

Railtalk Magazine Xtra

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Content

Pg 2 - Welcome

Pg 4 - Pictures

Pg 93 - World News

Pg 104 - 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 229Xtra

In a world where climate change is never out of the news these days, is rewarding cyclists for using their bike an answer as it is in Germany, well Deutsche Bahn's bicycle app is now available throughout Germany and with DB Rad+ you get rewards for collected kilometres.....

The DB Rad+ app from Deutsche Bahn (DB) is now available throughout Germany. Cyclists can now donate their anonymized mobility data nationwide and support their municipalities in improving local cycling infrastructure. For the kilometres travelled, they receive rewards such as vouchers from renowned online shops or a coffee at the train station.

Ralf Thieme, Member of the Board of Management for Passenger Stations at DB InfraGO: "We want to convince people to travel sustainably. Train and bicycle are the perfect combination for this. That's why we're looking, especially at our future stations, at how we can promote climate-friendly travel to the train. The rewards offered by our DB Rad+ app are intended to encourage more frequent cycling. And the data donated by users helps us create bicycle parking and storage facilities where the need is particularly high."

Dr. Anjes Tjarks, Senator of the Hamburg Authority for Transport and Mobility Transition: " With the nationwide availability of DB Rad+, we are creating a valuable foundation for the mobility transition, as the trials in our partner cities have shown. The anonymized data of cyclists helps us to expand cycling infrastructure specifically where it is most urgently needed. The bicycle is a central component of the modern mobility mix – especially in conjunction with buses and trains. In this way, we are making cycling even more attractive and laying an important foundation for a climate-friendly, active, and livable city."

Dr. Caroline Lodemann, Federal Political Director of the German Cycling Club (ADFC): "We know from the ADFC Bicycle Climate Test that Germans are quite dissatisfied with cycling infrastructure. However, in many places, data is lacking to target the expansion of cycle paths and bicycle parking. This is where the DB bicycle app can be of great help. Fresh usage data is invaluable for bicycle-friendly transport planning."

In the cooperating partner municipalities, DB Rad+ users have so far accumulated 35 million cycling kilometres. The data collected by the app is used in the Free and Hanseatic City of Hamburg, among other things, to strategically determine the location of bicycle counting stations. In Berlin, the Senate Department for Mobility, Transport, Climate Protection and the Environment uses the app to assess the acceptance of new infrastructure: For example, DB Rad+ data shows that the installation of protected cycle lanes leads to a significant increase in the number of cyclists on the route.

A specially developed analysis tool provides cities and municipalities with detailed insights into everything from traffic flows and usage frequencies of individual road sections to turning behavior at intersections. This allows municipalities to not only plan new infrastructure in a targeted manner but also evaluate the effectiveness of measures already implemented.

How the app works:

With GPS turned on and the app activated, the system detects that users are riding a bicycle. The app counts and saves the kilometres travelled and calculates a mileage credit. Participants redeem the mileage credit directly with partners using the app's payment function. The app is available for both iOS and Android operating systems and is free to download. Registration is not required.

Until next month...

David

This Page

Rostocker Fracht und Fischerhaven locos Nos. 650.137 and 650.077 are stabled up for the weekend outside the tiny engine shed near Rostock Marienehe station on September 7th. *Andy Pratt*

Front Cover

H-Start No. 418.310 departs Tapolca hauling train No. 19707, 07:38 Tapolca - Budapest Deli on August 1st.

Laurence Sly



ALEX Class 223.071 arrives at Domazlice on August 21st with a passenger service from Schwandorf to Praha hl.n. *Steve Chapman*

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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.

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On July 22nd, OBB Class 1144.257 with the Eurocity train No. EC151 ‘Emona’ from Vienna to Graz, Ljubljana and Triest crosses the Wagnergrabenviadukt on the Semmering line. *Thomas Niederl*

On September 4th, Class 1142.638 with train No. S3824 from Linz to the Czech border station of Summerau is seen departing Gaisbach-Wartberg. *Thomas Niederl*

Of the Austrian Class 1142s, only four remain in service. On September 4th, Class 1142.683 with Regionalexpress No. Rex1779 from Passau to Linz, is seen near Kimpling. *Thomas Niederl*



Austria

RCG digitalises connecting siding processes at voestalpine Stahl Donawitz

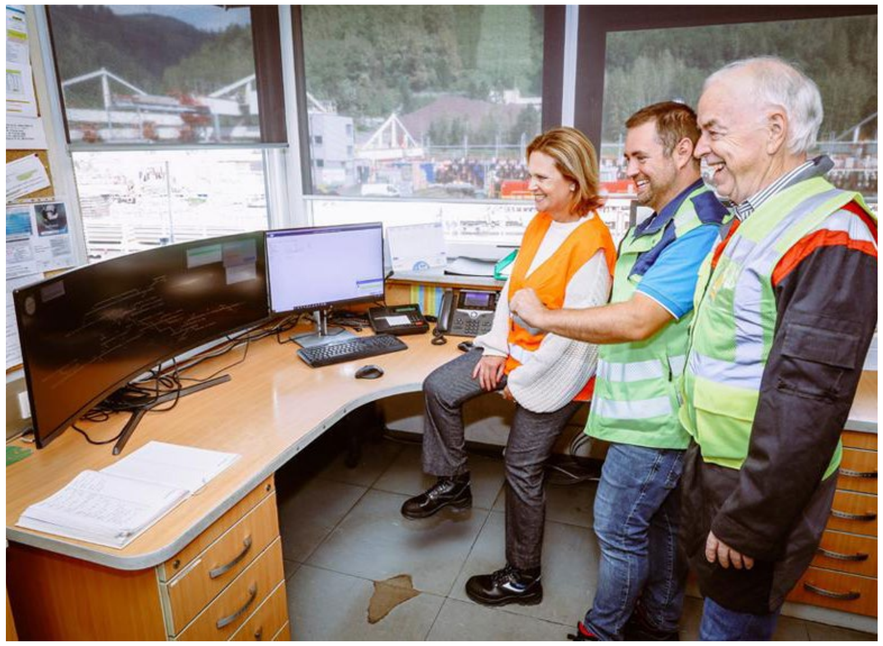
A current digitalisation project at voestalpine Stahl Donawitz GmbH – a company of the voestalpine Metal Engineering Division within the voestalpine Group – is a prime example of how ÖBB Rail Cargo Group (RCG) develops tailor-made digital solutions in close cooperation with its customers.

voestalpine Stahl Donawitz operates one of the largest connecting sidings in Austria. Together with RCG, a digitalisation project funded by Federal Ministry Innovation, Mobility and Infrastructure Republic of Austria ((BMIMI) and operated by Schieneninfrastruktur-Dienstleistungsgesellschaft mbH (SCHIGmbH) is being implemented there. The aim is to simplify processes in Donawitz – from wagon ordering, plant logistics and scheduling to shipping and receiving – and to digitalise inbound and outbound control. The solution developed designed to be transferable to other industrial companies in the future.

Agile development in direct dialogue with customers
The project builds on MIKE – RCG's digital logistics platform: a scalable interface will expand the existing site management tool in Donawitz into a comprehensive connecting siding management tool. The approach is just as innovative as the solution itself: instead of rigid, multi-year project plans, RCG relies on agile development in short cycles. Customer requests are incorporated directly, new functions are tested together with the customer and continuously refined. The result is a digital service that is precisely tailored to the specific requirements on site – and at the same time a model for other customers.

Initial results and potential for further applications
The benefits are clear: simplified processes, fewer empty runs, better utilisation of trains and significantly less manual effort. This saves time and energy, improves the environmental footprint and strengthens the site – while also laying the foundation for the broader digitalisation of connecting sidings in Austria.

This project is funded by the Federal Ministry Innovation, Mobility and Infrastructure Republic of Austria ((BMIMI) and implemented by Schieneninfrastruktur-Dienstleistungsgesellschaft mbH (SCHIG mbH) as part of the logistics funding programme.



ÖBB: Faster, more frequent, better! New timetable for new Koralmbahn railway presented

On December 14th, the new timetable will come into effect across Europe – marking a historic milestone: with the launch of the Koralmbahn, a completely new railway line will go into operation in Austria for the first time in decades. From December onwards, unprecedented and attractive travel opportunities will open up for Carinthia, Styria and far beyond. With the new Interregio service, ÖBB is ensuring impressive growth in long-distance transport and also offering its passengers new long-distance connections for main intra-Alpine routes away from the western and southern routes.

„The timetable change in December 2025 will mark the beginning of a new era in rail transport. Never before have there been so many connections to Carinthia and Styria. The Koralm Railway will bring regions closer together and connect Graz and Klagenfurt in just 41 minutes. This will make rail the fastest and also the most climate-friendly means of transport to the south – and make a key contribution to the mobility transition by offering more people an attractive, comfortable and sustainable alternative," emphasises Peter Hanke", Federal Minister for Innovation, Mobility and Infrastructure..

"ÖBB is expanding its long-distance services throughout Austria by around 30 per cent, thereby taking a significant step towards strengthening climate-friendly mobility. We are increasing the number of services between Vienna and Klagenfurt from ten to 26 per day, and between Vienna and Graz we are offering our passengers services practically every half hour. We have the largest and best timetable – no one travels to the south as often as ÖBB," emphasises ÖBB CEO Andreas Matthä.

Faster, more frequent, better on the new southern route
The train service is being massively expanded: half-hourly services between Vienna and Graz, resulting in 33 daily connections (instead of the previous 18), 29 connections per day from Graz to Klagenfurt (instead of the previous 8 by bus), and 26 connections from Vienna to Klagenfurt (instead of the previous 10). Faster direct connections to Italy – for example, with the RJX to Trieste and Venice – will make the international service more attractive. In addition, ÖBB is extending its AIRail service to Carinthia: seven direct trains will run to and from Vienna Airport when the new timetable comes into effect.

"The Koralmbahn not only offers more services, but also significantly shorter journey times. Our fastest trains, the RJX, will run from Graz to Klagenfurt in just 41 minutes. Passengers travelling to Italy and Slovenia will also reach their destinations faster thanks to the significantly shorter journey times. The railway now has a clear advantage over the car on the southern route," says ÖBB CEO Andreas Matthä.

With the new timetable upgrade, passengers will benefit from significantly shorter journey times: Vienna – Klagenfurt will be 45 minutes faster (only 3 hours 10 minutes instead of 3 hours 55 minutes). Italy is also getting closer: destinations such as Venice (7 hours 10 minutes instead of 7 hours 40 minutes) and Trieste (6 hours 38 minutes instead of 9 hours 18 minutes) can also be reached much more quickly from Vienna.

A new chapter in intra-Alpine rail services
With the opening of the Koralmbahn line and the introduction of the new Interregio network, rail travel within the Alps is experiencing an enormous boost: from 14 December, Interregio (IR) trains will run every hour or two between Graz and Linz, Graz and Innsbruck, and Graz and Maribor. Most of the new lines will be served by 27 new barrier-free Interregio multiple units, which are equipped with a 1st class area and a snack zone with trolley service.

From the new timetable year onwards, passengers will also enjoy hourly services between Villach and Salzburg – supplemented by numerous direct connections that will bring Graz, Villach, Salzburg and Munich even closer together.

Further expansion in long-distance transport
ÖBB is also expanding its connections away from the southern route and strengthening its cross-border services. Passengers will benefit from additional connections to the Czech Republic, among other destinations: a new early train will depart from Vienna at 5:10 a.m. and travel directly to Prague, supplemented by an additional late connection from Prague at 7:36 p.m. arriving in Vienna at 11:49 p.m. ÖBB is also significantly expanding its services to Poland: with a new daytime connection, there are now four trains a day to Krakow. For the first time, ÖBB is also offering a direct connection to the Polish city of Poznan.

Austria

Port of Trieste: Gateway for intermodal transport to Central Europe

Following the reopening of the Tauern route, the port's connection for freight transport to Austria, Southern Germany and Hungary is once again significantly more stable. ÖBB Rail Cargo Group (RCG) offers several direct TransFER connections to the port.

The Port of Trieste is a central hub for maritime flows of goods in Central Europe. In TransNET – RCG's international network – it is directly li to Villach, Salzburg, Linz, Vienna, Munich, Burghausen and Wolfurt via non-stop connections – with several weekly round trips. RCG thus offers seamless connections to key economic regions and smooth transport between the Adriatic Sea and the hinterland.

The combination of TransFER Vienna–Trieste and TransFER Wels–Vienna–Budapest also provides a connection to the BILK terminal. In addition, a dedicated company train operates directly between Budapest and Trieste.

High reliability thanks to the reopened Tauern route
Since the reopening of the Tauern route in the summer, diversionary traffic is no longer necessary, making transport to Trieste noticeably more stable and predictable. This means that the Port of Trieste is once again reliably connected to Southern Germany, Austria and Hungary – with attractive transit times and secured capacities for containers and swap bodies



ÖBB train driver wins international "Train Driver of the Year" award

ÖBB train driver Klaudia Malej was honoured as "Train Driver of the Year" at the Transporeon Summit 2025 in Amsterdam at the international Carrier Awards.

International award for Carinthian
This international award honours Carinthian Klaudia Malej as a train driver who stands out for her exceptional commitment, sense of responsibility, and passion. As a universal train driver, she knows and controls 15 different types of locomotives. In addition to passenger trains, she also drives freight trains, transporting a wide variety of goods across Austria and beyond its borders.

The ÖBB Rail Cargo Group's trains, which are several hundred meters long and weigh up to 2,000 tons, carry raw materials such as wood, ore, and gravel, as well as containers with consumer goods. Klaudia finds international freight transport particularly exciting, as she is responsible for transporting goods across national borders. "My job is not only to ensure the technical operation of the train, but also to comply with all specific regulations and safety requirements in different countries," explains the award winner.

Train drivers are important for international supply chains
Klaudia Malej accepted her 'Train Driver of the Year' award at the Transporeon Summit in Amsterdam. The Transporeon Summit is an important meeting for the transport and logistics industry. With this award, the industry is not only emphasising the importance of train drivers for functioning supply chains, but also the role of rail as the most environmentally friendly mode of transport. ÖBB Rail Cargo Group CEO Bettina Castillo: 'We are very proud of Klaudia Malej and her outstanding achievement. She represents the professionalism, sense of responsibility and passion with which our train drivers work every day to deliver our goods reliably and environmentally friendly to their destination.'

ÖBB is looking for staff – career changers welcome
Every year, ÖBB looks for around 4,100 new employees across Austria. Many of the jobs are ideal for career changers, as training is paid from day one. Train Driver of the Year winner Klaudia Malej also joined ÖBB as a career changer. Klaudia emphasises: 'I have found my dream job' and appeals to potential applicants: 'The transport industry thrives on committed people. So take the plunge! If you are interested, have team spirit and a sense of responsibility, you can really make a difference.'

Interested persons can apply at karriere.oebb.at.

ÖBB Rail Cargo Group facilitates switch from road to rail
Since 2023, the ÖBB Rail Cargo Group has been the first rail logistics company to be represented on the Transporeon transport management platform. This is intended to make it easier for logistics specialists to plan and book multimodal transport. For customers who have previously relied exclusively on trucks, the presence of the Rail Cargo Group makes it more attractive to combine the sustainability of rail with the flexibility of trucks for the first and last mile.

Rail Cargo Group: the freight transport division of the ÖBB
As a leading rail logistics provider in Europe, we are shaping the industry. 365 days a year – 24 hours a day. Across Europe and beyond into Asia. With our presence in 18 countries – and our own traction in 13 of them – we connect people, businesses and markets from the first to the last mile. It's thanks to our 6,014 logistics professionals that 418,114 trains a year, respectively 1,150 a day, reach their destinations safe and sound. With our efficient end-to-end logistics services, we transport 79,9 million net tonnes of freight each year.

Belgium

SNCB Class 1800 No. 1892 departs Liège-Guillemins on September 8th with train No. 5029, the S41 line 08:37 Aachen Hbf - Liège-Saint-Lambert. *Andy Pratt*

Croatia

HZPP Class 2044.029 arrives at Split with the ECS to form train No. IC522, the 14:06 to Zagreb Gl Kol on September 14th. *Andy Pratt*



HZPP Class 2044.007 pauses at Perković with train No. IC520 08:01 Split to Zagreb Glavni kolodvor on August 12th. *Mark Pichowicz*

Czech Republic

No. 475.111 collects a coach from the sidings at Plzen ready to form a charter train to Domazlice. *Steve Chapman*



Czech Republic

CD Cargo Class 363.041 passes through Praha-Liben with a rake of empty timber wagons on August 20th. *Steve Chapman*

Class 362.175 arrives at Praha-Liben with a passenger service for Praha hl.n. on August 20th. *Steve Chapman*

PKP Cargo Class ET43-10 hauls a train of cement wagons through Praha-Liben on August 20th. *Steve Chapman*







Czech Republic

Class 362.166 is pictured at Praha hl.n. on August 21st with its passenger service.
Steve Chapman



IDS Class 193.747 passes through Praha-Holesovice on August 20th with a train of tanks.
Steve Chapman



Class 193.296 calls at Praha-Holesovice on August 20th with a service to Cheb.
Steve Chapman



Czech Republic

A colourful scene at Praha hl.n. on August 22nd with yellow Regiojet Class 388.213 , ZSSK Class 193.026, OBB's 1216.226 and CD's 193.683.
Steve Chapman

Czech Republic

Valenta Rail ran 3 round trips on September 20th taking in Prague's tunnels, bridges, rare curves and carriage sidings. Traction was provided by Posásavský Pacifik's Class 751.236. Each trip lasted 2 hours 40 mins and tickets cost 340 CzK (approx £12.15). The last trip of the day is seen waiting to depart Praha-Smíchov. *Andy Pratt*

Czech Republic

In original red and cream livery, Class 242.281 is pictured at Plzen on August 21st. *Steve Chapman*

Class 362.024 is seen with a passenger service at Praha hlavni nadrazi on August 20th. *Steve Chapman*

On August 21st, No. 475.111 is seen stabled at Domazlice, having arrived with its charter from Plzen. *Steve Chapman*







Czech Republic

ČD Class 750.707 stands in platform 5 at Brno hl.n. with train No. R652 'Rožmberk', the 17:44 to České Budejovice on September 18th. The Goggle will work as far as Třebic for a rail replacement bus forward. *Andy Pratt*

Czech Republic

ÖBB Taurus Class 1216.227 pauses at Brno hl.n. with train No. rj371 'Vindobona', the 14:42 Praha hl.n. - Graz Hbf on September 18th. *Andy Pratt*

Czech Republic

ČD Cargo unveils landmark Traxx Universal locomotive



Alstom, global leader in smart and sustainable mobility, and carrier ČD Cargo are celebrating a major milestone in their collaboration. The Traxx Universal multi-system locomotive (registration number 388.020) was unveiled at the National Railway Day in Nymburk on Saturday September 20th.

This locomotive is the twentieth unit of the sixty locomotives that are key to ČD Cargo's expansion into European markets. The locomotive was given a special decal for the occasion with a graphic design symbolizing the successful cooperation with Alstom. Deliveries of Traxx Universal multi-system locomotives have been underway since 2021 and will continue in 2026-2027. A major milestone this year is the approval of the locomotive with an updated software version with the European Train Control System (ETCS) for regular operation. This modification is gradually being implemented on all machines, including the locomotive just introduced.

"Traxx Universal multi-system locomotives are central to the company's international expansion. So far, they have covered more than 8 million kilometres and, for example, have transported millions of tonnes of goods under the ČD Cargo licence in Germany," says Tomáš Tóth, Chairman of the Board of Directors of ČD Cargo, a.s. "Today is a celebration not only of this success, but also of our long-term cooperation with the manufacturer Alstom. Thanks to the support of the Alstom team from Czech Republic, Germany, Switzerland and France in the challenging process of ETCS approval, today we can say that the Traxx Universal multisystem is a fully interoperable locomotive including the active ETCS system," adds Tóth.

"The slogan 'ČD Cargo stronger in Europe powered by Alstom', which stands on the inaugurated Traxx Universal locomotive, fully describes our long-standing cooperation with ČD Cargo. We see ČD Cargo not only as a customer, but above all as a strong and experienced partner. Smooth cross-border operation is extremely important for freight carriers. Thanks to Alstom's advanced locomotives, Czech carriers ensure smooth and efficient goods transportation across Europe, reinforcing their strength in international logistics," says Dan Kurucz, Country Managing Director of ALSTOM Czech Republic.

About Traxx Universal multi-system locomotives

The Traxx Universal multi-system locomotives are designed for operation in the Czech Republic, Germany, Austria, Poland, Hungary and Slovakia, while part of the fleet has extended operational capability for Slovenia, Croatia and Serbia.

As a result, they can be deployed in up to nine European countries. In addition, the locomotives have been designed for the installation of a "last mile " module, which also allows operation in independent traction for the so-called last mile. In general, these particular vehicles are characterised by a maximum speed of up to 160 km/h for freight traffic and an expected service life of at least 30 years.

They deliver higher operating performance and reliability with greater energy efficiency and extended maintenance intervals that improve locomotive availability.

Czech Republic

ERA Approves ETCS Onboard System for Traxx Universal locomotives - unlocking cross border freight operations for Czech carriers



Alstom, global leader in smart and sustainable mobility, has reached a major milestone with the European Railway Agency (ERA) granting type approval for operation of the Traxx Universal locomotive equipped with EbiCab 2000 ETCS. The approved onboard system is part of Alstom's onboard portfolio.

This version enables seamless corridor-wide operations under ETCS Baseline 3, the latest standard of the European Train Control System—a unified signalling system designed to improve safety, interoperability, and efficiency across European rail networks. Notably, it reopens operations in Austria, where ETCS-only operations are authorized on dual-equipped Class B lines. This approval marks a critical step toward ensuring full interoperability of these locomotives across international rail corridors.

"Cross-border traffic is very important for freight transport in Europe. With the fully approved version VR01.5, our customers can continue to operate locomotives on corridors in Germany, Austria, Poland, Czech Republic, Slovakia, Luxembourg, Hungary, Croatia, Slovenia and Serbia. This is an important step not only for us at Alstom, but for European rail interoperability as a whole," said Dan Kurucz, Managing Director of Alstom for Czech Republic and Slovakia.
This approval represents a significant milestone for Czech freight operators such as RegioJet and ČD Cargo, who operate 388 series locomotives (388 201-231 for RegioJet and 388 001-026 for ČD Cargo). To date, 13 TRAXX locomotives for RegioJet Pool (388 219-231) have been delivered with software version VR01.5. The first six of them are in operation on the Czech rail network since November 2024 based on a test operation permit issued by the Czech State Railways. The remaining seven locomotives have now received international approval and are progressively entering service beyond the Czech Republic. Traxx Class 388 fleet operated by ČD Cargo and RegioJet, which are still equipped with the VR01.2 software version, enabling operation without ETCS, will now be gradually upgraded to the VR01.5 version. The 386 series vehicles operated by Metrans will be equipped with Onvia Cab (formerly Atlas) on-board units.

About Traxx locomotives
Traxx Universal™ locomotives offer a flexible design based on a strong, modular platform approach compatible with many applications (single or multi-country freight and passenger transport) and available in various configurations (AC, DC and multi-system). This product delivers increased operational performance and reliability with higher energy efficiency and extended maintenance intervals to improve its availability. One of the most interesting features is the possibility of equipping the locomotive with the 'Last Mile' functionality. This allows new operating concepts, such as seamless continuation from line haul traction into non-electrified lines, often used to access ports, industrial areas, or terminals. Those locomotives have been approved in 20 countries, covering a total annual distance of more than 300 million km, with more than 3,000 units sold in the 21stcentury.

Photo: Traxx Universal – on the way from Prague Main Station (Czechia) to Przemyśl Główny (Poland). ©RegioJet a.s.

Czech Republic

NEW HYBRID TRAINS TO SERVE NORTHEAST BOHEMIA. REGIOJET TO RECEIVE THEM FROM ŠKODA GROUP



Škoda Group and RegioJet have announced the signing of a contract worth over CZK 9 billion for the delivery of 34 hybrid train units (18 two-car and 16 three-car) of the new BEDMU type (Battery Electric Diesel Multiple Unit). These trains represent the most efficient solution to provide environmentally friendly and comfortable transport on key routes in Northeast Bohemia that are not yet electrified. The new trains will enter service in December 2029. Passengers can look forward to faster journeys and improved customer service.

The modern trains are conceptually designed as battery–electric units with a diesel generator set that allows for extended range, fully aligned with the requirements of the Czech Ministry of Transport. Thanks to the maximum use of electric power, optimisation of the diesel powerpack, and the use of renewable HVO fuel (hydrotreated vegetable oil), the trains achieve optimal operating costs while minimising environmental impact.

“This contract is an important step forward in bringing the most advanced technologies to Czech railways. The new BEDMU units combine passenger comfort with sustainability and efficient operation. We are pleased to be setting new standards in Czech rail transport together with RegioJet and to continue our cooperation with this significant order,” said Petr Novotný, CEO Škoda Group.

“With the new units and the gradual modernisation of the line, we will offer passengers faster connections. For example, the journey between Pardubice and Liberec will be shortened by almost half an hour. Our customers can look forward to modern, barrier-free travel and the high-quality service they know from our yellow trains. The new units will provide greater comfort, quieter operation and modern design. Their environmental friendliness is also highly important,” said Radim Jančura, owner of RegioJet.

For RegioJet, infrastructure improvements go hand in hand with the introduction of new trains. “To improve transport in Northeast Bohemia, the Ministry of Transport and the Railway Administration must also invest. Many lines here have seen no investment for decades. They need greater capacity, higher speeds and, above all, electrification. Better-quality lines will create new transfer opportunities for passengers and improve coordination with other modes of transport. We also expect investments in P+R facilities,” added Jiří Schmidt, Strategy Director at RegioJet.

Proven platform with an innovative approach

The new trains are based on the well-known Panter platform, which is highly adaptable and operates in many regions of the Czech Republic in various versions, particularly in its battery-electric variant. In this new type, traction motors will be powered by overhead lines, stored battery energy, and the diesel powerpack. This minimises the use of fossil fuels and maximises operational efficiency. Deploying these units will reduce CO_2 emissions by up to 19,000 tonnes annually.

A path towards a zero-emission rail future

The diesel powerpack serves only as a generator to enable extended range with continuous battery charging. These modern two-car and three-car units thus represent the best available solution for lines that are not yet electrified, while also providing a safeguard in exceptional situations. Thanks to the option of later conversion into purely battery or purely electric units, these modern trains pave the way towards a zero-emission rail future. In RegioJet’s colours, the BEDMU trains will operate the R14A Pardubice–Liberec, R14B Liberec–Ústí nad Labem, R21 Prague–Tanvald, R22 Kolín–Rumburk, and R24 Prague–Rumburk routes from December 2029.

The new trains are designed as dual-system (3 kV DC, 25 kV AC) units, equipped with batteries and a diesel powerpack. They fully meet the strict requirements for passenger comfort. Each train will feature a business class section with 10 seats in the two-car version and 16 in the three-car version. Passengers will also appreciate onboard vending machines, powerful air conditioning, modern passenger information systems, Wi-Fi connectivity, and charging sockets for electronic devices. Safety will be enhanced by internal and external camera systems. Level boarding and low-floor interiors will ensure easy travel for passengers with reduced mobility, while barrier-free toilets, as well as dedicated spaces for prams, bicycles and wheelchairs, will be standard.

Digital technologies and energy savings

The new units will be equipped with advanced digital technologies developed by Škoda Group, ensuring convenience for passengers and operators during service and train coupling. They will feature advanced systems for optimising energy consumption and for smooth transitions between operating modes, taking into account timetables and track profiles. A remote monitoring system will further optimise maintenance costs and increase operational reliability. Each train will also be fitted with the European Train Control System (ETCS).

ČD Cargo in the first half of 2025

ČD Cargo reported a pre-tax loss of CZK 931 million in the first half of 2025. The result reflects the ongoing transformation of the company as a result of the continuing decline in transport performance.

Since last year, the company has been purposefully adapting its capacities to new conditions on the Czech and European railway markets. On the domestic market, ČD Cargo trains transported 26.4 million tons of goods, which represents a year-on-year increase in absolute volume, but with a decrease in transport performance. This decreased by 3.2% year-on-year. Overall, the performance of all railway freight carriers in the Czech Republic decreased by 5.3% during this period. The ČD Cargo Group transported 29.9 million tons of goods – it managed to significantly increase the volume of container transport in Germany, and the development of international transport remains a fundamental pillar of the Group’s strategy.

The year-on-year increase in transport volumes is due to a one-off fluctuation. During this winter, there was high demand for brown coal, power plants and heating plants had empty landfills, which was reflected in the figures for the first half of the year. This effect will not be repeated, which is also confirmed by orders from recent months. In addition, the volume of coal is still about a third lower than in 2023. Container transport and also automotive transport increased by 15% year-on-year. Transport of fuels and construction materials is stable.

As part of the restructuring, the company continued to reduce employment and excess capacity of wagons and locomotives. In the financial statements, the company reflected this in the creation of reserves, provisions and a decrease in the value of excess assets that will no longer generate adequate income for the company.

All these steps will help ČD Cargo ensure long-term stabilization and sustainable operation of the company in an environment where the European rail freight market continues to shrink.

Czech Republic

THE MOST ADVANCED TRAM ON THE MARKET: ŠKODA FORCITY PLUS 52T FOR PRAGUE

A tram from Škoda Group's production has arrived at the TRAKO trade fair in Gdańsk, setting a new standard for urban transport in Europe – Škoda ForCity Plus 52T. Built for the Czech capital, Prague, this model represents a new generation of urban transport vehicles designed to meet the needs of European cities in the 21st century. Thanks to its unique technical design, it combines a fully low-floor layout without a single step with exceptional operational flexibility, enabling it to handle even the most demanding conditions of urban transport – from historic city centres with tight curves and narrow streets to steep gradients.

"The ForCity Plus 52T is not only a new vehicle for Prague, but also a demonstration of how our innovations can inspire urban transport in other European cities. Poland has traditionally been an important market for us – our trams run in Wrocław, and we also have metro trains in Warsaw. We are now returning here in earnest and are ready to provide cutting-edge solutions for other Polish cities as well. This advanced tram is ready to become part of public transport networks in Poland, fully adaptable to all types of infrastructure," said Petr Novotný, CEO Škoda Group, adding: "As with the Warsaw Metro and other projects, we aim to cooperate with the local industry and supply chain to ensure that our projects bring added value not only to transport, but to society as a whole."

"The Prague Public Transit Company is very pleased that joint efforts have made it possible to adhere to the schedule, which had no reserves from the very beginning. The winner of our tender was announced on November 9, 2023, the contract was signed on December 27, 2023, the first tram was presented at the production site on January 27, 2025, we started test runs on April 26, 2025, and we have now completed all the mandatory test kilometers on time. By the end of this year, we expect to have 20 of these vehicles in operation in Prague. It is not standard practice in Europe to adhere to the schedule," said Jan Šurovský, Technical Director – Surface Transport, Prague Public Transit Company.

The new tram is composed of five sections, allowing it to easily navigate complex track conditions in historic cities – including narrow streets with sharp bends and steeper gradients. By combining pivoting and partly pivoting bogies, the vehicle offers outstanding flexibility while being kind to infrastructure. The unique bogie design ensures that the tram is 100% low-floor – a feature not common in this category – which significantly improves boarding and alighting for all passengers, including those with reduced mobility. The modern interior, also an in-house Škoda design, provides wider gangways between sections and a more spacious layout. Naturally, it is equipped with full air conditioning using environmentally friendly refrigerant R290, an advanced passenger information system, and Wi-Fi connectivity.

A major innovation is the advanced anti-collision system, which combines HD cameras with LiDAR technology to monitor the area in front of the tram. The system can detect obstacles with high accuracy, warn the driver in time, and, if necessary, automatically trigger emergency braking. This significantly enhances operational safety, making the 52T one of the safest vehicles in its class.

Škoda Group has a long-standing tradition of building trams for Prague, and the new model builds directly on this heritage. Prague will be the first city to put this type of vehicle into service, but the design has been developed to meet the expectations of municipalities and passengers in other European cities as well. The new tram demonstrates how Czech innovation can contribute to the development of urban transport across Europe and how Škoda Group continues to strengthen its position as a European leader in the development and production of modern trams.

Technical specifications of Škoda ForCity Plus 52T

- Track gauge: 1435 mm
- Vehicle length: approx. 32 m
- Vehicle width: 2.5 m
- Unladen weight: approx. 48 t
- Capacity: up to 243 passengers, including 70 seated
- Maximum speed: 70 km/h
- Structure: five-section, unidirectional tram
- Bogies: combination of pivoting and partly pivoting
- Floor: 100% low-floor design
- Doors: 5 double-leaf entrances for fast boarding and alighting
- Power supply: 600 V
- Air conditioning: full-vehicle, using eco-friendly refrigerant
- Lighting: modern LED, interior and exterior
- Information system: 6 screens throughout the vehicle
- Safety systems: anti-collision system with HD cameras, LiDAR, and emergency braking

TRAKO GDAŃSK: INTERNATIONAL PREMIERE OF THE NEW GENERATION OF REGIOPANTER BATTERY UNITS

The international premiere of the new generation of RegioPanter battery trains (BEMU) took place at the TRAKO 2025 trade fair in Gdańsk, Poland. The unit is being presented by Škoda Group, a leader in zero-emission mobility, in cooperation with České dráhy (ČD) and the Moravian-Silesian Region (Czech Republic). This marks the first public presentation of the latest generation of these state-of-the-art battery trains on the international stage. Škoda Group is currently producing 15 new-generation BEMU trains for Czech Railways and their operation in the Moravian-Silesian Region. The trains are scheduled to enter service in early 2027.

The BEMU units combine electric and battery operation. During journeys, they are continuously recharged from catenary, while in non-electrified sections they run on battery power with a range of 80 kilometres. Their maximum speed is 160 km/h under catenary and 120 km/h in battery-only mode. Thanks to regenerative braking, the batteries are also recharged outside electrified sections.

"RegioPanter battery units are clean and efficient solution for regional transport that can be deployed immediately, without waiting for major infrastructure investments. Thanks to the catenary-and-battery concept, which combines continuous charging under overhead lines with battery operation in non-electrified sections, they bring operators lower operating costs and passengers faster, more comfortable, transfer-free connections. We see strong export potential for this solution in many regions – especially in Central and Eastern Europe," said Petr Novotný, CEO Škoda Group.

"České dráhy has been operating the first four Škoda RegioPanter electric units with batteries in trial service for almost a year. In that time, they have covered half a million kilometres in combined operation, both under catenary and on batteries. This is clear proof that this technology is the future of regional transport. On the Ostrava–Veřovice line, thanks to the new catenary-and-battery trains, we have seen passenger numbers increase by up to twenty percent. With the support of the Moravian-Silesian Region, we became the first operator in the Czech Republic to deploy battery units, and the newly presented train type will soon expand their use across the entire region," said Michal Krapinec, Chairman of the Board and CEO of České dráhy.

An immediately available solution without major infrastructure interventions

The new generation of RegioPanter battery units builds on the successful operation of the first four battery-equipped electric units in the Moravian-Silesian Region, which have already clocked up more than half a million kilometres. Many countries are considering adopting hybrid propulsion technology to quickly strengthen the role of zero-emission rail as the backbone of public transport. In regions with an extensive network of only partially electrified lines, battery units represent a fast and effective solution. By operating on batteries, they make it possible to deliver the comfort and journey times of electric trains even where older, significantly less eco-friendly diesel units currently run. This increases the attractiveness of public rail transport, improves access to smaller towns, and delivers an immediate environmental benefit without the need for costly and lengthy infrastructure works.

Škoda Group builds on decades of experience with battery vehicles. As early as the 1930s, it manufactured accumulator locomotives; since 2015, its battery-powered trams have been operating in Turkey, capable of running on sections without catenary; and it also produces dual-mode trolleybuses that combine catenary with batteries.

The planned expansion of RegioPanter battery units and their new generation represents an important step not only for the Moravian-Silesian Region and the Czech Republic but also for Europe as a whole. Škoda Group is thereby reaffirming its role as a leader in sustainable mobility and offering operators solutions that combine ecology, efficiency and passenger comfort.

Czech Republic

Most modern railway station in Czechia begins its operation, Bubny starts new district development

Transport in Prague is entering a new era. Správa železnic is launching operation on the modernised line between Bubny and the new stop at Výstaviště. After forty years, the metropolis has finally got a new station, and one that meets European standards. Passengers from the Kladno area will also enjoy convenient transfers from trains to all metro lines for the first time. The section is part of the connection that is being built from the city centre to Václav Havel Airport and Kladno.

The Bubny station is located on two important suburban lines. Passengers will be able to travel to Kralupy nad Vltavou and further to Ústí nad Labem from Saturday, the 2nd of August, and trains from Masaryk Station to Kladno will use it from Monday, the 4th of August. The increased capacity of the modernised line will enable more connections to be introduced.

'This project is extremely important not only in terms of transport, but also because it will significantly change the face of the capital city. Bubny railway station will become the cornerstone of a new district that will be built here in the coming years. The railway will thus once again fulfil its historical role as a catalyst for the development of its wider surrounding area,' says Minister of Transport Martin Kupka.

A unique piece of engineering

Virtually the entire modernised section – almost a kilometre of the line – is built on pillars. Passageways under elevated track have replaced the railway embankments that have divided the area for decades. This made it possible to remove the busy crossing on Bubenská Street and also connect the upper and lower parts of Holešovice with a new street, Nicholas Winton Street.

Trains in Bubny are also the first in the Czech Republic to enter directly into the interior of the station building. The building measures 250 x 50 metres and is also supported by pillars. This has created space for more than a dozen commercial units under the platform. These will open gradually over the coming months, during which finishing work will continue.

Passengers can access trains via escalators or lifts, and there are glass waiting rooms on the platforms. The interior of the station is enlivened by trees with automatic irrigation. 'If I had to find one word to describe this project, it would be generosity. It was an extremely demanding construction project, both technically and organisationally. However, it confirmed that we are able to pull together – the state, designers, developer, the municipal authority and Prague 7,' says Jiří Svoboda, Director General of Správa železnic, and continues: 'We were also helped by the constructive approach of local residents, with whom we managed to agree on some details. Also thanks to this, construction was able to proceed smoothly and without unnecessary delays.'

The modernised section ends at a new stop at Výstaviště. Access to the platforms is provided here by stairs and elevators. A footbridge over the line to Kladno has improved access from Letná to Stromovka. The work was carried out by the companies Metrostav TBR, OHLA ŽS, and Elektrizace železnic Praha. The total cost of construction amounted to CZK 5,644,223,231.

'The Bubny – Výstaviště line modernisation project is one of the most demanding we have ever implemented in the Czech Republic. I would like to thank our team and colleagues from the association for their professional commitment and excellent cooperation. I am glad that we were able to be part of a project that will set completely new standards and significantly improve the level of railway transport in the capital city,' says Aleš Gothard, Chairman of the Board of Directors and Director of the company Metrostav TBR.

The project entitled Modernisation of the Praha-Bubny (incl.) – Praha-Výstaviště (incl.) railway line is co-funded by the EU from the Connecting Europe Facility (CEF) programme. The total eligible costs of the project amount to EUR 119,231,838. The EU support rate is 85 % of eligible costs, with the maximum grant amounting to EUR 101,347,062, which represents approximately CZK 2.5 billion. National funding was provided by Státní fond dopravní infrastruktury (State Fund for Transport Infrastructure).

'European financial support usually covers 85 percent of eligible costs, so it's a driving force for the whole railway construction industry in the Czech Republic. Thanks to our EU membership, we also get to ride on modernised tracks in new trainsets. The section we are putting into operation today received nearly CZK 2.5 billion from the Connecting Europe Facility out of the total railway infrastructure costs of just under CZK 3 billion. I would like to remind you that huge sums are also flowing from the same source to two other large-scale construction projects currently underway on the territory of Prague: CZK 2.5 billion for the reconstruction of Masaryk Station and almost CZK 3.5 billion for the complete reconstruction of Praha-Smíchov Railway Station,' adds Monika Ladmanová, Head of the European Commission Representation in the Czech Republic.

History has not been forgotten

In July, reconstruction began on the original Praha-Bubny railway station building, which is being given a completely new purpose. The Center of Memory and Dialogue Bubny is being created here, which will commemorate the nearly 50,000 Jews deported from this station between 1941 and 1945. The project sensitively extends the original building while preserving its characteristic features.

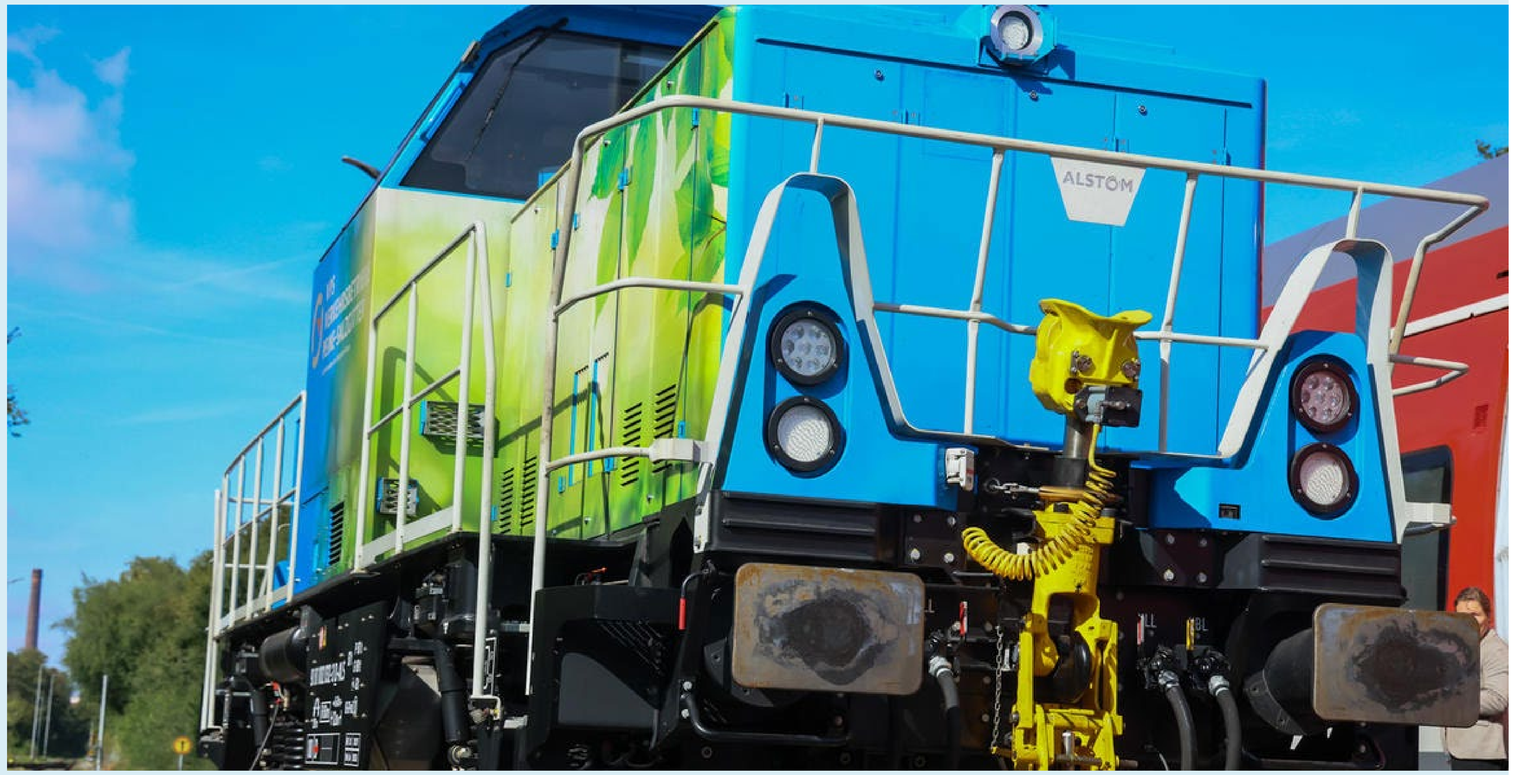
The construction, costing almost CZK 190 million, should be completed in two years. Before the beginning of modernisation, trains crossed Dukelských hrdinů Street via a historic bridge. It was built in connection with the General Land Centennial Exhibition in 1891 and, thanks to its riveted construction, is a typical example of railway engineering from the turn of the 19th and 20th centuries. Thanks to cooperation with the National Technical Museum, it will become part of an exhibition to be created at the Masaryk Railway Station.

Railway to the airport

The modernisation of the line between Bubny and Výstaviště is part of the Prague – Airport – Kladno project, which consists of 11 separate stages. The reconstruction of the Negrelli Viaduct has been completed, and extensive reconstruction of Masaryk Station is in full swing. Trains are already running on the modernised section between Kladno and Kladno-Ostrovec stations. Správa železnic plans to begin the complete modernisation of the line from Prague's Ruzyně to Kladno this year. Next year, the organisation will begin searching for a contractor for the section from Výstaviště to the new underground station in Dejvice. Trains should be able to run from Prague to Václav Havel Airport by around 2030.

Germany

World premiere: Alstom shunting locomotive runs on hydrogen in Salzgitter, Germany



Alstom, global leader in smart sustainable mobility solutions, has completed the world's first journey with a shunting locomotive converted from diesel to hydrogen drive in Salzgitter, Germany.

Alstom is developing the modernisation solution for existing locomotives together with VPS Verkehrsbetriebe Peine-Salzgitter GmbH (VPS, subsidiary of Salzgitter AG), WTZ Roßlau gGmbH, TU Braunschweig and the associated partner Fraunhofer Institute for Surface Engineering and Thin Films. The project is supported by the city of Salzgitter, which is contributing funding totalling 1.5 million euros from the 50 million euros in structural aid that the city received from the state of Lower Saxony.

The modernisation solution presented at the company's Salzgitter site is a milestone in a joint project for the decarbonisation of shunting traffic. After the conversion, the vehicle engine will be powered by direct, CO2-free combustion of hydrogen. The industrial test operation, which is now beginning at the Salzgitter Group's steel-producing companies, is expected to run until October 2025. The partners expect this unique, practical operation to provide important insights into the suitability of this technology for everyday use. The experience gained will be analysed to investigate how it can be incorporated into a series solution. The project will be completed in autumn 2025 and the locomotive will then be returned to its original condition.

The CO2 savings potential of converting shunting locomotives from diesel to hydrogen drive is huge. VPS, for example, operates 42 locomotives for the transport of ore and coal, pig iron and steel products within the production network. There are around 1,000 diesel shunting locomotives in use in Germany and around 4,000 across Europe. The average service life of a diesel shunting locomotive is 50 to 70 years and it emits around 150 tonnes of CO2 per year.

A modernised shunting locomotive with a hydrogen drive saves up to 3,000 tonnes of CO2 over a remaining service life of 15 to 20 years, which is equivalent to the emissions of up to 650 cars. You would have to plant 200,000 trees to save this amount of CO2.

François Muller, Vice President Services for Central and Northern Europe at Alstom said: "With this research project, we are once again pioneering the use of hydrogen in rail transport. We are expanding the spectrum of vehicle modernisation with a doubly sustainable approach - thanks to this solution, our customers can switch to emission-free operation without having to replace their existing fleet. This is a particularly worthwhile option in shunting traffic due to the long service life of the vehicles."

Frank Klingebiel, Mayor of the city of Salzgitter: "Our former Minister President Stephan Weil called Salzgitter the transformation capital of Germany - and rightly so! Salzgitter AG is investing billions to switch to low-CO2 steel production by 2033 with the SALCOS project. In addition, Volkswagen is currently building its first battery cell plant here and is also investing billions in Salzgitter as a business location.

At our Hydrogen Campus, we are developing the technologies of tomorrow in the areas of factory transformation, green hydrogen and hydrogen storage. We are further expanding the district heating supply with our own Salwe project. And in the joint project to decarbonise shunting traffic, the city is not only on the sidelines but is also an active player with a financial contribution of 1.5 million euros!"

Astrid Paus, Head of Department at the Braunschweig Regional Development Office: "Many good projects have been supported and implemented with the structural aid funds from the state of Lower Saxony. Primary schools and day-care centres have been built, residential buildings are being renovated, and hydrogen campus projects have been funded. The conversion of the shunting locomotive to a hydrogen drive is one of them and is of course something very special with a world premiere. Here, the state's funding was well invested in innovation, CO2 savings and climate protection. The climate protection potential and the impact of this conversion are huge: imitation is encouraged."

Dr Johannes Dreier, Managing Director of VPS: "This test deployment of a locomotive with an engine converted to direct hydrogen combustion fits perfectly into the ongoing transformation within the Salzgitter Group. With the SALCOS® - Salzgitter Low CO2 Steelmaking programme, the Salzgitter Group will gradually switch pig iron production from the blast furnace route to direct reduction, initially predominantly natural gas-based and later increasingly hydrogen-based, over the coming years. As the Group's central logistics service provider, we are also required to test alternative drive concepts for our locomotive fleet to make our contribution to the decarbonisation of the Group."

Dr Christian Reiser, Managing Director of WTZ Roßlau gGmbH: "During the intensive development work, we were able to successfully apply our expertise, especially in the field of combustion process development and system application, to the research project. As a result, the future-proof hydrogen engine technology was successfully transferred from the test bench to the real track. We are very much looking forward to the upcoming test operation of the locomotive. Because a green future is our drive!"

Prof Dr Peter Eilts, Head of the Institute for Internal Combustion Engines and Fuel Cells at TU Braunschweig: "The special feature of hydrogen is that it can be burnt with a high excess of air. For the conversion of the shunting locomotives, we are making targeted use of this property to stabilise combustion, increase efficiency and at the same time minimise the formation of nitrogen oxide. We have worked intensively on the design of the exhaust gas turbocharging, as the high excess air poses a particular challenge here. With success!"

Photo: Hydrogen shunting locomotive at Salzgitter. ©Alstom Philipp Ziebart

DB Class 218.418 is stabled at Lübeck Hbf in readiness to work train No. RB56857, the 13:02 to Bad Kleinen on September 6th. The loco is one of the pool of DB used locos for sale or rent. *Andy Pratt*

Germany

Denmark issues the authorisation for Talgo's EuroCity international trains



The Danish railway agency Trafikstyrelsen, the Federal Railway Authority in Germany (EBA) and the European Railway Agency (ERA) have announced that the Talgo 230 trains developed by the Spain-based company for the state-run operator DSB have received the final authorisation to run on the Danish and German railway networks, paving the way for their entry into service soon and under the commercial name EuroCity (EC).

This new approval for the Talgo 230 trains allows the establishment of national routes within Denmark and the revamped rail cross-border connection between Copenhagen and Hamburg, and joins the one obtained a few weeks ago for the units supplied by Talgo in Germany (ICE L).

Leading in the Intercity rail vehicle segment in Europe

The new milestone for the Talgo 230 product platform reinforces Talgo positioning as a leading Intercity trains manufacturer in Western and Central Europe and shows the capabilities of the Spanish company to supply the state-run train operating companies in some of the biggest economies of the European Union with high quality products. Talgo 230 trains are fully designed and manufactured in the two factories the company has Spain.

Getting this new authorisation in Denmark has benefited from many synergies from the train type approval obtained in August for the German rail network, as the EuroCity trains share many technical features with other iterations of the Talgo 230 platform, but the units also had to overcome specific tests to guarantee their interoperable capabilities, like electromagnetic compatibility essays.

The approval process has been quite complex both in the technical and the regulatory fields and has required the participation not only of Trafikstyrelsen in Denmark, EBA in Germany and ERA in the European Union, but also of the infrastructure managers in the Scandinavian country and in Germany: Banedanmark and DB InfraGO, respectively.

Once again, Talgo has collaborated closely with TÜV SÜD Rail, a leading European body operating in the three pillars of the authorisation process for the numerous subsystems included in train.

Almost 500 passengers per train

EuroCity trains are loco-hauled units authorised for a maximum speed of 200 km/h in commercial service and have a flexible configuration ranging from 9 to 15 passenger cars including first and second classes and a PRM car. Their maximum capacity will reach 492 passengers and will allow DSB to revamp and increase its offering in the Copenhagen-Germany route and to create a new alternative to more carbon-intensive modes like road and air transport.

In each EuroCity set the two cars at each train end are longer than the rest and act as a fully interoperable interface with the third-party locomotives from the DSB roster. In a near future, one of those end cars will be replaced by a Talgo cab car (styrevogn; a passenger end-coach with a driving cab but no engines) to allow for a push-pull configuration that will ensure swift train turnaround times at the final destination of each route.
Talgo 230: from Scandinavia to the Danube river; from the Baltic sea to the Alps

With the triple approval of the Danish (Trafikstyrelsen), European (ERA) and German (EBA) agencies, Talgo takes a further step in its commitment to serve all the different destinations selected by its customers across Europe.
As informed in August, work is now underway to ensure that Talgo 230 trains are also certified and authorised by the national safety authorities of Austria (BMK) and the Netherlands (ILT) for both railway networks, as well as by the Swiss agency (BAV) – limited in this case to the Basel border station. This additional, triple approval is expected to be received in the short term.

Three consecutive orders

The Talgo 230s for DSB form a fleet of 16 trains that has been partially delivered and is partially in production, corresponding to several successive contracts. Back in in February 2020 and after an open tendering process, DSB awarded Talgo with a framework contract worth €500 million which included a first firm order of €134 million for the supply of 8 complete trains of the Talgo 230 technological platform.

In April 2021 and considering the new demand for international rail travel, DSB decided to increase the fleet size with a second order for additional coaches which raised the passenger capacity of the 8 initial trains by a full 10%, to 492 seats each. Then in April 2023 the railway company placed a third order, for 8 additional trains and worth €184 million.

Developed in Spain, bought in Germany and Denmark

The EuroCity trains soon to enter commercial service with DSB are interoperable units, part of the Talgo 230 product range: a technological platform that builds on Talgo's expertise in high-speed rail and the Spanish manufacturer's distinctive rolling assemblies technology. It offers high-capacity, lightweight vehicles with a commercial speed of up to 230 km/h, as well as enhanced acceleration and braking capabilities.

This makes it ideal for countries with high population density, numerous urban centres and mesh-shaped railway networks where the number of stops and diversity of routes are high, compared to territories with radial-shaped networks and more dispersed cities.

The long-distance trains of choice in Germany

These features have meant that, along with DSB in Denmark, there are now two other operators in Germany that have also trusted in Talgo's technology.

The German government, through its public operator Deutsche Bahn, signed a framework contract in 2019 for the supply of up to 100 ICE L trains from the Talgo 230 platform, with two firm orders for 23 and 56 trains already placed, in 2019 and 2023 respectively. Deutsche Bahn is the largest operator in Europe, with a size that is an order of magnitude larger than that of other national railway companies in the EU.

Also in Germany and less than four months ago, road transport giant Flix awarded Talgo a contract for the supply of up to 65 trains also from the Talgo 230 platform, with an initial firm order of 30 units. With its fleet of Talgo trains Flix expects to become the first and largest private operator of passenger trains in Europe.

Both acquisitions by German companies, one public, the other private, were made after a competitive process, with Talgo exceling within the highest technical and quality standards as a top-tier train manufacturer.

Photo: ©Lucas Mikkelsen

Germany

Timetable 2026: Half-hourly service now for 21 cities

Starting December 14th, more cities than ever before will be connected to Deutsche Bahn's (DB) long-distance service every half hour. The new timetable will then come into effect, bringing with it numerous improvements for DB passengers.

DB Board Member for Long-Distance Passenger Transport, Michael Peterson, said: "People want to travel by train. Where there are already many passengers, we are offering even more train journeys in the new timetable. We are expanding our timetable in a targeted manner with an eye on demand and capacity on the rail network. We are pleased that, despite the many additional construction sites, we will be able to maintain the service volume consistently high in 2026, at the record level of the previous year."

Almost as regular as the S-Bahn: ICE trains connect even more German cities every half hour
With 21 cities connected, the current network has nearly doubled. The route network, on which a high-speed train runs approximately every half hour, is growing from 900 to 2,300 kilometers. This includes connections between Hamburg, Hanover, and Kassel, as well as Erfurt, Halle, and Berlin. By doubling the number of half-hourly services to cities, DB underscores its goal of providing an attractive rail service for all of Germany.

ICE Sprinter network is being expanded – record travel time between Stuttgart and Berlin
The north-south routes Hamburg–Frankfurt (Main) and Berlin–Munich will be reinforced with 14 new, ultra-fast ICE trains. The new Sprinter Berlin–Stuttgart via Nuremberg will be over an hour faster than before, with a travel time of approximately 4 hours 45 minutes – a record travel time between these metropolitan regions.

International long-distance transport is booming – DB is expanding its services and offering additional direct connections to nine European countries
Whether to Belgium, the Czech Republic, Denmark, Poland, or Switzerland, for example, the selection is growing rapidly, with around 40 new or extended cross-border journeys daily. The new Eurocity line between Leipzig and Krakow is starting service between Germany and Poland, with convenient connections to/from Frankfurt am Main, for example. Connections to Switzerland are also being further improved. For example, there will be more fast ICE direct connections from North Rhine-Westphalia further into Switzerland, directly to Zurich or Chur. Brig will have a completely new connection – both from North Rhine-Westphalia and towards Berlin.

Starting in May 2026, the Prague–Copenhagen connection via Dresden, Berlin, and Hamburg will begin. This will also result in up to four additional trains per day between Hamburg and Copenhagen, depending on the season. And for the first time, starting in September 2026, there will be four daily ICE connections between Cologne and Antwerp via Brussels Airport, which will now have a new connection to the ICE network.

The plan for more timetable stability: ICE traffic will become more systematic
On the most important ICE lines, DB is standardizing departure and destination stations, intermediate stops, and timetable intervals wherever possible. Furthermore, all journeys on the lines are to be operated with the same ICE train series, if possible. This will make the system less complex, thus more reliable, and rail operations more stable overall. The basic principle is similar to that of S-Bahn systems. This will result in changes to some direct connections. For example, the state capital of Kiel will now have a systematic two-hourly service towards Hanover, Frankfurt, and Stuttgart instead of many unsystematic individual connections.

In addition, DB largely avoids splitting a two-car ICE train at a specific station or merging the two sections. While such so-called "wing" concepts allow for more direct connections, they are prone to delays.

Continued large long-distance train service also in the area
In addition to the significant expansion of long-distance services, Deutsche Bahn remains committed to providing good long-distance connections, even outside of major cities. At the same time, customers are increasingly using local services, which are often similarly fast but cheaper – especially with the Deutschlandticket. Given the economic environment and the significant cost increases, DB can no longer offer some trains with very low demand.

This affects extremely low-occupancy routes, where sometimes only ten percent of the seats are occupied, such as between Leipzig and Nuremberg via Jena. There, the number of journeys per direction will be reduced from five to two.

The youngest member of the ICE fleet has its premiere: The ICE L is launched
The new ICE L will make its debut with the timetable change. Initial service is planned between Berlin and Cologne. Passengers will then have the first opportunity to experience the benefits of this new member of the ICE family. Starting May 1st, 2026, following the completion of the general renovation of the Hamburg–Berlin line, the ICE L will run to Westerland (Sylt), and from mid-July onwards, it will also run on the routes from Cologne and Frankfurt to Westerland, as well as between Dortmund and Oberstdorf. This will ensure that barrier-free long-distance trains will be available on these important tourist routes in the future.

Neighbouring European railways are also deploying new high-speed trains on many routes to and from Germany. In addition to the Czech ComfortJet, the new timetable year will see the Danish Talgo trains, comparable to the ICE L, and the Swiss Giruno from Hamburg. This means that typical ICE comfort is available on almost all major routes, whet your appetite for even more travel across Europe by train.

From Frankfurt to London: New features for simplified international ticket purchasing
New and additional cross-border connections are making rail travel in Europe increasingly attractive. Booking tickets for international rail journeys has also become significantly easier and more convenient. The next milestone has now been reached: In addition to tickets for long-distance trains operated by ÖBB and SBB, customers can now also book many domestic French TGV connections and Eurostar tickets directly on bahn.de or in the DB Navigator. Specifically, travellers can purchase tickets from Frankfurt to London or from Paris to Marseille by TGV, for example. ÖBB's night trains through Germany are now also conveniently available through the usual digital DB sales channels. Additional European railways will be available soon.

By the end of 2026, DB will offer tickets for all major railways in neighbouring countries directly via bahn.de and the DB Navigator app.

The technical basis for this is OSDM (Open Sales and Distribution Model): a new standard for data exchange between European railways and ticket sellers. OSDM offers numerous advantages for customers: They receive clear price information for the displayed connections, including savings offers from international railways. In addition, booked tickets can be conveniently viewed and managed in the DB customer account.

General renovations of the infrastructure will continue
The general renovation of the Hamburg-Berlin railway line will continue until the end of April next year. During this time, ICE traffic between the two cities will be diverted. With up to 65 daily journeys – 36 of which are direct and every hour – a good service will continue despite an increased travel time of around 45 minutes. Further construction work is planned from February to July on the Wupper line between Hagen and Cologne. From February to December, there will be construction-related restrictions between Nuremberg and Passau. Construction work will take place on the right-hand section of the Rhine between Cologne and Frankfurt between July and December. The revised timetables have already been incorporated into the information media.

Bookings for the new timetable start on October 15th
From October 15th, the new connections will be available in the timetable information at bahn.de and in the DB Navigator. Tickets will also go on sale then – they can be booked up to twelve months in advance. Domestic offers such as the Super Saver Fare, the Saver Fare, and the Flex Fare can be booked for upcoming holidays such as Christmas, Easter, and Pentecost, school holidays, and other planned events. Tickets for international journeys are available up to six months before the start of travel.

Nos. 35.1097 and 023.058 are seen at the coal loader at Chemnitz Hilbersdorf with 91.896 alongside.
Steve Chapman

Germany

General renovation: Federal government confirms new schedule for DB InfraGO AG agreed with the industry

Deutsche Bahn (DB) remains on track with the general renovation of heavily used sections of its rail network. The Federal Ministry of Transport (BMV) has approved the revised schedule developed by DB InfraGO AG in collaboration with railway companies, associations, and federal states.

DB is thus implementing the adjustment of the renovation periods to the term of the special fund for infrastructure and climate neutrality, as stipulated in the coalition agreement. Furthermore, feedback from the industry, including on the stability of diversions, as well as the resources of the rail and construction industries, has been taken into account.

The President of the Federal Association of Local Rail Transport, Thomas Prechtl, commented on the new schedule: “If the railway system is to function as a whole, all the cogs must mesh seamlessly. This means that the interests of all stakeholders and the impacts of all major construction and maintenance measures must be coordinated and considered conceptually. It must also be ensured that even new construction and expansion projects that are ready for construction and largely planned can be implemented. 70% of trains in Germany are part of local rail passenger transport. The effects of the current general renovation of the Hamburg-Berlin line are still noticeable even in Frankfurt am Main. It is urgently necessary to maintain a regional rail service that is appropriate to the public service and its importance for the business location, and its integrated connection with public transport as a whole. We are therefore pleased that this broadly coordinated sequence of general renovations across the country now provides planning security for the next ten years. Now it is important that every month-long line closure also results in noticeable improvements in the service for passengers thanks to the new, operationally oriented route layout.”

Key findings from the Riedbahn pilot project were also incorporated into the multi-stage discussions with the railway and construction industries on the renovation concept in June and July. For example, the number of parallel renovations per year on heavily used lines was reduced compared to the original plans.

At the same time, DB InfraGO AG is seeking to ease track access charges starting in 2026 for railway companies whose trains have to travel longer distances on diversion routes due to corridor renovations. These services should not incur higher costs than those incurred on regular routes. A predefined percentage discount is planned for each diversion route, which will be published in DB InfraGO AG’s infrastructure usage conditions. This type of compensation requires approval from the Federal Network Agency. A decision from the agency is not expected until November at the earliest.

The general renovations of the Hagen–Wuppertal–Cologne, Nuremberg–Regensburg, Obertraubling–Passau, and Troisdorf–Unkel/Unkel–Wiesbaden corridors will be carried out as planned next year. The construction contracts have already been awarded. The combined renewal and modernization of the Rosenheim–Salzburg, Lehrte–Berlin, Bremerhaven–Bremen, and Fulda–Hanau corridors is planned for 2027.

The plans take into account interactions with other construction projects and coordination with partner railways. Diversion concepts have been comprehensively discussed with the railway companies and the authorities responsible for local transport. Corresponding timetables are currently being developed in detail. Furthermore, DB InfraGO AG has already contracted companies to provide the required rail replacement services in 2026 and 2027.

The following general renovations have been planned for the years from 2028 onwards:

2028
Cologne–Koblenz/Koblenz–Mainz
Munich–Rosenheim
Hagen–Unna–Hamm
Lübeck–Hamburg

2029
Hamburg–Hanover
Würzburg–Ansbach–Treuchtlingen
Forbach–Ludwigshafen
Aachen–Cologne

2030
Stuttgart–Ulm
Stendal–Magdeburg
Uelzen–Stendal
Frankfurt–Heidelberg

2031
Mannheim–Karlsruhe
Lehrte–Groß Gleidingen
Bremen–Hamburg
Würzburg–Nuremberg

2032
Bebra–Erfurt
Bebra–Fulda
Münster–Recklinghausen
Weddel–Magdeburg

2033
Bremen–Osnabrück
Osnabrück–Münster
Hamm–Düsseldorf–Cologne

2034
Bremen/Rotenburg–Wunstorf
Kassel–Friedberg
Ulm–Augsburg

2035
Flensburg–Hamburg

2036
Minden–Wunstorf
Nordstemmen–Göttingen

As part of the corridor renovations, DB InfraGO AG is consolidating all necessary work across all trades to improve the condition of infrastructure and stations within a few months. This allows synergies to be utilized, rapid improvements to be achieved, and disruptions for passengers and freight transport companies to be limited compared to construction during ongoing train operations. Last year’s pilot project was the Riedbahn line between Frankfurt/Main and Mannheim, where DB consolidated numerous construction projects within five months. The line has been back in operation as scheduled since mid-December of last year.

Comprehensive renovation and modernization of the Hamburg–Berlin and Emmerich–Oberhausen lines have been underway since this year.



Germany

For more rail capacity in the southwest: Expansion and electrification of the Hochrheinbahn begins



The course has been set for the expansion and electrification of the Hochrheinbahn (High Rhine Railway).

The main construction work has begun in Waldshut. The goal of the overall project is to significantly improve transport services on the Hochrhein line between Basel and Erzingen. Passengers will benefit from more connections between southern Baden, Lake Constance, and northern and eastern Switzerland.

Regional trains are scheduled to run almost every half hour starting with the timetable change in December 2027 and will be integrated into the line concept of the trinational Basel S-Bahn (S-Bahn). In addition to the hourly regional express, passengers can use the new Hochrhein-Bodensee-Express, which will run every two hours, or hourly during rush hour, from Basel Bad Bf via Waldshut and Konstanz to St. Gallen/Herisau. Thanks to the new electric trains, residents along the line will experience less noise.

Representatives from politics and administration, from Deutsche Bahn (DB) and the participating partners and construction companies celebrated the launch in Waldshut.

Berthold Huber, Member of the Board of Management for Infrastructure at DB AG: “More efficient, more reliable, more environmentally friendly: With the expansion and electrification of the High Rhine Railway, we are making rail travel between Germany and Switzerland significantly more attractive. The border region can look forward to a denser network, more connections, and higher quality. This benefits commuters and visitors alike. I am particularly pleased that we are fully on schedule for this ambitious project.”

Christa Hostettler, Director of the Federal Office of Transport: “The Hochrheinbahn is far more than an infrastructure project. It is a symbol of what is possible when we think and act across borders. The railway will bring people together – commuters, families, businesses – and thus strengthen o our shared values and goals.”

Winfried Hermann, Minister of Transport for the State of Baden-Württemberg: “The state aims to double public transport passenger numbers by 2030 compared to 2010 and reduce transport emissions by at least 55 percent. The expansion and electrification of the Hochrheinbahn will bring passengers many benefits: The timetable will be significantly expanded, and the old diesel trains will be replaced by new, comfortable, and emission-free vehicles with more space.” Esther Keller, Councillor of the Canton of Basel-Stadt and Head of the Department of Construction and Transport: “An attractive commuter rail system is crucial for our tri-border region. Whether for commuters or for leisure: only with a modern rail service can we reduce pressure on the roads and improve the quality of life in our cities and villages.”

Marion Dammann, District Administrator of the Lörrach District: “For the Lörrach District, the expansion and electrification of the Hochrheinbahn (High Rhine Railway) is a milestone that further strengthens our connectivity in the tri-border region. With new, barrier-free stops like those in Rheinfelden-Warmbach and the closer integration of the trinational Basel S-Bahn, we are making local transport in our region more attractive and environmentally friendly.”

Dr. Martin Kistler, District Administrator of the Waldshut District: “The expansion and electrification of the Hochrheinbahn and the future service will give our region a further boost – I am firmly convinced of this. We will be more attractive, more accessible, and, above all, faster, more convenient, and more relaxed way to get to work and school.”

By December 2027, DB will be constructing 130 kilometres of overhead lines on the 75-kilometer line between Basel Badischer Bahnhof and Erzingen (Baden).

1,600 pylons will be erected for this purpose. At the same time, the stations in Tiengen (Hochrhein) and Lauchringen will be converted into so-called crossing stations, allowing trains to pass each other on the single-track section between Waldshut and Erzingen. The barrier-free expansion of the 17 stations along the line will ensure greater comfort and step-free boarding and alighting. In addition, three new stops will be added in Rheinfelden-Warmbach, Bad Säckingen-Wallbach, and Waldshut-West. Waldshut will receive a new switch connection to Koblenz (CH); the station will also be fundamentally rebuilt.

Germany

Class 241.008 is seen in the company of 118.552 and 118.141 at Chemnitz Hilbersdorf on August 23rd. *Steve Chapman*

Railbus Class 670.002 is seen in the roundhouse at Chemnitz Hilbersdorf. *Steve Chapman*

HSL No. 2019.314 was on display at the Chemnitz Hilbersdorf Heizhausfest on August 23rd. *Steve Chapman*







Germany

On August 23rd, steam loco No. 35.1097 moves around the depot at Chemnitz Hilbersdorf. *Steve Chapman*

Nos. V200.507, 120.269 and 132.334 are lined up around the turntable at Chemnitz Hilbersdorf. *Steve Chapman*

No. 86.333 steams through Chemnitz Hilbersdorf on August 23rd. *Steve Chapman*







Germany

Nos. 38.205, 75.515, 52.4924, 58.261 and 44.1338 are seen around the roundhouse at Chemnitz Hilbersdorf. *Steve Chapman*



No. 064.518 manoeuvres past other exhibits (and visiting enthusiasts) at Chemnitz Hilbersdorf on August 23rd. *Steve Chapman*



Triangula Class 248.044 on display at Chemnitz Hilbersdorf. *Steve Chapman*



Germany

No. 52.8141 runs past the roundhouse at Chemnitz Hilbersdorf. *Steve Chapman*

No. 95.1027 is seen on the turntable at Chemnitz Hilbersdorf. *Steve Chapman*

Czech Grumpy No. T478.2006 and a Hector were amongst visitors to the event, seen here in the company of No. 52.8149 at Chemnitz Hilbersdorf. *Steve Chapman*







Germany

From Freilassing, there is a railway line via Bad Reichenhall to Berchtesgaden. An IC connection from Hamburg to Berchtesgaden will run daily on this line until the end of September. Obviously, in an effort to cut maintenance costs, the maximum permissible axle weight has been reduced. As a result, DB 101s can no longer be operated, they are too heavy and the a little lighter DB Class 111 from DB Gebrauchtzug are used. Some of them have special liveries and the photographer was lucky enough to catch two red locomotives on August 18th, which was an extremely rare combination. Train No. RE/IC2082 arrives on its way from Berchtesgaden to Hamburg at Freilassing with Class 111.189 and 111.067. *Thomas Niederl*

Germany

In the area, local passenger trains are operated by Stadler FLIRT EMUs. Here No. ET133 is seen next to the closed station at Hallthurm on July 22nd. *Thomas Niederl*



Germany

On July 22nd, train No. IC/RE2083 from Hamburg is seen near to Bischofswiesen hauled by Class 111.067 and 111.189. *Thomas Niederl*

Germany

FLIRT EMU No. ET133 is seen between Bischofswiesen and Hallthurm with a local service on July 22nd.
Thomas Niederl



Germany

On September 9th, RDC Class 101.071 is seen on a SJ service to Stockholm at Berlin Hauptbahnhof
Mark Armstrong

On September 10th, NS Class 193.936 is seen at Berlin Hauptbahnhof, having arrived with a service from Amsterdam. *Mark Armstrong*

Germany

ODEG No. ET445.108 calls at Berlin Hauptbahnhof on September 10th with a service to the Airport.
Mark Armstrong

Germany

Berlin tram No. B-9008 heads through the streets of the city with a line M10 service on September 10th.
Mark Armstrong



Germany

ICE No. 714 is seen at Berlin Hauptbahnhof on September 9th. *Mark Armstrong*

Ceske Drahy Vectron Class 193.690 is seen at Berlin Hauptbahnhof on September 9th. *Mark Armstrong*

DB Class 112.101 and Class 147.019 are seen at Berlin Hauptbahnhof (tief) on September 9th. *Mark Armstrong*







Germany

Railbus No. 795.465 is seen at the Deutsches Technikmuseum in Berlin. *Mark Armstrong*

The remains of the old Anhalter Bahnhof in Berlin are photographed on September 10th. *Mark Armstrong*

DB Class 202.003, Class 118.75, and Class 200.018 are amongst the exhibits at the Deutsches Technikmuseum. *Mark Armstrong*







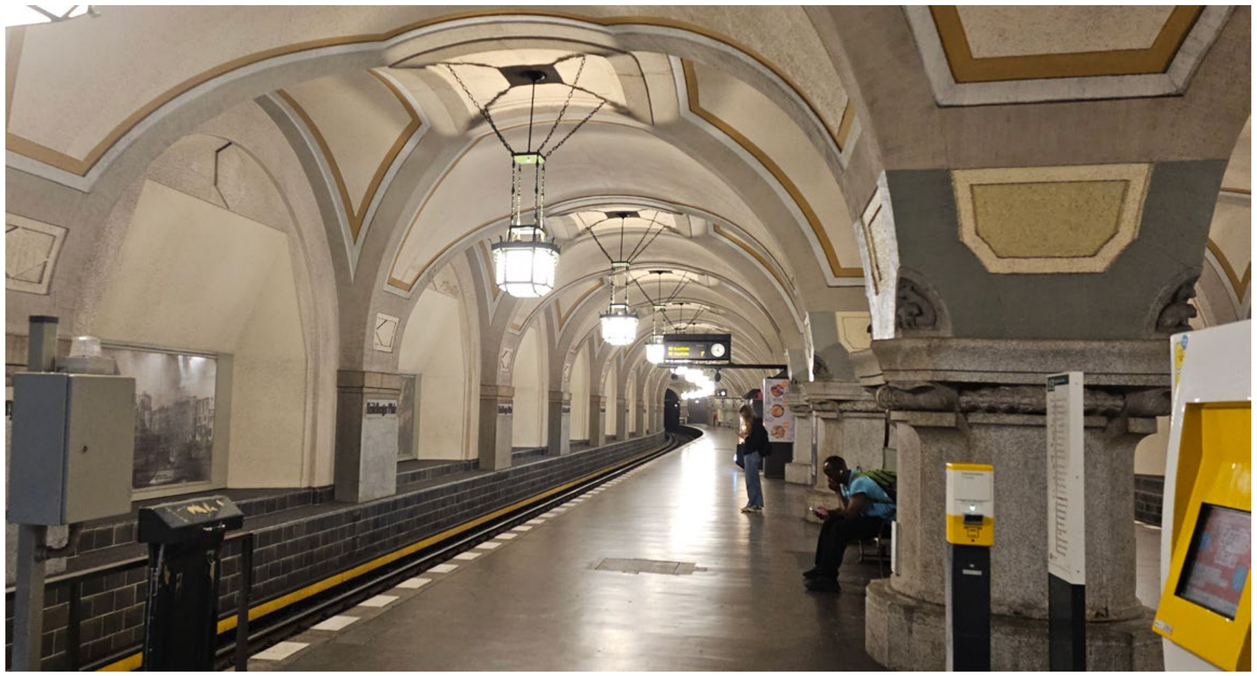
Germany

Berlin U-Bahn unit No. 1057 arrives at Warschauer Str. with a U1 line service on September 11th. *Mark Armstrong*

Elderly U-Bahn unit No. 507 is seen at Warschauer Str. on September 11th. *Mark Armstrong*

A look at the magnificent interior of Heidelberg station on September 11th. *Mark Armstrong*







Germany

Flixtrain Class 193.432 stands at Berlin-Spandau on September 11th. *Mark Armstrong*

Climate liveried EGP Class 151.007 is seen stabled on September 12th. *Mark Armstrong*

Filx Class 193.447 calls at Berlin Hauptbahnhof (tief) with a service to Stuttgart on September 11th. *Mark Armstrong*







Germany

Berlin U-Bahn line U4 unit No. 1042 stands at Innsbrucker Platz on September 12th. *Mark Armstrong*

ODEG Class 445.101 is seen at Berlin Hauptbahnhof on September 12th with an RE8 service to the Airport. *Mark Armstrong*

An ICE3 with a terminating service stands at Berlin Hauptbahnhof on September 12th. *Mark Armstrong*







Dampf lok No. 99.1784 waits to depart Göhren on the Rasende Roland with the 11:53 departure to Lauterbach Mole on August 1st. *Mark Pichowicz*

No. 99.2322 arrives at Heiligendamm on the Molli Bahn with the 11:35 Kühlungsborn West to Bad Doberan on July 31st. *Mark Pichowicz*

Germany

DB Class 101.005 stands at Hamburg-Harburg after arriving with train No. IC2082 08:50 from Berchtesgaden on July 29th. *Mark Pichowicz*



Class 7193.603 stands at Ulm Hbf on August 15th on the rear of train No. RE16054 11:29 to Wendlingen(Neckar), Vectron No. 6193.248 can be seen on the far end of the train. *Mark Pichowicz*

Germany

Class 139.314 stands at Augsburg on the rear of a steam charter from Munich to Nordlingen on August 15th. *Mark Pichowicz*

MAV START Class 431.147 departs Budapest-Kelenföld at the head of train No. IC964 Göcsej, the 13:00 Budapest-Déli - Veszprém on September 13th. *Andy Pratt*

The Guard casts a watchful eye over the shunter as he uncouples MAV START Class 431.351 from train No. 19794 Kék Hullám at Balatonfüred on September 13th. A diesel will take over here for the remainder of the journey to Tapolca. *Andy Pratt*

MAVRT ME No. 1535 has dropped onto front of train No. 19794 KÉK HULLÁM at Balatonfüred for the remainder if it's journey across the north shore of Lake Balaton to Tapolca. Alongside is MAV START M41, Class 418.324 awaiting it's next duty back to Tapolca on September 13th. *Andy Pratt*

Hungary

MAV Class 418.122 approaches Nemesgulacs Kisapati hauling train No. IC19795, 13:38 Tapolca - Budapest Deli on August 1st.
Laurence Sly

MAV Class 418.310 approaches Tapolca hauling train No. IC19704, 11:05 Budapest Deli - Tapolca on August 1st.
Laurence Sly

Hungary

Railbus No. 117.293 approaches Nemesgulacs Kisapati on August 1st. *Laurence Sly*

MAV No. 1524 approaches Tapolca hauling train No. 19784, 13:55 Balatonfured - Tapolca on August 1st.
Laurence Sly

MAV No. 1526 approaches Nemesgulacs Kisapati hauling train No. 19703 to Budapest Deli on August 1st. *Laurence Sly*

H-Start No. 628.310 departs Tapolca hauling train No. 19606, 16:43 Keszthely - Szombathely on August 1st. *Laurence Sly*

H-Start Nos. 418.320 and 418.318 pass Abrahamhegy hauling train No. IC19797 to Budapest Deli on August 2nd. *Laurence Sly*

H-Start No. 418.324 passes Mezolak hauling train No. 9224, 12:07 Gyor - Celldomolk on July 31st.
Laurence Sly

MAV No. 1504 departs Tapolca hauling train No. IC19704, 11:38 Tapolca - Budapest Keleti on August 1st. *Laurence Sly*

H-Start Nos. 628.310 and 628.319 pass Ukk hauling train No. 19607, 09:04 Szombathely - Keszthely on August 1st. *Laurence Sly*

H-Start No. 418.122 approaches Nemesgulacs Kisapati hauling train No. IC19795, 13:38 Tapolca - Budapest Deli on August 1st. *Laurence Sly*

MAV No. 1526 approaches Nemesgulacs Kisapati hauling train No. 19703 to Budapest Deli on August 1st. *Laurence Sly*

MAV No. 1524 approaches Tapolca hauling train No. 19784, 13:55 Balatonfured - Tapolca on August 1st.
Laurence Sly

ViVi DMU No. DR1AM-246.3 with a service to Sigulda is seen at Rīgas centrālā on July 8th. *Gerard van Vliet*

ViVi DMU Nos. DR1AC-219.8 and DR1AC-227.1 heading to Daugavpils are seen at Rīgas centrālā on July 8th. *Gerard van Vliet*

ViVi Škoda RegioPanther No. 16EV-0004 bound for Riga is seen at Dzintari on July 13th. *Gerard van Vliet*

LDZ Cargo locomotive No. ČME3-5206 is seen in the depot at Ventspils on July 15th. *Gerard van Vliet*

LDZ Cargo loco No. M62-1701 is seen at Ventspils on July 15th. *Gerard van Vliet*

Latvia

Baltijas Ekspresis locomotives Nos. CME3-4132 and ČME3-3354 stabled in the depot at Ventspils on July 15th. *Gerard van Vliet*

Končar NT2300 tram of Liepājas Tramvajs (LT) No. 260 on line 1 to Brīvības iela is seen travelling along Rīgas iela, Liepāja on July 16th. *Gerard van Vliet*

Končar NT2300 tram of Liepājas Tramvajs (LT) No. 260 on line 1 for Mirdzas Ķempes iela is seen on Dzelzceļnieku iela, Liepāja on July 16th. *Gerard van Vliet*

Netherlands

September 13th and 14th, was Open Monument Day in the Netherlands. The Hague Public Transport Museum (HOVM) also took part and ran, among other things, PCC tram HTM 1022, built by BN in Bruges in 1952. Here, No. 1022 can be seen at the Buitenhof in The Hague on September 14th. *Gerard van Vliet*

Netherlands

NS No. 2205 leads a line up at Amersfoort Centraal on September 19th. The occasion was the opening of Raildagen 2025. *Andre Pronk*

The fabulous 'Tommie en Tess' livery adorns RXP No. 9902, and seen on display at Ammersfoort Central on September 19th. *Andre Pronk*

OBB Vectron Class 193.199 was a visitor at Amersfoort Centraal on September 19th. The occasion was the opening of Raildagen 2025. *Andre Pronk*







Netherlands

Strukton No. 303007 MaK Vossloh G1206 'Demi' was also in the line up at Amersfoort Centraal on September 19th. The occasion was the opening of Raildagen 2025. *Andre Pronk*

VolkerRail No. 203-1 was another exhibit on display at Ammersfoort Central on September 19th. *Andre Pronk*

Strukton Rail's No. 1736 'Kethie' also attended the Raildagen event at Amersfoort Central. *Andre Pronk*







On August 12th, Class 1142.012 stands at Dobova where it will be replaced by an ÖBB Class 1216 working train No. EN40414 18:10 Zagreb Glavni kolodvor to Zürich HB. *Mark Pichowicz*

Class 363.018 stands at Koper on August 13th, after arriving with train No. NZ1246 21:17 from Budapest Keleti which it took over at Hodos. *Mark Pichowicz*

Class 664.109 waits to depart Bohinjska Bistrica with the autovlak train No. AVT853 09:10 to Most na Soči on August 14th.
Mark Pichowicz

EMU No. J37, a Stadler KISS 4 car double decker, awaits its next duty in the afternoon of September 17th, at Uppsala Central station.
Nan Lindsell

Switzerland

ZB No. 101.968 stands at Luzern shunting the stock it has just brought in from Interlaken Ost. on August 18th. *Mark Torkington*



BLS Class 465.003 stands at Zweisimmen with the joint MOB and BLS Golden Pass train from Montreux to Interlaken on August 18th. *Mark Torkington*

Switzerland

On August 19th, DB Class 147.588 sits at Zurich Hbf about to push an IC2 train to Stuttgart. *Mark Torkington*

SBB Class 420.218 departs from Effretikon with one of the peak hours additional commuter services using the top and tailed 'Lion' sets on August 19th. *Mark Torkington*

SBB Class 420.220 pauses at Zurich Stadelhofen with a peak hours 'Lion' service on August 20th. *Mark Torkington*

SBB Cargo owned Class 480.020 passes through Dietikon with a freight on August 19th. *Mark Torkington*

On August 19th, RhB No. 633 rolls through the streets of Chur with a train for Arosa.
Mark Torkington

SBB Re4/4 No. 11146 and an unidentified Class 460 roll into Zurich Hbf in parallel on August 20th. *Mark Torkington*

Poland

Alstom plans development of locomotive maintenance centre in Poland

On September 25th, Alstom, a global leader in smart and sustainable mobility, is bolstering its position in the locomotive segment. The largest rolling stock manufacturer in Poland, Alstom, has signed a letter of intent with DB Cargo Polska to establish a modern service centre in Rybnik. The facility, equipped with locomotive service bays, would be a complementary unit to the already existing centre in Toruń, where Alstom has been servicing Traxx locomotives. Together these sites allow Alstom to enhance its capabilities to meet the growing demand for locomotive service solutions in Poland. Over the past 24 months, Alstom has entered into agreements with operators in Poland for the supply of 61 third-generation Traxx Universal locomotives. This will increase within coming years the already growing number of Alstom locomotives operating in Poland and in Eastern corridor. As a result the dynamic development of the intermodal transport market is driving increased demand among rail operators for comprehensive and professional maintenance services that ensure high fleet availability and reliability.

“For many years, Alstom’s solutions have helped rail operators achieve their strategic goals while contributing to the development of a sustainable and low-emission Trans-European Transport Network. In this context, operators in the region are increasingly investing in modern, energy-efficient rolling stock. This, in turn, is driving growing demand for comprehensive service solutions. At Alstom, we are committed to meeting this demand by offering technical support to our customers,” emphasizes Beata Rusinowicz, Managing Director of Alstom in Poland.

“The letter we signed with Alstom heralds a strong partnership. A partnership that is being forged here in Poland. Our country’s importance on the European railway map is steadily growing – it’s no coincidence that we signed the letter of intent at the TRAKO trade fair, where we celebrate, among other things, Polish rolling stock solutions and technology that are changing the shape and direction of railway development. Our Rybnik production and repair facility is one of the most modern in this part of Europe, and its attractive location guarantees optimal conditions for the maintenance and inspection of Traxx locomotives,” comments Marek Staszek, President of DB Cargo Polska.

Since 2000, more than 6000 Alstom locomotives have been ordered worldwide, confirming the company’s key role in transforming global rail transport toward lower emissions. In addition, Alstom is a leader in the locomotive maintenance segment, currently servicing over 2,450 locomotives globally, including more than 600 modern multi-system Traxx locomotives. Their modular platform enables operation in both passenger and freight transport for domestic and cross-border services. These vehicles cover a total of more than 300 million kilometers per year across 20 European countries. In recent months, Traxx Universal locomotives have become the preferred choice for key operators in Central and Eastern Europe. Alstom is currently fulfilling orders including 40 locomotives for OnTrain, 18 locomotives for CLIP Intermodal, and 3 for Captrain Polska. The homologation of these vehicles encompasses, in addition to Poland, the main transport corridors in Europe—from France, the Benelux, Sweden and Germany, through Austria, Italy, the Czech Republic, and Slovakia, to Hungary, Slovenia, Croatia, and Serbia. Locomotive production takes place at Alstom’s plant in Kassel, while key components, such as carbodies, are manufactured in Wrocław, highlighting the importance of Polish facilities in the global supply chain.

Alstom is the market leader in rail services, supporting customers over the entire asset lifecycle with the broadest portfolio of services solutions. Alstom’s FlexCare Perform™ maintenance services are tailored to customer needs and operational requirements, from technical support with spares to fully outsourced maintenance solutions. Alstom maintains over 35,500 vehicles worldwide and is a trusted partner for servicing both Alstom and non-Alstom rail assets. Alstom is the largest manufacturer of rolling stock in Poland. Rail vehicles and railway traffic control systems produced by Alstom in Poland are operated in many countries across Europe and the Middle East. In Poland, Alstom currently employs over 4,700 people. DB Cargo Polska, in addition to transport and rail siding services, offers the production and repair of rolling stock, including periodic maintenance of freight wagons, as well as ongoing and scheduled repairs and inspections of diesel locomotives (TEM2, T448p, S200, 311D, Class66, BR232, DE6400), electric locomotives (3E, E181, E182, BR186, BR189, Vectron), and track maintenance equipment.

Sweden

Alstom issues five proposals for faster development of the Swedish railway system in a new report

On September 17th, Alstom, a world leader in smart and sustainable mobility, launched the report “Bringing the railway up to speed with Sweden – five proposals for a better railway system.” The report highlights the importance of safeguarding Sweden’s railways and presents concrete solutions to create a more punctual, high-capacity, and innovative transport system. The railway is central to Sweden’s success story, not only as an efficient means of transport but also as a key driver of economic growth, regional development, and social cohesion. More than a billion train journeys take place each year in Sweden, twice as many as in the 1990s. The Swedish Transport Administration estimates that rail travel will increase by 47 percent by 2045.
Historic investments are now being made in both new and upgraded infrastructure. The railway industry will play a crucial role in this development and can contribute with both expertise and modern solutions. Based on five areas of improvement – punctuality, capacity, outdated infrastructure, skills development, and innovation – Alstom has identified five proposals to maximize the impact of upcoming infrastructure investments:
The five proposals in brief:

1. Increased collaboration delivers more railway for less money.
Stronger cooperation between the industry and authorities increases speed and optimizes the construction processes in the upcoming national plan.

2. Let the experts accelerate the rollout of ERTMS
Harness industry expertise for faster implementation of the digital signaling system ERTMS, which enhances punctuality, capacity, and safety.
3. Modernise procurement and financing models
Use new methods to streamline railway construction and maintenance, and improve opportunities for public–private partnerships
4. Leverage and develop skills within the railway sector
Educational initiatives at all levels are needed to meet today’s and tomorrow’s skills requirements in the industry.
5. Greater focus on research and innovation
Promote technological development and innovations that can strengthen the railway’s role in a sustainable transport system.

« Our hope is that this report will inspire decision-makers, industry players, and the public to prioritise work on railway infrastructure as a vital pillar of a climate-friendly, reliable, and future-proof transport system », says Maria Signal Martebo, CEO of Alstom Sverige.

Alstom is the largest supplier in the Swedish train market, with over a thousand trains delivered to the Swedish railways and several large maintenance contracts. Alstom is also leading the implementation of the European Railway Traffic Management System (ERTMS) in Sweden, both on board the vehicles and along the tracks.



Italy

Trenitalia and Alstom unveil the new regional train at 200 km/h at EXPO Ferroviaria 2025



Trenitalia (Gruppo FS Italiane) and Alstom, a global leader in smart and sustainable mobility, today have unveiled the new regional train capable of reaching 200 km/h at the opening of EXPO Ferroviaria 2025 on September 30th. This next-generation train for Italy, represents a significant step forward in regional mobility.

The new regional trains will join Trenitalia's fleet and operate in Tuscany, Lazio and Umbria. Part of Alstom's Coradia Stream family, these electric multiple-unit trains feature a low-floor design for easy access and are engineered for high performance and modularity. Operators can customize configurations and interiors to meet specific service needs. With over 800 Coradia Stream trains sold across Europe, this platform is among the most widespread and efficient solutions for regional, interregional, cross-border, and intercity transport.

"The new 200 km/h regional train represents a crucial step in the transformation and renewal of the fleet that Trenitalia and the FS Group are carrying out," said Gianpiero Strisciuglio, CEO and General Manager of Trenitalia. "This process, which goes hand in hand with the renewal of the high-speed and Intercity fleet, is the result of a total investment of €7 billion, which will enable 80% of the regional fleet to be renewed by 2027. Trenitalia is committed to providing state-of-the-art trains that are not only modern and comfortable, but above all sustainable, capable of connecting territories and communities, promoting more efficient, accessible, and environmentally friendly mobility.

"We are proud to present this new Coradia Stream together with Trenitalia, a train entirely designed and built in Italy that showcases the excellence of our industrial expertise," said Michele Viale, Managing Director Alstom Italy. "With this next-generation train, we continue our tangible contribution to modernizing regional mobility, offering passengers a faster, more comfortable, and sustainable travel experience. This project reflects our commitment to strengthening the Italian rail supply chain and supporting the development of the regions where we operate."

Manufactured at Alstom's sites in Savigliano (CN), Sesto San Giovanni (MI), and Bologna, the new train is a testament to Italian engineering and innovation. It offers barrier-free accessibility with automatic boarding ramps, 16 dedicated spaces for bicycles (including e-bikes), and spacious, comfortable interiors. Sustainability is a key focus: over 96% of the materials used are recyclable, and energy-efficient systems allow up to 35% savings in consumption. With a maximum speed of 200 km/h, the train ensures faster connections and can carry up to 1,076 passengers, including 618 seated across eight carriages. Onboard amenities include next-generation seating, advanced climate control, and a quiet environment for an enhanced travel experience.

From a technological perspective, the train integrates ERTMS signalling systems and a full Ethernet TCMS with predictive diagnostics, ensuring maximum reliability and reduced maintenance times. Safety is further enhanced by an automatic fire detection system and the use of fire-retardant materials.

The launch of the new regional train is part of a broader plan to modernize Italy's regional fleet. Trenitalia already operates 931 next-generation trains and plans to introduce a total of 1,061 trains by 2027, with a total investment of €7 billion to renew 80% of the regional fleet. Every day, Regionale di Trenitalia guarantees over 6,000 trips, transporting more than 400 million passengers annually to 1,700 destinations.

New Zealand

Alstom awarded a €538m contract in Wellington, New Zealand for 18 Adessia Stream B battery trains and 35 years of maintenance

Alstom, global leader in smart sustainable mobility solutions, has been awarded a €538m (NZD$1,065m) contract by the Greater Wellington Regional Council for the design, manufacture and supply of 18 Adessia Stream B battery-electric multiple unit (BEMU) 5-car trains and 35-years of FlexCare Perform fleet maintenance. They will be the first BEMU commuter trains operating in New Zealand. The trains will enable emission free operations on non-electrified segments of the Wellington rail network, on the Wairarapa and Manawatu lines.

Manufactured at Alstom's Savli manufacturing facility in India, the fleet will replace the current diesel locomotive-hauled trains due for retirement in 2028 and 2029. Alstom will operate a maintenance facility purpose-built by the Greater Wellington Regional Council in Masterton, equipped with the latest technologies for fleet maintenance and battery servicing to ensure the highest availability and reliability.

"We're grateful for the opportunity to partner with the New Zealand government, through Ministry of Transport, New Zealand Transport Agency, Greater Wellington and Horizon's Regional Councils, alongside Transdev and KiwiRail, to bring Alstom trains and maintenance expertise to New Zealand for the first time. As the world's largest end-to-end rail provider, with unparalleled delivery experience, this project will unlock a greener transport option for the people of Wellington. We are committed to delivering an environmentally friendly, modern and inclusive comfortable journey for every passenger," said Pascal Dupond, Managing Director of Alstom Australia and New Zealand.

Ling Fang, Region President Asia-Pacific added, "This achievement is a clear testament to Alstom's commitment to advancing sustainable mobility and empowering our customers as they transition to green technologies. The contract will see us bringing our zero-emissions rail technology to the Asia-Pacific region for the first time and I look forward to even greater expansion and partnership in the region, as we continue supporting our clients in building a cleaner, more sustainable future."

Comfort-centric commuter trains named Tūhono

Carrying a maximum of 475 passengers per train and operating at speeds up to 120kph, the trains are based on Alstom's globally proven Adessia commuter trains platform and will be adapted to meet the distinct needs of Wellington's operating environment. A comfort-centric passenger experience will be at the heart of the new trains equipped with wheelchair, bike, luggage and pram amenities onboard with toilet, vending machine and water dispenser facilities.

Named 'Tūhono', meaning "to connect" or "to unite," the train livery will feature Te ao Māori and cultural elements relevant to Aotearoa New Zealand. These designs will be led by Māori design agency Indigenous Design and Innovation, ensuring deep cultural resonance and a lasting community legacy. The train design will also be informed by local community engagements.

State-of-the-art maintenance and operation solutions

A number of Alstom technologies will be deployed to New Zealand for the first time to support the maintenance and operation of the new trains. This includes state-of-the-art HealthHub condition-based and predictive maintenance technologies and a connected driver advisory system. The trains will operate with intelligent train control with the onboard battery enabling emission free operation through sections of the 9km Remutaka Tunnel, a critical network corridor.

Ireland

Ireland's first train installed with ETCS signalling by Alstom



Alstom, global leader in smart and sustainable mobility, has successfully completed the installation and assessment body certification of the European Train Control System (ETCS) Level 1 on the Head of Series (HoS) for the IÉ 22000 Class, marking a significant milestone in Ireland's rail modernisation. The train – 22001 – has received Assessment Body (AsBo), Notified Body (NoBo) and Designated Body (DeBo) certificates from the Independent Safety Assessor (RINA), providing independent validation of the safety and compliance of the design developed by Alstom and its partners.

Earlier this year, Alstom also installed trackside infrastructure – spanning approximately 120km – for the ETCS installation. This system overlay integrates new safety features and enhanced interoperability across the entire Dublin Area Rapid Transit (DART) commuter network and beyond, from Dundalk in the north to Greystones in the south. The primary objective of the HoS project is to demonstrate that Alstom's European Vital Computer (EVC) serves as the central safety component within the ETCS solution. This system is intended to become the main train protection system, replacing the legacy Automatic Train Protection (ATP) and Continuous Automatic Warning System (CAWS) solutions. This advancement will support the roll-out of Ireland's new Alstom-built DART+ fleet, which will be delivered with ETCS installed as standard.

"Successfully completing the ETCS installation and assessment body certification on the Head of Series for the 22000 Class is a proud moment for the entire team. This milestone not only validates the seamless integration of Alstom's onboard systems with Ireland's trackside infrastructure, but also demonstrates our commitment to delivering cutting-edge, safety-driven solutions that support the future of Irish rail," said Julie Williams, Project Manager at Alstom.

She added: "It sets a strong foundation for the rollout of the new DART+ fleet and reinforces our dedication to innovation and excellence in rail modernisation."

The project has supported more than 50 Alstom roles globally, from the design stage to site testing in Ireland. It has been delivered in partnership with Iarnród Éireann (Irish Rail) and represents one of Europe's largest Level 1 ETCS installations.

"Availability of the first ETCS fitted train in Ireland delivered by the Head of Series project has enabled early trackside and trainborne integration testing ahead of the entry to service of the new DART+ fleet. This is an important milestone for both projects. ETCS retrofit projects have proven to be challenging across Europe, however through collaborative working with both teams, the HoS project has reached a significant milestone," said Peter Smyth, Chief Mechanical Engineer at Iarnród Éireann.

Central to the railway's digital future, ETCS is a train control standard, based on in-cab equipment that is able to supervise train movements, including stopping the train. Safety was paramount throughout and the project completed without a lost time incident (LTI).

Alstom has a ten-year framework agreement with Irish Rail for up to 750 new commuter rail cars as part of the DART+ programme, with firm orders for 37 five-car X'trapolis trains (including a 15-year support services contract). Currently being manufactured at Alstom's Chorzów facility near Katowice in Poland, 31 of the ordered trains are battery electric multiple units (BEMUs) – a first for Ireland – while six are Electric Multiple Units (EMUs). The first train from the fleet arrived in Dublin in 2024, where it is undergoing testing before entering service next year.

DART+ is the transformative programme that will ensure train travel is at the heart of Ireland's sustainable transport network. Funded under the National Development Plan by the National Transport Authority, DART+ is an investment that will double the capacity and treble the electrification of the Greater Dublin network – Ireland's most populous suburban area – facilitating sustainable mobility and development to enhance quality of life in the capital and its surrounding counties.

Photo: IÉ 22001 Head of Series receives ETCS Level 1 by Alstom. ©Alstom

Spain

1,000th Urbos tram rolls out of CAF factory

CAF has reached a historic milestone with the rollout of the 1,000th Urbos platform tram – an emblem of innovation and sustainability since its inception. The production of this unit highlights the tremendous success of the Urbos platform and solidifies the company's standing as a global leader in sustainable urban mobility solutions.

First introduced in 2006, the Urbos platform of trams has since become a benchmark for reliability, innovation and cultural adaptation in the diverse cities where it operates. The first Urbos units began operating in 2010 on Seville's MetroCentro line, with Zaragoza then receiving its first units a year later as part of its Tram project. Urbos trams are currently operating in 38 cities across 19 countries – a figure that continues to grow. As CAF continues to roll out projects, this number is expected to grow to nearly 50 cities in the coming years. These include cities such as Belgrade, Sydney, Malaga, Birmingham, Cincinnati, Amsterdam, Oslo, Seville, Granada, Nantes, Kaohsiung, Freiburg, Mauritius, Kansas, Budapest, Luxembourg, Canberra, Antwerp, Liège and Lisbon.

Over the past 14 years, CAF's Urbos units have met the goals and risen to the challenges identified during their development, covering millions of kilometres - equivalent to circling the globe approximately 15,000 times.

The above achievements highlight CAF's global footprint, further underscored by the international scope of the Urbos platform's production. These vehicles have been manufactured across 8 CAF Group plants in 5 different countries, specifically at the industrial sites in Beasain, Zaragoza, Irún, Linares, Bagnères-de-Bigorre (France), Newport (United Kingdom), Elmira (United States), and Dunakeszi (Hungary). Another important aspect of the Urbos platform is its commitment to sustainability. It must be pointed out that in 2011, it became the first tram in the world to receive an Environmental Product Declaration (EPD). Today, more than 20% of the materials used in its construction are recycled, with the trams contributing daily to preventing millions of tonnes of CO_2 from entering the atmosphere.



Finally, another standout feature of the Urbos platform is a consistent investment in innovation. This has enabled CAF to integrate cutting-edge technologies into this platform, making Urbos the first tram equipped with Onboard Energy Storage System (OESS), which allows it to operate without overhead catenary lines. As a result, CAF is now a market leader in this sector, with 25% of all delivered fleets equipped with OESS technology. Also noteworthy is the fact that CAF has also pioneered other tram advancements, such as inductive energy charging systems, virtual coupling between tram units, and, more recently, autonomous driving. The company has successfully demonstrated remote tram driving from a control centre located various kilometres away. Today, more than 2.5 million people use Urbos trams daily in cities across the globe. The vehicle's design puts people first, and is adapted to the cultural and operational requirements of each city while ensuring optimal passenger comfort. This 1,000th unit milestone highlights CAF's unwavering dedication to sustainable urban mobility, technological innovation, and industrial excellence.

Italy

TRAKO 2025: Stadler unveils FLIRT train for Valle d'Aosta

At the TRAKO International Railway Fair in Poland Stadler unveiled the new electric FLIRT train for the Valle d'Aosta Region. The state-of-the-art vehicle marks the continuation of a successful partnership between Stadler and the Italian region, in the heart of the Alps. The new vehicles will join the fleet of FLIRT Valle d'Aosta trains, which have been designated as ambassadors for the region. With more than 2,800 units sold worldwide since their debut in 2002, Stadler's FLIRT trains have become a proven symbol of innovation and reliability, operating in 21 countries from the Arctic Circle to North Africa. The new vehicles for Valle d'Aosta represent a significant new highlight in this success story.

Laura Obert, Public Transport Director for the Valle d'Aosta-Valley is proudly saying: "These red Stadler-trains are more than just vehicles – they are ambassadors of Valle d'Aosta."

Maurizio Oberti, Stadler Sales Director for Italy: "This project is a key milestone." The collaboration between Valle d'Aosta and Stadler began in 2015 with the purchase of five bimodal FLIRT vehicles, the first of their kind approved for operation in Italy, and Stadler's first bimodal vehicles. These distinctive red trains entered service in 2019 on the Aosta–Turin line and quickly became a recognizable symbol of the region.

"This project is a key milestone in the development of mobility in the Aosta Valley. Stadler and Valle d'Aosta share a common vision of sustainable, modern, and passenger-focused transport. With FLIRT, we are providing a future-proof solution that will continue to serve the region for years to come. We are proud to support our client on their journey towards sustainable and passenger-oriented transport" – underlined Maurizio Oberti, Regional Sales Director at Stadler for Italy.

Building on this foundation, Valle d'Aosta has ordered six additional electric FLIRT trains, financed in part by the EU Recovery Fund. These vehicles are designed to mirror the bimodal units for easy recognition, while offering greater capacity - 236 instead of 175 seats, improved sustainability thanks to fully electric solution, and new passenger-friendly features. Inside, travellers will find modern, comfortable interiors with 215 seats, additional folding seats, and standing room for more than 200 passengers. Passenger amenities include 230V and USB power outlets, air-conditioned cabins, and two restrooms.

"The new trains represent reliability, comfort, and accessibility, while supporting the region's goals for sustainable mobility and tourism development," explained Laura Obert, Public Transport Director for the Valle d'Aosta Region. "They will operate on the Turin–Aosta line, where full electrification will be completed in 2026."

FLIRT Valle d'Aosta – a symbol of the region

All trains display the "LOVE VDA" heart logo, symbolizing the natural beauty and tourist appeal of Valle d'Aosta.



"The heart represents our love for the region, its uniqueness, and its charm," adds Laura Obert. The new Valle d'Aosta FLIRT trains are four-car, 3kV electric multiple units (EMU) designed and built in just over two years. Based on the proven modular FLIRT platform and adapted from the original bimodal trains, they feature lightweight aluminum car bodies with a reduced axle load for improved efficiency and full network compatibility. With four wide low-floor doors on each side, the trains ensure fast passenger flow and easy, barrier-free boarding. The new trains reach a maximum speed of 160 km/h, delivering a state-of-the-art travel experience for the Valle d'Aosta region.

Mexico

Alstom celebrates the five years of Line 3 of the Guadalajara Light Rail



On September 12th, Alstom, a global leader in smart and sustainable mobility, celebrated the fifth anniversary of the inauguration of Line 3 of the Guadalajara Light Rail, a key infrastructure project for metropolitan mobility. The line opened in the midst of the COVID-19 pandemic, carrying about 75,000 users each day. Today the line carries between 140,000 and 152,000 passengers per day, a growth of more than 80%.

In 2014, Alstom was selected by the Secretariat of Communications and Transport (SCT - Ministry of Communication and Transport) to deliver this project, an integrated system for the expansion of the Guadalajara light rail network. The project is concrete evidence of how Alstom helps to improve mobility services for residents throughout the state of Jalisco, providing significant social and economic benefits.

“Five years after its inauguration, Line 3 continues to be a symbol of our commitment to building sustainable and inclusive mobility solutions for Mexico. This project not only transformed the way people move across Guadalajara, Zapopan and Tlaquepaque, but also demonstrated that modern public transport can be accessible, safe and environmentally responsible, while generating value and opportunities for the communities we serve,” said Maite Ramos, general manager of Alstom’s northern region of Latin America.

For the Line 3 project, Alstom supplied a comprehensive turnkey solution that included the signalling system, high-voltage substations, traction and traffic control systems—all managed through the Urbalis 400 CBTC (Communications Based Train Control) system. The company also supplied 18 Metropolis trains, made at the Santa Perpetua plant in Barcelona, Spain, equipped with air conditioning, video surveillance, and passenger information systems.

Alstom delivered Line 3 of the Guadalajara Light Rail in September 2020, at the height of the COVID-19 pandemic, fulfilling the commitment to carry out one of the most important mobility projects in western Mexico. The inauguration of Line 3 provided the city with a safe, efficient and sustainable transport system, at a challenging moment.
Light Rail Line 3

Ridership on the line has seen steady growth, climbing from 112 million people in the first three years, coming out of the pandemic, to more than 164 million people by its fourth anniversary, with daily counts reaching over 150,000 per day. The system is designed to carry up to 233,000 passengers per day, and is ready for continued growth.

The line covers more than 21 kilometres with 18 stations, 13 elevated and 5 underground, and connects Zapopan, Guadalajara and Tlaquepaque. It offers free interconnections with Lines 1 and 2 on key avenues, as well as with the Macrobus and the Peribus, favouring multimodality in the city.

Beyond the figures, the social impact is evident: Line 3 has connected dense urban centers of the city, reduced travel times and offered a modern, accessible and sustainable alternative, with infrastructure for people with disabilities and adapted spaces in trains and stations.

This project also created good jobs for Mexicans. Alstom engineers in Mexico designed the signalling system. In total, more than 250 direct jobs were generated throughout the value chain, strengthening Mexico’s railway industry and local expertise. Five years later, Line 3 has established itself as an axis of functional and efficient mobility that has changed the quality of life of thousands of Jaliscoans.

Photo: Line 3 of the Guadalajara Light Rail, Mexico. ©ALSTOM SA. Diego Reynoso

Belgium

FS Logistix expands its presence in Europe with management of the Antwerp terminal

FS Logistix - an FS Group company in charge of multimodal systems - has joined Modalink’s share capital. The NewCo, in joint venture with Lineas - the largest private rail freight operator in Europe - manages the Antwerp Mainhub rail terminal in Antwerp, which handles 1.5 million tonnes of freight per year and operates 2,500 trains.

This strategic initiative aims to improve the efficiency and connectivity of rail freight services between Belgium and Italy, and on other key European routes. The transaction reflects the current growth of the railway market, estimated at +2% per year between 2023 and 2029. The agreement will foster the develop global logistics and play a crucial role on the international stage.

The announcement was made on September 2nd by Sabrina De Filippis, CEO of FS Logistix, and Erik van Ockenburg, CEO of Lineas.

‘The establishment of Modalink is an important step on our way to becoming a key player in European logistics. This agreement is part of our Industrial Plan, which envisages the upgrading of existing terminals and the creation of new technologically advanced and environmentally sustainable hubs. This will help us to increase freight volumes transported by rail, thanks to increasingly efficient connections between our ports and terminals with the national network and the European rail corridors, consolidating the integration of sea-rail-road transport systems’ - said Sabrina De Filippis, CEO of FS Logistix.

‘With the launch of Modalink, we are taking a bold step towards a more integrated and sustainable European logistics network’ - said Erik van Ockenburg, CEO of Lineas. ‘This cooperation strengthens Antwerp’s role as a strategic multimodal hub, and allows us to optimise last-mile operations and enhance the north-south rail corridors. By joining forces with FS Logistix, we are laying the foundation for modular, ready-made terminal solutions that meet the growing demand for efficient and low-emission freight transport.’

FS Logistix entered the NewCo with a 30% shareholding, with an evolutionary option plan to increase it to 49%. Modalink will operate the Antwerp Mainhub terminal and the last mile intermodal service between the Port of Antwerp and the surrounding areas. As part of the agreement, the commercial lines currently operated by Lineas, connecting Belgium with Italy (Antwerp-Milan), will be transferred to FS Logistix. This transfer also entails a traction contract with Lineas. The Antwerp Mainhub terminal is one of the largest terminals in Belgium, part of Europe’s second largest port in terms of containers handled, spreading over 200,000 m2, with 8 x 700 metres long tracks, 3 gantry cranes and 6 straddle carriers. The project is in line with FS Logistix 2025-2029 Industrial Plan concerning terminals: it guarantees access to Northern European ports, the most important logistics market in Europe. The acquisition of 30% of Antwerp Mainhub will enable the development of intermodal services on the north-south route (e.g. Belgium - Italy) and, consequently, on the east-west route (e.g. France - Romania/Poland). This initiative will strengthen FS Logistix’s presence in the Belgian market, especially in the intermodal services segment, and will help to overcome future terminal capacity saturation in northern Italy.

About FS Logistix
FS Logistix, part of FS Italiane Group, is a European-wide operator of multimodal systems, active in 22 countries. It offers integrated logistics services, including first- and last-mile connections and management of terminals and logistics platforms, to promote full intermodality with road and sea transport.

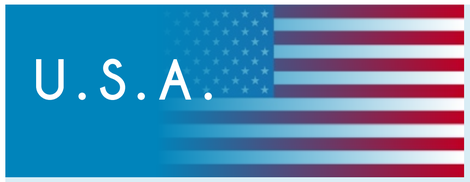


CAF secures contracts for the modernization and maintenance of Cairo metro units

CAF has secured three contracts with the National Authority for Tunnels (NAT), the stateowned company responsible for Egypt's metro network. The contract covers the comprehensive modernization of 39 units on Line 2, as well as the maintenance of units on Lines 1 and 2 of the Cairo Metro. Valued at over EUR 450 million, these contracts strengthen CAF's operations in the region.
These contracts will be financed by the Business Internationalisation Fund (FIEM), overseen by the Spanish Secretary of State for Trade. This instrument promotes public funding for flagship projects completed by Spanish companies in international markets, in furtherance of the global reach of cutting-edge services and technology.

The scope of the contracts includes the following:
- Complete modernization of 39 units on Line 2 to extend their service life by 20 years. This involves replacing the traction and TCMS systems, as well as auxiliary converters, upgrading the braking system, installing new passenger information systems, CCTV, and Wi-Fi connectivity, and refurbishing interiors and exteriors. The Shubra workshop will also be upgraded to accommodate maintenance operations and mass production of the upgraded units.
- Complete maintenance of the 39 units on Line 2 for 10 years, including resetting systems and mechanical components. This maintenance work will be carried out concurrently with the upgrading work.
- Complete maintenance of the 23 units on Line 1, which are currently being upgraded by CAF in a contract entered into in 2021 for 10 years, commencing once the upgrading process is complete.

This new project reaffirms CAF's commitment to Egypt's dynamic market and builds on the work it is currently performing for NAT, which includes the refurbishment of metro Line 1 units and the refurbishment of the Kozzika maintenance depot. Accordingly, CAF continues to showcase its capacity to provide comprehensive railway modernization and maintenance solutions, thereby contributing to improving urban mobility in large cities. Egypt is currently pursuing an ambitious plan to expand and upgrade its transport infrastructures and systems, positioning the country as a growing market that presents business opportunities. This situation, coupled with FIEM funding for these projects, demonstrates a commitment to boosting Spanish collaboration and investment in Africa. One of the goals of this initiative is to improve the competitiveness and technology of national companies in such an important sector as passenger transport systems.



Alstom to supply NJ TRANSIT with additional 200 Multilevel III commuter rail cars and 12 ALP 45 dual power locomotives to modernize fleet

Alstom, a global leader in smart and sustainable mobility, has announced that NJ TRANSIT has exercised options to purchase an additional 200 Multilevel III commuter cars and 12 ALP-45 dual-powered locomotives. The total value of this purchase is approximately 1.0 billion euro (1.1 billion USD). NJ TRANSIT is the nation's largest statewide public transportation agency and its third largest agency overall with nearly 270 million passenger trips each year.

The purchase of additional rolling stock is part of NJ TRANSIT's continuing efforts to create a more modern, efficient and reliable fleet to serve passengers traveling within the state and commuting to New York City and Philadelphia. The Multilevel III cars will replace 40-year-old single-level cars with a model that can travel between 10 and 20 times further between critical repairs. The new cars will also increase capacity by more than 12%.

"Alstom is proud of our long-standing partnership with NJ TRANSIT and this new order reaffirms our commitment to deliver NJ TRANSIT passengers with safe, state-of-the-art railcars that will get them where t hey are going reliably and comfortably," said Michael Keroullé, President of Alstom Americas. "These third-generation multi-level trains that we will start delivering to NJ TRANSIT in the coming months are designed with energy efficient features, redundancy and durability to maximize the value of NJ TRANSIT's fleet over its lifecycle."

More reliable, comfortable and environmentally friendly

Passenger amenities for the Multilevel III cars include USB charging ports, digital screens and automated audio announcements with route and station information. The new order comes on top of 174 Multilevel III vehicles that NJ TRANSIT previously ordered from Alstom. Approximately a third of the total order are multilevel power cars (MLPCs), meaning that they are equipped with a power system that eliminates the need for a locomotive. A 12-car trainset will typically travel with four MLPCs, providing redundancy and improving reliability if one of the power cars malfunctions.

The additional 12 ALP 45 dual-power locomotives will replace some of NJ TRANSIT's older, diesel-only engines. The ALP 45's can take advantage of overhead catenary wires for cleaner electric power where available. On parts of NJ TRANSIT's network that are not electrified, the ALP 45's will switch to diesel engines that meet Tier IV emission requirements from the U.S. Environmental Protection Agency. With this new purchase, NJ TRANSIT will own a total of 72 ALP 45 dual-power locomotives.

The Multilevel cars for NJ TRANSIT are part of Alstom's Adessia commuter rail portfolio. The backbone of urban life, Adessia commuter trains are one of the most sustainable means to travel across cities and suburbs. The wide range of high-floor multiple units and coaches is available in single- or double-deck configurations and are suitable for all climatic conditions. They can run between 75-125 mph (120-200 km/h) on electrified as well as non-electrified networks. As the leading manufacturer of commuter trains with over 60 years of experience, Alstom is committed to enhancing sustainable operations and passenger experience even further. The strong presence of more than 40,000 rail cars sold in over 60 commuter systems in over 15 countries across Europe, Asia, Africa, Americas and Australia enables over 20 million passengers comfortable, safe and reliable travels on Adessia commuter trains, every day. The ALP 45 dual-power locomotive is part of Alstom's portfolio of state-of-the-art Traxx Passenger multi-system and multi-power locomotives designed to support operators in providing comfortable, borderless passenger operations. This portfolio includes locomotive types that operate under diverse standards and operational requirements – such as multi-country, push-pull and catenary-free operation and environmental prerequisites. Alstom has sold more than 1,000 passenger locomotives in the 21st century on three continents, namely North America, Europe and Central Asia.

Alstom is a leading rolling stock and rail services provider in the U.S. It has delivered more than 12,000 new or renovated vehicles for domestic rail agencies, including those in New York City, Chicago, Los Angeles, Atlanta, Boston, Washington, D.C., San Francisco, Atlanta and New Jersey, and delivered the first high-speed trains made in America.

Image: MultiLevel III for NJ TRANSIT, USA. ©ALSTOM SA 2023, Advanced & Creative Design



Belgium

Lineas selected as prefered Railway Undertaking for area 1 (Ghent) in North Sea Port Bundling Tender

On September 25th, Lineas, Europe's largest private rail freight operator, was selected as preferred Railway Undertaking (RU) after the North Sea Port Bundling Tender for 2026-2027, thanks to it's expertise and strong collaboration with industrial partners. By operating in Area 1 (Ghent) at North Sea Port Lineas ensures the continuation of it's SWL Antwerp–Ghent shuttle and Last Mile services in Ghent.

This win demonstrates the trust North Sea Port places in Lineas' ability to deliver reliable, flexible, and sustainable rail logistics solutions. By continuing to operate both the long-haul Antwerp–Ghent connection and the last mile distribution in Ghent, Lineas offers customers seamless end-to-end service and strengthens the bundling network that underpins efficient rail freight in Belgium. This success underlines Lineas' role as a long-term logistics partner for key industrial players. Customers benefit from:

- Reliability and continuity: guaranteed shuttle and last-mile operations between Antwerp and Ghent.
- Efficiency and flexibility: optimized connections that allow customers to adapt transport capacity to their needs.
- Sustainability: strengthening rail freight as a greener alternative to road transport, helping customers meet their climate ambitions.

"We are delighted with this recognition of our services," said Luc Pirenne, CCO at Lineas. "The extension of our cooperation with North Sea Port shows the confidence customers place in our operations and expertise and underlines our mission to drive modal shift through reliable, efficient, and sustainable rail solutions."

Lineas looks forward to continuing this successful collaboration as from January 1st 2026.



Slovakia

Two more double-deck trains from Stadler for Slovak Railways ordered

Slovak Railways (ZSSK) has exercised an option under the contract from April 2025 and ordered two more high-capacity KISS electric trains from Stadler. New trains are expected to be put into service during the 2026/2027 timetable on the Bratislava – Žilina main line. They will be financed primarily from European sources through the Recovery and Resilience Plan (RRP).

ZSSK ordered the first two double-decker trains in April 2025. The total value of the project for all four units amounts around 100 million euros. In the public procurement process for expanding its fleet, Slovak State Railways (ZSSK) has selected its proven supplier Stadler. Its KISS units are already successfully operating on the Bratislava – Nové Zámky and Bratislava – Trenčín/ Púchov lines. They have been maintaining high reliability and passenger satisfaction on these lines for more than a year.

"I am delighted that the Stadler KISS modern electric unit project has been successfully expanded with an option – this is clear proof that the modernization of passenger rail transport is an integral part of our vision of dynamic, environmentally friendly, and integrated mobility that is ready for future challenges. Funding from the Recovery and Resilience Plan is an important tool that brings European resources directly into the daily lives of the public," says Denisa Žiláková, State Secretary of the Ministry of Transport of the Slovak Republik.

Modernization and sustainability project

The electric double-decker units will be equipped with modern technologies that increase travel comfort and operational efficiency. Their capacity will be at least 611 seats (582 first and second class seats + 29 folding seats), with a maximum operating speed of 160 km/h. Another advantage is the units' significant energy efficiency. The low floor design will ensure easy boarding and alighting for all passengers, including those with reduced mobility. Modern information systems, such as digital panels and audio announcements, will improve orientation and comfort during the journey, contributing to greater passenger satisfaction. This project reflects the need not only for technological innovation, but also for strengthening rail transport as an environmentally friendly solution for the future.

Supporting sustainability and electromobility

"The renewal of the vehicle fleet is one of the main pillars of our strategy, and the expansion of the project with additional Stadler KISS units is a significant milestone. We are already gradually adding new modern units and locomotives, making our fleet one of the youngest in Europe. The new high-capacity electric units will increase passenger comfort and satisfaction while reducing energy consumption and emissions. These modern trains are a symbol of the ecological and sustainable rail transport of the future," said Peter Helexa, CEO of ZSSK.

Like the units previously delivered to ZSSK, these vehicles will also be designed at Stadler Praha, Stadler's design office, which currently employs more than 250 engineers and designers. Production will take place at the Stadler Polska plant in Siedlce.

"The investment in modern trains confirms the clear strategy of ZSSK and the Slovak Ministry of Transport to transform the Slovak railway into a modern transport system. We are delighted that the new units for Slovakia's national carrier are being designed and the project is managed at StadlerPraha," said Zdeněk Majer, Chairman of the Supervisory Board Stadler Praha, commenting on the exercise of the option.



Hungary

The final design of the GYSEV FLIRT IC is ready – car body production will start soon in Szolnok

The design for the 11 new FLIRT intercity trains ordered by GYSEV Zrt. is ready, paving the way to the start of car body production later this autumn in Szolnok, Hungary. The first train is expected to enter passenger service in the last quarter of 2027. Signed in March last year, the contract is of great importance for rail transport, as the last intercity EMU were procured in Hungary exactly 30 years ago. GYSEV Zrt. announced last year that it had ordered a fleet of 11 intercity EMUs from manufacturer Stadler. The final exterior and interior design of the vehicles has just been completed, highlighting the railway company's green and yellow colour scheme.

These energy-efficient trains will comply with the latest international standards and be able to reach speeds of 160 km/h. Trains featuring both first and second class will have a flexible seating arrangement, with more seats in winter and 18 bicycle holders in the summer. Air-conditioned, low-floor passenger compartments, a modern passenger information and advertisement system, extra luggage racks, and a bistro area with vending machines will all enhance the passenger experience. We have not forgotten the technical needs of those who want to work on the go: Wi-Fi, charging sockets, USB-C ports per each seat and additional phone holders will be available. The first trains are expected to arrive in the last quarter of 2027. The last units will be introduced into passenger service in the first quarter of 2028 on the Sopron-Budapest and Szombathely-Budapest routes. The five-part, double-current vehicles will be able to operate in Austria, as well as in Hungary. FLIRT trains are already familiar to GYSEV passengers, as the railway company ordered a total of 20 FLIRT multiple units from Stadler between 2013 and 2018 in three separate purchases.

"The 11 new InterCity trains will differ in many ways from the regional EMUs purchased previously: the vehicles are optimized for longer journeys, thus perfectly meeting the 21st-century requirements expected in long-distance transport. Thanks to the experts at GYSEV and Stadler, passengers can look forward to an elegant and modern exterior and interior design," said Szilárd Kövesdi, CEO of GYSEV Zrt.

The final design was developed jointly by GYSEV, Stadler and the Innova Design Team. The main colour of the exterior design will be elegant silver, complemented by the well-known green and yellow colours of the GYSEV brand. Inside, the usual stylistic features of modern intercity vehicles,besides grey metal and glass elements, stylish brown shades, as well as the variations of oak wood are reminiscent.



"After a long time, our car body plant in Szolnok is once again producing trains for the Hungarian market. As part of the current order, a total of 55 FLIRT IC car bodies are being built in Szolnok for GYSEV, with production starting at this autumn. The handover of trains, will mean that there are 200 Stadler-built vehicles in Hungary. Our rolling stock is already the backbone of rail transport in our country, and one in two passengers travels on Stadler trains," commented Dr. Róbert Homolya, chairman of Stadler Trains Hungary.

The FLIRT is Stadler's most popular product and more than 2,750 FLIRTs have been sold in 21 countries since 2002. They are also very popular in Hungary: currently there are 20 vehicles operated by GYSEV and 123 vehicles operated by MAV. The factory in Szolnok has been involved in the production of almost 1,000 FLIRT trains, or 3,883 carriages, demonstrating this plant's contribution to the business's most successful product type.

Belgium

Lineas welcomes renewed 750-meter tracks at Bundel Mercator: a key step for modal shift and the economy

Lineas welcomes the commissioning of six renewed 750-meter tracks at Bundel Mercator, the second most important rail yard in the Port of Ghent. This €12.5 million investment by Infrabel, supported by the Belgian federal government and the European Union, is a crucial milestone for efficient and sustainable rail freight in North Sea Port. The new long tracks meet European standards and allow full 750-meter trains to arrive, be assembled and depart. This directly increases operational efficiency, reduces costs and strengthens the competitiveness of companies in the port area such as Volvo, ArcelorMittal and DFDS.

Bundel Mercator is strategically located between the John F. Kennedylaan and the Ghent–Terneuzen Canal, near the Mercator dock. With nearly 4,000 train movements in 2022, capacity had reached its limits. The upgraded yard now provides more flexibility, smoother access to terminals and lays the foundation for future growth.

Every freight train removes up to 50 trucks from the road. By shifting freight from road to rail, this project directly contributes to Europe's modal shift strategy. The societal benefits are clear: less congestion, lower CO_2 emissions, fewer accidents, and reduced road maintenance costs. According to studies, every €1 invested in rail generates €2.83 for the economy.

Photo: © Koen De Baere



Netherlands

First Stadler tram for The Hague



On September 12th, Stadler and public transport company HTM officially unveiled the first TINA tram for the Netherlands in The Hague. This tram features an innovative drive system, optimised seating capacity and an open interior design with large panoramic windows. For Stadler, the order for 62 vehicles is its first ever tram contract for the Dutch market. With the TINA (Totally Integrated Low Floor) Tram, Stadler is bringing a brand new generation of trams to The Hague (NL).

“The TINA tram is barrier-free, spacious and comfortable. We have tailored it entirely to a wide range of passenger needs in The Hague,” said Peter Spuhler, Chairman of the Board of Directors of Stadler, at the vehicle presentation in The Hague. “We can’t wait to see the trams entering passenger service next summer. I would like to thank HTM for their excellent cooperation and the trust they have placed in us.”

Innovation for greater comfort
This is Stadler’s first ever contract for trams in the Netherlands, and at the same time HTM is the largest TINA customer worldwide. Sixty-two vehicles have been ordered, all of which are 36.5 metres long and able to accommodate 237 passengers. They feature a fully integrated low-floor drive system, with all drive, brake and chassis components located under the vehicle floor. This makes the tram completely step-free. In addition, the innovative drive system creates additional space for seats and allows for large panoramic windows, creating a light, airy environment.

Multifunctional areas for prams and wheelchairs as well as a powerful air conditioning system ensure maximum comfort for passengers. The TINA trams for The Hague are designed in Switzerland and are built in Siedlce, Poland.

Contribution to mobility of the future
Jaap Bierman, CEO of HTM, emphasised: “We are pleased with the arrival of the TINA trams. They allow us to offer our passengers fully accessible and sustainable public transport. In doing so, we contribute to the mobility of the future in the Haaglanden region.”

The design and production of these trams for The Hague draw on Stadler’s experience gained from other TINA tram launches, for example in Basel, Darmstadt and Halle.

Expansion of public transport in a growing region
The Hague region is growing, with the number of jobs, homes and residents steadily going up. The new TINA tram ensures efficient operation and is part of a substantial investment made by the “Rotterdam The Hague Metropolitan Region” in the sustainable modernisation of public transport in the region. Following a one-year period of thorough testing and commissioning taking around one year, the new trams will gradually replace the existing vehicles from 2026 on.

Germany

Stadler delivers milestone 100th locomotive to European Loc Pool



Stadler reached at the beginning of September 2025 a major production milestone with the delivery of its 100th locomotive to European Loc Pool (ELP). This is a EURODUAL locomotive which will immediately enter service with Havelländische Eisenbahn AG (HVLE).

This carries symbolic significance and emphasizes the strong cooperation between Stadler, ELP and HVLE in advancing sustainable rail freight transport. The handover marks a new chapter in the success story of the EURODUAL locomotive platform. By placing this landmark locomotive with HVLE—the launch customer of the EURODUAL— Stadler and its partners demonstrate their ongoing commitment to flexibility, efficiency and greener transport solutions.

“With this 100th locomotive now entering service under ELP’s lease and HVLE’s operation, the concept has truly proven its worth. The EURODUAL locomotive has become the benchmark for dual-mode traction across Europe” said Iñigo Parra, CEO of Stadler Valencia. “We’re grateful for the vision and trust of our partners at ELP and HVLE in making dual-mode traction a widely adopted solution.”

Hybrid locomotive for environmentally friendly operation
Since signing a framework agreement with Stadler in May 2019, ELP has steadily expanded its modern hybrid locomotive fleet, including EURODUAL and EURO9000 locomotives, across Europe. By taking the 100th unit of this platform into service, ELP further enhances its ability to offer operators truly flexible full-service leasing solutions that cover both non-electrified lines and the electrified main network.

“The 100th locomotive is far more than just a number for us, it represents the trust our customers place in us and the strength of our partnerships. Being able to celebrate this milestone together with HVLE fills us with great pleasure and pride,” emphasizes Willem Goosen, CEO of ELP.

HVLE was Stadler’s very first EURODUAL customer when it signed an initial contract in March 2017 for ten dual-mode locomotives. As the launch customer, HVLE has played a key role in demonstrating the versatility and performance of dual-mode technology.

EURODUAL: Transforming European rail freight
Since its introduction, the EURODUAL has reshaped European rail freight by combining zero-emission electric traction with the versatility of a powerful diesel engine to operate on non-electrified sections. This dual capability enables heavy-haul services, efficient shunting without additional locomotives, and seamless cross-network operations. Equipped with 6.2 MW electric power and a 2.8 MW diesel engine, the EURODUAL delivers up to 500 kN of tractive effort and speeds of up to 120 km/h. Advanced features such as ETCS signalling, state-of-the-art three-axle bogies, integrated remote monitoring and predictive maintenance ensure high performance and reliability.

Poland

Alpha Trains and Public Transport Service Partner to introduce Bombardier Talent Diesel Multiple Units to the Polish market



Alpha Trains and Public Transport Service (PTS) are pleased to announce that they have signed an agreement to introduce 11 Bombardier (now: Alstom) Talent diesel multiple units (DMU) to the Polish market.

This strategic partnership addresses the growing demand for diesel rolling stock in the region by providing modern, high-quality, and reliable pre-owned vehicles. To showcase the quality of the Alpha Trains DMU fleet, a 3-car Alstom Talent DMU unit was presented at TRAKO 2025.

The collaboration marks a significant step for both companies in strengthening their presence and expanding their leasing offerings in Poland.

“Alpha Trains has been systematically building its position in the Polish rail vehicle leasing market for several years. We continue to see a growing demand for modern passenger rolling stock in Poland, including diesel multiple units. Together with PTS, we are now taking the next step to deliver a sustainable solution that meets these evolving market needs.” said Stephan Wegert, Commercial Director of Alpha Trains.

Radosław Obliżajek, Commercial Manager, added: “We have been present on the locomotive market for a long time and now, as previously announced, we aim to authorize Talent and Lint 41 vehicles for the Polish market. Today, together with Public Transport Service, we are launching the first project with the delivery of Talent units.”

In addition to this first step, Alpha Trains could make a further 50 Bombardier/Alstom Talent units and 28 Alstom Coradia Lint trains available for leasing over the coming years. This expansion of the portfolio ensures that operators in Poland will have access to a wider range of pre-owned, efficient, and reliable diesel multiple units to meet future mobility needs.

The agreement between Alpha Trains and PTS follows a successful pilot project by PTS. In July of this year, PTS delivered the first secondary market vehicle, SA136-ATR-001, to Koleje Wielkopolskie.

“The vehicle has been transporting passengers in the Greater Poland region for three months and is achieving very good availability indicators,” said Jacek Tomasik of PTS. “This demonstrates that PTS’s strategy of first performing a thorough overhaul and then homologating the vehicle is delivering the expected results. We intend to take similar actions if domestic operators express interest in Talent vehicles.”

Both companies emphasize that their goal is a multifaceted cooperation aimed at enabling the operation of Talent vehicles on the Polish market, followed by other types such as Lint 41.

“TRAKO 2025 is a special event for us,” Oblizajek explained. “We have the opportunity to present the 3-car Talent vehicle in the configuration in which it operates daily in several regions in Germany. Although it is a used unit, passengers hardly notice it. The vehicle is equipped with comfortable seating and an efficient air conditioning system. The presented unit is technically sound, offers good traction performance, and high comfort. The presentation of a secondary market vehicle is likely the first of its kind at the TRAKO fair, and we can assure you similar events are not excluded in the future.”

The companies are setting an ambitious goal of having the first 11 x Talent vehicles ready for operation in Poland within 18 months.

“We are aware that much will depend on how quickly we acquire customers for this rolling stock and complete the localization and homologation process,” Tomasik added. “Based on the experience gained with the SA136-ATR-001 vehicle, we hope to optimize this process. We also look forward to continued fruitful cooperation with Alpha Trains. Today’s agreement is another step forward for us.”

Photo: Alpha Trains & PTS introduce Bombardier Talent DMUs to the Polish market. © Alpha Trains

Hungary

ELP's Focus on the Future: Bogie Overhaul as a Strategic Priority

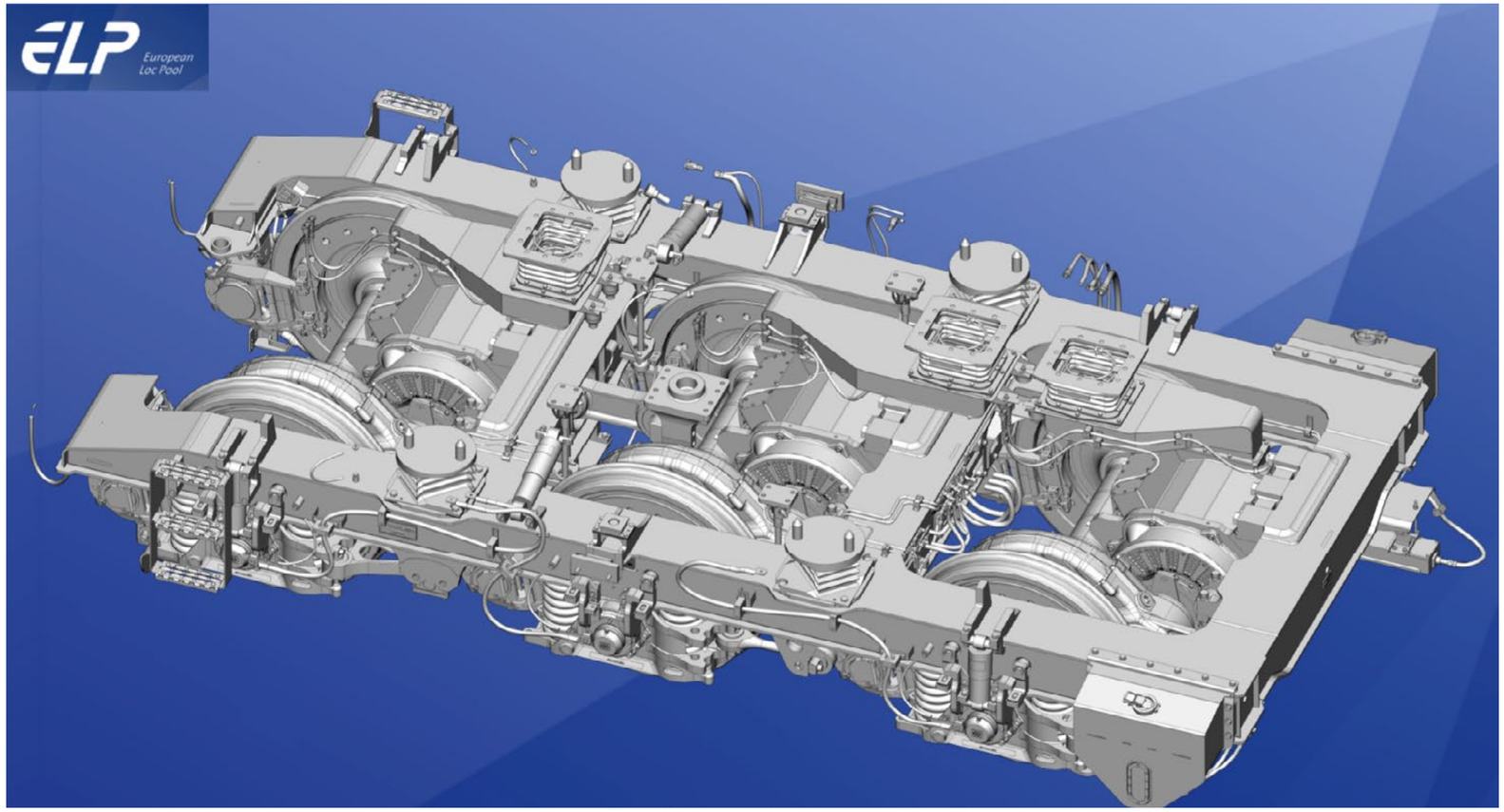
In Szolnok, Hungary, Stadler operates one of three European competence centers for the overhaul of bogies. For European Loc Pool (ELP), this site is a key element of the company's long-term strategy, as the Co'Co' bogies of the EuroDual and Euro9000 fleets are comprehensively overhauled and prepared for further operation here.

Close coordination between ELP and the competence center in Szolnok ensures that the highest quality standards are maintained and that overhauls are carried out efficiently, regardless of location. This enables ELP to guarantee the long-term reliable availability of its locomotive fleet both in the context of scheduled major overhauls and in the event of unforeseen incidents such as accidents.

ELP places particular focus on the motor bogies of its locomotives. These key components support the weight of the car body, ensure precise track guidance and stability, and at the same time secure ride comfort. Through systematic overhaul, ELP ensures that modern suspension systems, traction transmission, and braking systems continue to deliver their full performance over the long term.

With the expected growth in the demand for overhauls of modern locomotives, Szolnok will play an increasingly important role for ELP in the future. To meet these rising requirements, ELP actively supports the expansion of capacities and the continuous optimization of processes at the competence center.

The objective is fast, flexible, and sustainable handling of overhauls thereby consistently ensuring the highest quality for ELP's customers.



New Zealand

KiwiRail maps rail industry's transition to a lower carbon future

KiwiRail has unveiled its plans to transition to a low carbon, climate resilient business as it prepares the network for the growing impacts of climate change.

"As an example of how we're ramping up our efforts, with Government support we've procured 66 new efficient diesel locomotives - 47 will replace our aging locomotive fleet in the South Island and 19 will be deployed in the North Island between now and 2028," says KiwiRail Chief Executive Peter Reidy.

"We're improving the sustainability of the infrastructure we build, including reducing embodied carbon in our assets and minimising waste from construction.

"Government funding has also allowed us to invest in low emissions shunting technology, ordering 24 hybrid shunt vehicles and 11 electric shunt vehicles to complement the 16 electric vehicles already in service."

In its latest sustainability strategy, KiwiRail has set ambitious but feasible targets to reduce emissions across its operations, with specific actions and timelines to achieve these targets.

"Our new Carbon Reduction Plan outlines how we will reduce emissions across our various operational areas, including rail freight, ferries, vehicle fleet and other business activities," says KiwiRail Sustainability Manager Michelle Deely.

KiwiRail is a leader in low-carbon emissions transport, and its customers want to make use of rail's natural low-carbon advantage. Moving freight by rail helps those customers by providing a lower emissions option in the supply chain so they can meet their own sustainability targets.

KiwiRail has also issued its first Climate Adaptation Plan, outlining how the company will proactively manage climate risks to maintain more reliable services and avoid the need for costly repairs to its assets after extreme weather.

"We're taking a comprehensive approach. For example, we've developed standard bridge designs that enable increased resilience to climate change by raising the height of the bridge surface above flooding levels.

"We've also improved our remote sensor network, with 45 landslide sensors across the network monitoring specific slip sites in high-risk locations, and 318 weather and rain gauges to monitor the risk of severe weather events.

"And we're using our LiDAR-enabled drone to capture rate of change of coastal assets, an innovative approach that enables us to identify our higher risk areas and those sections more vulnerable to sea level rise so we can target our maintenance and renewals."

From the Archives

Cuba

Cuban Minaz 2-8-0 No. 1842 arrives at the Carlos Manuel de Cespedes sugar central with a loaded cane train on March 10th 1988. *John Sloane*

From the Archives

Eritrea

Mallet No. 440.008 creeps past the spectacular viewpoint between Arbaroba and Asmara on October 21st 2009.
John Sloane

From the Archives

France

Former Reseau Breton No. E327 is seen at Puget-Theniers with an excursion to Annot on August 7th 1983.
John Sloane



From the Archives

Germany

DB Class 140.401 rolls through Ahlten near Lehrte with empty car carriers on July 3rd 2014.
John Sloane



From the Archives

Hong Kong

Australian built Bo-Bo No. 51 'Sir Alexander' shunts at Kowloon terminal on April 2nd 1987. The loco was the first diesel in Hong Kong and was subsequently preserved at the local railway museum. *John Sloane*

