



Railtalk Magazine *Xtra*

Issue 228x
September 2025
ISSN 1756 - 5030

Contact Us

Editor

david@railtalkmagazine.co.uk

Content Submissions

entries@railtalk.net

Technical & Subscription Support

admin@railtalk.net

Content

Pg 2 - Welcome

Pg 4 - Pictures

Pg 67 - World News

Pg 73 - From the Archives

Submissions & Contributions

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

Photographic Contributions

All Photographic contributions should 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 228Xtra

In the news this month, if you fancy something different, how about this as Azerbaijan relaunches passenger trains to Ağdam.....

Passenger services on the Baku – Ağdam route were relaunched on August 30th, having been suspended since 1993 as a result of the conflict in Nagorno-Karabakh.

The new service operated by national railway ADY takes around 4 h 40 min to complete the 371 km journey; it is worked by Stadler Flirt DŞ1 diesel multiple-units which offer a mix of standard, standard+, business and first class accommodation. ADY said the sleeper trains operating on the route 30 years ago had taken around 8½ h.

The train makes a round trip on Saturdays, calling at Biləcəri, Ucar, Ləki, Yevlax, Bərdə, Köçərli, Təzəkənd and the Ağdam rail and bus terminal.

ADY said the reopening of the railway to Ağdam was expected to contribute to the social and economic revival of the city, which had been devastated by the conflict. it would expand transport opportunities in the region and play a key role in Azerbaijan's 'Great Return' programme, which covers the territories where the government has retaken control following the end of the long-running conflict.

Also in the news this month, and whilst some people struggle with the transition from a manned ticket office to ticket machine, it seems that with the advent of mobile apps even the use of ticket machines are in decline....

However, in an increasingly digital world, the relevance of these machines is being questioned. Nonetheless, Hitachi Rail believes they will evolve and continue to have an important role to play in ensuring that transport remains inclusive for all.

The use of ticket vending machines is declining due to the rise of new, more digital payment methods, such as bank cards and mobile payments via phones and smartwatches.

Transport operators are increasingly offering travellers advanced apps that allow them to plan and pay for their journeys digitally. As a result, visiting a ticket machine is no longer necessary for many.

Hitachi Rail plays a key role in this digitalization by supporting new forms of payment in public transport. Drawing from its global experience, however, Hitachi Rail recognizes that alongside advanced digital solutions, traditional ticketing options must remain available to ensure public transport remains inclusive.

Hugo Laarakkers, Solution Architect at Hitachi Rail, explains: "Ultimately, we want to support all travelers, because there will always be situations in which someone cannot - or does not want to - use digital options, and simply wants to buy a ticket."

That is why Hitachi continues to innovate and improve ticket machines to serve travellers in the best possible way. These innovations include:

Personalized travel information: Ticket machines can become service points offering real-time travel advice.

Remote customer service: Integrated video functions allow travellers to receive live assistance.

Broad range of payment options: In addition to new digital payment methods, support for cash and travel card recharging will be maintained to ensure inclusiveness.

User-friendly design: Intuitive and interactive touchscreens make it easy for all travellers to use the machines.

Hitachi Rail's approach aims to create a smoother and more integrated travel experience. By bridging the gap between traditional ticketing and modern digital solutions, Hitachi Rail continues to meet the evolving needs of travelers. This not only helps make public transport more accessible, but also more appealing to a broader audience.

Until next month...

David

This Page

On July 7th, MAV Class 182.568 brings Eurocity train No. EC140 into Budapest-Keleti heading to Wien Hbf.

Kevin McCormick

Front Cover

On July 15th, the classic shot of Eurostars Nos 4019 and 4022 at London St. Pancras. *Kevin McCormick*





H-Start Class 418.320 passes Zalagyomoro hauling train No. 19699
07:02 Szombathely - Keszthely on August 1st. *Laurence Sly*

Terms & Conditions

Railtalk Magazine is a free monthly online digital magazine (e-mag), provided in PDF format. we will be happy to provide details of respective owners once permission has been granted to pass on such information.

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

Best efforts are made at the point of going to publish, to effect all information is correct, HAD-PRINT a trading name of HAD-IT LIMITED.

however no guarantees are given or implied. HAD-PRINT

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

Unit 2-4, France Ind. Complex,
Vivars Way, Canal Road, Selby
North Yorkshire YO8 8BE
info@had-print.co.uk | 01757 600211

With Thanks

Once again many thanks to the many people who have contributed, it really makes our task of putting these magazines together a joy when we see so many great photos.

These issues wouldn't be possible without contributions from:

Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, Mark Armstrong, John Balaam, Brian Battersby, Steven Beesley, Barry Beeston, Mark Bennett, Michael Bennett, Tom Blanpain, Ben Bucki, Ian Callander, Keith Chapman, Steve Chapman, Julian Churchill, Russell Clarke, Nick Clemson, Keith Davies, Brian Dobbs, Derek Elston, Eddie Emmott,

Mark Enderby, Colin Gildersleve, Vernon Goodey, John Goodrich, Greig Gibson, Carl Grocott, Richard Hargreaves, Dave Harris, James Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, David Hollowood, Colin Irwin, John Johnson, Richard Jones, Anton Kendall, Colin Kennington, Ken Livermore, Mathijs Kok, David Lindsell, Barry Longson, Michael Lynam, Kevin McCormick, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Chris Perkins, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Andy Pratt, Andre Pronk, Alan Rigby, Charlie Robbins,

Bryan Roberts, Barry Robinson, Dennis Rowland, Tim Saunders, Neil Scarlett, Paul Senior, Alan Sinclair, John Sloane, Laurence Sly, Lee Stanford, Steve Stepney, Steven Thompson, Mark Torkington, Brian Turner, Allison Twycross, Gerard van Vliet, David Wood, Leuan Wood, Shep Woolley, Erik de Zeeuw and the guys at RailUK.

Austria

On July 8th, OBB Class 2016.064 stands at Salzburg Hbf awaiting an ECS run to Salzburg Taxham/ Europark. *Kevin McCormick*





Austria

On July 8th, Salzburger Lokalbahn unit No. 49 is seen on the Salzburg S-Bahn line S1 at Oberndorf, close to the German border.

Kevin McCormick

OBB Class 1144.233 runs light engine through Salzburg Hbf on July 9th. *Kevin McCormick*

On July 9th, OBB Class 2016 064 is seen at Salzburg Taxham/Europark before forming the next service from Salzburg Taxham/Europark to Braunau am Inn. *Kevin McCormick*



Austria

On July 9th, OBB Class 1144.279 is seen at Salzburg Hbf, awaiting it's next turn.

Kevin McCormick

DB railbus Class 628.584 on the RB45 route to Muhl Dorf is seen at Salzburg Hbf on July 9th.

Kevin McCormick

Ukrainian sleeper coaches arrive at Wien Hbf on July 7th behind Class 182.565. *Kevin McCormick*







Sustainable paper logistics on track

One of the world's largest paper manufacturers relies on rail transport. UPM Communication Papers and the ÖBB Rail Cargo Group (RCG) reliably and sustainably deliver finished paper and raw materials to their destination.

Headquartered in Augsburg, UPM Communication Papers is one of the leading companies in the paper industry, supplying corporate customers worldwide with a wide range of graphic papers, including those used for newspapers, magazines and books. Since the beginning of the year, UPM has been using RCG's logistics solutions for transport in Germany. Regular block trains transport finished paper, while daily transport is used for production materials such as pulp, waste paper and pigments. The starting point is UPM's plants in southern Germany, which have their own industrial sidings. The destinations are various intermediate warehouses in Germany.

Tailor-made logistics on a weekly and daily basis

RCG organises end-to-end transport and works closely with UPM to ensure flexible implementation in day-to-day business. Block trains run on a weekly schedule, while plant services are assembled daily to adapt to production volumes and requirements. In addition to

operational coordination, the right equipment ensures smooth handling: modern mainline locomotives; efficient diesel locomotives for the first and last mile; and sliding-wall wagons with special load securing systems.

Rail logistics as a strategic advantage

For UPM, reliability in daily operations is not the only important factor. The equipment also played a key role: "The Rail Cargo Group is very powerful on the pan-European market. Unlike many of its competitors, it has its own wagon equipment, which was crucial for our project," says Georg Staller, UPM's Development Manager for Supply Chain and Logistics. Positive feedback from the industry network further reinforced the decision – and today it's clear: switching to rail was the right move.

Every train counts – for the environment and supply security

A single block train can replace up to 60 truck journeys. One round trip between North Rhine-Westphalia and Augsburg saves over 60 tonnes of CO₂ compared to road transport. This protects the climate and relieves pressure on road infrastructure, improving processes at the ramp and warehouse. For UPM, this is an important step towards a sustainable industry, as well as making

the logistics chain more efficient and resilient.

About UPM

UPM is a leading global materials solutions company headquartered in Helsinki. It creates long-term value through its extensive portfolio of renewable fibres, advanced materials, decarbonisation solutions, and graphic papers. A key part of this portfolio is the UPM Communication Papers business, which provides the industry's most comprehensive range of graphic papers for newspapers, magazines, marketing and book printing, as well as home and office applications.

UPM's high-performance papers and service concepts create added value for corporate customers while meeting the most stringent environmental and social responsibility criteria. UPM Communication Papers is headquartered in Germany and employs around 5,000 people in 10 modern paper mills worldwide. With an annual production capacity



of 4.3 million tonnes, the company efficiently and responsibly supplies customers around the world with a focus on the future.

Ten years of TransFER Linz–Antwerp

For ten years, the TransFER Linz–Antwerp operated by ÖBB Rail Cargo Group (RCG) has been connecting Austria with the Belgian port of Antwerp. The service is complemented by TransFER Duisburg–Antwerp and TransFER Linz–Scandinavia–Wels for seamless supply chains.

Launched a decade ago with three weekly round trips, the TransFER Linz–Antwerp is now one of the most efficient connections in RCG's network. With six round trips per week and a consistently high utilisation rate of around 90%, it enables transport between Austria and Belgium within 24 hours – primarily for conventional wagon loads, but also for containers.

Network expansion and operational development

Originally, the TransFER was operated by external partners from Passau to the port of Antwerp. Today, RCG operates the route to the Belgian border under its own traction. In Belgium, trusted partners continue to provide traction and last mile services. The TransFER offers access to all parts of the port of Antwerp – depending on the available last mile options, which are assessed at short notice to meet individual customer needs quickly.

Another advantage: wagons from South-North traffic destined for Belgium

can be scheduled for reloading in North-South traffic, reducing empty runs and transport costs. In addition, weekly antenna connections to Moerdijk or Vlissingen can be arranged.

Strong offer of combinations

Since autumn 2024, the TransFER Duisburg–Antwerp has complemented the RCG network and is closely aligned with the connections TransFER Linz–Duisburg–Wels and TransFER Linz–Antwerp. Currently, two round trips per week operate between Duisburg and the port of Antwerp – with frequency set to increase to three per week from summer 2025. This results in additional combination options for transport between Linz and Antwerp – six direct round trips and two more in combination.

This opens up further routes to customers for transport to and from Germany – with direct access to one of Europe's largest seaports. In addition, a continuous logistics chain is available from Duisburg/Rheinkamp to Northern Europe: in combination with the TransFER Linz–Scandinavia–Wels, volumes can be added for Malmö, and import and export shipments to and from Antwerp can be integrated.





Belgium

Railpool Traxx Class 186.289 catches the shadows from the station structure in the morning sun at Brussels Midi on August 25th, having just arrived with the previous evening's European Sleeper service, train No. ES452, the 18:02 from Praha hl.n. The train arrived just 5 minutes late. *Andy Pratt*



Belgium

On July 14th, SNCB TRAXX loco No. 2869 (Class 186.119) is seen at the front of train No. EC9231 from Brussels-Midi to Breda at Antwerp (not going as far as Rotterdam due to an issue with the wires). *Kevin McCormick*

SNCB Class 75 EMU No. 806 is seen at Antwerp on July 14th. *Kevin McCormick*

On July 13th, Brussels metro Line 6 unit No. 191 is seen at Brussels Midi. *Kevin McCormick*



Belgium

Ghent tram No. 6363 is seen working on the T1 route on July 14th. *Kevin McCormick*

Ghent tram No. 6376 at Ghent St-Pieters station on July 14th. *Kevin McCormick*

On July 14th, Ghent tram No. 6353 passes in front of Gravensteen castle. *Kevin McCormick*





ČD Class 749.107 is ready to depart Praha-Smichov at the head of ČD Nostalgie's train No. R10832, the 09:22 to Lužná u Rakovníka on August 2nd. Tickets purchased on the train cost 160 CzK, approx £6 for the 90 min journey. *Andy Pratt*



Czech Republic

KŽC's Class 751.033 arrives at Nižbor on August 2nd with train No. R1267 Rakovnický Rychlík, the 12:04 Rakovník - Beroun. *Andy Pratt*





Czech Republic

▶ KŽC Class 749.259 is pictured at Praha-Vysočany awaiting departure with train No. R1272 Kokořínský Rychlík, the 08:45 to Mšeno. Behind it can be seen KŽC Class 749.253 with train R1275 Lužickohorský Rychlík, the 09:07 Nový Bor on August 3rd. Both trains were starting from Vysočany vice hl.n. due to engineering works. *Andy Pratt*

KŽC Class 751.033 stands in platform 1 at Beroun on August 2nd having just arrived with the lunchtime round trip from Rakovník. *Andy Pratt*

▶ The modernisation of Beroun station, approx 25km west of Praha has been completed. The refurbished station building features an impressive stained glass window above the main entrance. *Andy Pratt*



Czech Republic

▶ ČD Goggle Class 754.045 stands at Čerčany ready for action with train No. Os9066, the 15:47 to Praha-Vršovice on August 3rd.

Andy Pratt

▶ ŽSSK Class 361.125 stands at Praha hl.n. on August 4th ready to depart with train No. EC127, the 11:22 to Puchov. *Andy Pratt*

▶ Former ČSD 4-6-2T No. 354.195 has run round it's train at Nižbor before setting back for water courtesy of the local fire brigade and is being prepared for its return to Lužna u Rakovnícka on August 2nd. *Andy Pratt*



ČD Goggle Class 754.044 carrying a livery and ČSD branding from a different era pauses at Sázava on August 3rd while working train No. Sp1598 Želivka, the 16:14 Zruč n. Sázavou to Praha hl.n. The train will reverse at Čerčany and a classmate will work forward under the wires to the Czech capital. *Andy Pratt*







Czech Republic

▶ Retro liveried ČD Class 362.165 propels train No. R784 Morovan, the 17:08 to Brno hl.n. out of Olomouc hl.n. on August 5th. *Andy Pratt*

▶ Retro liveried Class 362.001 departs Olomouc hl.n. on August 5th at the head of train No. R904, the 16:08 Šumperk - Brno hl.n. *Andy Pratt*

▶ Regiojet Class 388.213 runs into Praha hl.n. with train No. RJ1043, the 11:01 Praha-Zahradní Město - Bratislava hl.st. on August 4th. *Andy Pratt*



ČD Class 843.021 waits to pass a late running service in the opposite direction at Dětrichov nad Bystřicí on August 5th while working train No. R845, the 09:06 Olomouc hl.n. - Ostrava Svinov. The never ending round of engineering works will see the train replaced by a bus between Bruntal and Krnov. *Andy Pratt*





The narrow gauge branch line from Třemešná ve Slezsku to Osoblaha in Silesia, close to the Polish border, is laid to 760 mm gauge. The line sees 4 return trips Mon - Fri reducing to 3 at the weekend with additional steam trips throughout the summer. Traction for service trains is a Class 705 diesel plus a single coach. Class 705.914 is seen at Osoblaha on August 5th ready to depart with train No. Os20604, the 13:44 to Třemešná ve Slezsku. *Andy Pratt*





ŠKODA GROUP WINS NEW SERVICE CONTRACTS WORTH OVER EUR 47.4 MILLION

Škoda Group, a leading European manufacturer of vehicles for rail and urban zero-emission mobility, has won several tenders for service and repair work for domestic and foreign transport companies.

All projects will be implemented at the company's site in Martinov, Ostrava, which has long been one of Central Europe's leading facilities for the maintenance and modernisation of rolling stock. The total value of the newly signed contracts exceeds EUR 47.4 million.

"The Škoda Group site in Martinov, Ostrava, has long been one of the most important service centres in Central Europe. The new contracts confirm that customers appreciate our technical expertise, experience, and ability to deliver top-quality repairs on time," said Martin Bednarz, Executive Director Škoda Vagonka and Škoda Ekova at Škoda Group.

Summary of currently contracted maintenance activities:

- General repairs of T3 trams for the Transport company of Liberec and Jablonec nad Nisou – repair of three bodies (1× T3R.PLF, 2× T3R.PV) and two T3SUCS bodies (without bogies) with a 10-year extension of service life; the contract value is EUR 1.29 million.

- Maintenance and repair of Škoda 39T trams for Ostrava Transport Company – "intermediate inspections" based on a framework agreement for 2025–2029; the total value of the contract may exceed EUR 4.02 million.

- Major overhaul of Škoda 29T and 30T trams for Bratislava Transport Company – comprehensive maintenance of up to 60 vehicles (car bodies, traction equipment, bogies); the contract value is approximately EUR 30.4 million.

- Periodic inspections of higher levels of Škoda 14T trams for the Prague Public Transit Company – comprehensive service for up to 54 vehicles between 2025 and 2029; the value may reach EUR 11.8 million

General repairs of T3 trams for the Transport company of Liberec and Jablonec nad Nisou Škoda Group will carry out a general overhaul of three tram bodies (1× T3R.PLF, 2× T3R.PV) and repairs to two T3SUCS bodies (without bogies). This work will include a complete renovation of the car bodies, including new paintwork, repairs to the interior, driver's cab and electrical parts of the vehicles. The aim is to extend the service life of the trams by another ten years. The contract, worth EUR 1.29 million, will be completed by the 20th week of 2027 at the latest.

Škoda Group has long-term experience in repairing T3 trams for the Transport company of Liberec and Jablonec nad Nisou – between 2020 and 2022, it carried out general repairs on T3R.PLF and T3R.PV, worth a total of EUR 744,000, and in 2022–2023 it completed repairs to six tram bodies worth EUR 1.86 million and is currently completing an order for the repair of eight bodies worth EUR 2.6 million.

Maintenance of Škoda 39T high-capacity trams for Ostrava Transport Company

Another contract concerns the provision of "intermediate inspection" servicing and repair services for Škoda 39T vehicles supplied to Ostrava Transport Company by Škoda Group. The Ostrava site will build on its experience from their original assembly. The project is being implemented on the basis of a framework agreement on repair activities for the period 2025–2029, with an estimated value of up to EUR 4.02 million.

Contract for major overhaul repairs of Škoda 29T and 30T trams for Bratislava Transport Company



An important part of the newly contracted service activities is the provision of maintenance in the form of "major inspections," or major overhaul repairs for up to 60 trams of types 29T and 30T. The service work will include extensive repairs to the car bodies, traction equipment, and bogies. The value of the framework contract for a period of 48 months is estimated at approximately EUR 30.4 million.

Periodic higher-level inspections of Škoda 14T trams for the Prague Public Transit Company

Last but not least, this involves comprehensive servicing of up to 54 Škoda 14T vehicles. The scope of work on individual vehicles will be determined by partial orders from the transport company. Work on the vehicles may include everything from

inspection and servicing of electrical components on the roof of the vehicle and the electrical parts of the vehicle to mechanical repairs, including new paintwork. The framework agreement is concluded for the period between 2025 and 2029, and its value may reach EUR 11.8 million.

Other recent major repair and modernisation contracts

In recent years, Škoda Group has implemented a number of other projects that confirm its strong position in the field of maintenance and modernisation of rail vehicles. The Šumperk production site is carrying out general repairs on NIM Express double-deck trains for German DB Regio and extensive refurbishment of MVT2 vehicles for the Railway Administration. For Gothenburg, Sweden, Škoda Group is

modernising a fleet of 79 M31 trams, which are being equipped with new technologies and features to enhance passenger comfort.

These activities, together with new contracts for the Ostrava site, confirm that Škoda Group is a partner capable of covering the entire life cycle of rail vehicles – from production and modernisation to long-term maintenance.



Last piece of Art Nouveau mosaic: final phase of renovation of Fanta building begins

Správa železnic continues with the renovation of the interior of the Fanta building at Prague Main Station. The interiors of virtually the entire southern wing of the Art Nouveau building and the upper floors in its northern and central parts will now undergo sensitive restoration. The work will continue until the summer of 2028 and, as in previous stages, will be carried out in close cooperation with conservationists and restorers. The total cost amounts to CZK 666 million.

The reconstruction of the historic building designed by architect Josef Fanta at the beginning of last century has been carried out by Správa železnic gradually since 2019.

Firstly, the roof and façade were renovated, followed by the restoration of the cultural halls in the northern part between 2021 and 2023. These are now frequently used for cultural and social events.

‘There are not many more valuable examples of Art Nouveau architecture, so it is good that Správa železnic is giving the Fanta building the care it rightly deserves. The construction work will be supervised by conservationists, and restorers will also be involved, as in the previous phase. The result will be interiors in the same condition as when the building opened more than hundred years ago,’ says Minister of Transport Martin Kupka.

The existing offices will be renovated, and new commercial spaces will be added. The most sensitive part of the renovation, which is just beginning, will be the work on the Government Lounge, located in the south tower near the first platform.

‘Experts greatly appreciated the way we renovated the first part of the Fanta building. Thanks to the careful and sensitive reconstruction, the Fanta and Column Halls have become a popular venue for conferences and events, with events taking place here almost every day,’ says Jiří Svoboda, Director General of Správa železnic. ‘For Správa železnic, caring for cultural heritage is just

as much a priority as modernisation efforts. The renovation of the Fanta Building is the best proof of this,’ he adds.

The entrance hall in the southern part of the building will undergo a major change.

Builders will remove the non-original ceiling from the middle of the last century, using climbing techniques. Above the entrance hall, a high space with an Art Nouveau decorated ceiling will be created again. The public toilets in the southern pedestrian underpass will be renovated, and a new lift will connect the southern pedestrian underpass with the Fanta building.

The construction is divided into three phases, during which individual workplaces will be relocated. The only restriction for passengers will be the closure of the original arrival hall during demolition work.

The contractors for the construction are AVERS and GEOSAN GROUP. The total cost amounts to CZK 666,562,662, with funding provided by Státní fond dopravní infrastruktury (State Fund for Transport Infrastructure).

New mission for the railway station. Construction of Center of Memory and Dialogue Bubny begins

After many years of effort, the project to revitalise the former Praha-Bubny railway station has finally been launched, and the main phase of construction work has begun.

The Center of Memory and Dialogue Bubny will be established here, with the mission of preserving the memory of Holocaust victims and creating a living space that connects the past with the present through educational and cultural programmes.

Between 1941 and 1945, almost fifty thousand Czechoslovak Jews and people designated as Jews under the Nuremberg Laws were deported from Praha-Bubny railway station. From there, they were transported to the ghettos in Łódź and Terezín, which in many cases served only as transit stations on the way to Nazi extermination camps.

‘The Holocaust was preceded by years of hatred, polarisation, and the gradual decline of democratic values. That is why it is so important to have a place where we can remember these contexts and learn from them. The Center of Memory and Dialogue Bubny is being created to preserve the memory of the victims, but also as a call for civic responsibility, critical thinking, and respect for human dignity and diversity. I believe it will be an important space for the past to meet the present – and thus a source of hope that we will never have to experience such tragedies again,’ stated Minister of Culture Martin Baxa. ‘I would like to express my appreciation for the cooperation with the Ministry of Transport and Správa železnic, which has made it possible to overcome a long-standing impasse and move this project into the implementation phase.

The new management of the Center of Memory and Dialogue Bubny also played an important role in this, giving the project new energy and direction.’

‘I would like to take this opportunity to recall 10 and 12 July 1944, when the second part of the massacre of the Terezín family camp in Auschwitz took place – the largest mass murder of Czechoslovak citizens during World War II. The fact that we have managed to launch the main phase of construction work today and that an educational memorial institution will soon be established here to preserve the memory of the victims of the Shoah and pass on their legacy to future generations is, for me, not only a symbolic reminder of all the lives that were lost, but also an expression of hope and the continuity of Jewish life,’ said Pavlína Šulcová, director of the Center of Memory and Dialogue Bubny.

The design for the conversion of the former Praha-Bubny railway station was the result of an architectural competition and was created by ARN STUDIO from Hradec Králové, led by Jiří and Michal Krejčík. The project extends the original station building, preserving its characteristic features as a testament to the era while creating new space for contemporary use. The visual contrast between the old and the new promotes a conscious perception of the past and its relation to the present.

The aim of the revitalisation is not only to preserve the memory of the place, but also to create modern facilities for a cultural and educational institution with exhibitions and live programs. The project also includes a café and the revitalisation of the adjacent public space, which is directly connected to the residential blocks of Holešovice and Malý Berlín (Little Berlin).

‘The Center of Memory and Dialogue Bubny is an example of a modern approach to cultural memory in an active transport space. Praha-Bubny railway station will become an important transport terminal, where trains pass through every day, people rush to work, and students to school.

And right in the middle of this daily hustle and bustle, a space for reflection is growing. It is not a museum on the outskirts of the city, but a living memorial in the midst of life, connecting the everyday movement of people with historical reflection,’ said Minister of Transport Martin Kupka.

Based on a vertical cooperation agreement, the Centre of Memory and Dialogue Bubny will arrange for the preparation and payment of reconstruction costs, while Správa železnic will manage the project and construction aspects of the reconstruction.

‘The surrounding area has great potential and will become a modern district for 25,000 residents. The new Bubny railway station, which will open on August 1, is a harbinger of this transformation.

Part of the overall transformation is the reconstruction of the former station building, which is starting today and will serve a completely new purpose. It will become a dignified memorial dedicated to the Jewish victims of the Nazi regime,’ said Jiří Svoboda, Director General of Správa železnic.

The contractor for the work, valued at CZK 186,860,697, is the company Metrostav DIZ. It will be completed in two years.

‘We consider the creation of the Center of Memory and Dialogue Bubny to be an exceptionally important project, and we greatly appreciate the opportunity to participate in its implementation. From a societal perspective, this is one of the most important buildings we will be working on. From a technical point of view, it involves the reconstruction of a station building, which requires maximum sensitivity to the original architecture, but at the same time the integration of modern elements and technologies. We have extensive and long-standing experience with this type of construction.

We believe that the final work will dignified represent the significance of this place and its message,’ said Karel Volf, Director of the company Metrostav DIZ.

History

Construction of the Praha-Bubny railway station began in 1866 due to the need to connect the Praha-Dejvice railway station via the Negrelli Viaduct to today’s Masaryk Railway Station. The current station building was constructed during a renovation in 1928–1933 and served as a railway station until 2022. Subsequently, extensive modernisation of the Praha-Bubny – Praha-Výstaviště line began, including the construction of a modern station, which has been moved closer to the Vltavská metro station.

In March 2015, thanks to an initiative by the non-profit organisation Shoah Memorial Prague, an art installation called The Gate of No Return by sculptor Aleš Veselý was unveiled next to the railway station building. It became a monumental symbol commemorating the dark history of this place and inspired the creation of a memorial institution. It was established by the Ministry of Culture in 2021 under the name Memorial of Silence.

In the autumn of 2024, the management was replaced, and the organisation was renamed the Center of Memory and Dialogue Bubny. The Shoah Memorial Prague public benefit corporation was subsequently renamed the Memorial of Silence.

Last September, a pedestrian and cycling path was opened in the vicinity of the building, connecting Veletržní and Dělnická streets and named after Sir Nicholas Winton. A mural depicting rescued children, created by artist Toy Box, is dedicated to him.

In Record Time to the Ahr Valley: Mireo Smart for New Trans Regio RB 32 Line

SmartTrainLeaseGmbH has received an order from Trans Regio Deutsche Regionalbahn GmbH for the short-term provision of three modern Mireo Smart trains, as well as an eight-year maintenance contract.

The vehicle provision contract was signed on August 19th. The start of operations for the new RB 32 line is planned for December 14th, 2025, with the first vehicle delivery already scheduled for October 1st, 2025. The vehicles have already been manufactured, enabling a particularly fast start of operations: The first train will be delivered just six weeks after contract signing. The standardized vehicle concept contributes significantly to this – a real win for passengers and operators alike.

“With the new, intelligent leasing concept and the rapid provision of Mireo Smart trains for the RB 32, Smart Train Lease demonstrates how modern, energy-efficient mobility can be flexible and demand-driven deployed in local transport – an important impulse for the Ahr Valley and a sign that both politics and industry are setting the right priorities,” said Benjamin Dobernecker, Managing Director of Smart Train Lease GmbH.

“We are very pleased that we can contribute to the revitalization of the Ahr Valley after the terrible flood disaster exactly four years ago,” said Henrik Behrens, Managing Director of Trans Regio GmbH. “We hope that everything goes according to plan and that by the timetable change in December 2025, the newly rebuilt and then electrified railway line by DB InfraGo will be available for passengers and our modern trains.

The new order is also a great success for us, as it is the first time in many years that we are expanding Trans Regio’s services in Rhineland-Palatinate and can operate an additional line. In addition to new vehicles, around 20 train drivers will be needed for the new services. Trans Regio offers secure jobs in the region. To this end, Trans Regio trains train drivers and is looking for interested

candidates for the Remagen depot.”

Thorsten Müller, Association Director of SPNV-Nord, expressed his delight at the rapid implementation of the newly conceived RB 32 line: “The RB 32 offers better connectivity to the Middle Rhine Valley and thus relieves a heavily frequented route. With our new SPNV concept for the Ahr Valley starting December 2025, we were able not only to electrify the service but also to expand it. This is a strong signal for local transport in northern Rhineland-Palatinate, especially under the current difficult financial conditions. My special thanks goes to all project participants – especially Trans Regio for implementing this forward-looking connection and Smart Train Lease for the short-term provision of the three modern Mireo Smart trains.”

With a top speed of 160 km/h and 214 seats, including 12 in a separate 1st class, the powerful Mireo Smart sets new standards for modern regional transport. Generous multi-purpose areas offer additional space for mobility and flexibility – for example, for up to 21 bicycles. Onboard internet (WLAN) and numerous power outlets and USB charging ports at the seats ensure a contemporary travel experience.

Siemens Mobility’s innovative high-frequency window solution ensures reliable radio connection even while the train is in motion.

The new RB 32 line will operate electrically and non-stop from Ahrbrück via Remagen to Koblenz and further to Boppard. This will provide the Ahr Valley with an additional direct connection to the Middle Rhine axis. The line will operate on the Ahr Valley Railway, which is currently being rebuilt and will be electrified in future. The use of modern Mireo Smart trains efficiently utilizes



the new infrastructure. The expansion of transport services represents an important step in the long-term reconnection and strengthening of the infrastructure of the Ahr Valley following the 2021 flood disaster. The order marks the first expansion of an existing Mireo fleet via the Smart Train Lease model and underscores the strategic partnership between Siemens Mobility and Transdev.

The new trains will be seamlessly integrated into Trans Regio’s existing workshop infrastructure in Koblenz, where extensive experience with Mireo trains is already

available. As part of the innovative virtual fleet concept, Siemens Mobility, based on an eight-year service contract, ensures the timely supply of spare parts and provides expert manufacturer support. Furthermore, the vehicles are fully connected to Railigent X, enabling condition-based maintenance through digital fleet monitoring.

Additionally, the digital maintenance solution CORMAP supports the transparent planning and control of core maintenance processes. For the additionally required operating personnel at Trans Regio, training will also take place in cooperation with the

Training Academy, so that operations can start punctually and smoothly.

As part of the expansion of the route network and the increased passenger volume, the annual mileage of the existing service contract for the Mireo and Desiro Mainline trains was also increased. Siemens Mobility, together with technical support and maintenance planning, ensures that the additional material supply for the expanded operation is guaranteed

More trains between Germany and Poland: DB and PKP expand services by over 50 percent

Starting in December, significantly more trains will run between Germany and Poland.

Deutsche Bahn (DB) and the Polish PKP Intercity (PKP) are increasing long-distance services between the neighbouring countries by over 50 percent. Travellers will now have 17 direct connections (round trip) instead of the current eleven. DB and PKP are responding to the significantly increased demand for travel between the two neighbouring countries. With an additional, seventh train pair, passengers will be able to travel every two hours between the two capitals, Berlin and Warsaw.

“International long-distance transport is booming. We also want to significantly expand rail traffic between Germany and Poland. The new rail connections to the economically strong regions of southern Poland and to the border with Ukraine are of great economic and political importance,” says Michael Peterson, DB Board Member for Long-Distance Passenger Transport.

“Rail transport is creating increasingly strong connections between European cities. As the largest long-distance rail passenger carrier in Poland, PKP Intercity is pleased to contribute to this. We are seeing great interest in the direct connections to and from Berlin. We expect that the other destinations will also be similarly popular with our passengers,” said Janusz Malinowski, CEO of PKP Intercity.

The Leipzig–Wrocław–Krakow connection is being introduced entirely new, with two trains per day in each direction. One train will begin and end in Przemyśl on the Polish-Ukrainian border. This will provide the economic and cultural centers of southern Poland, as well as the Polish-Ukrainian border town of Przemyśl, with a fast connection from and to central Germany for the first time. For travellers from Munich, Nuremberg, or Frankfurt (Main) to Wrocław, travel time will also be reduced by around two hours thanks to coordinated transfer times in Leipzig. Chemnitz and Dresden will also be optimally connected to the new long-distance route via intermediate stops in northern Saxony.



A new daily overnight Eurocity train is also planned between Berlin and Przemyśl via Wrocław and Kraków, and between Berlin and Chelm via Łódź and Warsaw. This will provide a direct connection to a second border town with Ukraine. The existing Munich–Warsaw night train (“Chopin”) will also receive additional carriages, which will now run between Munich, Kraków, and Przemyśl.

This will also create a direct connection between southern Germany and southern Poland.

The new connections will commence with the timetable change on December 14th, 2025. The travel time from Leipzig to Wrocław is only around three and a half hours. On the approximately 570-kilometre route between Berlin and Warsaw, travellers can travel in a relaxed, climate-friendly, and non-stop

manner on the Eurocity trains operated by DB and PKP IC.

First stepless ICE receives approval

The ICE L has received approval for operation in Germany. Manufacturer Talgo has informed Deutsche Bahn (DB) of this.

This means the new long-distance train can enter passenger service at the end of the year, as previously planned. DB will unveil the first ICE L to the public in Berlin on October 17th. DB will be able to put four new ICE L trains into service this year.

The new trains will be gradually deployed starting with the timetable change in mid-December 2025, initially within Germany between Berlin and Cologne. The introduction of the new train has been delayed due to delivery difficulties at the manufacturer Talgo and delays in the testing

and approval process.

Key innovations of the ICE L include:

- Step-free entry: For the first time, DB passengers can board a high-speed train without steps or a lift. This makes boarding easier, especially with large suitcases, wheelchairs, bicycles, or strollers.

- New interior design: The new interior design with homely materials and daytime-dependent lighting control, together with the shorter carriage length of the ICE L, ensure a pleasant feeling of space.

- Mobile phone-permeable windows: The windows of the ICE L allow mobile phone signals to pass directly into the

carriage without rerouting. This technology significantly improves mobile phone reception on the train.

- Improved seats: 1,600 test subjects helped

select and extensively test the new seats. The findings were incorporated into the further development of ergonomics, design, and seating comfort.

Each seat also features a spacious folding table and a tablet or cell phone holder.



Precision down to the millimeter to Zittau: DB Cargo Polska masters special transport of 120-meter rails



Cross-border transport on an unusual route: rail delivery to Saxony without a regular rail connection.

No direct rail connection, no standard solution – but a strong community: DB Cargo Polska successfully completed a challenging transport project for MORIS steel and rail in July 2025.

The task: to deliver 120-meter-long rails from Chorzów in Poland to Zittau in Saxony.

The challenge: At the time of transport, the modernized section of Polish line 346 was not connected to any other railway line in Poland.

What seemed like a logistically impossible task became reality thanks to precise planning and close international cooperation: the route ran through German territory—and back—making this extraordinary transport possible.

The close cooperation between DB Cargo companies on both sides of the border was crucial. The rails were loaded onto freight wagons and transported across the border to the construction site.

DB Cargo Polska demonstrates that logistical challenges can be successfully overcome with creativity, experience, and international cooperation. Work on Line 346 is in full swing, and DB Cargo is ready for further transports to this demanding construction site.

Germany

Sweet stop: Cologne's first honey vending machine at DB Cargo



Eight bee colonies at the Gremberg marshalling yard supply up to 600 kilos of honey a year - to be bought fresh directly on site.

Since March 2024, eight unusual “employees” have been working right next to the tracks of the Cologne-Gremberg marshalling yard, one of the most important freight transport hubs in North Rhine-Westphalia: Bee colonies. They are part of a sustainability project that shows how DB Cargo can utilise unused space at the site in an ecologically valuable way.

The project was initiated by Onur Bozna, known in social media as the “harbour beekeeper” for his work with bees in unusual places such as harbour and industrial areas. During an inspection with site manager Torsten Luxen, the best places were selected between allotment gardens, lime tree avenues and pioneer plants - one colony is located directly in front of the main building.

For the company, this means no restrictions on operations, but a clear benefit for the sustainability profile. The bees help to pollinate the surrounding vegetation and the honey production creates a regional product with high symbolic value for DB Cargo.

At the height of the season, each colony contains up to 90,000 bees. Depending on the weather, between 200 and 600 kilograms of honey are harvested each year - 460 kilograms in 2024. The honey is sold at Cologne's weekly markets and directly at the site via Cologne's first honey vending machine at DB Cargo in Rather Straße 1c. For many colleagues, it has become an integral part of the break-time culture.

“Our bees work quietly in the background - just like many processes at Cargo that are barely noticeable from the outside. But you can see and taste the results,” says Bozna. The project emphasises that logistics areas can create added value not only economically, but also ecologically.

Construction work starts at DB Cargo Terminal Győr



DB Cargo Hungária expands Győr site - new tracks, modern maintenance area and strengthening of logistics for AUDI and the region.

Strong infrastructure for a strong region

Construction work has officially begun on DB Cargo Hungária's terminal in Győr. With this investment, the company is strengthening the basis for a modern, efficient terminal infrastructure. The expansion aims to meet the increasing logistics needs in the region - especially with regard to the long-standing main partner AUDI Hungária.

Viability for the future for customers and the region

The construction work will include 120 meters of new track and a maintenance pit specially designed for locomotives and wagons, supplemented by a maintenance area of around 1,000 square meters. This expansion is an important step towards providing additional capacity for storage, handling and maintenance - not only for existing customers, but also for potential new partners in the region.

Sustainable, modern and clearly scheduled

A particular focus is on the sustainable orientation of the project. The expansion not only serves to increase capacity, but also supports the climate-friendly shift of freight traffic to rail - a central goal of DB Cargo. At the same time, the construction is a response to the increasing demand in the area of battery logistics and significantly improves the maintenance of the company's own locomotive fleet.

The work will be carried out by experienced local partner companies: Mérnök-Matrix Zrt, BetonSped Kft. and SZI-GEO Kft. The aim is to complete the project reliably and to the usual high quality by the end of 2025.



Hungary

On July 5th, Budapest heritage tram No. 1233 is seen operating a service near the Hungarian Parliament building. *Kevin McCormick*



Hungary

Two of the Budapest trams on Line 2 are seen at Jászai Mari tér on July 5th, Nos. 1347 and 1345.

Kevin McCormick



Hungary

▶ Budapest trams Nos. 1366 and 1349 are seen at Deák Ferenc tér on July 6th. *Kevin McCormick*

▶ Budapest heritage tram No. 1233 stands at the end of the line at Közvágóhíd on July 5th. *Kevin McCormick*

▶ Budapest heritage tram No. 3430 is seen at Deák Ferenc tér on July 6th 2025. *Kevin McCormick*



Hungary



On July 6th, Budapest tram No. 1400 crosses the Liberty Bridge. *Kevin McCormick*



Budapest tram No. 3430 is seen at Batthyany ter on July 6th. *Kevin McCormick*



Budapest trams Nos. 1357 and 1360 are seen at Deák Ferenc tér on July 6th. *Kevin McCormick*























Portugal



The Lisbon four-wheel trams have both pantographs and trolley poles. Here we see both in use. The latter are used in narrow streets (some are very narrow) and the pantographs where the streets are wider. *Colin Kennington*

Lisbon's tram museum is at the rear of the depot. Lisbon's first electric tram conveys people between the depot entrance and the museum. *Colin Kennington*

Lisbon is famous for its 4-wheel trams, especially on route 28. *Colin Kennington*



Portugal



▶ The Lisbon top terminus of the Gloria Funicular. This has no buildings so presumably the cars must just stable in the open. Note how the funicular cars are very similar to the trams. *Colin Kennington*

▶ In Lisbon, the view from the top shows how much the Ascensor Da Bica funicular climbs, the lower terminus is just above the level of the river in the distance. *Colin Kennington*

▶ The 'normal' service trams in Lisbon are very busy, especially route 28, but there is an alternative. There are regular sightseeing trams which only take seated passengers, making them far more pleasant to ride on, have commentary in many languages, but are much more expensive. *Colin Kennington*



Portugal



▶ A graffiti covered CP EMU No. 2243 stands at Entroncamento. *Colin Kennington*

▶ Portugal's national railway museum is at Entroncamento where a CP Sentinel shunter was seen. *Colin Kennington*

▶ CP No. 1805, based on the British Rail Class 50, is seen on display at Portugal's national railway museum at Entroncamento. *Colin Kennington*





Portugal

Having travelled up two escalators, you find the platforms at Lisbon Rossio station. Trains to the tourist hotspot of Sintra run from here. *Colin Kennington*



Porto Metro services are seen crossing on the high level of the bridge. *Colin Kennington*

Porto has three tram routes, all worked by old 4 wheel trams. Due to construction of a metro extension, one route is currently suspended and another truncated. *Colin Kennington*

This is the outside of Lisbon's Rossio station, there appears to be nothing on the outside to indicate it is a railway station. *Colin Kennington*





Portugal



Class 1400 No. 1438 waits to depart with the 09:25 to Pochino in the Douro Valley.

Colin Kennington

Class 1400 No. 1438 is seen ready to depart from Pochino, the end of the line.

Colin Kennington

Medway No. 5628 heads through Porto Camphana on a ballast train.

Colin Kennington





Portugal



At Porto Sao Bento, the terminus station in the city centre, a CP DMU and EMU are seen waiting next duties. *Colin Kennington*

CP Class 1400 No. 1413 waits to depart Sao Bento with a train to the Douro Valley. The 1400s are based on the BR Class 20, but are more powerful and built to 5' 3" gauge. *Colin Kennington*

CP Class 382.601 has arrived at Porto Sao Bento station with the empty stock of a train for the Douro Valley. *Colin Kennington*





A 'tourist train' runs on certain days in the Douro Valley. It was supposed to be steam hauled, but 'due to a weight limit on bridges' a Class 1400 is currently used. The stock is old 4 wheel coaches and is seen here at Pinhao, hauled by No. 1455. *Colin Kennington*



Portugal



Medway No. 5034 passes through Porto Camphana on a southbound freight.
Colin Kennington

CP No. 1436 pauses at Aregos with a service to Pochino.
Colin Kennington

CP No. 1436 has arrived from the Douro Valley at Porto Sao Bento.
Colin Kennington





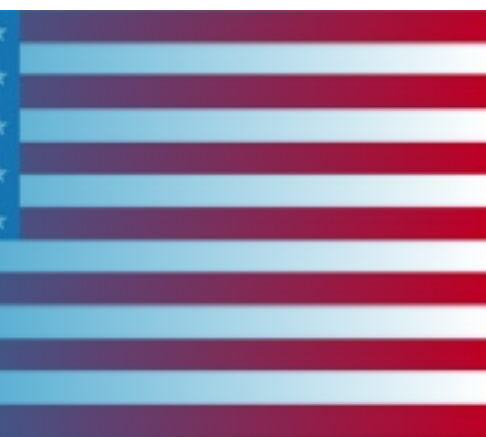




ZSSK Cargo Class 751.129 awaits departure from Dobšina with the return charter train to Košice on August 23rd. Dobšina is at the end of the freight only branch from Rožňava. The train was run to transport passengers to and from the annual folkfest in the nearby village of Rejdova with buses provided to cover the remaining 10km to the festival. The return ticket for train and bus cost €14. *Andy Pratt*



U.S.A.



Alstom delivers America's fastest trains with the debut of Amtrak's NextGen Acela on the Northeast Corridor

Alstom, global leader in smart and sustainable mobility, has celebrated the debut of Amtrak's high-speed NextGen Acela on the Northeast Corridor. Built by Alstom in the United States, the train will operate at speeds up to 160 miles per hour, making it the fastest train in America and modernizing one of the busiest and economically vital rail lines in the country. Combining best-in-class technology with modern design, each of the 28 new trains offers 27% more seating than Amtrak's previous Acelas and will provide a faster, elevated and more comfortable service to more riders than ever before.

"The NextGen Acela trains are the first high-speed trains built in America. The team at Alstom has brought nearly five decades of global experience in high-speed rail to the United States to deliver the fastest and most technologically advanced trains in the nation," said Henri Poupart-Lafarge, CEO of Alstom. "We thank Amtrak for their trust and partnership, the Federal Railroad Administration and USDOT for their leadership, our suppliers, designers, engineers and especially the hard-working men and women at Alstom around the world who contributed, especially those in Hornell who are building these high-speed trains in America, for America."

"Today marks a pivotal moment for American rail as we unveil the NextGen Acela, a testament to homegrown innovation and our commitment to revitalizing U.S. manufacturing," said Michael Keroullé, President of Alstom Americas. "These trains, built by skilled American workers in Hornell, are not just about speed; they symbolize our dedication to bringing the world's best rail technology to the United States and supporting economic growth across the nation. We are proud to contribute to the resurgence of American rail innovation, creating jobs and building a robust supply chain in the process."

"Acela is synonymous with American high-speed trains, and today marks a new era of next-generation service," said Amtrak President Roger Harris. "On behalf of everyone at Amtrak, I'm proud to welcome you aboard NextGen Acela. The future of high-speed rail starts now." "From the moment our guests step onboard, they'll feel the difference of a NextGen Acela train thanks to a more modern, premium, and elevated experience," said Amtrak Board Chair Tony Coscia. "We are grateful for Secretary Duffy and Deputy Secretary Bradbury's support on the project, and for helping it get over the

finish line so Northeast Corridor residents and visitors can enjoy a whole new way to travel."

Enhanced Speed and Efficiency Powered by 40 Years of High-Speed Expertise

The NextGen Acela high-speed trains, part of Alstom's Avelia product line, build on the company's extensive global experience in high-speed rail, with more than 1,000 Avelia units sold in 25 countries. The Avelia Liberty model, developed specifically for the U.S., shares its technology platform with the next generation of France's Avelia Horizon trains. Specifically adapted for the Northeast Corridor, the NextGen Acela will connect major cities from Washington, D.C. to New York to Boston. Its innovative design features wheel-and-axle frames located beneath the gangways between cars, forming a single, fully connected trainset. This configuration supports Alstom's proprietary Tiltronix active-tilt system, which keeps the ride smooth and stable while allowing up to 30% higher speeds on curves compared to conventional high-speed trains, without compromising safety or passenger comfort.

The train also integrates innovative features that enhance Amtrak's operational performance and energy efficiency, including lighter-weight components, brake-energy regeneration, improved aerodynamics, traction drive efficiency and eco-driving technology.

An Unmatched Passenger Experience

The train's interiors are thoughtfully designed to enhance the passenger experience. They feature expansive windows that allow in natural light, high-quality ergonomically designed seats for maximum legroom and comfort, and winged headrests for extra support. This design ensures superior comfort and spaciousness while providing 27% more seating than the current fleet. Amtrak's purchase of 28 trains will allow it to run 40% more Acelas than it does currently, responding to the record-setting ridership on the Northeast Corridor. Additional features include free high-speed Wi-Fi, individual USB ports, power outlets, reading lights and a modern cafe car.

Proudly Made in America, for America

The Avelia Liberty trains were manufactured by American labour in the historic rail hub of Hornell, NY, where Alstom invested over \$87 million and leveraged millions in federal and state grants to build the largest dedicated

passenger rail manufacturing facility in the United States to complete this project.

At its peak, the project employed more than 800 people in Hornell, approximately 40% of which were part of the International Association of Machinists (IAM) union, as well as another 400 employees in Rochester, NY. To complete the Avelia Liberty project, Alstom also created an extensive supply chain of 180 businesses across 29 states, creating an estimated 15,000+ jobs* nationwide. The project not only reinforced Upstate New York's legacy as a center for American rail excellence, but helped strengthen America's domestic manufacturing capacity in rail, with 95 percent of the Avelia Liberty's components sourced from U.S. suppliers.

Alstom's French, Italian and Indian sites were also involved in the design and manufacturing of the Avelia Liberty trainsets:

- Belfort, for power cars;
- La Rochelle, for the train design (taking over from Saint-Ouen) as well as for the train control and management system (TCMS) and for the digital modelling of the train;
- Le Creusot, for bogies;
- Saint-Ouen, for the train design (before handing over design to La Rochelle);
- Tarbes, for the traction system;
- Valenciennes, for interiors;
- Villeurbanne, for passenger information systems and on-board electronics;
- Savigliano, for car body shell design, manufacturing and painting, tilting and bogie monitoring system (BMS);
- Sesto San Giovanni, for tilting electronics; and
- Bangalore, for the TCMS software.

Continuing Service and Support

Alstom's commitment extends beyond the delivery of the trains. To help Amtrak optimize the total lifecycle costs of the trains and ensure top-performing trains for passengers, Alstom will continue to work with Amtrak under a Technical Support and Spares Supply Agreement that runs for 15 years with an option to renew for another 15 years. Under this agreement, Alstom will provide



parts for preventative and corrective maintenance, component overhauls, training, maintenance and support to maximize fleet availability. Equipped for condition-based and predictive maintenance, Alstom has embedded each train set with nearly 100 sensors to monitor wear and tear and predict when critical parts need to be serviced or replaced. Alstom has also guaranteed that it will supply any spare part within eight hours of when it is needed.

Alstom's Avelia high-speed train range is the largest offering on the market and covers maximum operating speeds between 125 mph – 200 mph. A wide variety of configurations and architectures are available to provide best fit to customer needs; single-deck or double-deck, concentrated or distributed traction, articulated or non-articulated architecture, as well as options such as tilting. More than 1,000 Avelia trains are operating in 25 countries, crossing 20 borders.

ALSTOM™, Avelia™, Avelia Liberty™, Avelia Horizon™, and Tiltronix™ are protected trademarks of the Alstom Group.

*Based on the American Public Transportation Association's 2020 analysis "Economic Impact of Public Transportation Investment", estimating that \$1B of public transportation spending creates 15,000 jobs. Total estimate adjusted for inflation and provides general scale of impact.

Sweden

Sweden's AB Transitio orders 13 additional double-decker trains from Stadler

AB Transitio has ordered 13 additional KISS double-decker multiple-unit trains from Stadler to expand regional transport in Sweden. The comfortable vehicles, which have been adapted to the Nordic weather conditions, will be delivered from March 2028. They will strengthen the existing vehicle fleet in the Stockholm Mälaren region.

AB Transitio has commissioned Stadler to build 13 additional KISS double-decker multiple-unit trains. This order was set out in the form of an option in the contract signed by the Swedish rail vehicle leasing company with Stadler in 2016. The new vehicles will be used by the railway company Mälardalstrafik AB for regional transport in the Stockholm Mälaren region and will supplement the existing fleet of 53 Stadler trains. The vehicles manufactured in St. Margrethen, Switzerland, will be delivered from spring 2028.

More seats and a spacious feel

The additional four-car trains will enable more people to travel in the Stockholm Mälaren region. Trains have been tailor-made for Nordic weather conditions, featuring closed engine rooms, double-walled carriage gangways, snow-clearing equipment and efficient underfloor heating. This will ensure a reliable service in extreme temperatures and heavy snowfall. Trains can reach a maximum speed of 200 km/h. Just as the existing fleet, the trains will have a Nordic design, with carriages featuring a bright, open passenger layout and comfortable seating.

Because Nordic countries have a larger loading gauge, they can be built higher and wider, giving the passenger area a generous feeling of space. The vehicles have 357 seats, some of which are adjustable, as well as individual reading lights, power sockets, work tables, WIFI and mobile phone

boosters to improve reception. The new trains are very similar to the ones Stadler delivered since the contract signing in 2016, promoting smooth operation and efficient maintenance. In addition, the lightweight aluminium construction of the carriage bodies keeps energy consumption to a minimum.

Ideal train for the region

"The KISS double-decker train combines Nordic robustness with state-of-the-art comfort. This is ideal for reliable, efficient and comfortable regional transport in the Stockholm Mälaren region.

We have a proven track record of effective collaboration with AB Transitio, and I am delighted that we can continue this partnership," says Ansgar Brockmeyer, Head of Marketing & Sales and Deputy Group CEO of Stadler.



"With these additional 13 vehicles we will strengthen the robustness of the Mälardalstrafik fleet and further increase synergies and standardisation in Transitio's rolling stock fleet.

I am happy that we will continue the strong partnership we have with Stadler in this project as well," says Magnus von Bahr, CEO of Transitio.

U.K.

Alstom signs an eight-year services contract in the UK to support GWR with Class 175 fleet reintroduction

Alstom, a global leader in smart and sustainable mobility, has signed a Technical Support and Spares Supply Agreement (TSSSA) with Great Western Railway (GWR) to assist the introduction of 26 Class 175 trains into service across the South West England.

Under the eight-year agreement, valued at approximately £75 million, Alstom will deliver ongoing maintenance support from GWR's Laira depot in Plymouth. The contract supports more than 15 roles, including engineers, material planners and administrators, as well as many more in Alstom's wider supply chain.

The first trains are expected to enter passenger service later this year, following recommissioning and driver training. Owned by Angel Trains, the Class 175s will predominantly operate on key regional routes, including services between Exeter St Davids, Penzance, Barnstaple and Okehampton.

"We are delighted to be partnering with Great Western Railway and Angel Trains to bring the Class 175 fleet back into service. With our extensive expertise as the original manufacturer and long-standing maintainer of these trains, we are well placed to ensure their smooth reintroduction and continued reliability," said Peter Broadley, Commercial Director at Alstom.

The Class 175 diesel multiple units (DMUs) were built by Alstom between 1999 and 2001 in Birmingham. Previously operated by Transport for Wales until 2024, GWR signed the lease for the fleet in March this year.

"We are really pleased to be able to reach agreement with Alstom to support this major investment in our train fleet. The Class 175 are a welcome addition to the GWR train fleet and will provide a tangible boost as we seek to rejuvenate our regional and suburban services," said Dr Simon Green, Engineering Director for Great Western Railway.

Able to be connected in four, five and six-car formations, the Class 175s will boost the GWR fleet and lead to the removal of some of its oldest and least efficient diesel trains, improving reliability, efficiency and passenger comfort. This supports the train operator's plans to rejuvenate its regional and suburban services, while preparing the way for decarbonisation.

"We're pleased to support Great Western Railway as they work to further improve the passenger experience. In partnership with GWR and Alstom, the reintroduction of the Class 175 fleet will provide additional capacity and improved reliability that will benefit customers across the network," said David Jordan, Chief Operating Officer at Angel Trains.

The Class 175 trains are also the first GWR fleet to utilise Alstom's HealthHub digital solution for condition-based and predictive maintenance that analyses and displays

all the data captured by the train. Every 30 seconds, a train will send data on more than 200 parameters – everything from the speed of the train to the temperature inside the carriages, to the GPS coordinates that give its location. This provides real-time monitoring that alerts the team if there is anything wrong with the train and helps to prevent incidents before they can impact passenger service.

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

Denmark

Lokaltog orders ten additional battery-powered trains from Stadler

Lokaltog A/S has placed an order for ten more battery-powered FLIRT Akku trains from Stadler, which were included as an option in the contract signed in October 2024. These innovative trains will reinforce the operator's commitment to providing emission-free rail services in Eastern Denmark. The new vehicles will join Lokaltog's modern fleet in 2029, enabling sustainable journeys for passengers in its network.

"I am very pleased with the decision of Region Zealand's on the purchase of additional trains. The battery trains are of great importance to Lokaltog's contribution to the green transition, and at the same time we can ensure stronger robustness in our operations", says Lars Wrist-Elkjær, CEO of Lokaltog.

The Stadler FLIRT Akku trains can operate up to 100 kilometers purely on battery power and recharge automatically under overhead lines or through regenerative braking. In 2021, a FLIRT Akku set a Guinness World Record by traveling 224 kilometres on a single battery charge without recharging - demonstrating both innovation and efficiency. In Europe, Stadler currently holds a 50% market share in the battery-powered train segment and also offers custom hydrogen and hybrid propulsion solutions for varying operational needs.

"With this additional order, we will deliver a total of 24 modern, emission-free FLIRT Akku - a proven solution that provides zero-emission operations without compromising reliability or passenger comfort" - said Radosław Banach, CEO of Stadler Polska plant in Siedlce,

where the vehicles will be built. We are proud to continue our partnership with Lokaltog and to support their efforts toward green, future mobility."

Safe, accessible and environmentally responsible

The FLIRT Akku trains are designed to fully comply with European TSI PRM standards. Features include low-floor entrances, wide doors, and automatic gap bridges for smooth boarding from low platforms. Inside, passengers will find dedicated spaces for wheelchairs and bicycles, a semi-automatic boarding ramp for wheelchair users, air conditioning, free onboard Wi-Fi, modern passenger information screens, and a universal toilet that meets all accessibility requirements.

The ten new FLIRT Akku units are scheduled to enter service on Lokaltog's regional routes in Region Zealand starting in the first half of 2029. They are to replace the IC2 vehicles, which have been in operations in Denmark since 1997. With this investment, Lokaltog further strengthens its commitment to providing safe, accessible and environmentally responsible rail travel for all passengers.

Image: Rendering FLIRT Akku for Lokaltog ©Stadler



France

Siemens Mobility Wins Contract to Fully Automate Paris Metro Line 13

Siemens Mobility to deliver its latest generation CBTC GoA4 driverless automation system to French public transport operator RATP, already in operation on Lines 1, 4, and 14

Contract includes new operations control center and equipment for 66 trains

Siemens Mobility has secured a major contract from RATP to deliver the new Train Operation Automation System for Paris Metro Line 13. This choice follows the decision made in 2022 by the transport authority Île-de-France Mobilités to automate this line.

The project will transform one of the city's busiest metro lines with Siemens Mobility's proven CBTC GoA4 technology, enabling fully automated, driverless operations for increased transport capacity and service reliability, and optimized energy consumption.

The comprehensive contract includes providing the automation system, a new operations control center, and equipment for 66 trains, with an optional maintenance agreement for up to 30 years. The project builds on Siemens Mobility's successful track record of implementing driverless technology on Paris Metro Lines 1, 4, and 14, and will enable driverless operation on Line 13 as well by late 2032.

"Our selection for the Line 13 automation project reflects RATP's continued trust in our expertise. We are proud to support RATP in their ambition to deliver decarbonized, high-performance, and comfortable transport solutions that boost rail attractiveness and contribute to the fight against climate change. Together, we're shaping the future of mobility in Paris," said Marc Ludwig, CEO of Siemens Mobility Rail Infrastructure. "We've had the privilege of contributing to several successful projects in Paris over the years.

With Line 14, we achieved a world first by upgrading an existing driverless system to our advanced CBTC GoA4 technology while simultaneously extending automation to new sections of the line. This breakthrough enables Line 14 to serve up to one million passengers daily at 85-second intervals. With Line 13, we're building on this expertise, upgrading one of Paris busiest lines to operate fully automatically."

Line 13 Modernization: Full automation project set to transform Paris Metro operations

The comprehensive modernization of Line 13 will begin with the introduction of new rolling stock in 2027, followed by the implementation of an advanced automation system. The line's current GoA2 system, which operates with drivers controlling doors and safety functions while automatically managing train acceleration and braking, will be upgraded to a fully automated GoA4 system. The project scope includes equipping the new train fleet, renovating the Operations Control Center (OCC), providing comprehensive staff training, and an optional maintenance agreement.

Siemens Mobility's CBTC GoA4 automation system will bring major performance enhancements to Line 13, improving the passenger experience. Key benefits include increased transport capacity through reduced train intervals, dynamic frequency adjustment based on passenger demand, service reliability, and optimized energy consumption. The system will also provide real-time passenger information onboard trains, enhancing the overall travel experience. This transformative project will be executed from Siemens Mobility's global center of excellence for rail automation and cybersecurity in Châtillon, near Paris, where a team of over 500 engineers specializes in system design and development.

Line 13: A critical north-south connection in Paris Metro network

With 32 stations along its 24-kilometre route, Line 13 connects the southwest (Châtillon-Montrouge) to the north of Paris (Saint-Denis-Université and Les Courtilles). The line serves major transport hubs including Saint-Lazare and Montparnasse-Bienvenüe. Carrying more than 550,000 passengers daily, it ranks among the network's busiest lines, with particularly high traffic in its northern section beyond Saint-Lazare, where the line splits into two branches.

Ten additional Stadler trains for Sweden's capital

To complement its existing fleet, Stockholm Transport (SL) has ordered ten more electric multiple units from Stadler, valued at 94 million Swiss francs. The narrow-gauge Roslagsbanan network is unique and requires a special design – a core strength of Stadler.

The 65-kilometre Roslagsbanan railway line in Sweden has a track gauge of just 891 millimeters and connects the northeastern suburbs of Stockholm to the capital. Stadler trains have been operating on the Roslagsbanan network since 2023, demonstrating their reliability even under harsh climatic conditions. On August 13th, Stockholm Transport ordered ten more trains.

«Our modern X15p trains from Stadler have increased comfort for our passengers and enabled better service. With this follow-up order, we are reaffirming our commitment to provide reliable, comfortable, and sustainable public transport for the Stockholm region», says Annika Bergström, Head of Projects for development of Roslagsbanan.

Stadler Expands Presence in Scandinavia

The new vehicles will replace the 30-year old legacy trains built by another manufacturer. Each train has 150 seats and can carry around 300 passengers. The trains are barrier-free and offer ample space for pushchairs and wheelchairs. Delivery is planned to take place in stages starting in 2027, with operations scheduled to begin in 2028. The custom-built trains will be manufactured in Bussnang, Thurgau. The contract with SL includes an option for up to 31 additional vehicles.

With this follow-up order from SL, Stadler consolidates its position in Scandinavia. In recent years, the company has secured several major contracts in the region:

- Sweden: AB Transitio ordered 13 KISS



double-decker trains from Stadler recently.

Also, seven FLIRT trains will operate on the Arlanda Express between Stockholm and the airport starting in late 2029.

- Norway: In 2023, Stadler was awarded a contract for 17 long-distance trains for Norske Tog – with an option for up to 100 vehicles.

- Finland: In 2022, VR Group ordered 20 additional FLIRT trains, adding to the existing fleet of 81, which operate reliably even under arctic conditions.

- Denmark: Stadler is delivering 24 battery-powered trains to Lokaltog – a groundbreaking step toward sustainable and low-carbon mobility in Denmark.

Tailor-Made Solutions

Roslagsbanan's 891 mm gauge of is unique and requires a special design. Custom solutions like these are a hallmark of Stadler.

The company is renowned for its flexible approach and its willingness to meet specific customer requirements, setting it apart from competitors.

“We are very pleased with the continued trust that SL place in us. This order confirms our expertise in delivering tailor-made solutions under demanding conditions. Scandinavia is a strategically important market for us – we are proud to further expand our presence there,” says Christian König, Deputy Head of Marketing and Sales at Stadler.

Image: ©Gustav Kaiser/Region

India



Alstom to supply trains, signalling solutions and maintenance for Mumbai Metro Line 4

Alstom, a global leader in smart and sustainable mobility, has been commissioned to supply 234 Metropolis metro cars (39 trainsets of 6 cars each) and Communications Based Train Control (CBTC) signalling system with five years of maintenance service, by Larsen & Toubro Limited, India.

The total value for the supply of these products, solutions and services amounts to a few hundred million euros for Alstom. Larsen & Toubro India was recently awarded the contract by Mumbai Metro Regional Development Authority (MMRDA) to provide Integrated Systems Package for Mumbai Metro Line 4 (Green Line), which includes rolling stock, CBTC signalling and train control, telecommunication, platform screen doors, and depot machinery & plant with five years of maintenance. L&T has partnered with Alstom for the rolling stock and signalling system with five years of maintenance.

Mumbai Metro's Line 4 is a 35.3 km elevated corridor between Wadala in Central Mumbai and Kasarvadavali in Thane with 32 stations. It will be one of the longest metro lines in the city, and provide connectivity to the existing Eastern Express Highway, Monorail and other lines of Mumbai Metro.

Speaking on the occasion, Ling Fang, Region President, APAC, Alstom said, "We are honoured to be chosen for the prestigious Mumbai Metro Line 4 project, further strengthening our long-standing association with the city of Mumbai. Alstom-built trains and signalling solutions are already serving on other Mumbai Metro lines. This ambitious new project presents more opportunities for us to provide best-in-class solutions to the commuters and contribute to elevating the financial capital's infrastructure".

Under the 'Make in India' initiative, all 39 Metropolis trainsets, each with a 6-car configuration, will be designed at Alstom's

engineering centre in Bangalore, Karnataka, manufactured at Alstom's state-of-the-art Sri City facility, in Andra Pradesh; propulsion will be manufactured at Coimbatore, Tamil Nadu and bogies at Savli, Gujarat. The Sri City facility has an annual capacity of producing 480 cars and a strong portfolio of delivering trainsets for several domestic and international metro projects, including driverless trainsets for Mumbai's Aqua Line, Delhi Phase IV and Chennai Phase II, as well as Montreal and Sydney.

Alstom is a strong leader in the mass transit market and stands as the undisputed leader in CBTC technology worldwide. The company has over 30 years of expertise in radio CBTC and has been chosen for 190 CBTC metro lines, with over 90 lines in operation, worldwide. In India, 18 metro lines are currently equipped or underway with Alstom's world-class signalling solutions.

Alstom has a long-standing contribution to Mumbai's metro network with the Mumbai Metro Aqua Line train and signalling solutions provided by Alstom. Now under commercial operations, the Aqua Line is one of the longest underground metro lines in the country, with Alstom's driverless Metropolis trains transporting more than 1.6 million passengers per day. In addition, Alstom is also providing Signalling & Telecom solutions for Mumbai Line 2 & 7 and Signalling for Line 7A & 9.

More about the Rolling Stock

These driverless trains will feature a unique design and offer passenger comfort and accessibility, incorporating interior airflow cooling, wheelchair access, and bike racks. Reliable components will guarantee high performance and safety, including electrical braking and cybersecurity measures. Alstom will also provide FlexCare Perform



maintenance services for five years to ensure fleet for Mumbai Metro runs safely and reliably day after day. Alstom's scope includes comprehensive maintenance for the 234 Metropolis cars.

More about the Signalling solutions

At the core is Alstom's world leading CBTC technology, enabling driverless operation, offering an exceptional level of service across the combined line length of 35.3 kms. This project is expected to alleviate traffic congestion in the city by minimising travel time, reducing CO2 emissions, and making a substantial contribution to the expanding public infrastructure of India's Financial Capital. Alstom's rail cyber security solution, backed by a secure and certified development process, will deliver an efficient answer to emerging cyber threats by safeguarding the

backbone of modern transportation.

Alstom's CBTC Urbalis, a solution developed at our Bangalore site with 1,000+ engineers for deployment of various solutions worldwide, will also offer the highest Grade of Automation (GoA4), which is commonly known as the 'driverless technology'. Alstom's Urbalis Vision platform will be set up at the integrated Operation Control Centre (OCC), being built at Mandale depot and the backup Control Centre (BCC) located at Mogharpada which will serve as a command centre to control and monitor all train operations. The onboard automatic train control will interface with the Metropolis Rolling Stock manufactured by Alstom, managing the headway and safety of 39 trains in a 6-car configuration each. Alstom will also provide maintenance services for five years to ensure

fleet for Mumbai Metro runs safely and reliably day after day.

Alstom stands at the forefront of urban mobility with its market-leading Metropolis metros, serving over 80 customers worldwide. Alstom is also the market leader in rail services, supporting customers over the entire asset lifecycle with the broadest portfolio of services solutions and a leader in CBTC with over 30 years of expertise and 190 metro lines in 32 countries. ALSTOM™, Metropolis™, Urbalis™, Urbalis Vision™, Urbalis Forward™ and FlexCare Perform™ are protected trademarks of the Alstom Group.

Image: Mumbai Line 4 ©Alstom SA 2025 - Advanced & Creative Design | Mumbai L4 Metropolis (TM)

Alstom to modernise the Bucharest-Giurgiu railway line in Romania with electrification and ERTMS signalling system

Alstom, global leader in smart and sustainable mobility, secures a new contract in Romania for the modernisation of the Bucharest-Giurgiu railway section, lot 2, by implementing ERTMS Level 2 signalling and electrification. This project, totalling approximately 450 million euro, of which Alstom's share is approximately 25%, will enhance capacity, energy efficiency, and service reliability on the first railway line ever built in Romania, inaugurated in 1869. The Romanian company Arcada will oversee the civil works.

The agreement was signed by the Asociera RailWorks consortium, consisting of Alstom and the Romanian civil works company Arcada (consortium leader), with CFR SA, the Romanian state-owned rail infrastructure

operator. The contract has a 36-month implementation term, covering both the design and execution phases.

"This new contract consolidates Alstom's leading position on the Romanian railway market, for both signalling and electrification and will help revitalise a true historical railway milestone. It will be another significant achievement for our growing team of over 230 highly qualified engineers, whose expertise supports both our local and our international projects," says Gabriel Stanciu, Alstom Managing Director for Romania, Bulgaria and the Republic of Moldova.

The new contract covers the modernisation of 93.45 kilometres of single railway line connecting Bucharest

North – Jilava – Giurgiu North – Giurgiu border. The project will include electrification, infrastructure and superstructure modernisation, signalling and telecommunication systems, as well as civil works. The upgrade will facilitate a maximum speed of 160 km/h. Alstom will be responsible for the ERTMS Level 2 deployment, implementation of the digital train control solution as well as electrification works, including power supply and overhead contact line.

The Bucharest North – Giurgiu North Border railway line connects Romania to the Rhine - Danube pan-European Corridor (former Corridor IV) and the countries of Southeast Europe (Bulgaria, Greece, Türkiye). The line links Romania and Bulgaria through a railway bridge

called the Friendship Bridge. The works included in this project will cover the railway line up to the entry on this bridge.

A world leader in ERTMS deployment

Alstom is the world leader in ERTMS deployment and is recognised as a pioneer in the development of new functions and standards. Alstom's digital solutions provide optimal efficiency and high levels of safety and security. In Europe, Alstom supplies over 30% of the operational ERTMS Level 2 lines, showcasing its significant presence and contribution to this technology across the continent.

Alstom unveils the design of cutting-edge Traxx electric locomotive for Romania's ARF and launches dynamic testing phase

Alstom, global leader in smart and sustainable mobility, publicly reveals the design of the Traxx Universal electric locomotive produced for the Romanian Railway Reform Authority (ARF), marking a key milestone in the delivery of the contract signed in 2024.

The contract includes 16 locomotives and 20 years of maintenance and repair services. The first locomotive has arrived in Romania and is currently undergoing a comprehensive dynamic testing program at the Faurei Testing Centre in August; this will be followed by the testing program in Germany on TSI-certified lines.

The locomotive currently appears in a temporary blue livery, applied to protect the surface during testing. When the testing program is completed, final visual dark red coating will be implemented.

"We are proud to see the first Traxx Universal locomotive for ARF entering testing on schedule. This is a significant step forward in our commitment to delivering high-

performance, sustainable mobility solutions for Romania," said Gabriel Stanciu, Managing Director Alstom Romania, Bulgaria and Moldova. "The new locomotives will bring a major boost to the country's sustainable rail transport capabilities, both in terms of speed and reliability."

Locomotives to improve mobility in Romania
The four-axle electric locomotives will have a maximum speed of 200 km/h and will be able to tow up to 16 passenger cars. They will be equipped with Alstom's state-of-the-art onboard ERTMS system for optimal efficiency and high levels of safety and security, while ensuring full interoperability. The locomotives are designed to improve mobility within and between the Romania's major cities. The contract for 16 Traxx locomotives includes 20-year maintenance and repair services, can be extended by a further 20 years by concluding an additional agreement. Deliveries will start in the first half of 2026.

Traxx locomotives have been homologated in 20 countries, covering a total annual

distance of more than 300 million kilometres, with more than 3,000 units sold since the year 2000.

Alstom in Romania

Alstom has maintained a strong presence in Romania for over three decades, establishing itself as a leader in railway electrification and signalling solutions. The company plays a key role in delivering electrification and signalling projects along the Rhine-Danube railway corridor and in the Cluj region, where it is also part of the consortium building the country's second metro system, located in Cluj Napoca.

The first CBTC urban signalling solution in the country is under implementation by Alstom on Bucharest's metro Line 5, to which Alstom also supplies Metropolis trains. Additionally, Alstom has provided maintenance services for the Bucharest metro fleet for over 20 years, with a current contract extending until 2036. The company's rolling stock contracts include supplying electric trains for ARF, accompanied by comprehensive maintenance services.



Alstom™, Traxx™, Traxx Universal™ and Metropolis™ are protected trademarks of the Alstom Group.

Photo: The first Traxx Universal locomotive for Romania was unveiled on August 7th at Bucharest North railway station. ©Alstom

From the Archives

Former Santos - Jundiai 0-4-0 Tram
style brake loco No. 9 (KS/00) brews
up before working down the rope
worked incline towards Santos on
November 26th 1981. *John Sloane*

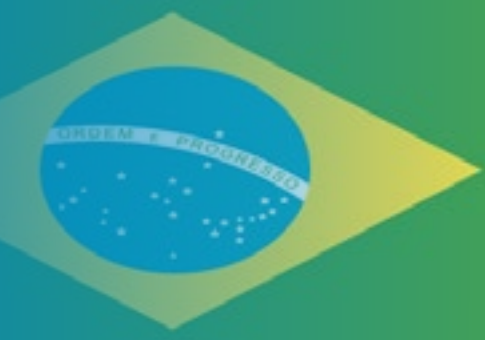
Brazil



From the Archives

On the Donna Theresa Christina system
in southern Brazil, 2-10-4 No. 301 passes
Morro Grande summit with southbound
coal empties on November 29th 1981.
John Sloane

Brazil



From the
Archives

China

Electric loco No. 819 is seen at work
in Anshan steel works on March 26th
1987. *John Sloane*

www.railtalkmagazine.co.uk 75



From the Archives

WAM4 No. 20566 departs Nadiad with a
train for Ahmedabad on March 15th 1976.

John Sloane

India



From the Archives

Italy

No. 626-006, of the LFI private railway, waits to depart Pesciolo for the main station in Arezzo on August 17th 1993. *John Sloane*



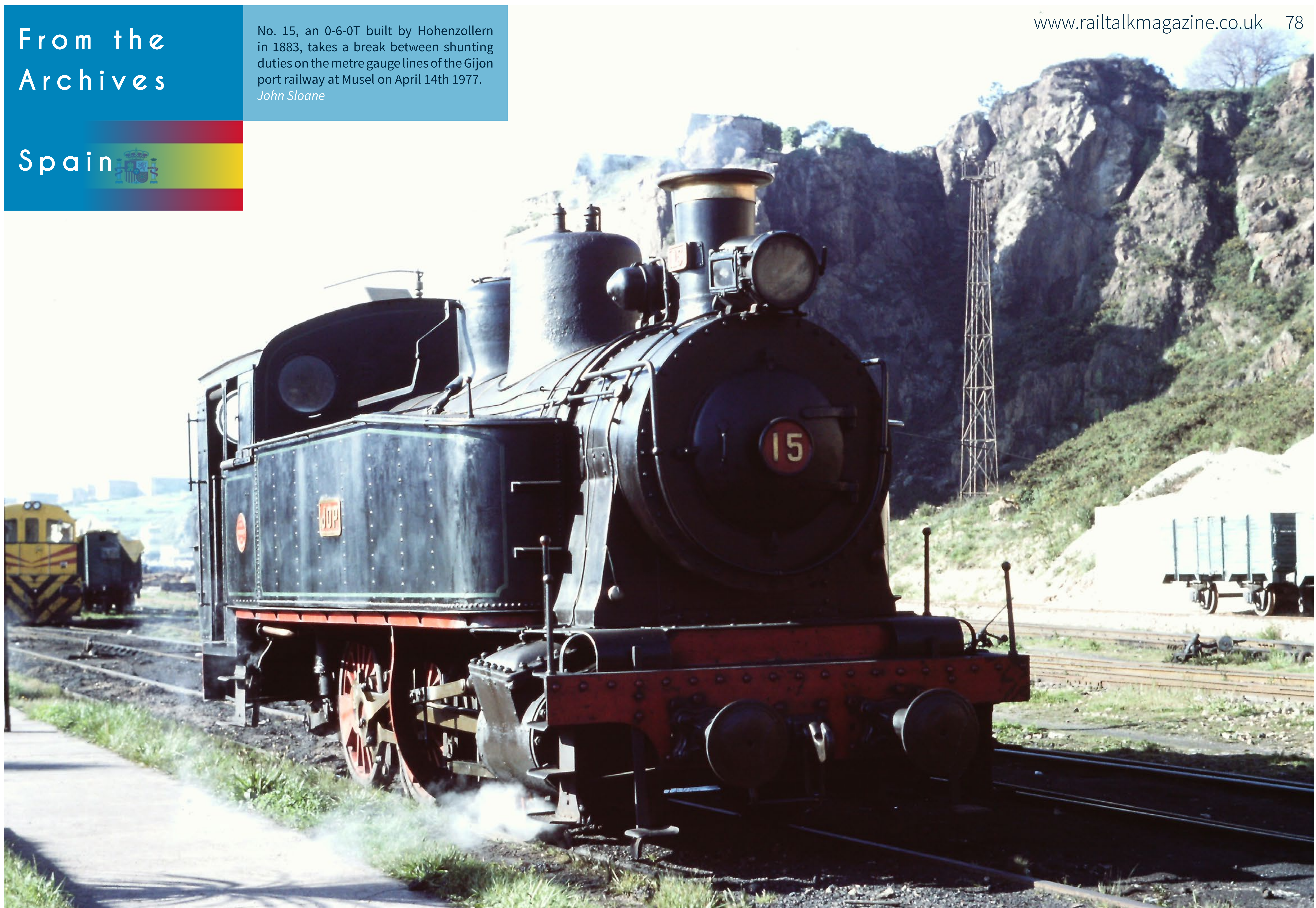
From the Archives

Spain



No. 15, an 0-6-0T built by Hohenzollern in 1883, takes a break between shunting duties on the metre gauge lines of the Gijon port railway at Musel on April 14th 1977.
John Sloane

www.railtalkmagazine.co.uk 78



From the Archives

A MAN 1959 built S3 Class diesel hydraulic push and pull motor coach No. 603, with 616 at the other end, on a Colombo suburban train is seen at Mount Lavinia on August 22nd 1980. *John Sloane*

Sri Lanka



From the Archives

Turkey 

No. 46105, a nice 2-8-2 built by Robert Stephenson in 1929 takes water between suburban workings from Basmane station in Izmir on August 12th 1976. *John Sloane*

www.railtalkmagazine.co.uk 80

