneously passed tests in the climate chamber in Vienna. Thanks to the simulation of various climatic conditions, it is ensured that the vehicles will function reliably even in extreme temperatures, whether cold or heat. In Saarbrücken, further tests and rides will be carried out with the now and later delivered vehicles as part of the approval process as a tramtrain according to the railway regulations (EBO) and the tram operation regulations (BoStrab). An additional special feature is the approval of the Saarbahn TramTrains for operations up to Saargemünd, France. A large part of the static and dynamic approval tests completed with Saarbahn’s vehicles will also be valid for the vehicles of the other cooperation partners. This allows not only the construction costs of the individual variants to be divided but also the approval costs among the cooperation partners.

CITYLINK: A joint TramTrain platform

The new vehicles are modular, barrier-free light rail vehicles that have been specially developed for seamless connections between the city center and the surrounding area providing passengers with a safe and comfortable ride. All vehicles in the project are based on the same platform and have a length of 37.2 meters and a width of 2.65 meters. The three-section CITYLINK vehicles come with standardized equipment such as air conditioning for the passenger and driver compartments and flexible, spacious multipurpose areas. Depending on the operator, the TramTrains are equipped individually.

On June 16th, FLEX/SRI Class 151.170 (build by Henschel & Sohn, Kassel in1977) heads a rake of tankers over the 'Frankenwaldbahn' towards Bamberg. On the rear is DB Cargo Class 185.161 assisting from Probstzella to Steinbach am Wald due to the steep gradients on the line. *Erik de Zeeuw*

Germany

100 Future Stations 2025: DB modernizes stations in series for more comfort and attractiveness

In 2025, DB InfraGO will convert another 100 stations into stations of the future and modernize them accordingly. This will involve refurbishing stations as a single project, with clear and uniform quality standards. They are particularly attractive to travellers: Stations of the future offer improved comfort through more weather protection and new waiting furniture, modern passenger information, greater accessibility, better lighting, and attractive design, as well as modern connecting mobility. They also reflect regional identity. This is made possible by a new statutory financing regulation.

“With the stations of the future, we have completely new scope. Now that the station buildings are also included in the funding, we can develop the transport station, reception building, and surrounding area together,” explains Ralf Thieme, Board Member for Passenger Stations at DB InfraGO.

The North Star – the new, sustainable vision for stations – was jointly developed by DB, the Federal Railway Authority, and the Ministry of Transport for passengers and customers. “Until now, due to the fragmented financing that considered the station, building, and surrounding area as individual elements, we could only modernize piecemeal. This meant repeated construction sites, and for customers, the impression that it would never be finished. This is now different. Stations of the future mean moving away from piecemeal work and toward series production with a consistent level of quality for attractive stations.”

Carmen Schwabl, member of the Sector Advisory Board and spokesperson for the management of the Landesnahverkehrsgesellschaft Niedersachsen mbH (LNVG) , said : “Future stations demonstrate what is possible: modern, customer-friendly stations as true mobility hubs. Now it’s time to further advance these innovations – because attractive rail transport requires attractive stations everywhere. It is crucial that the federally owned company DB InfraGO is provided with the necessary resources in a timely manner so that DB InfraGO can take concrete implementation steps such as planning and contracting.”

The background to this is the Federal Railway Expansion Act (BSWAG), which was amended in 2024. According to this law, DB station buildings are once again part of the new financing logic. Therefore, DB InfraGO is breaking new ground in renovation and modernization. Future stations will be planned and modernized as a single unit – that is, the station, the building, and the surrounding area. To achieve this, DB is closely involving cities and municipalities.

For this purpose, DB 2024 established the Competence Center for Station Forecourts and Connecting Mobility. Cities and municipalities, which mostly own the forecourts, receive advice on implementation and financing to jointly ensure an attractive station environment.

In total, DB 2025 will modernize approximately 950 of its 5,400 stations across Germany. In these modernization projects, DB is also implementing the defined, high quality standards developed for the stations of the future. This represents a continuation of the rapid pace of modernization that, for the first time in 2024, successfully halted the aging process of the infrastructure. The condition rating for the stations has improved slightly from 3.09 to 3.03. DB intends to sustain this trend and consistently pursue its renovation course.

DB InfraGO has already designated 113 stations as stations of the future in 2024. This year, three dozen stations already bear the “Station of the Future” label. Construction work will be carried out on additional stations throughout the year – including numerous stations on the Hamburg-Berlin route as part of the general renovation work starting in August 2025.

Railway and mobile phone companies research high-speed internet on trains

Compact cell towers directly next to the tracks are intended to make high-speed internet on trains a reality. For the first time, all four German mobile network providers are collaborating on a research and development project funded by the Federal Ministry for Digital Affairs and State Modernization (BMDS). The project consortium includes Deutsche Bahn (DB), the mobile phone companies 1&1, Deutsche Telekom, O2 Telefónica , and Vodafone, the cell tower operator Vantage Towers, the network equipment supplier Ericsson, the German Aerospace Center (DLR), and the Regio Infra North-East (RIN). GINT XT builds on the results of the 2024 “Gigabit Innovation Track” (GINT) project and expands both the circle of partners and the focus of its work.

A roughly twelve kilometre long section of the RIN in Mecklenburg-Western Pomerania is Germany’s only gigabit test track to date. The previous GINT project partners, DB, Ericsson, O2 Telefónica , and Vantage Towers, conducted tests of gigabit connections between trains and land there in 2024. Radio masts are located just a few meters from the tracks, spaced approximately one kilometer apart. These masts will be installed along railway lines in the coming years for the future FRMCS (Future Railway Mobile Communication System). These masts could also be used for mobile communications and data connections for passengers.

Dr. Karsten Wildberger, Federal Minister for Digital and State Modernization: “High-speed internet on trains must not remain a dream of the future. For a modern state, it must be a matter of course that people can use the internet for work, streaming, and phone calls without restrictions, even on trains. To achieve this, complex technical challenges must be overcome. With the ‘Gigabit Innovation Track XT’ project, the Ministry of Transport and the participating companies have done truly pioneering work and demonstrated what can be achieved together. This is also the most important signal for our mission. If everyone pulls together, we can move from plan to implementation!”

Dr. Daniela Gerd tom Markotten, Member of the Board of Management for Digitalization and Technology at Deutsche Bahn AG: “Last year, the GINT partners built a test track with cell towers close to the tracks in record time. Now, for the first time, all German mobile phone companies along this test track are investigating how gigabit coverage can be achieved. Because that’s what people want: to work on the train, participate in video conferences, or make phone calls while traveling. Together, we will meet this demand!”
The partners are now testing how to achieve high-speed connections for rail travellers in the research and development project “Gigabit Innovation Track XT” (GINT XT). Together, they aim to develop and test future solution options for fast and high-performance mobile connections for rail travellers, with a technology-neutral approach. Tests and projections by DB, Ericsson, O2 Telefónica , and Vantage Towers in the mast corridor in 2024 had suggested that gigabit data rates between trains and land would be possible if the 5G frequencies of all mobile providers were used at 3.6 GHz. In the GINT XT research and development project, the mobile network operators and their partners now want to test how base stations, software, and antennas – the so-called Radio Access Network (RAN) – can be shared by all four mobile network operators.

The project consortium is focusing on 5G and other innovative mobile communications technologies. The high-performance data connections will primarily operate in the 3.6 gigahertz frequency range; lower frequencies with longer ranges as well as even higher frequency ranges will also be tested. The compatibility of public mobile communications with the future FRMCS railway radio system is also being investigated. The goal of the joint research is to develop technical solutions for illuminating the Hamburg-Berlin railway line.

It is intended to become Germany’s innovative route for mobile communications with gigabit data rates on trains. Deutsche Bahn (DB), the mobile operators 1&1, Deutsche Telekom, O2 Telefónica, and Vodafone, as well as the federal government, signed a letter of intent for the technology-neutral testing, development, and application of a “5G on the Tracks” coverage concept in October 2024. DB is taking advantage of the upcoming general renovation of the railway line to build a mast corridor and additional infrastructure for FRMCS along the tracks. FRMCS will replace the current GSM-R railway radio system throughout Europe by 2035.DB is providing masts and supply containers, as well as the power and data lines being erected for FRMCS, to mobile communications companies for testing and providing mobile communications coverage for passengers along the route.

Germany

Alpha Trains and VIAS Rail sign leasing agreement for 14 FLIRT1 electric multiple units

Alpha Trains, Europe's leading lessor of locomotives and trains, and VIAS Rail GmbH (VIAS), a subsidiary of the RATH Group, have signed a leasing agreement for 14 five-car Stadler FLIRT1 electric multiple units (EMUs).

Starting in December 2026, these trains will operate on the Emscher Express Network (ENE), which was tendered by the transport authorities Verkehrsverbund Rhein-Ruhr (VRR) and Nahverkehr Westfalen-Lippe (NWL). Both the transport contract and the leasing agreement will run until December 2030.

To offer passengers a modern and comfortable travel experience at the start of the new concession, the trains will be redesigned before being put into operation, which will include intensive cleaning, new upholstery for the passenger seats, and replacement of interior fittings. Some outdated technical components will also be replaced to ensure the vehicles can continue to be used reliably in the future.

The new operator, VIAS, will operate the trains on the RE 3 line, the Rhine-Emscher Express, which runs from Düsseldorf via Duisburg, Oberhausen, Gelsenkirchen, and Dortmund to Hamm - a route already served by these trains today. In the future, they will also be used on the RE 41 line, the Vest-Ruhr-Express, which is currently still operated by DB Regio and runs from Bochum via Recklinghausen to Haltern am See. On both lines, the trains will offer significantly more seating capacity than before and ensure a high level of comfort and customer satisfaction.

Using the trains on both the existing RE 3 line and the new RE 41 line will enable efficient utilisation of the fleet - an important measure for promoting the sustainable development of regional rail passenger transport.

“We are delighted that our reliable FLIRT1 trains will remain a key part of local transport in North Rhine-Westphalia,” says Bernhard Holzer, Managing Director of Alpha Trains Europa GmbH. “By choosing to continue operating and modernising existing vehicles, we - together with our partner VIAS - are making a valuable contribution to sustainable and cost-effective mobility in regional rail transport.”

“Reliable vehicles are essential for a successful start of the Emscher Express network,” says Thomas Eßer, member of the VIAS management board. “With Alpha Trains, we have a trusted partner who not only provides expert support throughout this project but also offered the ideal addition to our existing FLIRT 1 fleet.”

Neo Lox GmbH signs for two EuroDual locomotives – The beginning of a powerful partnership

Neo Lox GmbH is investing in forward-looking growth: with the signing of a long-term Full-Service Leasing agreement for two new EuroDual locomotives from European Loc Pool (ELP), the young Rail Freight operator from Bottrop is taking a significant step towards a promising and sustainable future. The decision was made deliberately in favour of ELP and the EuroDual, a locomotive that impresses with its flexibility, efficiency, and technical performance.

“The exceptional flexibility of the EuroDual was a key factor in our decision,” explains Izzettin Kaya, Managing Director of Neo Lox GmbH. “We need locomotives that perform reliably both on electrified main lines and on non-electrified industrial tracks. The EuroDual allows us to do exactly that, without changing locomotives, and with maximum efficiency.”

The locomotives enable continuous transport chains with greater predictability and reduced downtime, a key advantage, especially for Neo Lox’s diverse operations in classic Freight Transport and complex construction and project logistics. A particular benefit is the EuroDual’s dual-power system: the combination of electric and diesel engines allows different types of tracks to be served without interruption. “This significantly increases our operational flexibility while saving time and costs in deployment planning,” adds Kaya. Especially in demanding transport scenarios, such as the supply of construction sites with gravel, this technology proves itself in daily use. In addition, the dual-mode operation actively supports CO_2 reduction, offering Neo Lox the ability to provide its customers with a sustainable service. From ELP’s perspective as well, the EuroDual continues to gain relevance due to current developments in rail infrastructure construction.

Emiel Knarren, Chief Commercial Officer at European Loc Pool, explains: “Rail construction logistics is booming, not least because DB InfraGo is currently awarding many projects. Particularly interesting is that increasingly the entire service is being tendered, not just the pure site logistics. This puts high-performance, hybrid locomotives like the EuroDual even more in the focus of private Rail Freight operators. Those who can flexibly and independently deliver complete services have a clear advantage.”

With its Full-Service Leasing model, European Loc Pool provides not only powerful, state-of-the-art locomotives, but also takes care of the complete maintenance, servicing, and insurance throughout the entire leasing period.

For Neo Lox, this means maximum availability, high planning reliability, and predictable cost structures, crucial factors in a dynamic logistics market. “The cooperation with ELP was professional, solution-oriented, and collaborative from the very beginning. We particularly appreciate the technical expertise, transparent communication, and reliable execution – this is extremely important in a growth-oriented environment like ours,” Kaya summarizes.

On June 15th, a BUDAMAR Class 383 is seen in Eilsleben working an intermodal from Rostck to Wanne-Eickel.
Erik de Zeeuw

Ireland

Iarnród Éireann DMU No. 2243 calls at Portlaoise on June 27th. *John Balaam*

Iarnród Éireann No. 226 ‘River Suir’ stands at Portlaoise on the rear of the 16:25 Cork - Dublin Heuston service on June 26th. *John Balaam*

Iarnród Éireann Nos. 225 and 217 are seen at Dublin Heuston both working services for Cork on June 25th. *John Balaam*

Ireland

Iarnród Éireann DMU No. 2820 stands at Ennis waiting to work the 13:25 to Limerick on June 26th. *John Balaam*

Iarnród Éireann DMU No. 22316 calls at Athenry working the 10:05 Galway - Dublin Heuston service on June 26th. *John Balaam*

Iarnród Éireann DMU No. 2817 departs Athenry with the 18:05 Limerick - Galway service on June 25th. *John Balaam*

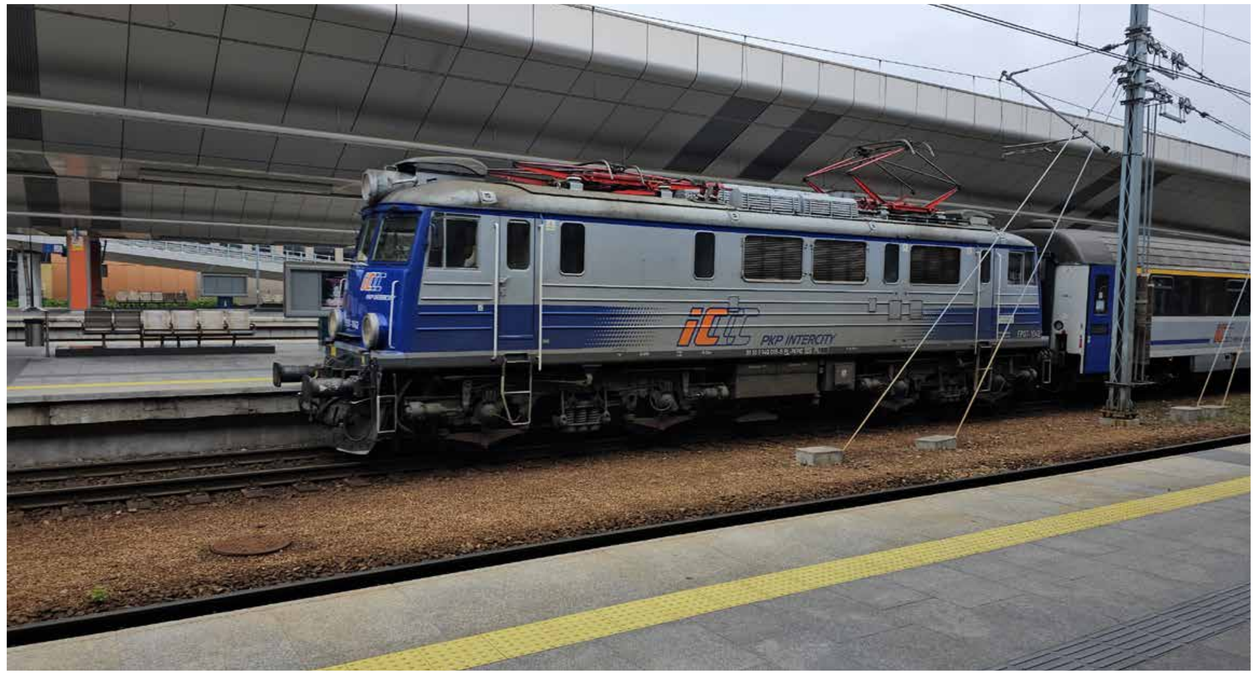
Since May 3rd, Plan V No. 904 has been in service for RRReis, working for the next two years between Amersfoort Centraal and Barneveld Zuid. During this two year term, the current trains are being refurbished into the RRReis colours. The Plan V is from the CREW 2454 foundation, built 1974 and seen back in service on the early morning of June 12th, arriving at Barneveld Zuid station. *Andre Pronk*

Poland

Tram No. 912 heads through the streets of Krakow on May 20th. *Mark Armstrong*

PKP Intercity Class EP07-1042 stands at Krakow station on May 20th. *Mark Armstrong*

On May 20th, EMU No. 27WEb-003 calls at Krakow Grzegorzki station. *Mark Armstrong*



A smart looking No. EU07-005 is seen at Krakow station on May 20th. *Mark Armstrong*

Poland

Shortlines units Nos. SD85-003 and SD85-010 arrive at Krakow on May 20th. *Mark Armstrong*

Krakow tram No. 918 heads through the city with an S2 service on May 20th. *Mark Armstrong*

On May 20th, PKP EMU No. ED160-006 arrives at Krakow station. *Mark Armstrong*

On May 22nd, Ceske Drahy Class 1216.903 arrives at Warszawa Zachodnia with a terminating service.
Mark Armstrong

Poland

PKP steam loco No. PT47-104 is seen in the Warsaw train museum on May 21st.
Mark Armstrong

PKP diesel No. SM15-17 is seen in the Warsaw train museum on May 21st.
Mark Armstrong

PKP electric loco No. EU20-24 is seen in the Warsaw train museum on May 21st.
Mark Armstrong

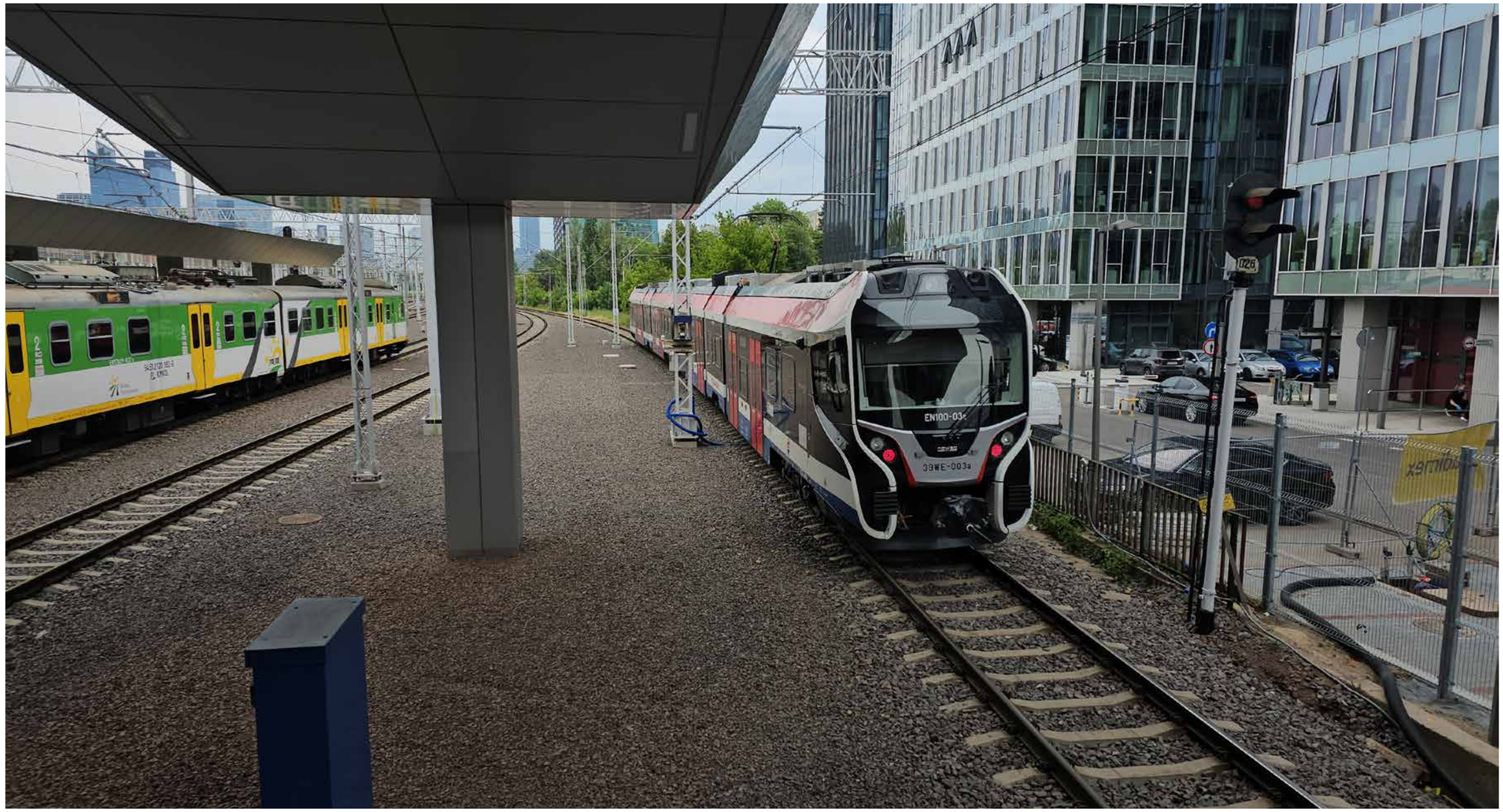
On May 22nd, Koleje Mazowieckie No. EU47-001 stands at Warszawa Zachodnia station with a rake of double deck stock. *Mark Armstrong*

Poland

EMU No. EN100-03 arrives at Warszawa Zachodnia station on May 22nd with a WKD service. *Mark Armstrong*

On May 24th, No. SM42-7581 passes through Gdanks on May 24th. *Mark Armstrong*

Cargounit's No. 60g-198 heads through Gdanks station on May 24th. *Mark Armstrong*



On May 24th, Class 111Ed-110 heads through Gdanks station with a rake of tanks. *Mark Armstrong*

On June 26th, No. DF353 pauses at Pont du Fahs station with the afternoon train from Tunis to Dahmani - this 1965 vintage EMD G8 locomotive has re-entered frontline service on passenger trains to assist with the traction problems faced by SNCFT, but due to low line speeds it seems to be restricted to the Dahmani line. *Mark Torkington*

Algerian GE locomotives Nos. DJ21 and DJ02 are seen in Tunis Ville station awaiting departure with the thrice weekly international train from Tunis to Annaba, June 25th. *Mark Torkington*

On June 24th, No. DP147 stands at Sousse about to run around its train from Tunis Ville to Metlaoui which it will haul as far as Sfax. *Mark Torkington*

No. DP151 pulls into Beja station with a service to Tunis Ville on June 25th. *Mark Torkington*

Florida Gulf & Atlantic Railroad Nos. 107 and 104 arrive at Lee whilst hauling TA-East from Tallahassee to Lake City.
Laurence Sly

Florida Gulf & Atlantic Railroad Nos. 105 and 4492, after swapping trains at Lee with the train from Lake City, the TA-East crew head home to Tallahassee. *Laurence Sly*

U.S.A.

Florida Gulf & Atlantic Railroad Nos. 105 and 4492 pass Greenville whilst hauling TA-East back to Tallahassee. *Laurence Sly*

Port Bienville Railroad Nos. 107 and 2039 are seen tied down at Port Bienville. *Laurence Sly*

Florida Gulf & Atlantic Railroad Nos. 105 and 4492 pass Aucilla whilst hauling TA-East to Tallahassee. *Laurence Sly*

First Coast Railroad Nos. 3514 returns to the yard in Ferdandina Beach. *Laurence Sly*

U.S.A.

Florida East Coast Nos. 804 and 805 pass St. Augustine whilst hauling train No. 105 from Jacksonville to Miami. *Laurence Sly*

Florida East Coast No. 431 passes St. Augustin whilst hauling train No. 905 the Jacksonville - Dorena local. *Laurence Sly*

Florida East Coast Nos. 416 and 426 pass St. Augustine whilst hauling train No. 204 from Fort Pierce to Jacksonville. *Laurence Sly*

An aerial photograph of the Bay Line Railroad's locomotive shop in Panama City. Outside the shed are Nos. 3349, 4039, 3350 and 2183.
Laurence Sly

U.S.A.

Florida East Coast Nos. 822 and 806 pass St. Augustine whilst hauling train No. 202 from Miami to Jacksonville. No. 819 is being hauled dead in the consist after being picked up at New Smyrna Beach. *Laurence Sly*

Florida East Coast Nos. 713 and 433 pass St. Augustine whilst hauling train No. 204 from Fort Pierce to Jacksonville. *Laurence Sly*

Florida East Coast Nos. 818 and 807 pass New Smyrna Beach whilst hauling train No. 105 from Jacksonville to Miami. *Laurence Sly*

Florida East Coast Nos. 819 and 804 pass St. Augustine whilst hauling train No. 202 from Miami to Jacksonville.
Laurence Sly

Florida East Coast No. 430 passes St. Augustine whilst hauling train No. 905 to Dorena. *Laurence Sly*

U.S.A.

Florida East Coast No. 421 passes Turnbull Bay whilst hauling local train No. 910 back to New Smyrna Beach from Harwood. *Laurence Sly*

Florida East Coast Nos. 804, 819 and 820 drop off rock cars at New Smyrna Beach whilst hauling train No. 206 from Miami to Jacksonville. The rock will be delivered to customers in the area by local train No. 910 the next day. *Laurence Sly*

Sweden

Alstom delivers ERTMS signalling system on the Iron Ore Line, in Sweden

Alstom, a global leader in smart and sustainable mobility, has delivered and commissioned ERTMS on the Iron Ore Line (known in Swedish as 'Malmbanan'), one of Sweden's most critical rail lines for freight transport. This marks the first deployment of the new European signalling standard outside of Sweden's ERTMS pilot lines, bringing increased reliability and less need for maintenance to this strategically vital route.

The modernisation of Malmbanan's signalling was carried out in close partnership with Trafikverket (the Swedish Transport Administration). The delivery has taken place in two key stages: initially through an intermediate upgrade using ATC and then transitioning to ERTMS – now in operation in the control areas of Linaälv, Gällivare, Kiruna and most recently part of Björkliden. The project includes system design, development, supply of equipment, testing, commissioning, and training. The solution was primarily developed by Alstom's engineering teams based in Stockholm and Hässleholm, drawing on their extensive knowledge of Malmbanan's existing signalling infrastructure and operational context.

"We are pleased to see ERTMS now operational on Malmbanan – the first line outside the pilot lines to enter deployment. It is a pride for us to support Trafikverket in this rollout to modernize the railway" says Maria Signal-Martebo, Managing Director, Alstom Sweden. "This delivery was possible thanks to our local presence with deep knowledge in signalling systems and operations conditions in Sweden."

The digital signalling solution deployed on Malmbanan is part of Alstom's comprehensive and world-leading portfolio for mainline and regional railways. It incorporates Onvia Control for ERTMS and Onvia Lock for interlocking, both tailored to meet the specific operational needs of Sweden's northernmost railway. The legacy ATC and the new signalling system are seamlessly managed through Alstom's Onvia Vision traffic management platform. This unified environment has streamlined the transition and supports efficient, and modern railway operations.

Local insight, global expertise

Key success factors in the project included strong collaboration with Trafikverket, good knowledge in Malmbanan's operational environment, and valuable insights gained from Alstom's previous ERTMS deliveries on the Ådalen Line (also known in Swedish as 'Ådalsbanan') and on the Bothnia Line (also known in Swedish as 'Botniabanan').

Alstom is also the market leader in rail services, supporting customers over the entire asset lifecycle with the broadest portfolio of signalling services solutions. Alstom's digital solutions deliver the highest availability, reliability, and performance for operator's rail assets, with integrated, modular, and secure services to optimize operations and maintenance activities, and enhance passenger experience.

Alstom is the largest supplier to the Swedish train market, with over a thousand trains delivered to the Swedish railways and several major maintenance contracts. Alstom also leads the implementation of the European Railway Traffic Management System (ERTMS) signalling system in Sweden, both onboard and along the tracks.

Turkey

Alstom and RESA A.Ş. pioneers Türkiye's first Rigid Overhead Catenary System for high-speed rail

Alstom and RESA A.Ş. have signed a contract to supply Türkiye's first Rigid Overhead Catenary System for Halkalı-Kapıkule high-speed line.

Alstom's Rigid Overhead Catenary System (ROCS) will be installed on the Halkalı-Ispartakule section of the Halkalı-Kapıkule high-speed train line, creating a vital link between Türkiye and Europe. This line will stretch a total of 229 kilometres. Alstom's catenary system will be placed in a double-track tunnel, each around 7 kilometres long and 8.3 meters wide, running beneath local neighbourhoods and Küçükçekmece Lake. The catenary system is being manufactured at Alstom's facility in Valmadrera (Lecco), Italy.

Once the Halkalı-Kapıkule High-Speed Train Line is completed, it will be a key part of the Trans-European Transport Network (TEN-T). This line is expected to boost passenger transport by 80% and increase freight transport by 45%, greatly improving transportation in Istanbul and supporting the region's economic growth.

Kerem Bugay, Managing Director of Alstom Türkiye says, "At Alstom, we have been dedicated to developing Türkiye's railway sector for over 70 years. This new contract with RESA A.Ş. marks another important milestone, combining our global expertise and strong local team. We connect local partners to opportunities arising from Alstom's projects around the world. Moving forward, we will continue to invest and collaborate to support Türkiye's vision for rail transportation."

Serkan Atalar, Managing Director of RESA A.Ş. says, "As RESA A.Ş., we have been serving the railway sector in our country for long years. With the construction of the Rigid Catenary System for the Halkalı – Ispartakule High-Speed Train Project, which we have undertaken as a turnkey project, we are adding another milestone to our services. This project holds great significance as it will be the first high-speed train project in Türkiye to implement a rigid catenary system, and we are especially proud to be the first company in our country to carry this out. We are pleased to elevate our strong collaboration with Alstom to a new level through the Halkalı – Ispartakule High-Speed Train Project, following the ongoing Ümraniye – Ataşehir – Göztepe and Gebze – Darıca Metro Projects."

Alstom's ROCS is an efficient and cost-effective solution for rigid overhead catenary, particularly suitable for confined spaces and tunnel retrofits. It features an aluminum conductor profile paired with a copper contact wire, ensuring both ease of installation and low maintenance. The compact design not only offers high performance but also enhances fire resistance. ROCS integrates easily with existing lines and accommodates different supply voltages, making it a versatile choice for a wide range of applications.

Italy

Brescia Mobility entrusts Manelli, Hitachi Rail and Alstom with the construction of the city's new tramway streetcar line

On June 18th, Brescia Mobilità has awarded the Temporary Grouping of Companies (RTI) led by Manelli Impresa S.p.A. with Hitachi Rail and Alstom, the contract to build Brescia's new T2 tramway line, which will connect the two stations of Pendolina and Fiera. The order has a total value of 326 million euros.

The work represents a strategic infrastructure, which aims to improve the efficiency of public transport, reduce environmental impact and promote integration between different modes of urban mobility.

The T2 line will run on an 11.3-kilometre double-track route between the terminals at Fiera (southwest part of the city), and Pendolina (northwest part of the city), passing through some of the city's most populous neighbourhoods and providing a fast and efficient connection to the FS Station hub. The project includes 21 stops, a main depot at Fiera and an auxiliary depot at Pendolina, with state-of-the-art technological solutions to ensure the sustainability and efficiency of the service. The infrastructure will be built with 72 percent of the route in dedicated lanes, ensuring smooth and safe traffic flow, and will be powered mainly by overhead contact line (about 8.2 km), with some battery-powered sections (about 3.1 km) to minimize landscape impact.

Manelli Impresa S.p.A., a leading construction company specializing in major infrastructure works, will be responsible for the construction of line and civil infrastructure works including the final design and safety coordination during the design phase of the new T2 tramway line. Manelli Impresa's share of the works is approximately 161 million euros.

Hitachi Rail, a global player in rail and sustainable mobility, will supply 18 new state-of-the-art streetcars as well as trackside and on-board telecommunication and signaling equipment. For Hitachi Rail, the total value of the order is about 77 million euros.

The new streetcars, manufactured at Hitachi Rail's Reggio Calabria site, will be designed and developed according to S.C.A.I. (Safety, Comfort, Environment, Innovation) principles and represent a significant step forward in public transportation by being geared toward maximum comfort, accessibility and safety, with a focus on ergonomics and passenger experience.

The vehicles will be equipped with an innovative Advanced Driver Assistant System (ADAS), with Anti-Collision functions by detecting potential obstacles, such as pedestrians and vehicles. Passenger comfort is ensured by advanced vibration optimization technologies and minimizing noise emissions as well as as 52 seats, which is more than 24% of the total seating capacity of 216.
The new streetcars will be made of lightweight materials, 98 percent recyclable, and equipped with automatic air conditioning that adapts to the number of passengers, reducing energy consumption. Battery-powered operation in the most artistically valuable areas will also reduce environmental impact, while braking energy recovery and innovative Eco-Drive algorithms will allow energy savings of 15-20%.

Alstom, a global leader in intelligent and sustainable mobility, confirms its role as a reference in the national scene in the implementation of turnkey systems (Turnkey) in several Italian cities. As part of this project, Alstom will be responsible for the design and implementation of the switchgear, electric traction, overhead contact line, ground signaling system, street lighting, and traffic light system, with a total value of about 88 million euros.
The activities will be entrusted to the System & Infrastructure team at Alstom's Rome headquarters, while the electric traction components will be designed and supplied from Alstom's Valmadrera (LC) site, a center of excellence with more than 100 years of experience in innovation and technological development. Among the cutting-edge solutions provided is the Spiroll™, an innovative device for automatic overhead contact line tensioning.

"The new tramway project is developed within an articulated urban context, which includes both historic areas and areas undergoing transformation that will also be subject to redevelopment. Its realization represents an important opportunity to improve the quality of urban space, consistent with the strategies of the Territorial Government Plan (TMP). The infrastructure will contribute to making historic centers more accessible and usable through an increase in public transport and the consequent reduction in the use of private vehicles." Sergio Onofrio Manelli, CEO of Manelli Impresa S.p.A. "In addition, it will promote the economic enhancement of areas undergoing transformation and improve urban well-being".

Luca D'Aquila, COO Hitachi Rail Group and CEO Hitachi Rail Italia, commented, "The streetcars to be built for the city of Brescia meet the highest market standards and represent excellence in tram transportation globally. They represent an example of Hitachi Rail's ability to bring to the market an increasingly complete offer with cutting-edge technologies for the benefit of our customers and passengers. This is in line with the Group's strategic goal of driving the decarbonization of the transportation sector by encouraging a shift from private to safe and sustainable collective mobility."

"We are proud to put our expertise in the development of complex and integrated tramway projects at the service of the City of Brescia, supporting increasingly sustainable and efficient urban and suburban mobility," said Michele Viale, managing director of Alstom Italy. "With the construction of more than 11 kilometres of new tramway line, we further strengthen our commitment to providing innovative solutions for local public transport."

Norway

The first new Coradia Stream for local operation by Norske tog has arrived in Norway for testing

Alstom and Norske tog present the first Coradia Stream train set to operate in the Greater Oslo Region from June 2026

The new trains will undergo extensive testing in Norway in the months leading up to their deployment

The train is part of an order of 55 train sets aimed at offering commuters a faster and more comfortable journey

On June 10th, Alstom and Norske tog have presented the first Coradia Stream for the Nordics regional train that has arrived in Norway for testing. The event was held at Bane NOR's Grorud depot, with Norwegian Minister of Transport Jon-Ivar Nygård and the French Ambassador to Norway Florence Robine among the attendees.

Testing is a part of the process of developing new trains. It is about testing, validating and adapting each and every train to the requirements it will meet when operated. Coradia Stream for the Nordics has already undergone extensive testing in Germany, Austria and the Czech Republic, and will now be tested in Norway. This winter, the train will undergo tests in the mountains – to ensure that the trains runs optimally, under extreme Norwegian conditions.

"With these trains, we are taking a significant step towards a more modern train service for travellers across the Greater Oslo Region. They will offer passengers increased capacity and improved comfort," says CEO of Norske tog, Øystein Risan.

Today's presentation marks a milestone in the framework agreement signed between Alstom and Norske tog in late 2021. Norske tog has ordered 45 Coradia trains for commuter and regional operations, as part of a frame agreement to purchase a total of 200 new trains. The trains will replace the outdated trains in Eastern Norway. This is the largest train procurement agreement in Norwegian history.

"Coradia Stream for the Nordics is the result of our ongoing commitment to innovative and sustainable mobility. We are proud to deliver modern, state-of-the-art trains that will serve Norwegian passengers for decades to come," says Jörg Nikutta, Managing Director of Alstom for Denmark, Norway and Iceland.

Tailored to Norwegian conditions

The new regional train Coradia Stream for the Nordics, formerly known as Coradia Nordic, is specially adapted for Norwegian terrain and climate. The high-tech, modern train sets each consist of six cars and will provide commuters with a comfortable and efficient journey, including onboard internet access. The trains have a top speed of 160 km/h for commuter service and up to 200 km/h for the Intercity routes and are designed with a lifespan of 40 years. They feature low-floor entryways for better accessibility and are built on a modular platform that allows operators to customise interiors and features according to operational needs.

Accessible for all passengers

"Making the trains accessible for everyone has been a key focus in the development of the new trains. They will offer a much more user-friendly and accessible service – especially for wheelchair users, as well as those travelling with strollers or bicycles," says Øystein Risan, CEO in Norske tog.

The new trains will feature dedicated wheelchair spaces and universally designed restrooms. In addition, they will include spacious flexible areas, making it easier to bring for example strollers and bikes on board.

About Norske tog

Norske tog AS is a state-owned company under the Norwegian Ministry of Transport. The company is responsible for procuring, owning, and managing rolling stock for passenger rail transport in Norway.

Photo: Norske tog. ©Nikolas Gogstad-Andersen

Spain

Alstom signs contract for the maintenance and upgrade of the Seville Metro signalling system

Alstom and Metro de Sevilla have signed a contract for the maintenance and upgrade of the railway signalling systems. This agreement includes the maintenance of the signalling systems, covering both trackside equipment (signals, track circuits, point machines and technical rooms) and the onboard equipment for the trains. The contract also includes the renewal of interlockings, hardware upgrades and tools for fixed trackside balises, the necessary spare parts and repair stock for the duration of the contract, the renewal of onboard equipment and Driver-Machine Interface as well as periodic training for Metro de Sevilla staff. The new maintenance contract and signalling system upgrade will ensure greater availability and safety of the line in the coming years. "We have partnered with Metro de Sevilla since its inauguration in 2009, and our aim is to continue delivering the best service to the citizens and visitors of Seville. It is an honour to sign this new contract, which once again makes us a strategic partner and leading technology supplier," said Luciano Barbieri, Managing Director of D&IS Spain and Portugal. "Thanks to our unique experience in the sector, we will be able to enhance our technical support, introduce technological improvements, enhancing maintainability, and supporting effective management of safety systems throughout their lifecycle," he added.

"Thanks to the agreement reached with Alstom Spain, we will make the necessary investments in our railway signalling systems to ensure that, over the coming years, their performance remains as satisfactory as it has been to date, reflecting our commitment to maintaining the highest levels of quality and safety in our operations," said Jorge Maroto, Managing Director of Metro de Sevilla. Metro de Sevilla, a concessionary company of the Junta de Andalucía, was established in 2003 to design, construct, and operate the interurban Line 1 of the Seville Metro. The line was inaugurated on 2 April 2009, serving an estimated population of 230,000 and acting as a key link for communications within the city and its metropolitan area. Metro de Sevilla's shareholders include Globalvia, the majority stakeholder with 88.23%, and the Junta de Andalucía with 11.77%. With nearly 23 million passengers in 2024, Metro de Sevilla aims to be the leading public transport option in the metropolitan area and a model of socially sustainable mobility.

Alstom is the global leader in urban signalling and control systems, with over 30 years of experience in deploying next-generation metro signalling systems. Alstom is the global leader in urban signalling and control systems, with over 30 years of experience in deploying next-generation signalling systems. Alstom's urban signalling products equip over 270 lines across the world, 100 of which are driverless, including metros in Madrid, Barcelona, Bilbao, São Paulo, Paris, Riyadh, Milan, and Shanghai, among others.

India

Alstom to supply 96 additional Metropolis driverless metro cars for Chennai Metro Phase II

The contract worth €135m includes the design and manufacturing of 32 metro trainsets, comprehensive maintenance for 15 years and training of personnel

Under the 'Make in India' and 'Atmanirbhar Bharat' initiatives, these trains will be 100% manufactured at Alstom's facility located in Sri City, Andra Pradesh

These metro trains will ensure safe, reliable and sustainable passenger transport for over 11 million citizens of Chennai

Alstom, a global leader in smart and sustainable mobility, has been awarded by Chennai Metro Rail Limited (CMRL) a contract worth €135m to design, manufacture, supply, test and commission 96 Metropolis metro cars for Chennai Metro Phase II. This project is approximately 119 km long with over 76 km elevated and 43 km underground, operating within three corridors and their inter-corridor sections.

As a part of the contract awarded, Alstom will manufacture 32 metro trainsets (three-car configurations) and provide 15 years of comprehensive maintenance after the warranty period, including cleaning services, obsolescence management, and maintenance of the plant and machinery at the depot site. Under the 'Make in India' initiative, these Metropolis trains will be designed in India at Alstom's engineering centre in Bengaluru (Karnataka) and built at the world-class manufacturing facility in Sri City (Andhra Pradesh).

Alstom's Metropolis metro trains are designed with unique aesthetics and the highest safety standards, prioritising passenger experience and sustainability. Each trainset can accommodate approximately 900 passengers in the three-car configuration. The trains are also designed to run in multiple operation and include train to train and train to track evacuation features.

Commenting on this milestone, Olivier Loison, Managing Director - Alstom India said, "Our journey in India began with Chennai Metro Phase I in 2010, marking our first Rolling Stock order in the country. This new contract strengthens our association with CMRL in helping modernise Chennai's urban rail mobility landscape. We are proud to be chosen to manufacture world-class, Made-in-India metro trains that will further enhance the commuter experience, with an environmentally friendly, safe and reliable solution."

Currently, Alstom is building 108 driverless Metropolis metro cars for Chennai Metro Phase-II, linking Poonamallee Bypass to Light House via 30 stations of which 18 are elevated and 12 are underground. Since being awarded its first contract by Chennai Metro Rail Limited (CMRL) in 2010, Alstom has delivered 208 metro cars for the phase I of the Chennai Metro. Additionally, Alstom in consortium with Larsen&Toubro has designed and constructed track work in the viaduct, tunnel, underground and the depot in Corridor I and II covering approximately 86 track kilometres across these corridors.

Aligning with the government's modernisation efforts, Alstom has led the way in bringing cutting-edge technologies to India, offering world-class rolling stock, rail equipment, infrastructure, signalling, and services. Alstom has successfully delivered metro trains to Delhi, Chennai, Lucknow, Kochi and Mumbai, as well as the Agra-Kanpur and Indore-Bhopal metro projects, resulting in every third metro in India is made by Alstom.

About Metropolis metros and maintenance services

Alstom's modern metro trains are serving the different needs of customers worldwide for over 60 years. Designed to fit new and existing infrastructure, Metropolis metro trains can be adapted to multiple capacity needs. With flexible configurations from 2-to-9-cars, small to large gauge profiles, different voltage systems, and individual interior designs, Alstom's metros can be operated manually or driverless. Metropolis metros feature low noise levels, high recyclability, and optimised energy-efficiency to minimise environmental impact. Over 35,000 metro cars have been ordered or are in operation in more than 70 cities in 40 countries.

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 has over 40 years of experience maintaining metros and maintains over 5,000 metro cars around the world.

Photo: Chennai metro. ©Alstom

U.K.

Alstom secures £50 million contract to enhance and service Class 222 trains for Lumo in the UK

Alstom, global leader in smart and sustainable mobility, has signed a £50 million (€59 million) contract in partnership with FirstGroup and Eversholt Rail for the refresh and maintenance of five, six-car Class 222 trains. This comes ahead of open access passenger services being launched between Stirling and London under FirstGroup's Lumo brand.

The contract comprises two key components which includes a Train Services Agreement (TSA) with FirstGroup – valued at approximately £40 million (€47.5 million) – to be delivered at Alstom's Central Rivers facility. From here, Alstom will maintain, overhaul, service and clean the five trains over the next five years.

In addition, the contract includes a fleet modernisation programme with Eversholt Rail – worth around £10 million (almost €12 million) – which will be carried out at our Widnes site. The refresh involves installation of new, ergonomically designed seating, a full exterior repaint to align with Lumo's branding and upgraded passenger Wi-Fi for improved onboard connectivity.

The Wi-Fi will be provided by Nomad Digital, an Alstom subsidiary dedicated to onboard connectivity and based in Newcastle upon Tyne.

The modernisation also includes new CCTV systems and Intelligent Engine Start-Stop (IESS) technology, which automatically shuts down and restarts the train's engine when stationary – improving fuel efficiency and reducing emissions.

"This partnership marks a significant milestone in our commitment to delivering high-performance, customer-focused rail services across the UK. By combining Alstom's deep technical expertise with the operational excellence of FirstGroup and Eversholt Rail, we're ensuring that fare-paying passengers benefit from a modern, reliable and comfortable travel experience between Stirling and London. The investment in both refurbishment and long-term support reflects our shared ambition to drive innovation and sustainability in rail transport," said Peter Broadley, Commercial Director UK and Ireland at Alstom.

Alstom's Central Rivers depot in Burton upon Trent is a purpose built train maintenance facility, which includes a state-of-the-art double-head lathe, nine maintenance roads and two lifting roads. The Staffordshire site also offers heating, ventilation and air conditioning (HVAC) repair and gassing capabilities, an engine repair bay, an automated vehicle inspection system (AVIS) fuelling and controlled emission toilet (CET) facilities, and an automatic intelligent train wash. Central Rivers can stable up to 37 trains, with overnight servicing of up to 26 trains.

Meanwhile, the Alstom Transport Technology Centre in Widnes is the UK's largest and most sophisticated centre for train modernisation. Opened in 2017, its vast size – and close embrace of digital principles – makes the Cheshire facility ideal for work on intercity trains. The contract with FirstGroup and Eversholt will support 50 roles across the two sites, alongside many more through Alstom's UK supply chain.

Built by Alstom as part of the Voyager family – and previously operated by East Midlands Railway as Meridian trains – the five units are scheduled to re-enter service with Lumo next year, serving passengers between central and southern Scotland and London Euston.

Image: Visualisation of an Alstom-built Class 222 Meridian train in FirstGroup's Lumo livery. ©Lumo

India

Honorable Prime Minister Shri. Narendra Modi Flags Off Wabtec's First Export Locomotive Delivery from Marhowra

On June 20th, Honorable Prime Minister Shri. Narendra Modi flagged off the first export locomotives for delivery from Wabtec Locomotive Private Limited's Marhowra plant, a joint venture between Indian Railways and Wabtec (NYSE: WAB). The delivery marks a significant step under Prime Minister Shri Narendra Modi's 'Make in India' initiative.

"We are very pleased to have the Honorable Prime Minister flagging off the first export locomotives. It gives us the confidence that the Government of India, the Government of Bihar, and the Indian Railways are committed to the long-term growth and sustainability of our locomotive project for regional, social, and economic development," said Sujatha Narayan, Senior Vice President and Wabtec India Region Leader.

The Marhowra plant is supplying Evolution Series ES43ACi locomotives to Guinea. They are part of a 2024 order from Rio Tinto SimFer, a joint venture among the Government of the Republic of Guinea, Rio Tinto, and Chalco Iron Ore Holdings. Wabtec's ES43ACi locomotives are equipped with 4,500HP Evolution Series diesel engines, designed and manufactured in the United States. The locomotives provide best-in-class fuel efficiency, and proven performance in high-temperature environments. The locomotives will support TransGuinéen Railway 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.

"These locomotives symbolize the success of our evolving public-private partnership, which started in 2015," said Narayan. "We have come together as global teams across government entities and private companies to realize this milestone in the journey of the Marhowra plant. These locomotives will efficiently facilitate the export of critical minerals and help drive Guinea's economic development."

The Marhowra plant is a state-of-art manufacturing facility that started operations in 2018. It leverages global lean manufacturing processes and has ramped up its capacity to deliver 170 locomotives per year, which includes 100 locomotives to Indian Railways. The plant also set a new benchmark in having a diverse and talented workforce from Bihar and Jharkhand.

Additionally, Wabtec's outreach programs in and around the Marhowra factory have provided vocational training and educational equity enabling community development in the region. The programs have prepared and supported over 600 female entrepreneurs. It also trained engineers from the local polytechnic with smart welding skills needed to secure employment.

Belgium

PSA Antwerp and Lineas launch new direct rail connection between Zeebrugge and Antwerp to strengthen sustainable hinterland connectivity

PSA Antwerp and Lineas have announced the successful launch of a new rail service directly linking PSA's terminal in Zeebrugge with the Noordzee Terminal in Antwerp, at Transport Logistic, an international transportation and logistics trade fair held in Munich, Germany. A fully loaded container freight train departed from Zeebrugge on May 27th, marking the resumption of a critical rail connection between the two ports. Commencing on June 2nd, the service will operate three times per week in both directions.

New direct rail link between Zeebrugge and Antwerp strengthens sustainable hinterland connectivity

The rail connection is part of PSA Antwerp's Hinterland Connectivity Program, which focuses on sustainable and efficient multimodal transport solutions between its ports and the hinterland. Through an extensive network of rail and inland waterway services, PSA offers a strong alternative to road transport. For Lineas, this project fits into its strategy to support the modal shift from road to rail by providing high-performance and reliable rail services between key economic hubs.

Edward Tah, Managing Director PSA Belgium: "Aligned with PSA's Node to Network strategy, we are continuously working to strengthen our terminals' hinterland connectivity to offer our customers an expanding suite of multimodal, efficient, and sustainable solutions. With this new rail connection, 26,000 TEUs will be transported annually between Zeebrugge and Antwerp"

The new rail link will complement the existing inland waterway service between the port of Zeebrugge and Antwerp, which provides PSA Zeebrugge and its customers with additional flexibility in selecting the most suitable mode of transport.

Strategic role for Lineas MainHub

Lineas is responsible for the entire operational execution of the rail connection. After arriving at the PSA North Sea Terminal, the train makes a stop at the Lineas MainHub in Antwerp, serving as a hub for further transport within Belgium and to the European hinterland. By picking up empty containers and consolidating export cargo, maximum utilization of the train is ensured.

Erik Van Ockenburg, CEO at Lineas: "This new service fits perfectly into our strategy to further expand the rail network with frequent, reliable connections between the most important ports and industrial clusters. By making smart combinations of imports and exports via our MainHub, we are increasing efficiency and making a tangible contribution to the modal shift and climate targets." The cooperation between PSA and Lineas confirms the joint commitment to make rail a full alternative within port traffic. With this new connection, both companies are taking the next step in the realization of sustainable logistics chains, in line with national and European climate ambitions.

U.S.A.

Siemens Mobility to Pioneer Battery-Electric Passenger Locomotives in North America

Siemens Mobility is introducing the next generation of passenger locomotive: The Charger B+AC. An advanced rail solution manufactured in the United States for the North American market, the Siemens Charger B+AC is North America's first battery-electric powered passenger locomotive.

With the debut of the Charger B+AC, Siemens Mobility is further expanding its portfolio of alternative propulsion technologies. The company already offers a broad range of drive systems – including the battery-electric Mireo Plus B, the hydrogen-powered Mireo Plus H, and Vectron locomotives with battery modules for hybrid operation. The Charger B+AC adds a new battery-electric solution tailored specifically to the North American passenger rail market, providing customers with additional flexibility and operational efficiency. This latest innovation builds on Siemens Mobility's proven approach of modular, scalable, and infrastructure-adaptable solutions – enabling transit agencies to enhance service while meeting the growing demands for cleaner and smarter mobility.

"Expanding our portfolio with the Charger B+AC emphasizes our dedication to providing the best propulsion solutions for every customer need," said Andre Rodenbeck, CEO Rolling Stock at Siemens Mobility. "With a growing range of battery, hydrogen, and hybrid propulsion technologies, we're empowering operators to make efficient, sustainable, and future-oriented investments – supported by reliable platforms and decades of rail expertise."

Siemens Mobility's Charger platform is proven across North America, with over 400 locomotives sold. The new Charger B+AC locomotives represent an even more cutting-edge iteration of the Charger design. By removing the diesel engine and integrating a modular battery system and pantograph, this locomotive will provide a cutting-edge solution to transform mobility for commuters across the country.

Once in service, the locomotives will draw electrical power primarily from overhead catenary wires and seamlessly transition into battery mode in and around stations where catenary power isn't available. This application is ideal for operators who either already have, or plan to have, partial electrification across their network. The use of battery-electric power will not require operators to sacrifice distance or speed capabilities. Charger B+AC locomotives are designed to power trains at speeds up to 125 mph under catenary and on battery power for up to 100 miles, depending on train configuration and route characteristics. Fully compliant with Buy America requirements, the locomotives are manufactured in the USA for the North American market and offer flexible charging options, including catenary, plug-in, and dynamic braking.

The Metropolitan Transportation Authority (MTA) and Metro-North Railroad in New York have selected Siemens Mobility to design and manufacture 13 battery-electric passenger locomotives for its latest railcar fleet expansion. This order represents the next generation of Charger locomotive from Siemens Mobility, and an exciting milestone in the rail industry.

With a future-proof modular battery system, familiar operator interface, a large common spare parts pool across North America and the flexibility to adapt train length to match ridership needs using existing coaches, customers can rely on the Siemens Mobility Charger B+AC to go the distance.

Belgium

Akiem and Lineas renew their partnership for four years

Akiem, the European leader in the rental and maintenance of locomotives and passenger trains, and Lineas, the largest private freight operator in Europe, have renewed their partnership with new multi-year contracts covering the leasing of Prima BB27000, BB37000 and BB75000 locomotives and are continuing their joint ambition to promote modal shift.

Mainly carried out by trucks, road freight transport currently accounts for around 10% of CO2 emissions in Europe and 13% in France, according to ADEME, and causes significant public health problems and heavy congestion on road infrastructure. With freight transport in Europe expected to grow by 30% by 2030, the situation is likely to deteriorate rapidly without corrective measures.

In light of this alarming situation, the development of rail transport appears to be an essential solution, regardless of the mode of propulsion. By transferring a larger share of freight transport to rail, the carbon footprint can be significantly reduced and road traffic eased. It is in this context that Akiem, the European leader in locomotive leasing and maintenance, and Lineas, the largest private freight operator in Europe, are renewing their partnership.

Two committed players

Akiem's Locomotive Leasing business offers rail operators essential flexibility by providing solutions tailored to their specific traction and interoperability needs with a fleet of over 750 locomotives. This equipment is rigorously maintained and complies with the regulatory requirements and infrastructure of each network on which players wish to operate. Lineas places the modal shift to rail at the heart of its model.

With the most extensive private rail network in Europe, Lineas is able to offer its customers fast, reliable, and environmentally friendly transport solutions. Thanks to numerous daily connections across the continent, Lineas offers a high-performance and sustainable alternative to road transport.

Locomotive leasing contract renewed until 2030

In 2024, Lineas leased 32 Prima locomotives developed by Alstom from Akiem and operated them on the French rail network, both in their electric version (Prima BB27000 and BB37000) and in their diesel version (Prima BB75000). the latter enabling modal shift to non-electrified tracks and a sixfold reduction in energy consumption compared to road transport. In 2025, Lineas will increase the size of its fleet leased from Akiem from 32 to 39 locomotives across these two fleets, as part of a four-year multi-year commitment.

"We are extremely honored by this new contract with Lineas, which continues and develops a partnership that began nearly 15 years ago. We intend to provide Lineas with ever-improving service in terms of cost, reliability, flexibility, and safety. Our offer is based on our fleet of Prima Alstom locomotives, in which we have invested heavily with a major overhaul program and a new maintenance system. With Lineas, we are consolidating our position as industry leader and helping to strengthen the competitiveness of rail in the freight transport sector." - Fabien Rochefort, CEO of Akiem.

"We are very pleased to continue our collaboration with the Akiem teams. This renewal demonstrates the confidence we have in their expertise and the quality of their services. We are able to offer our customers increasingly efficient and competitive rail freight solutions. We are convinced that the collaboration with Akiem will enable us to accelerate our development and strengthen our position in the freight transport market." - Erik Van Ockenburg, CEO of Lineas.

Malaysia

Alstom delivers automated people mover system to MAHB for Kuala Lumpur International Airport (KLIA)

On June 23rd, Alstom, a global leader in smart and sustainable mobility, announced the deployment of three state-of-the-art Innovia APM R trainsets at Kuala Lumpur International Airport (KLIA). The system was handed over to Malaysia Airport Holdings Berhad (MAHB) and is scheduled to start revenue service on July 1st, aiming to enhance passenger experience for the millions of travellers using Southeast Asia's main transit hub each year.

The advanced transportation system has a capacity of up to 270 passengers per trip. It will operate using the newly upgraded signalling solution Urbalis Flo (formerly known as CityFlo 650). This Communications Based Train Control (CBTC) solution facilitates faster and more efficient driverless journeys, optimising passenger capacity. Additionally, these trains are fitted with an advanced condition monitoring system to prevent faults, prioritising passenger safety and comfort. The new Alstom trains have undergone rigorous testing by Land Public Transport Agency (APAD) from January to June this year.

Yann Maixandeau, Alstom's Managing Director for Singapore and Malaysia said, "KLIA plays a pivotal role in ensuring Malaysia remains at the forefront of world-class transportation. Delivering safe, efficient, and seamless passenger mobility is essential to this vision. We are proud to be part of this transformative project. This significant milestone is a testament to our unwavering commitment to enhancing Malaysia's infrastructure and supporting KLIA's journey to becoming a leading global airport."

Alstom's portfolio of fully automated, driverless turnkey transport solutions is ideal for the challenges of seamless airport journeys, especially for connecting terminals as the trains are made up of single cars that are coupled together for very flexible operations and maximised during peak hours, moving people efficiently and safely. Innovia APM systems are built for outstanding passenger comfort with inclusive accessibility and wider entry and exit points for easier passenger flows, contributing to the overall passenger experience. With an emphasis on eco-design and advanced technologies, the Innovia APM R includes smart climate control, centralised train control, regenerative braking, and energy-efficient systems.
Alstom has provided more than 30 turnkey APM systems at airports worldwide, moving over 3 billion passengers safely and seamlessly. Capitalising on over 50 years' experience worldwide, Alstom Innovia APM systems deliver exceptional reliability while also reducing operating expenses.

This APM replacement project is led by Alstom and a joint venture (JV) between IJM Construction Sdn Bhd and Pestech Technology Sdn Bhd (IJMC-Pestech JV).

Alstom served as the project coordination lead and was responsible for the coordination works in supplying three brand new Innovia APM R train sets and the advanced Urbalis Flo CBTC (formerly known as CityFlo 650) signalling system.

Delivering projects for Malaysia for over 20 years

For over 20 years, Alstom has provided smart, sustainable mobility solutions in Malaysia, playing a key role in rail projects. The company has supported notable rail projects such as the Kuala Lumpur Sri Petaling and Ampang Lines, Kuala Lumpur International Airport, Kelana Jaya LRT, Kajang Line MRT and Putrajaya Line MRT. As a dedicated local partner, Alstom invests in local production activities and workforce training.

Finland

From Old to As-New – SJ's Bistro Carriages Undergo Modernisation in Pieksämäki

At VR FleetCare's Service Workshop in Pieksämäki, older rolling stock is given a new lease of life as ten of SJ's BFS9 bistro carriages undergo refurbishment. The aim of the project is to create a stylish and clean appearance for the carriages, enhancing passenger comfort throughout the journey.
Originally manufactured in the 1980s as A7 and B7 coaches, the vehicles were later converted into BFS9 bistro carriages in the 1990s. Refurbishment work began in Pieksämäki in 2023, with the final unit scheduled to return to Sweden in autumn 2025. The modernisation project will extend the service life of each carriage by approximately ten years.

A Stylish and Functional Whole – Achieved Through Careful Planning and Craftsmanship
Before the refurbishment project itself began, a detailed plan was drawn up in collaboration with the customer, covering all necessary works, the new interior layout, as well as colours and materials. Improving passenger comfort is a central objective of the project and has been considered right from the design phase.

The carriages previously served as kiosk coaches, offering refreshments that passengers could take back to their seats. While seating was available before, the new interior layout will offer a more versatile space where passengers can also spend time and enjoy their refreshments in the bistro environment.

Before each carriage is sent from Stockholm to Pieksämäki, a joint preliminary inspection is carried out with the customer. A final inspection takes place on arrival in Pieksämäki, during which the entire carriage is carefully assessed. This ensures that all individual defects – such as foggy windows or faulty doors – can be identified and addressed.

As part of the surface treatment process, any rust damage to the carriage body is repaired. The carriage is then sandblasted, painted, and lacquered. All exterior decals and markings are also renewed.

Inside, the carriages undergo a thorough cleaning. Nearly all surfaces are refurbished: old carpets are removed, the floors are sanded, and new carpets are installed. The original wall panels are replaced, and some walls are given a refreshed look with decorative vinyl. The smart new appearance is echoed in the details – such as freshly painted handrails and brand-new roller blinds on the windows.

And what about the passenger seating area?
The carriages now offer both reserved seats and open seating options. Passengers are free to enjoy their refreshments at unassigned seats, and there's also a separate quiet area for those seeking a bit more privacy.

Seating comfort and visual appeal are also improved – all seats and tables are replaced with new ones.

In addition to new surfaces and a more functional layout, passenger comfort is further enhanced with upgraded lighting and cleaned air conditioning ducts.
Upgrading the kiosk enhances both passenger comfort and the ease of work for train staff.

Each bistro carriage is equipped with a kiosk where passengers can purchase refreshments during their journey. Trolley service is also provided on board, with the trolleys stored in the kiosk. Some of the trolleys are refrigerated, allowing chilled products to be offered. In addition, the performance of the kiosk's own cooling units is inspected, and new refrigeration equipment is installed in the carriages — providing space for a total of six cold service modules.

A self-service coffee station is also available for passengers. The old bin has been replaced with a four-compartment recycling unit, and a mirror has been added nearby to help train staff quickly check that the station is well-stocked and tidy.

Working conditions for staff have also been improved, for example by adding more storage space in the staff area.

A Word from the Project Manager
Jarmo Koskenkorva, Project Manager for the BFS9 modernisation project, is pleased with how the work is progressing and with the collaboration between all parties involved. He says he's impressed by the high level of expertise shown across the board — from the FleetCare team to the subcontractors. In this particular project, skills related to surface treatment and furnishing are especially important.

Quality requirements are high. Work is monitored closely and regular contact is maintained with the client to ensure consistently high standards. The professional attitude of everyone involved in the project has been a major asset. Before the carriages are delivered to Haparanda, they are also inspected by the client.

"There's a forward-looking mindset here. We stay proactive and anticipate what's ahead — and that really helps the work flow more smoothly," says Koskenkorva.
The team is proud of the work — and it shows. The results speak for themselves, and the customer is happy.

Taiwan

Contract awarded for New Taipei City in Taiwan

At the beginning of June, CAF entered into a framework agreement with the prestigious Malaysian construction company (Gamuda Berhad) to supply up to 23 Urbos trams. These will operate on the Xidong and Keelung lines in New Taipei, which are operated by its transport agency Rapid Transit Systems Department. The contract also covers the supply of spare parts, depot equipment and a driving simulator. Taking all options into consideration, the framework contract could be worth circa €200 million.

This is CAF's second project in Taiwan, following the completion of an integrated project for the city of Kaohsiung's tram line in the south of the country–the world's first to be completely catenary-free. Innovative on-board energy storage technology enables catenary-free operation by charging the trams while they are at a standstill at stops on route.

Under this new contract, the integrated project will be led by construction company Gamuda, marking CAF's second major milestone in the Taiwanese market since entering it two decades ago. This award highlights the technological and industrial capabilities of CAF and the Malaysian construction group, demonstrating their ability to undertake highly demanding transport projects and consolidating their track record. It also reinforces the trust placed in them by the Taiwanese authorities based on their proven experience and proficiency in execution.

With almost 4 million inhabitants, New Taipei City is the largest municipality in Taiwan.

The project is part of a major infrastructure initiative currently underway in the New Taipei metropolitan area, which aims to meet the area's growing demand for rail transport. Specifically, the first Xizhi-Donghu (Xidong) line will span approximately six kilometres and will be fully elevated. The line will feature 6 stations and a unit depot, and the contract will include the supply of rolling stock and the systems required for operation.

CAF will supply Urbos platform vehicles consisting of 9 aluminium modules, each measuring over 55 metres in length. Each will have a maximum passenger capacity of up to 615 passengers per unit and will be fully accessible for people with reduced mobility. It should also be noted that these units will be equipped with state-of-the-art technology tailored to this type of vehicle and the specific weather conditions of the region while also meeting the demands of the system in New Taipei's metropolitan area, which has a high population density.

This award further emphasises CAF's position as a leading provider of urban transport solutions, particularly for trams. The Asian city is now one of more than 50 cities where CAF units are already in operation, alongside Stockholm, Liège, Sydney, Luxembourg, Birmingham, Mauritius, Houston, Budapest, Oslo, Lisbon, Boston, Zaragoza and Seville.

From the Archives

Argentina

Restored ex General Roca Beyer Peacock 1913 built 2-8-0 No. 4116 is seen in steam at Remedios de Escalada in Buenos Aires on October 31st 2004. *John Sloane*

From the Archives

Argentina

On the 75cm line from Esquel, Nos. 6 and 1 steam away from a water stop at a river with a special working from El Maiten to Ingeniero Jacobacci on November 7th 2004. *John Sloane*

From the Archives

France

SNCF No. 15001, in original livery, waits to depart Strasbourg with the 'Stanislas' service to Paris Est on April 8th 1972. *John Sloane*

From the Archives

France

SNCF No. 72038 makes a polluting departure from Paris Est with a train for Mulhouse on October 27th 1989. *John Sloane*

From the Archives

France

SNCF BB-16553 passes through Pantin station on the eastern side of Paris with empty stock working on October 23rd 1990. *John Sloane*

From the Archives

Germany

Ex Prussian P8 No. 038.631 brews up after arrival at Tubingen shed on April 8th 1972.
John Sloane

From the Archives

Italy

Class E428.014 stands amongst many other locos at San Donato freight shed on the eastern outskirts of Bologna on August 27th 1989.
John Sloane

From the Archives

Italy

FS Class E645.022 pauses at Viareggio on August 20th 1989 with a short southbound freight. *John Sloane*

From the Archives

South Africa

An American built CA Class 4-8-2 sets off with freight from Witbank yard on October 16th 1973. *John Sloane*