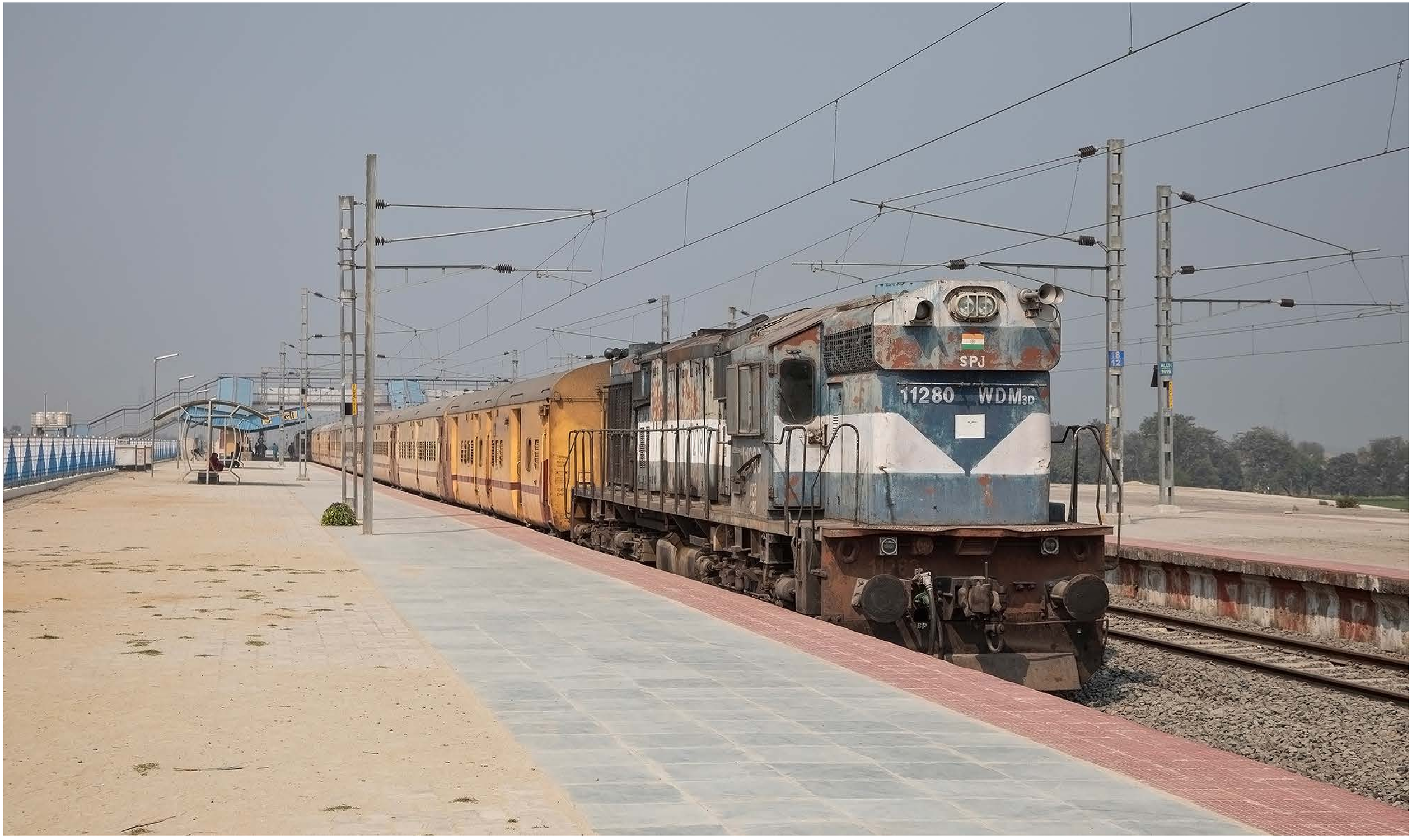

Railtalk Magazine Xtra

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Content

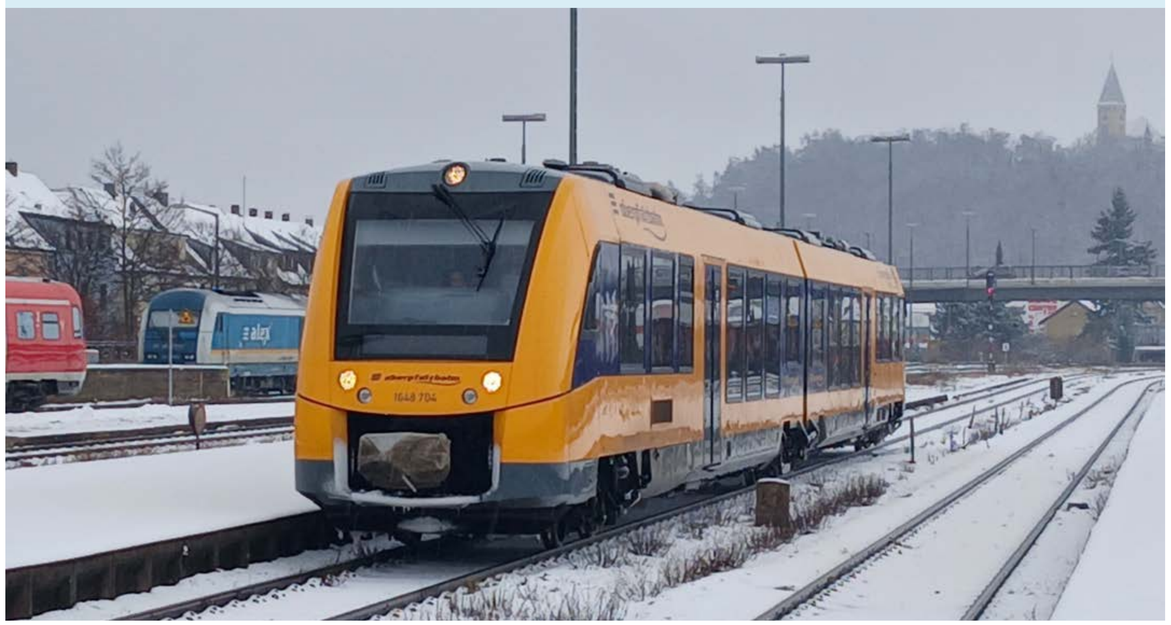
Submissions & Contributions

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 234Xtra

In the news this month, it looks like spend, spend, spend for rail companies all over the world, with many countries upgrading infrastructure and rolling stock, the most notable being.....

Alstom, the leading global rail transport company, has announced a remarkable €10.5 billion in new orders for the first half of the 2025/26 fiscal year, underscoring the company's continued strength in the passenger and commuter rail markets worldwide. The order intake spans multiple continents and includes contracts for high-speed, interregional, and urban transit solutions. In France, Alstom secured €1.7 billion to supply 96 additional RER NG trainsets for SNCF, aimed at improving service capacity and comfort across the Paris regional network. In Bulgaria, the company won a €600 million contract to deliver 35 Coradia Stream interregional trains, complete with a 15-year maintenance program, reflecting growing demand for modern and reliable intercity rail services in Europe. These significant contracts demonstrate Alstom's strategic positioning as a supplier of advanced, energy-efficient rolling stock tailored to national and regional rail priorities, while also highlighting the company's ability to secure long-term service agreements that support operational sustainability and passenger satisfaction.

InNorthAmerica,Alstomcontinuestostrengthenitsfootprint with multiple high-value projects. The company has been awarded a €2 billion contract for 316 commuter rail cars to serve the Long Island Rail Road (LIRR) and Metro-North in the United States, marking a major expansion of modern commuter rail capacity in the New York metropolitan area. Additionally, Alstom will supply 200 cars and dual-power locomotives valued at €1 billion for NJ TRANSIT, supporting the state's efforts to modernize its commuter fleet with flexible and efficient traction solutions.

Then we have,

Kazakhstan Temir Zholy (KTZ), the national railway operator of Kazakhstan, has taken a landmark step toward modernizing its rail infrastructure by awarding a $4.2 billion contract to Wabtec Corporation for the delivery of 300 Evolution Series locomotives and long-term service support. This monumental agreement is the largest in Wabtec's history, signalling the growing scale and ambition of Kazakhstan's rail network. The Evolution Series locomotives, known for their heavy-haul capabilities, fuel efficiency, and durability, will be deployed across the country's vast rail corridors, which traverse extreme climates and challenging terrains ranging from expansive steppes to mountainous regions.

And finally,

Comboios de Portugal (CP) has taken a historic step to modernize its passenger rail services by placing an order for 117 new electric multiple units (EMUs) with Alstom, in partnership with DST. Valued at approximately €746 million, this represents the largest investment in CP's fleet to date, signalling a strong commitment to improving domestic rail infrastructure and enhancing the quality of passenger services. The new EMUs are intended to replace aging rolling stock and expand capacity across key regional and intercity routes, providing passengers with modern, energy-efficient trains that combine speed, comfort, and reliability. The contract also encompasses long-term maintenance and spare parts provisioning, ensuring operational continuity and high fleet availability for years to come.

Interestingly none of the recent announcements are regarding refurbishment of existing rolling stock.

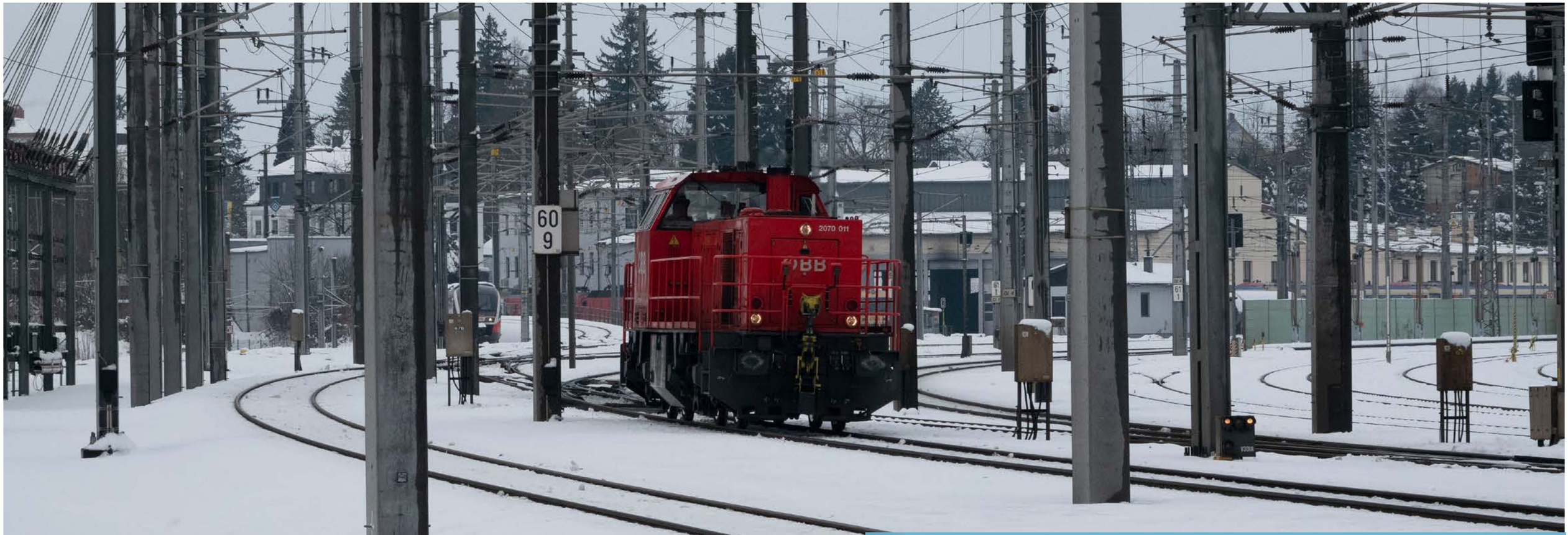
Until next month... **David**

This Page

Länderbahn's Alstom Coradia LINT VT 648 unit, No. 648.704 arrives at Schwandorf after a comprehensive snowfall on February 16th with an RB23 service from Regensburg to Marktredwitz. *Andy Pratt*

Front Cover

On February 10th, WDM 3D No. 11280 stands at Alauli station - one of 5 reversals on the Saharsa to Samastipur passenger service. *Mark Torkington*



OBB Class 2070.011 heads through a snowy St. Polten on February 21st. *Class47*

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These issues wouldn't be possible without contributions from:
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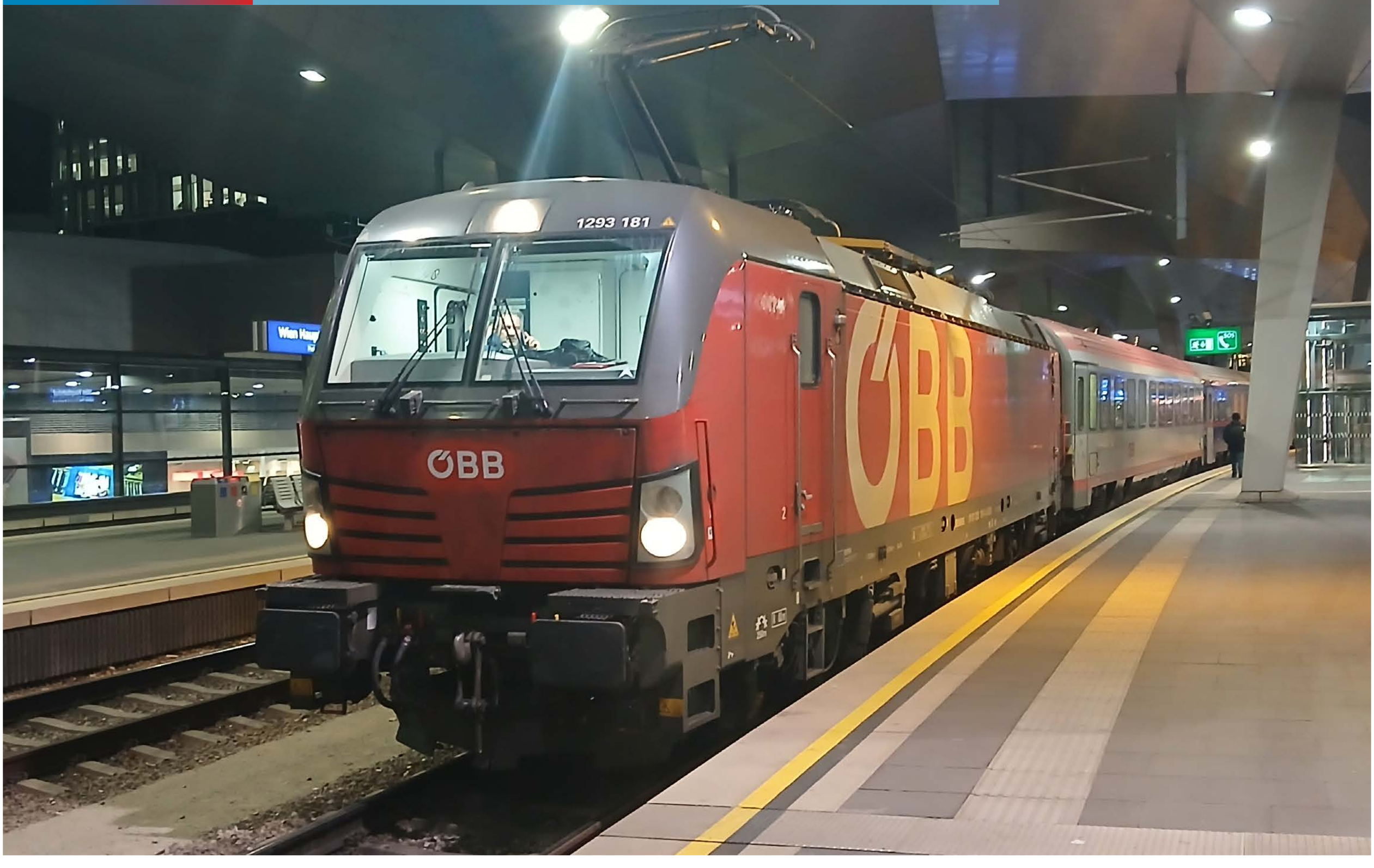
ÖBB Vectron Class 1293.181 stands on platform 5 at Wien Hbf on February 17th ready for the task ahead, working Nightjet train No. 468, the 18:36 to Brussels Midi. The journey through Austria and Germany should take 15 hours 20 mins to get to the Belgian capital, arriving at 09:56 the following morning. *Andy Pratt*



Austria

Clear tracks ahead for Siemens' dual-mode locomotive with ETCS in Germany and Austria

Vectron Dual Mode authorized for operation in Germany, Austria and for cross-border operation between the countries
First authorized locomotives handed over to Austrian rail operator Stern and Hafferl Verkehr
Equipped with Siemens Trainguard Basic including ETCS (European Train Control System) Baseline 3.6

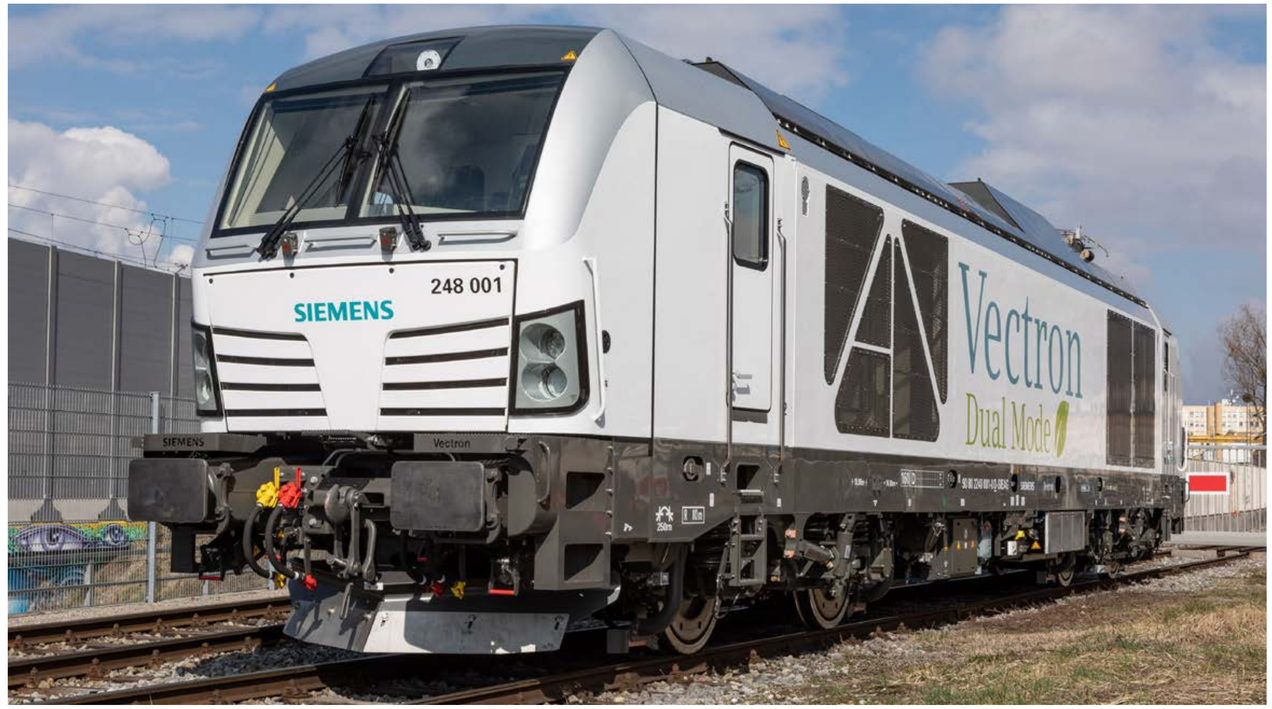
The Vectron Dual Mode locomotive from Siemens Mobility has received authorization for cross-border operation between Germany and Austria. Following Germany, Austria is now the second country to grant authorization for this locomotive type. The first two locomotives with dual authorization for both countries were handed over to the Austrian rail operator Stern & Hafferl Verkehr. The locomotives are manufactured at Siemens Mobility's plant in Munich-Allach. They are equipped with the European Train Control System (ETCS) using the modular Siemens On-board Unit Trainguard Basic, including ETCS Baseline 3.6.

"The authorization of the Vectron Dual Mode for cross-border use between Germany and Austria reinforces our commitment to providing our customers with the most powerful and flexible locomotives for European freight and passenger transport," said Andre Rodenbeck, CEO Rolling Stock, Siemens Mobility. "With its combination of electric and diesel traction, the Vectron Dual Mode enables seamless operation even on partially electrified routes – without time-consuming locomotive changes. This increases efficiency and supports the modal shift to rail."

"We recognized the potential of the Vectron Dual Mode locomotives early on and made a deliberate decision to adopt them. The recently granted Austria-wide authorization and the complete handover of all six locomotives mark an important milestone for us. They enable seamless, efficient operations right through to the last mile and make a significant contribution to environmentally conscious freight transport – with the goal of shifting even more traffic from road to rail and strengthening our region sustainably," says Günter Neumann, CEO of Stern & Hafferl Verkehr.

Dual-mode locomotives like the Vectron Dual Mode enable locally emission-free operation under overhead lines while also covering non-electrified routes. This makes them a valuable solution for reducing emissions, particularly in densely populated urban areas.

The Vectron Dual Mode is based on proven components of the Vectron platform. The locomotive has a track gauge of 1,435 mm, a service weight of 90 tons, and is designed for 15 kV AC power systems. It delivers a power output at wheel of max. 2,400 kW using catenary supply and max. 2,000 kW using diesel mode. The diesel tank has a capacity of 2,600 litres, and the maximum operating speed is 160 km/h. A train power supply is available. A version of the locomotive that supports both 15 kV and 25 kV AC systems is also available.



Koralm Railway: one million tonnes in 100 days

The ÖBB Rail Cargo Group (RCG) draws a positive conclusion after the first 100 days of freight operations on the Koralm Railway: more than 1,050 freight trains have already run along the new route.

Since early November 2025, the Koralm Railway has been in service for freight transport – and the impact is clear. The new line shortens transport routes, creates additional capacity and strengthens Austria's position as a logistics hub. In its first 100 days of operation, RCG has handled around 1,050 freight trains with more than 21,000 wagons on the new route, transporting over one million tonnes of goods.

"Thanks to the additional capacity, we can offer our customers significantly faster connections within southern Austria and towards the Adriatic ports. This strengthens Austria sustainably as a logistics hub in the heart of Europe," says RCG Board Member Christoph Grasl.

Strong benefits for single wagonloads
The Koralm Railway enables more direct routings in single wagonload transport, as detours via Knittelfeld, Leoben and Frohnleiten are no longer required. This also benefits long-standing RCG customers such as Alpacem Austria, which has relied on rail-based logistics for many years.

RCG transports materials such as granulated blast-furnace slag, clinker, gypsum and ash across Austria and to Italy in single wagon load traffic.

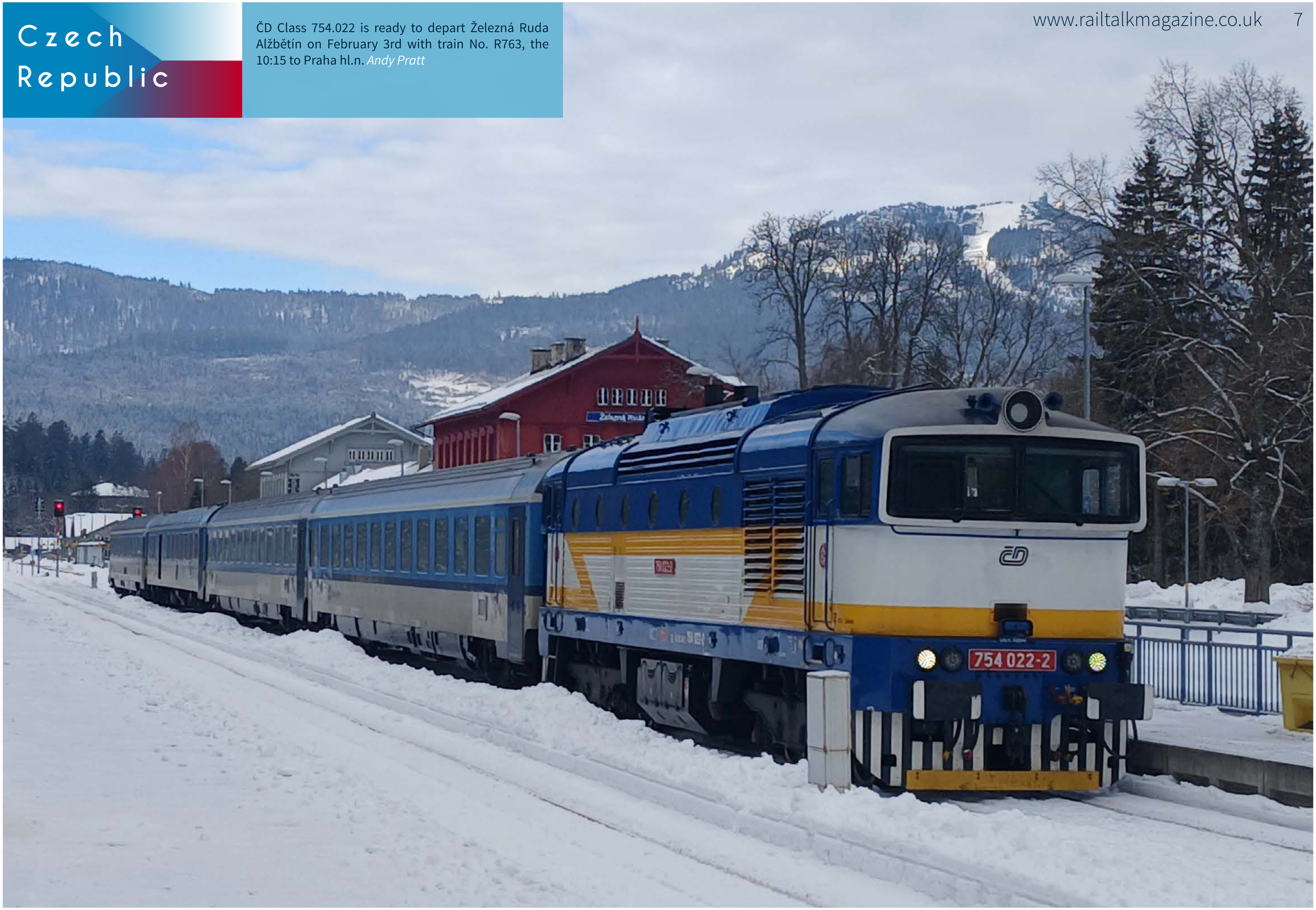
"The Koralm Railway enables even more reliable and efficient transport for us and reinforces our commitment to consistently shifting our logistics to rail. At the same time, the new line allows us to carry out transports in a more sustainable way and in line with the green transition. Our close cooperation with ÖBB Rail Cargo Group demonstrates how powerful and climate-friendly rail freight can be today", says Bernhard Auer, Managing Director of Alpacem Austria.

Efficiency boost along the southern axis
Together with the existing line over the Neumarkter Saddle, the southern axis now provides four tracks. This increases capacity by up to 30 per cent – a key factor in shifting additional freight to environmentally friendly rail. The full impact of the Koralm Railway will unfold further with the completion of other major infrastructure projects, such as the Semmering Base Tunnel.

SNCB Class 1800 No. 1840 departs Leuven station on February 12th in charge of train No. IC413 13:17 Kortrijk - Welkenraedt. *Andy Pratt*

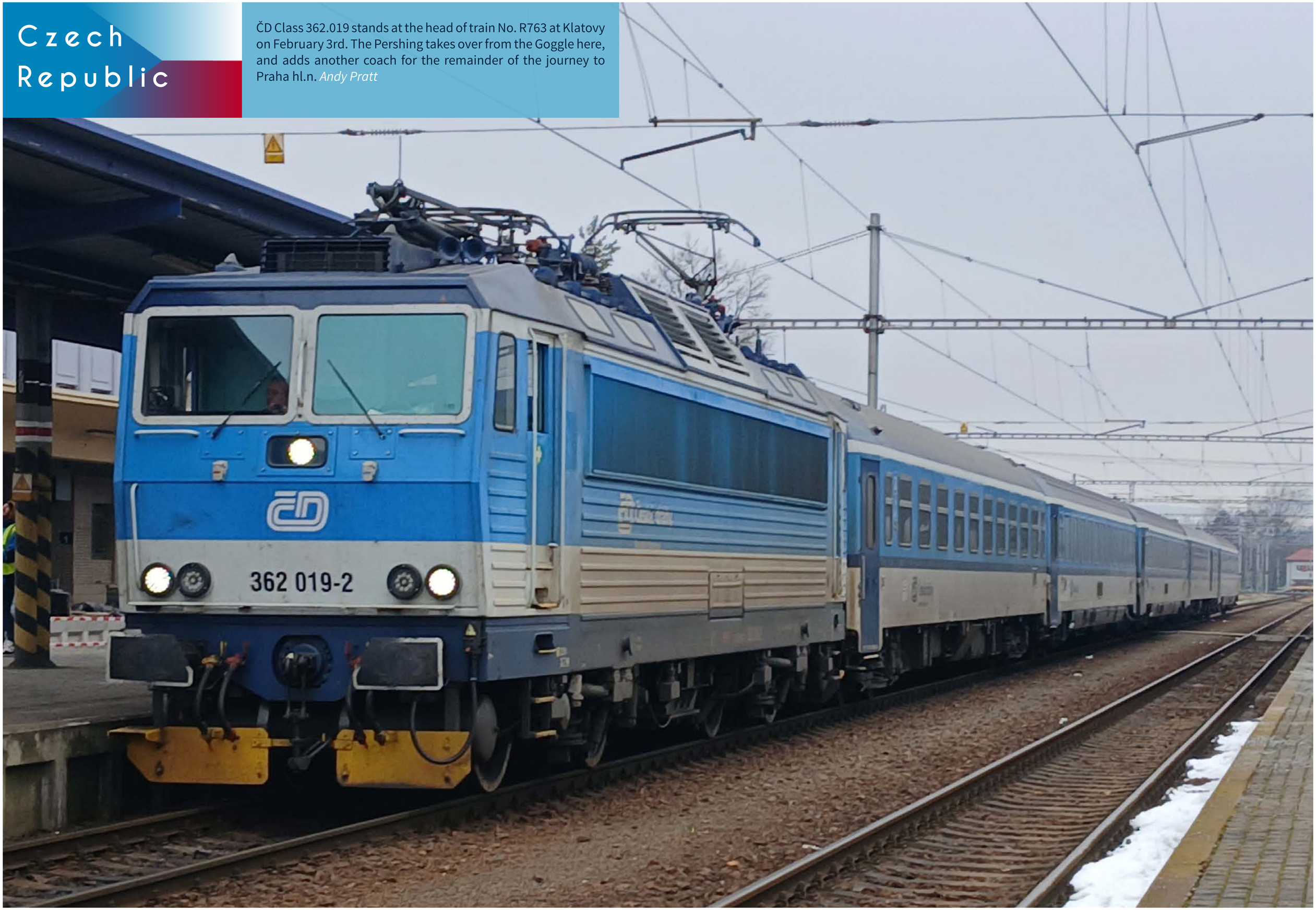
Czech Republic

ČD Class 754.022 is ready to depart Železná Ruda Alžbětín on February 3rd with train No. R763, the 10:15 to Praha hl.n. *Andy Pratt*



Czech Republic

ČD Class 362.019 stands at the head of train No. R763 at Klatovy on February 3rd. The Pershing takes over from the Goggle here, and adds another coach for the remainder of the journey to Praha hl.n. *Andy Pratt*



Czech Republic

Hrochostroj strengthens the railway fleet. CZ LOKO reports another successful order

Representatives of CZ LOKO and Hrochostroj christened the new EffiShunter 1000 locomotive, named Jasmína, in Jihlava. This is the second locomotive that Hrochostroj has taken over from the Czech locomotive manufacturer, underlining the long-term cooperation between the two companies.

The new locomotive was named Jasmína, inspired by the two daughters of Hrochostroj shareholders with the same first name. The company is following on from its first locomotive, Julie, which was named after the driver's daughter.

"We have delivered the second locomotive to Hrochostroj a in a relatively short time. This is the best feedback for our team. It confirms that our machines meet the high demands for reliable and efficient operation," says Ing. Josef Bárta, owner of CZ LOKO .

Jasmína: a highly efficient and safe locomotive

The EffiShunter 1000 "Jasmína" is ready for the most demanding operation on industrial sidings and on the line. The new locomotive, designated 744.181, is equipped with the European ETCS interlocking and full TSI certification, ensuring maximum interoperability across EU countries.

"Another locomotive means a strengthening of the position on the railway market for Hrochostroj and the entire enteria holding. The introduction of ETCS in the Czech Republic is fundamentally changing railway operations, which is why the acquisition of new locomotives was not only a response to future market developments, but almost a necessity, ensuring self-sufficiency and competitiveness," says Ondřej Joska, shareholder and chairman of the supervisory board of the enteria holding .

The basis of the Jasmína are two separate two-axle chassis with individual drive of all wheel sets and a CAT C-32 engine with an output of 895 kW. Thanks to this, it can handle speeds of up to 100 km/h. The power transmission is fully electric (AC/AC), which ensures low operating and maintenance costs.

"We are thus gaining another means through which we will strengthen our existing transport capacities and confirm our commitment to providing top-notch services to our business partners," adds Martin Varecha, member of the board of directors of Hrochostroj.

The locomotive Jasmína, like her older "sister" Julia, has a black and purple paint job decorated with yellow graphics with a model (pinup girl) and the Hrochostroj logo. The model depicted on the side of Jasmína is original and different from the one on Julia.

The handover of the new locomotive follows on from previous deliveries and confirms the stable partnership between the two parties. "We are particularly pleased that the cooperation with Hrochostroj continues. Although we supply our locomotives to a large part of Europe, supporting the domestic industry is of fundamental importance to us. This cooperation is an example of a partnership that has a future," adds Ing. Josef Bárta, owner of CZ LOKO .

CZ LOKO: Traditional Czech manufacturer with European reach

The company CZ LOKO was founded in 1995, but its history dates back to 1849. It was then that the railway workshops in Česká Třebová began operating, where the company manufactures its locomotives and other rolling stock.

CZ LOKO prides itself on high-quality components, easy operation, reliability and long service life of its machines. Along with the production of locomotives, it also deals with their repairs, modernization and comprehensive service under the banner of its subsidiary CZ LOKO Services.

Although it is a traditional Czech manufacturer, CZ LOKO is successfully expanding abroad - it already operates in 21 countries, such as Slovakia, Italy, Slovenia, Hungary, Croatia and the Scandinavian countries.

The company has also been investing in the development of new technologies and solutions that respond to the growing demands for safety, efficiency and sustainability of rail transport. An example is the first Czech locomotive with an alcohol immobilizer, which CZ LOKO representatives presented at the Rail Business Days 2025 trade fair.

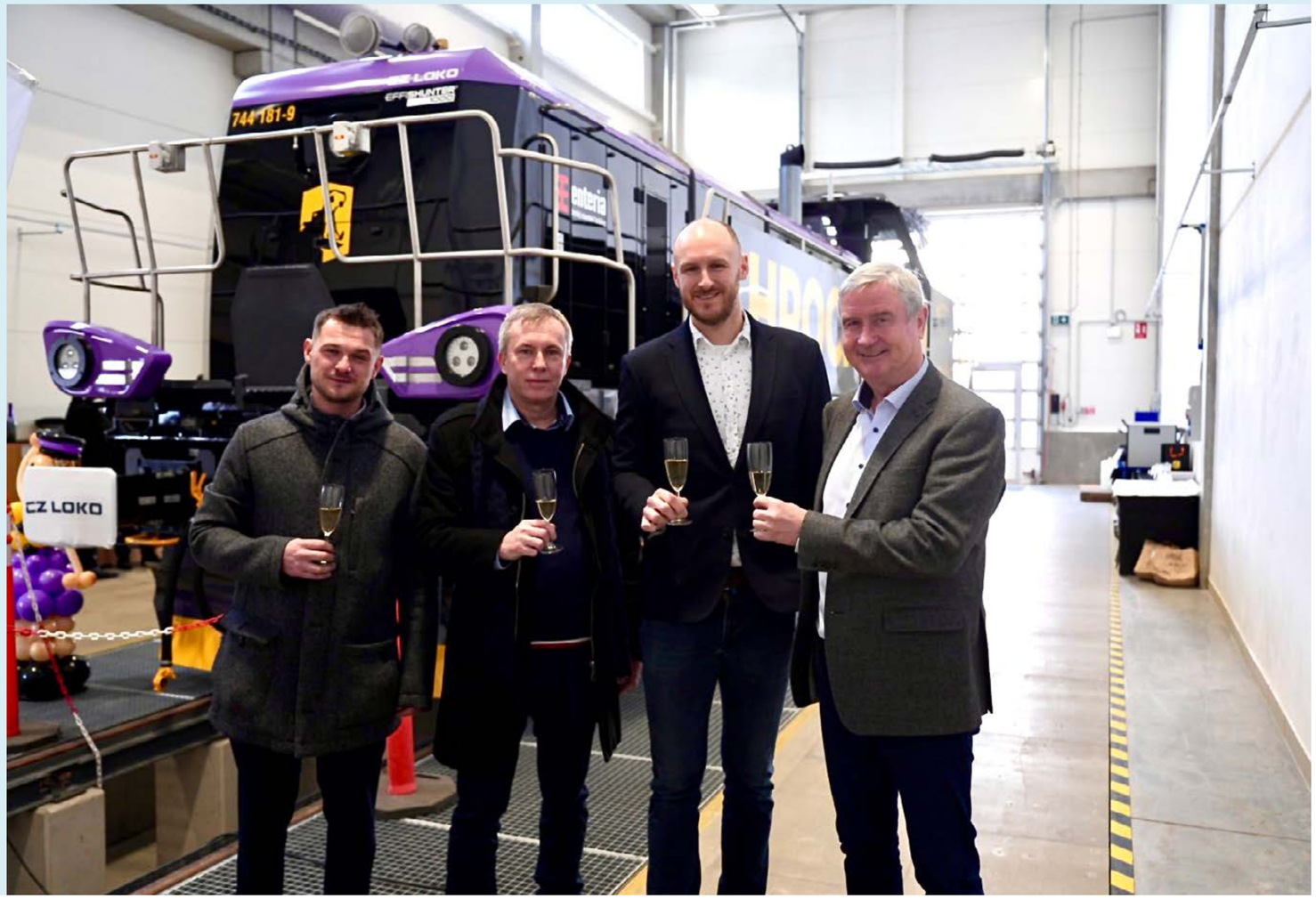
Hrochostroj: Railway infrastructure experts

Hrochostroj , founded in 2015, is a dynamically developing company specializing in the maintenance and renovation of railway infrastructure throughout the Czech Republic.

The Hrochostroje fleet consists of ten specialized machines, including tamping machines for directional and height adjustment of tracks and switches, gravel plows, track bed cleaners with subsequent material removal, and two locomotives.

An important part of the company is also a team of experienced experts in thermite rail welding, who contribute to the safety and long service life of the railway infrastructure.

As part of the enteria construction holding , Hrochostroj has long focused on providing reliable and high-quality services with the ambition to become a respected leader in the field of heavy rail mechanization.

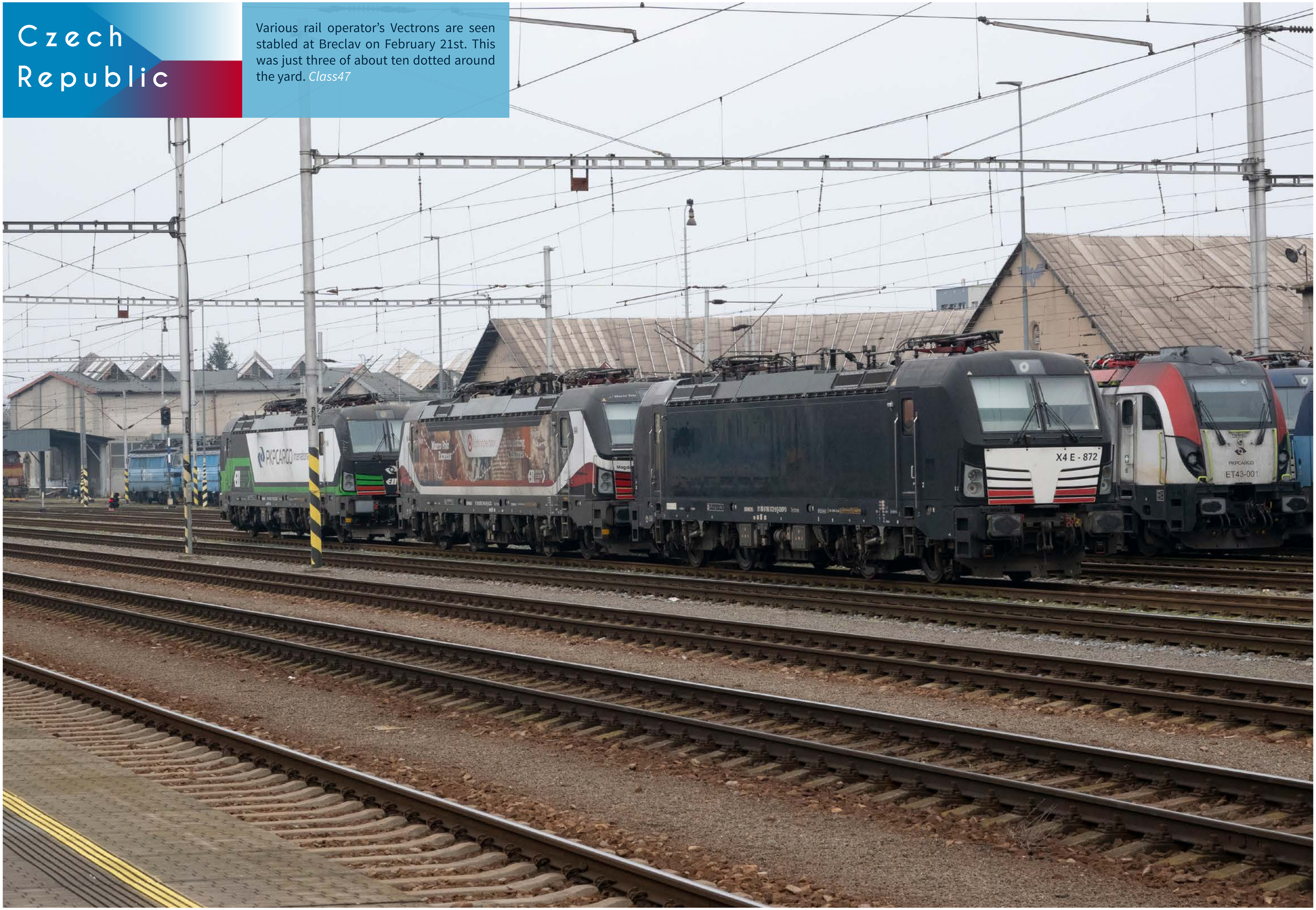


Czech Republic

Two weekday loco hauled commuter rakes survive on the Domažlice to Plzeň route. In the morning they depart Domažlice at 05:30 and Domažlice Město at 06:07, returning from Plzeň hl.n. at 14:16 and 15:16. Here Class 754.048 arrives at Nýřany on February 3rd with train No. Os7416, the 14:16 Plzeň Hl N to Domažlice. *Andy Pratt*

Czech Republic

Various rail operator's Vectrons are seen stabled at Breclav on February 21st. This was just three of about ten dotted around the yard. *Class47*

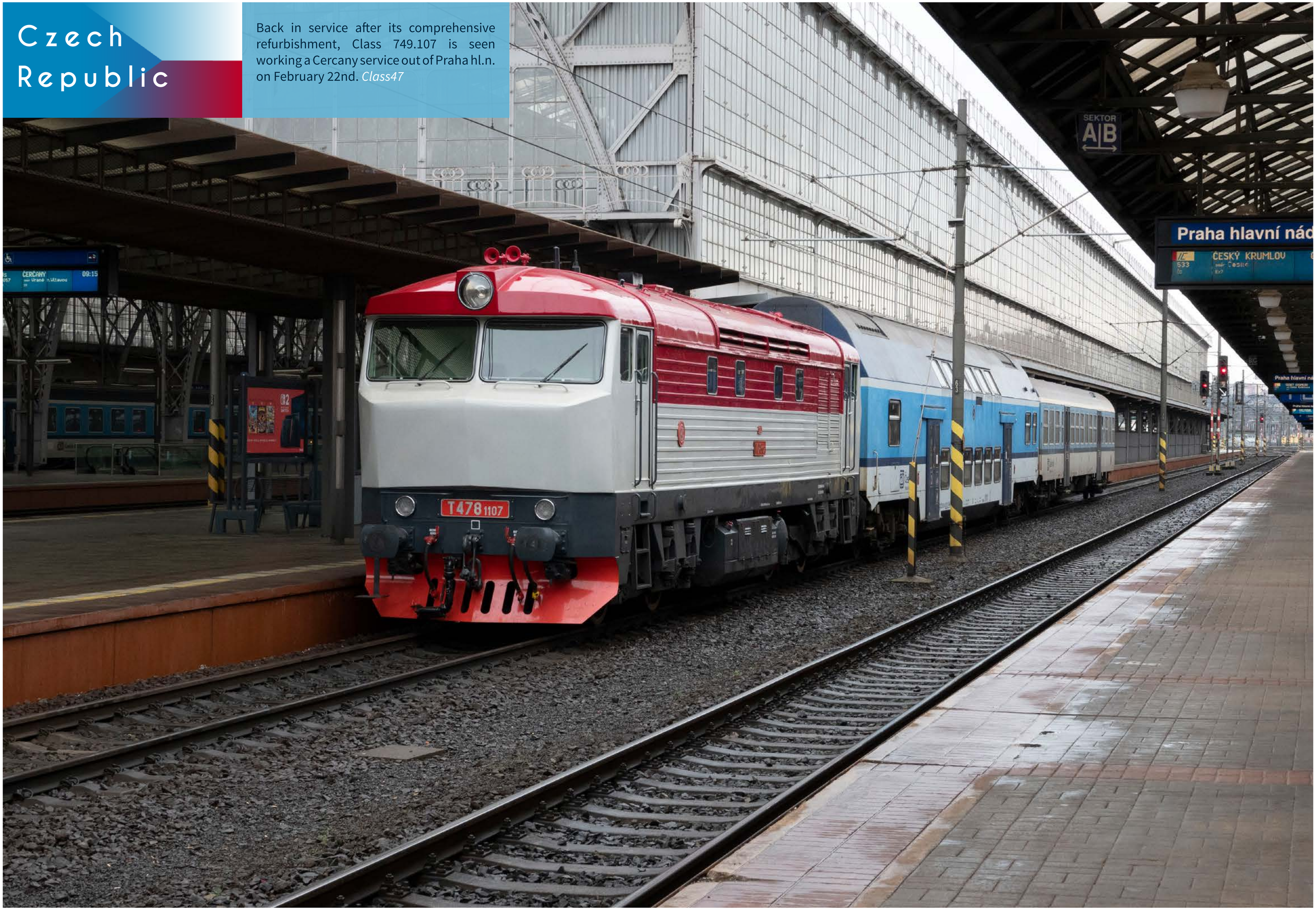


Czech Republic

CD Cargo's Class 742.317 is seen stabled at Breclav on February 21st. *Class47*

Czech Republic

Back in service after its comprehensive refurbishment, Class 749.107 is seen working a Cercany service out of Praha hl.n. on February 22nd. *Class47*



Czech Republic

PKP Class 741.503 and classmate are seen waiting to depart Kralupy nad Vlatvou on February 22nd with a loaded coal train, whilst Class 130.049 waits to depart with empties. *Class47*

Czech Republic

CD Cargo's Class 130.040 approaches Most on February 22nd with a mixed consist heading to Usti nad Labem. *Class47*

Czech Republic

During a rainstorm on February 22nd, a CD Class 363 propells a service to Usti nad Labem Zapad across the river near to its destination. *Class47*

Czech Republic

ŠKODA GROUP IS SUPPLYING NEW TRAMS TO BERGAMO. THEY WILL ALSO FEATURE AN ADVANCED ANTI-COLLISION SYSTEM

Škoda Group has unveiled a new modern tram for Bergamo in northern Italy. It is a fully low-floor, five-section, bidirectional vehicle of a new generation, designed precisely according to the needs of the city and the local transport operator. The tram will be equipped with an anti-collision system in regular operation, which prevents serious accidents. The entire order for ten new trams will be completed this year.

“Italy is a growing market for public transport, and the fact that Bergamo will be another city with Škoda trams is clear proof of the high level of Czech research and development. Production of all units is in full swing, and we are managing to keep to the set schedule. The first trams will appear in Italy as early as March,” says Olesea Lachi, Vice President South & East Europe at Škoda Group.

“The visit to the Škoda plants allowed us to see firsthand the high technological and quality standards of the new trams destined for the T2 Line,” says Gian Battista Scarfone, CEO of TEB Tramvie Elettriche Bergamasche. “These are modern, safe, and fully accessible vehicles, designed according to the specific needs of Bergamo’s new tramway line. The delivery of the first tram, scheduled for March, represents a major milestone toward the activation of the new line and a further step forward in developing increasingly sustainable and efficient mobility for our region.”

The new trams are based on the Škoda ForCity Classic platform, but the manufacturer has completely adapted them to the needs of Bergamo. These include, among other things, operation on local infrastructure, including urban and suburban sections and operation in tunnels. The five-section, 33-meter-long bidirectional vehicle will offer a capacity of 281 passengers and a fully low-floor layout for easy, barrier-free access.

Eight wide double doors along the entire length of the vehicle will ensure rapid passenger exchange. The equipment includes a fully air-conditioned interior and driver’s cab, modern LED lighting, and dedicated spaces for people with reduced mobility. The tram is also designed for easier and more cost-effective maintenance thanks to better access to technical parts and a durable construction for a long service life.

Czech development according to the latest standards

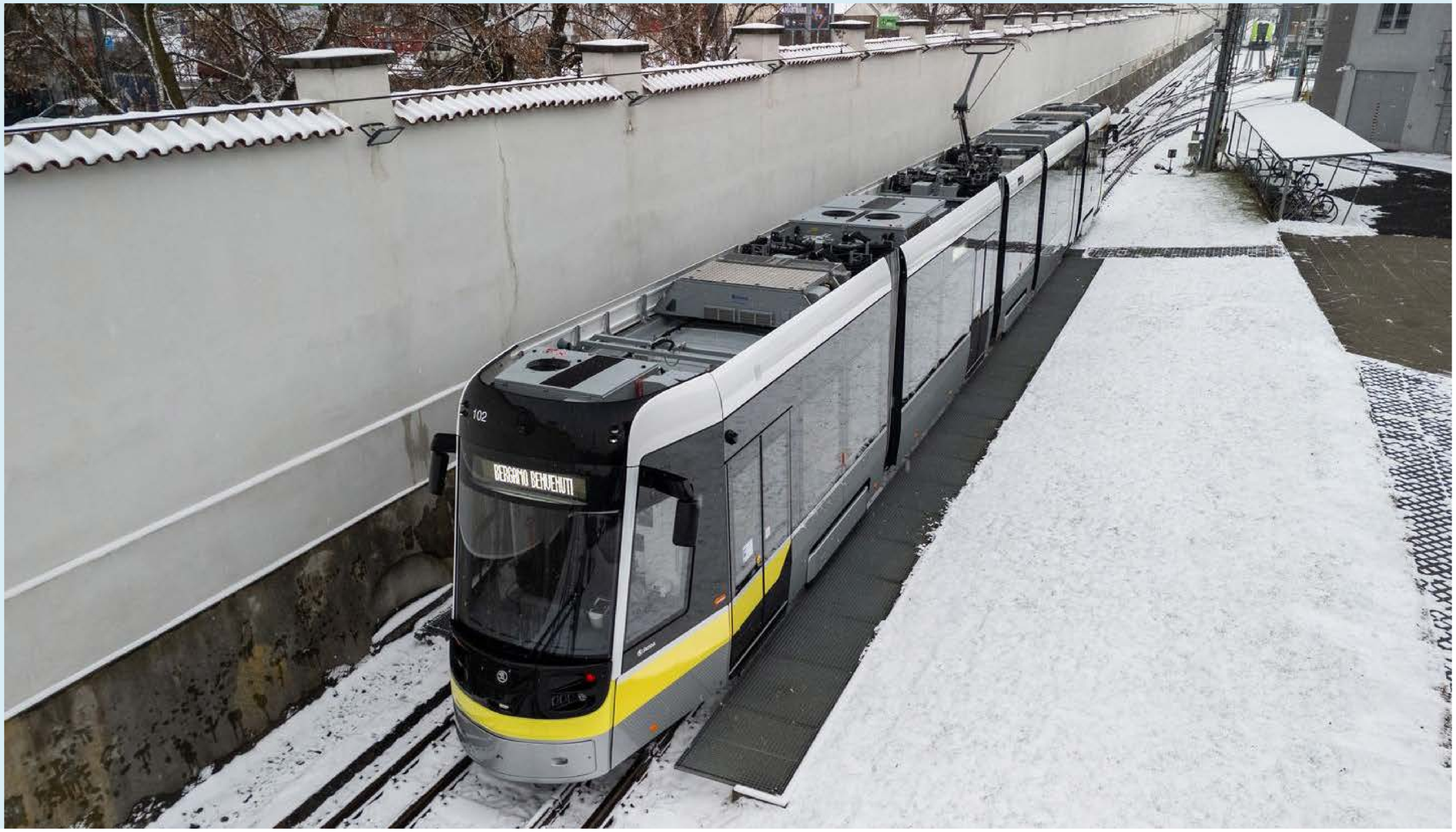
The vehicle was designed by the Škoda Group in accordance with the strictest European standards, and safety is ensured by an advanced safety system. This includes an anti-collision system that actively monitors the area in front of the tram and helps prevent accidents. This protects not only passengers and drivers, but also pedestrians and other traffic participants in the historic centre and surrounding areas of the city.

The bidirectional trams for Bergamo will run on a newly built line leading from Bergamo station to the nearby village of Villa d’Almé.

The delivery of trams to Bergamo represents a significant step for the Škoda Group in strengthening its position in the southern European market. The new trams will contribute to the development of sustainable and modern public transport in the region.

Škoda orders on the Italian market

The Škoda Group has recently been implementing orders in Italy worth more than CZK 6 billion (EUR 250 million). These include, for example, the delivery of the aforementioned trams for the northern Italian city of Bergamo, the supply of carriages for night trains for the national railway operator (in cooperation with Italian rail vehicle manufacturer Titagarh Firema), and an order for 112 trolleybuses for Genoa, Italy, which the Škoda Group is fulfilling together with manufacturer Solaris, equipping the trolleybuses with modern electrical equipment and traction batteries.



Czech Republic

DB Cargo Czechia: A strong partner in the heart of Europe

The Czech national company is driving forward the transformation of DB Cargo with a central hub function, seamless cross-border transport and a growing product portfolio.

DB Cargo Czechia s.r.o. is the Czech subsidiary of DB Cargo AG and an increasingly important part of DB Cargo's international rail freight transport operations. With its focus on seamless, cross-border transport and networked logistics solutions, it plays a decisive role in the transformation process of the pan-European network.

Management and strategic orientation
Jan Rajnoch has been CEO of DB Cargo Czechia since May 2023 and has led the company through continuous development and strategic expansion in rail freight transport. Under his leadership, DB Cargo Czechia has strengthened its international presence and expanded its operational capabilities in key Central European markets.

Jan has been with DB Cargo Czechia since its foundation in 2015 and has held several senior positions, including project manager, sales manager or certified rail safety manager for Austria. In this role, he played a central role in the company's market entry into Slovakia and Austria.
Strongly positioned in the heart of Europe

DB Cargo Czechia has been part of DB Cargo's European network as an independent company for 10 years now. The company has a cross-border safety certificate that enables it to operate trains independently and safely in the Czech Republic, Slovakia and Austria. With modern interoperable locomotives of the 189 and 193 series (Vectron), DB Cargo Czechia ensures Europe-wide transport operations - without locomotive changeovers at the border.

The Czech Republic's geostrategic location between the Elbe and Danube rivers and the central European economic axes makes it a core market for continental rail freight transport. Two factors are particularly decisive here:

- Central location on European freight corridors: The Czech Republic is located on the European Baltic-Adriatic and Rhine-Danube freight corridors and thus acts as a connecting element between northern, southern and south-eastern Europe.

- Strong industrial location: The Czech Republic is one of the most important production and export locations in Europe, particularly in the mechanical engineering and automotive industry. These industrial value chains depend on efficient and reliable rail freight transport to transport large volumes efficiently and sustainably across Europe.

High-frequency shuttle trains through the Czech Republic
A key growth driver for DB Cargo Czechia is the expansion of efficient north-south connections. Together with its sister companies DB Cargo Polska and DB Cargo FLS Italia, the national company is developing high-frequency transport routes from the Baltic States via the Czech Republic and Austria to Italy. This network is supplemented by co-operations with partners, which further strengthens the trade axis.
DB Cargo Czechia manages these runs itself throughout - from traction to operational handling. This enables direct cross-border transport without locomotive changeovers or system disruptions. For customers, this means reliable transport, short transit times and integrated logistics services from a single source. This makes DB Cargo Czechia an essential building block in DB Cargo's European production and distribution network.

Slovakia Shuttle and the Pardubice hub
One example of the further development of the network is the Slovakia Shuttle between Žilina, Ostrava and Halle. Since 2021, the product has created an efficient connection between Slovakia, the Czech Republic and Germany and closely links central industrial and logistics regions to the European DB Cargo network.

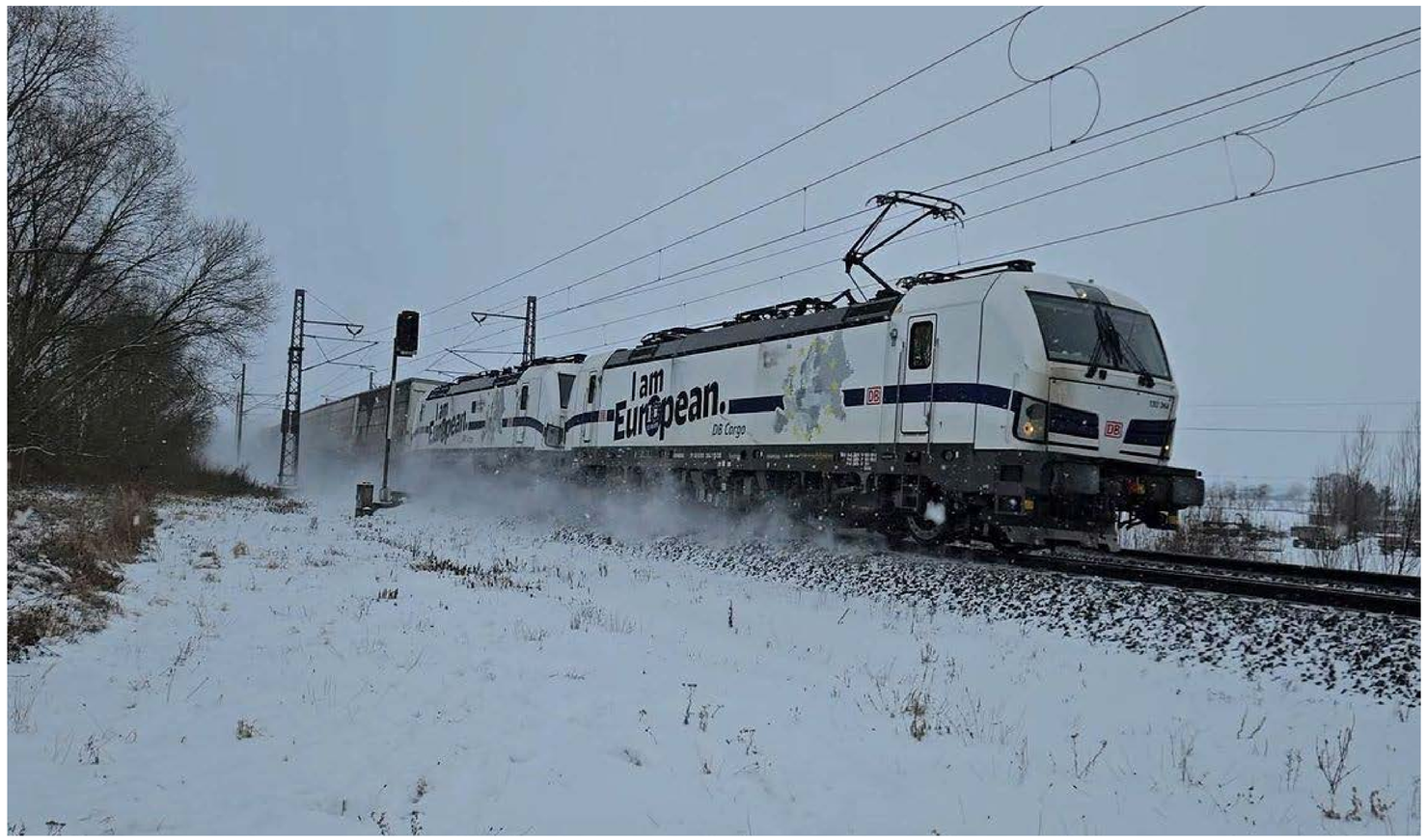
The Pardubice hub plays a key role in this, acting as a central hub for the bundling, distribution and forwarding of transport in the Czech Republic together with the Ostrava hub in the east. The Pardubice site strengthens the single wagon network structure, particularly in the central Czech Republic, and enables new, attractive routes for customers from industry and trade.

EffiShunter as a driver for flexible traffics
The modernisation of the fleet also supports the transformation of DB Cargo Czechia. With the new "EffiShunter 1000" diesel engine, the company is specifically expanding its traction options, particularly for single wagonload transport on ETCS routes.

In future, the EffiShunter will primarily take on first and last mile services, thus ensuring efficient connections to industrial tracks, terminals and hubs. DB Cargo Czechia is thus creating additional flexibility for customers and at the same time strengthening the competitiveness of single wagonload transport in an international context.

Broad service portfolio for diverse customer needs
DB Cargo Czechia offers a comprehensive range of services that is particularly attractive for industrial and logistics customers in Central and Eastern Europe:
- Block trains for high volume flows
- Combined transport along the Baltic-Adriatic corridor
- Flexible single wagonload transport
- Shunting services in the Ostrava region
- Logistics and forwarding services
- Industrial railway and track services

International train driver teams for through international runs
With its strategic location, new products and growing international capabilities, DB Cargo Czechia impressively demonstrates how national companies are actively contributing to DB Cargo's European transformation.



France

SNCF BB No. 22305 stands at Strasbourg on February 19th ready to work one of the evening peak services.
Class47

SNCF units Nos. 76706 and 76662 are seen at Strasbourg on February 19th. *Class47*

Germany

TFG Transfracht expands intermodal network in a targeted manner

More capacity, higher frequencies and new services strengthen flexible, sustainable supply chains.

TFG Transfracht is strengthening its intermodal service portfolio with two targeted expansion steps at the start of 2026, sending a clear signal to the logistics industry: more capacity, higher frequencies and additional flexibility for demanding supply chains.

The focus is on the further expansion of AlbatrosExpress Germany. Additional round trips will connect central southern German business locations even more closely to the German seaports of Hamburg, Bremerhaven and Wilhelmshaven. The increased departure frequency creates additional capacity and improves planning for importers and exporters alike.

In addition to Ulm, the services to and from Munich and Nuremberg will also be further increased. The aim is to provide shippers with even more environmentally friendly transport options in combined transport and at the same time increase the resilience of existing supply chains.

The expansion underlines TFG Transfracht's strategic orientation: efficient seaport hinterland services, a consistent strengthening of intermodal solutions and a clear focus on sustainable transport concepts.

Additional management options create operational leeway

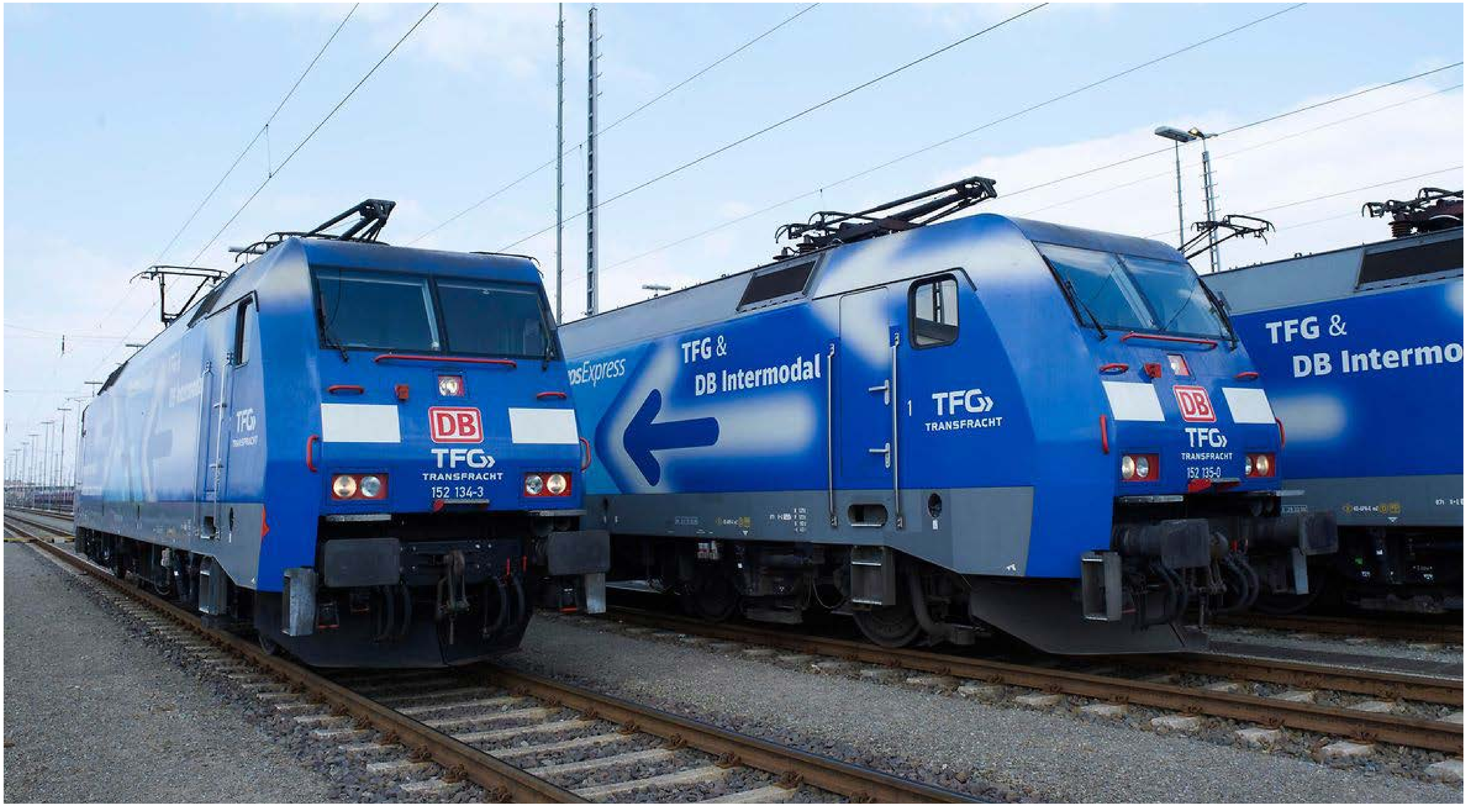
Parallel to the capacity expansion, the service portfolio is being expanded at several locations in the network. In Bamberg, Großbeeren, Leipzig, Mannheim, Nuremberg, Passau, Regensburg, Ulm and Basel, temporary storage of containers will be possible in future.

For shippers, this means one thing above all: more time and less pressure to meet deadlines for dutiable goods. Extended storage options and active monitoring of the storage period will make processes more transparent and reduce administrative costs.

Strategic added value

With the combination of expanded capacities and additional services, TFG Transfracht is responding to the growing requirements of globally networked value chains. For decision-makers in industry and trade, this opens up new options for optimising transit times, CO_2e balance and process stability.

The further development of the network shows Intermodality is not just a sustainable alternative, but a central component of modern logistics strategies. TFG Transfracht continues to position itself as a reliable partner for efficient, flexible and future-orientated transport solutions.



Germany

DB Cargo Hungária expands Győr Terminal, strengthening DB Cargo's presence in Hungary

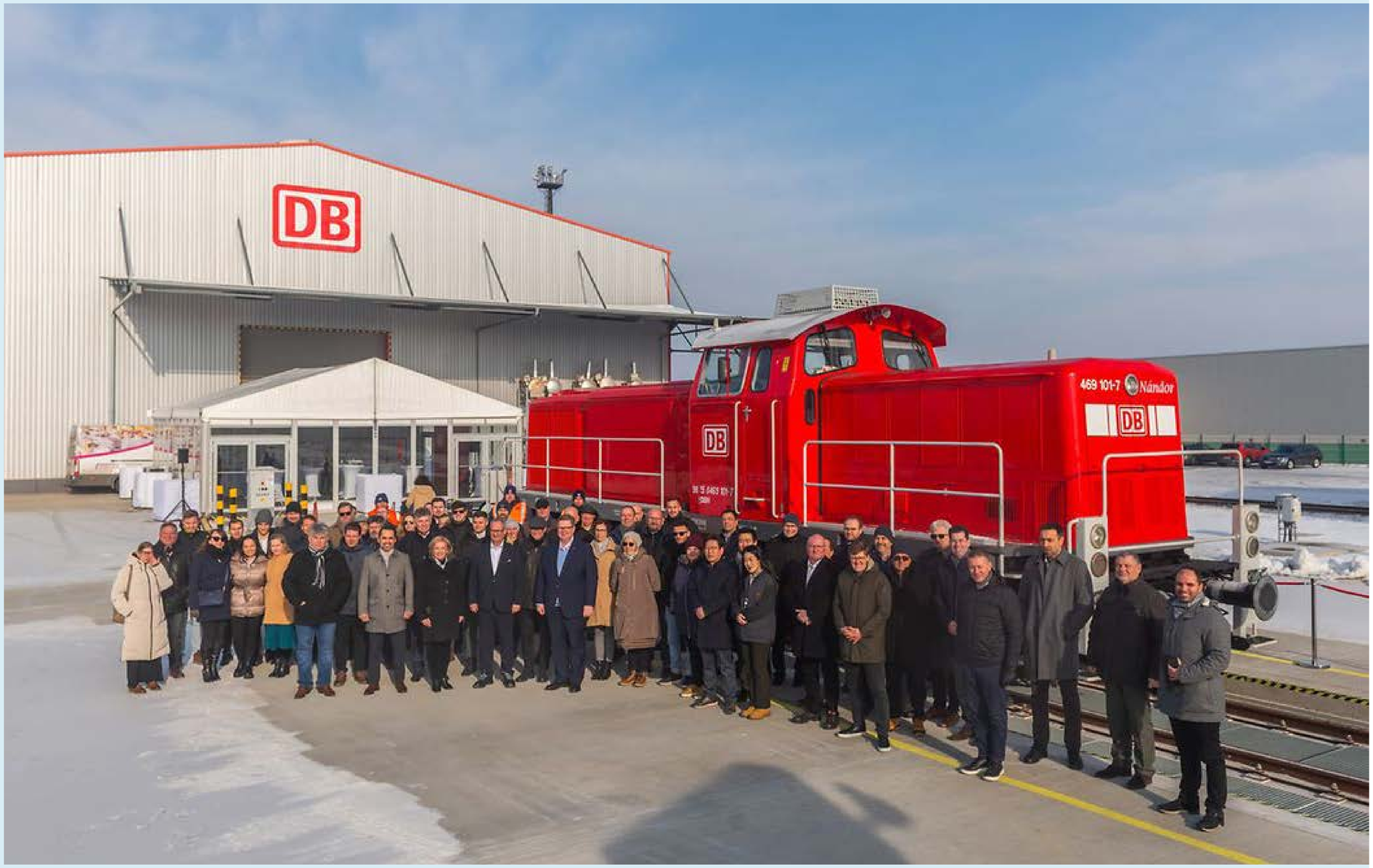
Expansion strengthens Central/Eastern Europe: Győr delivers higher availability and resilient services.

With the official inauguration of new infrastructure elements at the Győr terminal, DB Cargo and its wholly owned subsidiary DB Cargo Hungária are setting another strategic milestone in the European network. The expansion specifically strengthens maintenance and terminal capacities and supports the requirements of automotive and industrial transport in the region — notably for Audi Hungaria and the Volkswagen Group.

Capacity expansion at the strategic Győr site
At the Győr site, 121 metres of additional track and a modern maintenance area with around 1,000 square metres of space were officially put into operation. The centrepiece of the expansion is a 25-metre-long maintenance pit designed for the maintenance of locomotives and wagons. This will enable DB Cargo Hungária to significantly increase both technical availability and operational flexibility at the terminal. The Győr site has been a central component of DB Cargo's service portfolio in Hungary for decades. Since its acquisition by DB Cargo in 1999, the facility has been continuously developed - with a clear focus on performance, reliability and integration into the European production and transport network.

Strengthening the regional presence within the European DB Cargo network
With this investment, DB Cargo and DB Cargo Hungária strengthen rail logistics in Hungary, with a clear focus on the country's automotive and industrial hubs. The Győr expansion increases capacity and fleet availability and streamlines handovers between transport, maintenance and transhipment — enabling faster, more reliable services for regional manufacturers and suppliers. In this way, the Győr site supports stable traffic streams for wagon manufacturers and their suppliers in Hungary as well as the associated cross-border European supply chains.

Efficient terminal structures with integrated maintenance are a decisive competitive factor, especially for complex industrial and automotive transport operations. DB Cargo Hungária plays a key role here as a regional centre of excellence within the DB Group.



Focus on automotive and industrial partners
A particular focus is on further strengthening cooperation with Audi Hungaria and other industrial partners in the region. The expanded capacities create the basis for faster response times, greater availability of traction equipment and more efficient handling of transport operations overall. The investment underlines DB Cargo's commitment to offering its customers reliable, scalable and sustainable solutions along the entire logistics value chain - especially in highly synchronised industrial production environments.

A sign of appreciation and continuity
As part of the opening ceremony, a diesel locomotive was christened "Nándor". DB Cargo Hungária thus honoured the long-standing commitment of former Managing Director Nándor Németh, who played a key role in the establishment and development of the site.

Germany

DB Cargo bundles single wagon transit between Germany and Italy: End-to-end responsibility on the north-south axis from 2026

Since January 1st, 2026, DB Cargo has assumed end-to-end responsibility for single freight wagon transport between Germany and Italy. Transit on the Mannheim–Chiasso route, which was previously operated by external partners, will in future be managed entirely within the DB Cargo network.

“We are planning up to 36 trains per week and direction. This is a huge step forward, with DB Cargo Switzerland independently operating and managing the central part of the DB Cargo Group’s transalpine single freight wagon transport,” says Martin Brunner, Managing Director of DB Cargo Switzerland.

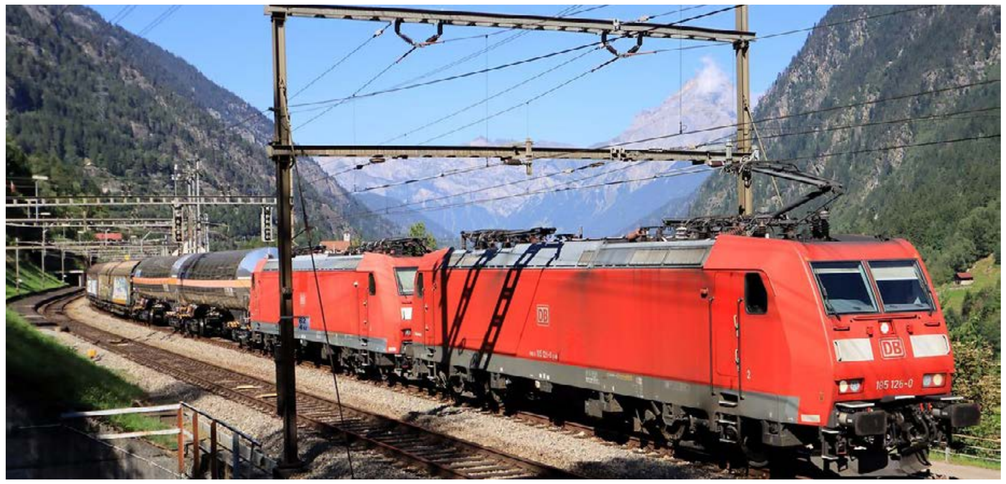
Single freight wagon transport is operationally challenging, especially in an international context. At the same time, it is one of DB Cargo’s key competitive advantages in Europe: over 4,200 rail sidings are connected to each other in the European network.

By bundling transport services, we are consistently developing our European positioning. Single freight wagon transport is an important lever for greater integration and stabilization of the European network.

For the first time, we are bundling the entire transport chain under one roof – from departure in Mannheim to transit through Switzerland to delivery to over 50 Italian rail sidings.

For our customers, this means clear responsibilities, fewer interfaces, and end-to-end control on the central north-south axis. At the same time, we are increasing production stability and improving efficiency along the entire transport chain. DB Cargo Switzerland is taking on a central role as the link between the different countries, cultures, and operating units. Operationally, DB Cargo Switzerland will in future run services directly from Mannheim through Switzerland to Chiasso. In Italy, its sister company DB Cargo Italia is responsible for shunting and dispatching tasks.

The 200th single wagon train was already operated on this route on January 27th – an early sign of the stability and performance of the new structure. This step not only strengthens single freight wagon transport, but also the European integration of DB Cargo as a whole.



The bundled management of cross-border transport creates the basis for further consolidating our network in Europe and positioning it to be sustainably competitive.

The railway company and the federal government present an immediate action program “More comfort on long-distance trains”

As part of its relaunch, Deutsche Bahn (DB) is implementing rapid improvements for its customers. DB’s Board Member for Long-Distance Passenger Transport, Michael Peterson, and Federal Transport Minister Patrick Schnieder presented the key points of their joint immediate action program, “More Comfort on Long-Distance Trains,” at the ICE maintenance depot in Berlin-Rummelsburg. Twice as many cleaning staff during train journeys on the core network, mobile teams for special cleaning and repairs, optimized logistics processes, and a reliable selection of food and beverages on board will result in a noticeably more attractive travel experience for customers. This immediate action program is part of the Federal Government’s “Agenda for Satisfied Customers on the Rails.”

Michael Peterson, DB Board Member for Long-Distance Passenger Transport : “We want to be an even better host for our customers on board our trains. That’s why our immediate action program focuses on significantly more comfort. Passengers will notice: things are changing on our long-distance trains, and quickly! This year, we are investing an additional 20 million euros in improved cleanliness, a more reliable catering service, and greater availability of onboard facilities. Furthermore, all our ICE trains already feature attractive areas for toddlers and families. We are also equipping more and more trains with windows that allow mobile phone signals to pass through.”

Patrick Schnieder, Federal Minister of Transport: “ From now on, it’s all about noticeably more comfort on long-distance trains. This immediate action program is part of a larger package that the federal government and Deutsche Bahn have jointly launched. Three programs – one goal: a better travel experience for everyone who travels by train. We are improving what needs improving. Not sometime in the future, but now. My thanks go to all employees for their already outstanding commitment. They more than deserve to be proud of their railway again.”

As part of the immediate action program “More Comfort on Long-Distance Trains,” Deutsche Bahn (DB) is significantly increasing the number of staff responsible for cleaning during train journeys. On heavily used routes, twice as many cleaning staff as today – specifically 220 colleagues – will be on duty daily.

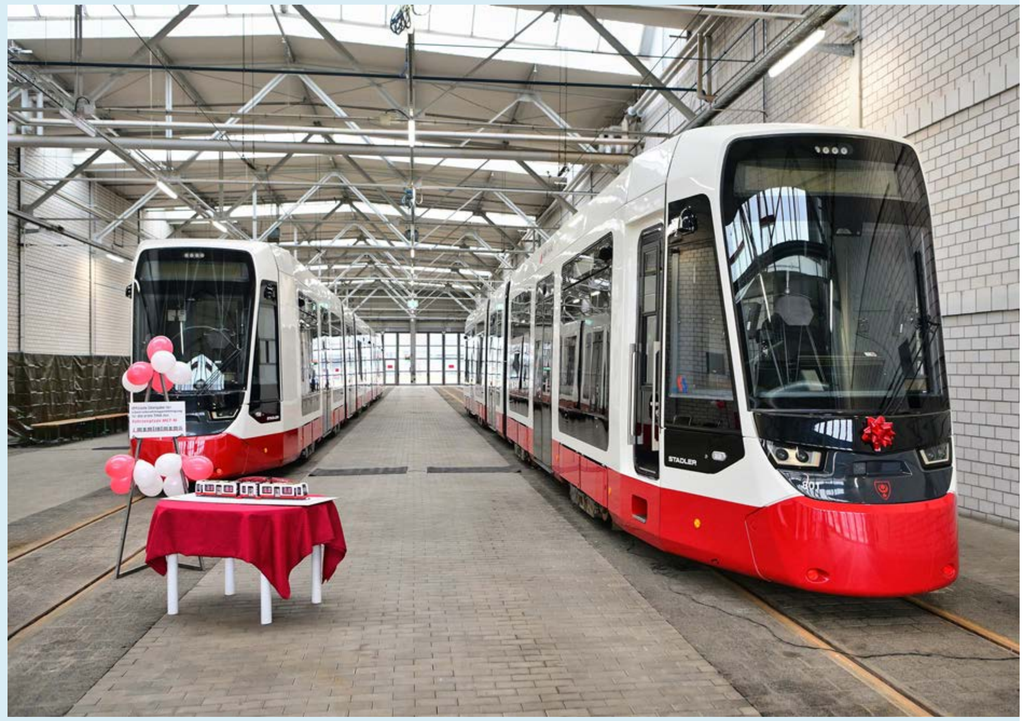
At selected major train stations, such as in Munich, special cleaning crews will be on standby. Another measure: the carpets in ICE trains will be cleaned more frequently. While cleaners previously intensively cleaned carpets the size of four football fields weekly, this will now be the equivalent of six – an increase of 50 percent and approximately 60 trains per week.

The reliability of onboard catering is a key focus of the immediate action program. Optimized logistics processes ensure greater availability of food and beverages. To guarantee a continuous supply of hot drinks from the specialty coffee machine, Deutsche Bahn (DB) is intensifying the maintenance of vulnerable components and deploying mobile maintenance units. These specialists are on call at four major train stations – Frankfurt, Munich, Hamburg, and Berlin. In addition to repairs in the onboard bistro, they also ensure that damage to train restrooms is resolved quickly and effectively. DB will increasingly replace fault-prone components in the restrooms preventively, thus ensuring that onboard service is available to passengers with as few restrictions as possible.

The immediate action program “More Comfort on Long-Distance Trains” is one of three programs that Deutsche Bahn (DB) and the German government are jointly implementing to achieve rapid improvements in the travel experience throughout Germany. At the end of January, DB presented its package of measures for greater cleanliness and safety at train stations. In another immediate action program, DB is also focusing on further improving customer communication.

Germany

Starting signal for modern mobility in Halle (Saale): The “short TINA” is coming to the rails



The anticipation for the new TINA trams was given a very concrete starting signal on February 19th, at a photo press event at the HAVAG depot on Freiimfelder Straße, Saxony-Anhalt’s Minister of Infrastructure Dr Lydia Hüskens symbolically handed over the commissioning permit for the first MGT M tram (“short TINA”) to Hallesche Verkehrs-AG (HAVAG), a company belonging to the Stadtwerke Halle Group. At 30.4 metres, the “short TINA” is specifically designed for urban operation in Halle (Saale) and combines modern technology with a noticeable increase in comfort and accessibility – including a completely step-free interior, large panoramic windows, high ceilings and open multifunctional areas for wheelchairs and prams, among other things.

The first “short TINA” had previously received operating approval from the Technical Supervisory Authority (TAB); the formal commissioning approval follows on from this. An important lever for the further rollout: the positive test result also serves as proof of conformity for all 38 other vehicles in this series. With technical approval, the widespread use of the new TINA vehicle family is moving closer; further vehicles are to go into passenger service in the coming months.

HAVAG has ordered 56 TINA low-floor light rail vehicles from Stadler – 39 in the M version and 17 in the XL version. TINA stands for an open, bright interior concept with large panoramic windows, high ceilings and multifunctional areas. For operation, the series relies on TINA bogies (smooth ride, goal: protection of wheel/rail), driver assistance systems including collision protection, the digital UNIBOARD© display and pleasant passenger compartment air conditioning in all seasons.

Dr Lydia Hüskens, Minister for Infrastructure and Digital Affairs of the State of Saxony-Anhalt said: “With official approval, the way is now clear for the new generation of trams to go into service in Halle. They stand for greater accessibility, increased comfort and future-proof public transport. All in all, this is a clear plus for attractive local transport and thus also for the people of Halle.”

Dr Alexander Vogt, Mayor of Halle (Saale): “The TINA trams are a real asset for the city on the Saale. With the first ‘short TINA’, modern mobility is visibly coming to the rails – more comfortable, more accessible and ready for the demands of a growing city. This project stands for long-term reliability and strengthens our urban public transport system. Today’s approval steps provide tailwind for the entire series – and thus for the consistent modernisation of our HAVAG fleet.”

TINA combines an open, passenger-friendly and well-air-conditioned interior design with technology that supports operation on the network – from the TINA bogies to assistance systems for the driving personnel.

Vinzenz Schwarz, CEO of Hallesche Verkehrs-AG: “With TINA, we are bringing a new level of quality to the tracks for the people of Halle: barrier-free, with plenty of space, clear orientation and an interior that takes passengers’ everyday needs into account. Today’s handover is an important step towards the gradual arrival of the new vehicle family in Halle (Saale). Today marks another important step towards the full introduction of the new tram series. HAVAG is now very well prepared to safely transport the steadily growing number of passengers in the coming years, which has been increasing since the end of the pandemic, in a manner that meets quality standards. We would like to thank the state of Saxony-Anhalt for its tremendous support to date.

The entire project team, consisting of employees from Stadler and HAVAG itself, deserves a special thank you.”

Ansgar Brockmeyer, Executive Vice President Marketing & Sales at Stadler: “Today’s launch signal for the first short TINA is the result of strong cooperation. From the signing of the contract in 2022 to the design and manufacture to the successful approval this year. My thanks go to the teams at HAVAG, Stadtwerke Halle and our colleagues at Stadler, who worked closely together in every phase of the project. With the TINA platform, we are bringing a new generation of vehicles to the rails that are precisely tailored to the requirements of urban transport in Halle with their accessibility, open space concept and modern driver’s cab.”

The short TINA is specifically designed for urban operation because it combines features that are particularly important in everyday inner-city life:

- With its compact length of 30.4 metres, the M version is deliberately designed as a vehicle “for everyday use in the city”.
- Capacity suitable for many routes: 64 seats and 103 standing places offer a balanced mix for daily city transport.
- Fast passenger exchange at frequent stops: low floor with 350 millimetres floor height, 290 millimetres entry height and 1500 millimetres entry width, no partitions at the doors – this makes getting on and off easier and keeps waiting times short.
- Consistently barrier-free: completely without steps or raised bases, wide aisles – a real advantage for people with limited mobility, parents with prams and passengers with walkers.
- Automatic, energy-efficient air conditioning for summer and winter.
- Interior makes urban mobility easier: large panoramic windows, high ceilings and open multifunctional areas (e.g. for wheelchairs and prams) enhance comfort and functionality during busy passenger changes.
- More support and safety in heavy traffic: driver assistance systems including collision protection and the situation-appropriate UNIBOARD© display help to manage city operations safely and with focus. LED lighting, door buttons with visual display and cameras instead of exterior mirrors.
- Ergonomic driver’s workplace: larger, more modern, with separate entrance door and space for training staff.

TINA fleet for Halle (Saale) – in a nutshell

- HAVAG has ordered 56 TINA low-floor light rail vehicles from Stadler: 39 in the M version and 17 in the XL version.

- Vehicle family/designation: TINA MGT-M and TINA MGT-XL.

- Capacity & length:
  - M: 30.4 m, 64 seats, 103 standing places
  - XL: 45.4 m, 96 seats, 173 standing places

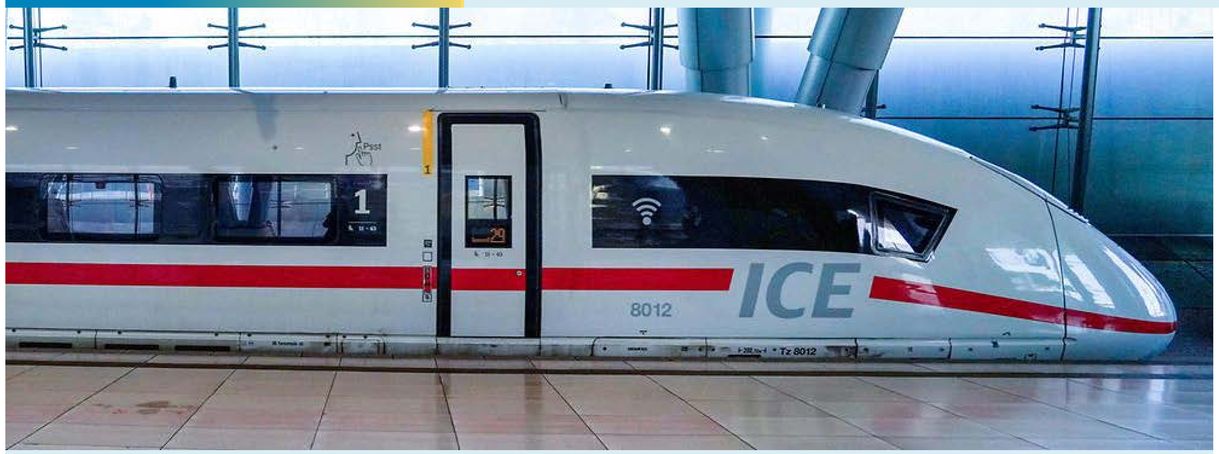
- 100% accessibility/low floor: floor height 350 mm, entrance 290 mm, entrance width 1500 mm.

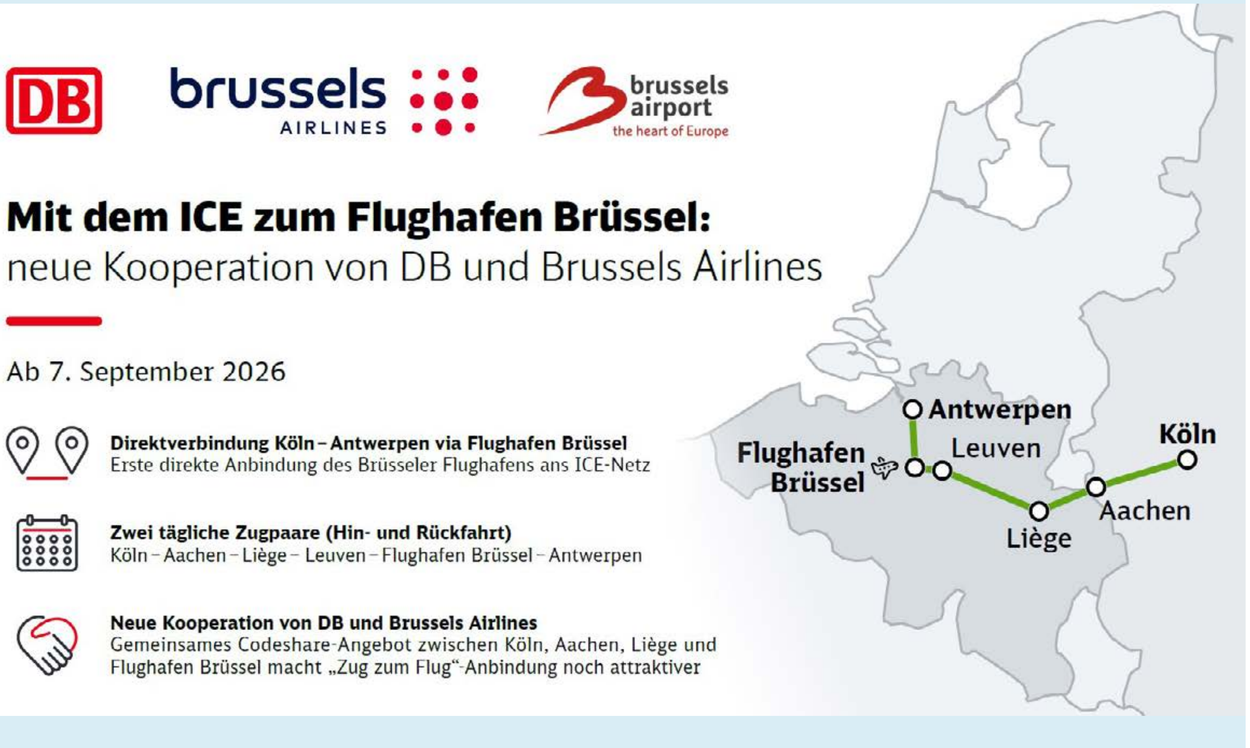
About Stadtwerke Halle GmbH

Stadtwerke Halle is a strong group of companies that provides all municipal services and services for the economy from a single source, ranging from energy and water supply to local public transport, recycling, sewage disposal, waste disposal, street cleaning, winter services, logistics, landfill and infrastructure services, data processing services, swimming pool operation and city lighting. With 3,219 employees and trainees and an annual turnover of €896 million in 2024, Stadtwerke Halle is the largest commercial employer in the city on the Saale and the largest municipal utility company in Saxony-Anhalt: www.stadtwerke-halle.de.

Germany

The ICE train travels to Brussels Airport: new cooperation between DB and Brussels Airlines





First direct ICE connection to Brussels Airport via new international direct service Cologne–Antwerp • Brussels Airlines and Deutsche Bahn launch codeshare offer
Bookable now, services commence from September 7th, 2026

Brussels Airport will have its first direct connection to the ICE network: Deutsche Bahn (DB) and Brussels Airlines will offer easy and comfortable travel to and from Brussels Airport. Through a joint codeshare agreement, passengers can purchase a combined train and flight ticket in a single booking step. This cooperation is made possible by the new direct ICE connection between Cologne and Antwerp via Aachen, Liège, Leuven, and Brussels Airport, which will commence operation on September 7th, 2026. Two daily round trips will run from Cologne Central Station to Brussels Airport and from there to Antwerp. Tickets for the ICE trains to Brussels Airport are available for booking now.

Michael Peterson, DB Board Member for Long-Distance Passenger Transport: "More and more people are choosing climate-friendly travel options to their flights. The integration of rail and air transport is very much in line with current trends. The new direct connection from Cologne to Antwerp via Brussels Airport as a hub has two positive aspects: We are once again meeting the high demand from our passengers for international rail travel – and, through our cooperation with Brussels Airlines, we can simultaneously expand our intermodal offering."

Dorothea von Boxberg, CEO of Brussels Airlines: "We are delighted to announce the first international high-speed rail connection to Brussels Airport. Western Germany is home to a significant African community, which we can now connect to our network in sub-Saharan Africa. Our codeshare agreement with Deutsche Bahn ensures seamless, climate-friendly connections. We are working to offer further connections in the future."

Arnaud Feist, CEO of Brussels Airport : "We are delighted that Brussels Airport is once again connected to the high-speed rail network, which is an important step for Belgium's international connectivity. Intermodality is indeed one of our strategic goals, and we are strongly committed to developing a robust, future-proof network that strengthens our role as a key intermodal hub. This new high-speed connection, operated by Deutsche Bahn in codeshare with Brussels Airlines, offers passengers from western Germany fast, seamless access to our more than 180 destinations worldwide, providing an even more efficient and sustainable way to travel to and from the airport."

The codeshare service already established with Lufthansa for domestic flights within Germany ("Lufthansa Express Rail") is being extended in cooperation with Brussels Airlines to include new connections from Cologne via Aachen and Liège to and from Brussels Airport. The journey time between Cologne Central Station and Brussels Airport is approximately two hours. To ensure ideal connections to the attractive long-haul services offered by Brussels Airport, the morning train arrives at Brussels Airport at 8:29 a.m.

The newest flagship of the ICE fleet, the ICE 3neo, will be operating on this cross-border service. These state-of-the-art and innovative trains from Deutsche Bahn are characterized by exceptional comfort and reliability.

Thanks to the codeshare agreement, passengers from Cologne and Aachen also benefit from the advantages already familiar to Lufthansa Express Rail passengers when connecting to an international flight at Brussels Airport, as do travelers from Liège. These Lufthansa Express Rail benefits include: free seat reservation on the selected train, an included CityTicket in Aachen and Cologne, guaranteed connections in case of delays in both directions, mileage credit for the train journey, and lounge access at Cologne Central Station for Business Class passengers as well as Miles & More HON Circle and Senator members.

Tickets are now available for booking through travel agencies, online flight portals, and on brusselsairlines.com and lh.com . Furthermore, Deutsche Bahn is publishing the ICE connections in all common flight reservation systems, thus making them available to other airlines as feeder trains.

Deutsche Bahn (DB) is an intermodal partner of the Star Alliance. With this, DB and the aviation industry are sending another strong signal on the path to greater sustainability in the mobility sector. For more than 20 years, the cooperation between DB and Lufthansa has enabled passengers to purchase a combined train and flight ticket in a single booking step. The cooperation with Brussels Airlines further strengthens this program.

Germany

Security summit: Bodycams for all DB employees and launch of action plan

Federal government, states, unions and transport industry launch joint action plan
DB equips all employees in local and long-distance transport and at train stations with body cameras

In 2025 there were more than 3,000 physical assaults on DB employees

Increase of 37 percent in ten years

Eleven days after the brutal and fatal attack on DB employee Serkan Çalar on a regional train, top representatives from the federal government, the states, employee representatives, and the transport industry have agreed on areas of action for a joint "Action Plan for Greater Safety on the Railways." DB CEO Evelyn Palla had convened the safety summit.

DB itself will implement the following measures in the short term:

- In 2026, all employees with customer contact in local and long-distance transport and at train stations will be provided with body cameras; their use will be voluntary.

- DB is deploying 200 additional DB Security personnel at train stations.

- The personal protective equipment of DB employees is being improved.

- DB employees will receive even more training in behavior and de-escalation techniques.

- To ensure that DB employees receive help more quickly in an emergency, their existing help call button ("priority call") will be further rolled out and developed further.

- DB, in cooperation with the Federal Police, conducts regional security workshops to adapt security concepts on site.

- DB Regio prioritizes self-protection over verification during ticket checks. From March 1, 2026, it will be at the discretion of the ticket inspector whether a passenger is required to show identification during a ticket check.

The Federal Police will continue their measures to combat violent crime on federal railway premises without restriction. The Federal Police and DB Security will ensure high visibility, rapid intervention in emergency situations, and targeted support at stations and along the tracks. The proven 25-year partnership between DB and the Federal Police will be further developed.

The joint "Action Plan for Greater Safety on the Railways" is further supplemented by the following specific areas of action and review:

- Expansion of video surveillance on trains and at train stations.

- Staffing local trains with more personnel will be discussed at the Conference of Transport Ministers at the end of March.

- The requirement to check IDs for the Deutschlandticket (Germany Ticket) has been waived to reduce potential problems. The German states also intend to make the ticket even more counterfeit-proof; this will be discussed at the transport ministers' conference at the end of March.

- Enhanced and AI-supported analysis of video and audio recordings for early detection. The legal framework for this is to be improved.

- Strengthening the criminal protection of employees so that attacks against them can be more effectively prosecuted. The federal ministries involved intend to include this proposal in the ongoing process to amend the Criminal Code.

These measures mark a turning point from reaction to more prevention and faster assistance.

Evelyn Palla, CEO of Deutsche Bahn: "Our goal is clear: safety requires a clear stance – in terms of personnel, technology, and law. That's why we are acting decisively and sending a clear signal for greater safety in rail transport with concrete measures. We are empowering our employees through better equipment, additional support, and targeted prevention programs. Our guiding principle is: prevention rather than reaction. At the same time, we are pursuing a consistent zero-tolerance policy towards any form of violence against our employees."

Patrick Schnieder, Federal Minister of Transport: "Train stations and trains must be safe places. This applies equally to train passengers and train staff. Therefore, we must do everything we can to further increase safety on trains. I am grateful that all parties involved have come together today and that all measures could be discussed. I am confident that we can quickly implement improvements based on the action plan."

Christian Bernreiter, Chairman of the Conference of Transport Ministers: "This appalling act has deeply shaken my fellow state ministers and myself. Safety on trains and throughout public transport must be our top priority – for employees as well as passengers! It is an important signal that

Deutsche Bahn, as the employer responsible for the safety of its employees, has now quickly brought all relevant levels together. As the public transport authorities for local rail services, the issue of safety is of paramount importance to us, the states. We support models for a security-oriented staff presence on local trains. We will discuss additional sensible options at the next Conference of Transport Ministers in March."

Previously unpublished figures for the past year show that DB employees, just like police, fire departments, and rescue services, are experiencing increased aggression. Verbal and physical assaults repeatedly occurred during ticket checks, when enforcing house rules, and after large events.

Specifically: In 2025, there were 3,262 physical assaults on DB employees across the group (attempted and completed). Although this represents a slight decrease compared to the previous year, the overall number of assaults remained very high: It has increased by 37 percent over the last ten years (2016: 2,374). The increase was particularly pronounced during the COVID-19 pandemic in 2021. Serious and dangerous bodily harm is the exception, accounting for only one to two percent of cases.

In order to implement the measures identified at the recent security summit, the federal government, the states, DB and the transport industry will agree on concrete steps for implementation by the end of April 2026.

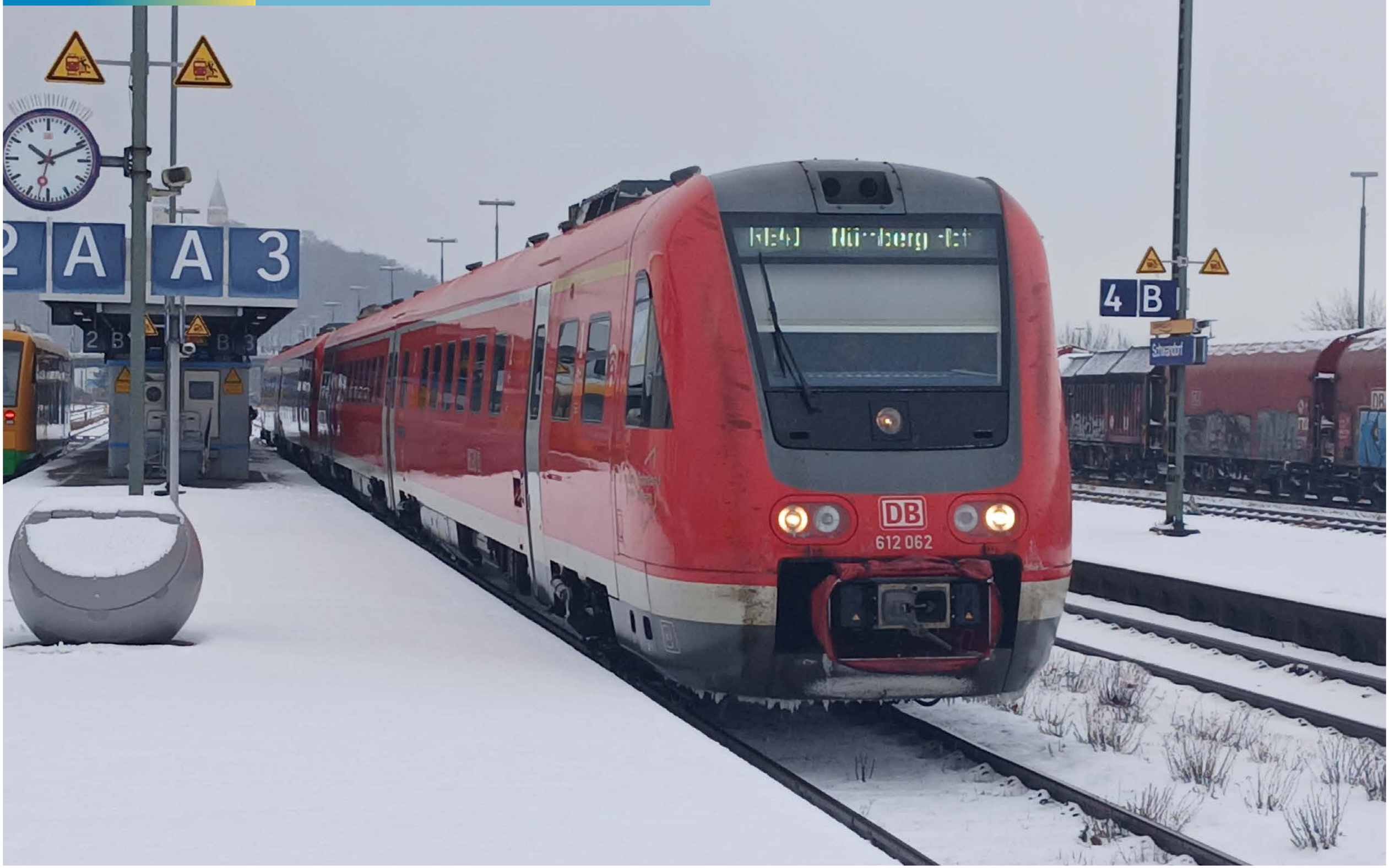
DB Class 218.428 clears it's throat while departing Marktredwitz on February 2nd with train No. RE4858, the 11:42 München Hbf - Hof Hbf. *Andy Pratt*

DB Class 245.006 is in charge of train No. RE3060, the14:45 to Basel Bad bf on February 14th. The train is seen waiting to depart Friedrichshafen Stadt. *Andy Pratt*

DB Class 146.241 waits on platform 28 at München Hbf for its driver to arrive and change the tail lights over before forming train No. RE4856, the 09:40 to Hof Hbf on February 15th. *Andy Pratt*

DB Class 218.432 arrives at Marktredwitz on February 15th with train No. RE4863, the 12:40 Hof Hbf - München Hbf. *Andy Pratt*

DB Regio DMU Class 612.062 departs Schwandorf after a good snow covering on February 16th with an RE40 service from Regensburg to Nürnberg. *Andy Pratt*



Just inside the German border at Simbach (Inn), ÖBB Herkules lok Class 2016.077 awaits departure with train No. R5965, the 09:18 to Linz Hbf on a dull February 17th. *Andy Pratt*

Germany

RheinCargo Class 185.350 makes a change to the usual DB locos at Frankfurt am Main Hbf on February 23rd. *Class47*

On February 9th, No. 11491 awaits departure time from Saharsa with the morning passenger train to Samastipur. *Mark Torkington*

On February 8th, WDG 3A No. 13534 drops down onto its train at Samastipur whilst a WAG9 sits on a freight service in the background. *Mark Torkington*

On February 9th, WAP7 No. 30302 passes through Dhamara Ghat station in Bihar with an unidentified express. *Mark Torkington*

On February 9th, WAP7 No. 37429 pauses at Samastipur Jct. with the Delhi to Dibrugarh Rajdhani Express. *Mark Torkington*

On February 11th, WAP7 No. 39324 departs from Darbhanga station with the Bihar Samark Kranti Express to Delhi, just after a local EMU service has terminated with passengers swarming all over the track. *Mark Torkington*

Switzerland

SBB Cargo waits to depart Oensingen on February 20th with a mixed freight working. *Class47*

SBB Class 460.087 in 'Lidl' livery waits to depart Olten on February 20th. *Class47*

Spain

CAF and Euskotren sign contract to supply nine extra-long trams for Vitoria

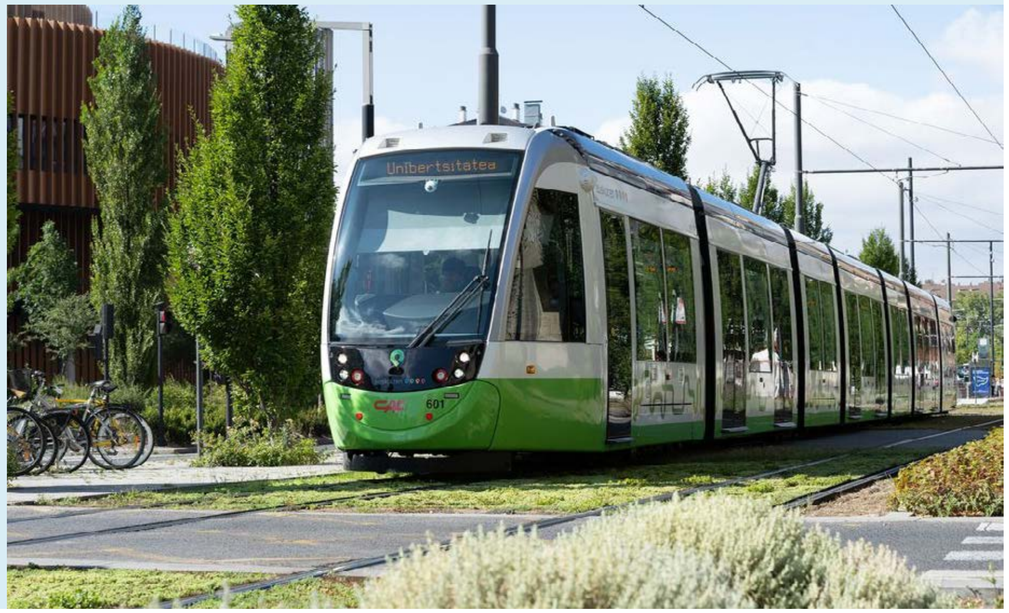
CAF and Euskotren have concluded a contract to manufacture nine extra-long tram units for the Zabalgana line in Vitoria. The new units represent an investment of nearly €49 million and are scheduled for delivery between 2028 and 2029. Each vehicle will be 44 metres long, comprise seven modules, and include upgrades designed to enhance accessibility and travel comfort.

The contract also includes the supply of spare parts valued at close to €4 million, which are required for vehicle maintenance, as well as a driving simulator worth €1.19 million.

Improved Accessibility and Passenger Comfort

The new trams, with seven modules and a capacity of up to 400 passengers, will match the length of the seven extra-long units currently in service, as well as the three vehicles currently under construction. Technical specifications include measures to improve passenger comfort, such as a new air conditioning system designed to operate reliably during periods of extreme heat.

The vehicles will also incorporate specific features designed to improve universal accessibility, ensuring equal access to public transport for all users in an inclusive, fully adapted environment. While all current service units are fully low-floor and compliant with current regulations, the 12 new trams will feature signage that meets new universal accessibility standards. They will not have tip-up seats, creating spacious unobstructed areas, and priority seating will be clearly identified using colour coding.



U.K.

Alstom reveals first refurbished CrossCountry Voyager train in the UK

Alstom has unveiled the first refurbished train in CrossCountry's Voyager fleet, as part of its £60 million contract to deliver a brighter, more comfortable experience for passengers across Great Britain. Revealing the new-look train at Alstom's historic Litchurch Lane Works in Derby on Tuesday February 12th, invited guests were invited to tour the train and experience the improvements first-hand. The refreshed train – Class 220 No. 220033 – is set to be back on the tracks soon. In fact, since it was first introduced, No. 220033 has clocked up 5,811,605 miles of travel – or travelled to the moon and back more than 12 times.

The Voyagers are maintained, serviced and overhauled by Alstom at its Central Rivers Depot in Staffordshire, while the refurbishment has been carried out by around 130 staff at its Derby Litchurch Lane facility. Legacy Alstom trains, the Voyagers are operated by CrossCountry and owned by rolling stock company Beacon.

Leading rail provider

Celebrating its 150th birthday in 2026, Derby Litchurch Lane Works is the UK's largest and oldest operating train factory. It is also the only facility in the country able to design, engineer, build and test trains for UK and export markets, which is offers alongside vehicle modernisation and refurbishment capabilities.

Alstom is the UK's leading supplier of new trains and train services, with 63% of the country's installed train fleet supported by the company around the clock – and made possible by around 3,000 colleagues across 30 depots.

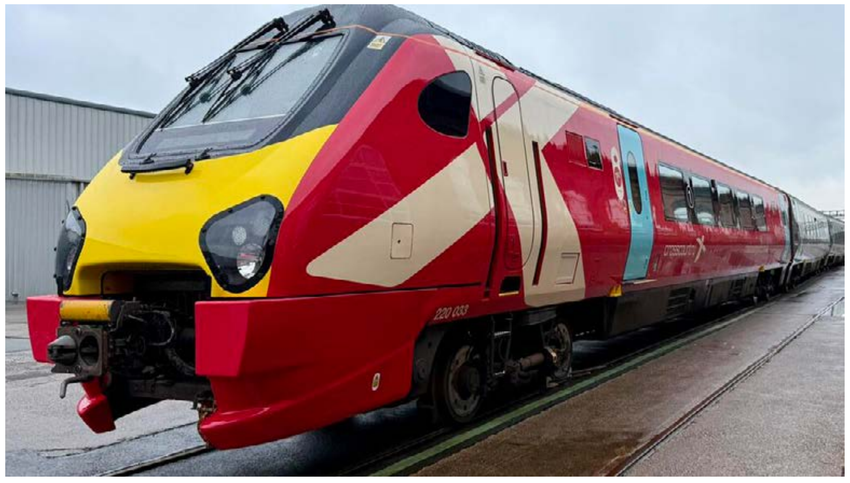
"This milestone reflects the strength of Alstom's refurbishment capabilities in the UK and the expertise of our team in Derby. Upgrading a fleet as intensively used as the Voyagers demands precision, innovation and deep technical knowledge – and our people have delivered exactly that. Working closely with CrossCountry and Beacon, we're ensuring this trusted fleet is equipped for many more years of reliable and comfortable service for passengers across Great Britain," said Steve Harvey, Alstom's Services Director UK and Ireland.

He added: "I'm proud of the quality and dedication our team has brought to the first Voyager to leave Litchurch Lane and I know that same commitment will define every train we deliver throughout this programme."

Over the next two years, a total of 136 Voyager (Class 220) and 176 Super Voyager (Class 221) cars are being refurbished by Alstom in Derby, including an additional 12 trains added to the CrossCountry fleet following their release from Avanti West Coast.

The long-distance Voyager fleet has been a cornerstone of Britain's railways for over two decades, operating across the CrossCountry network, from Aberdeen, Scotland, to Penzance, England. Originally built in 2000, the trains replaced former British Rail stock and set new standards for comfort and reliability. Modern features like air conditioning and electronic reservations helped transform long-distance travel, doubling passenger numbers from 12 million in 1997 to 24 million by 2007. In 2025, CrossCountry delivered a total of 39.6 million journeys, calling at more than 100 stations across the country.

Photo: ©CrossCountry



India

Alstom's trains and ETCS signalling solutions inaugurated for the balance stretch of Namo Bharat RRTS corridor and Meerut Metro

Alstom, a global leader in smart and sustainable mobility, celebrates the commencement of commercial operations of the balance stretch of the Namo Bharat corridor, India's first Regional Rapid Transit System (RRTS) connecting Delhi-Ghaziabad-Meerut and the Meerut Metro, an urban Mass Rapid Transit System (MRTS) for the city of Meerut, powered by Alstom's India-made trainsets and advanced ETCS Hybrid Level 3 over LTE 4G signalling solutions.

The inauguration of the balance section of the Delhi-Ghaziabad-Meerut Namo Bharat Corridor includes sections connecting New Ashok Nagar to Sarai Kale Khan (5.5 km) and Meerut South to Modipuram (21 km) along with the Meerut Metro section (21 km).

This milestone, spearheaded by the National Capital Region Transport Corporation (NCRTC), is a significant step in enhancing urban mobility in the National Capital Region and intra-city commute for the residents of Meerut. This also makes Meerut Metro India's first metro system to be powered by the European Train Control System (ETCS) Hybrid Level 3 signalling over Long-Term Evolution (LTE) 4G, a significant technological leap promising enhanced safety, efficiency, and operational flexibility.

Commenting on the milestone, Olivier Loison, Managing Director, Alstom India said, "NCRTC created a breakthrough with RRTS and now Meerut Metro and we are proud to be their preferred partner in this journey. The opening of the complete corridor for RRTS and commencement of revenue service for Meerut Metro will unlock inter and intra city growth opportunities through this advanced urban rail network. It will be our endeavour to support NCRTC in this feat in every possible way."
Designed at Alstom's Hyderabad engineering centre and manufactured at Savli (Gujarat), these trains are 100% made in India, in line with the government's 'Make-in-India' and Aatmanirbhar Bharat ambition. The propulsion systems and electricals have been manufactured at Alstom's facility in Maneja (Gujarat).

Committed to support urban mobility with advanced solutions for the Meerut Metro project
The new Meerut Metro (MRTS) commuter trains provide an attractive sustainable choice for the promotion of public transport, with outstanding ergonomics, safety and comfort, low life cycle costs and high recyclability, while reducing traffic congestion, air pollution and fuel consumption. They will save travel costs and time, changing the lives of millions of citizens by connecting suburban places with the economic centre of the region.

The MRTS trains, which are part of Alstom's Adessia commuter train family offer passenger-centric amenities, including overhead luggage racks, information screens within the coaches, and USB sockets near the seats. They also feature wheelchair spaces for individuals with disabilities and stretcher space for emergency medical transfers. Emergency communication capabilities are integrated into the cars, designed, and manufactured in alignment with International Safety Standards.

The Meerut Metro Line covers a 21-km stretch, connecting Meerut South to Modipuram via 12 stations. Four stations on this line will integrate seamlessly with the Delhi-Meerut Namo Bharat RRTS, offering residents enhanced inter-city and intra-city travel.

Providing world-class solutions for the Namo Bharat Regional Rapid Transit System
In 2020, Alstom was awarded the contract, with a scope of work including:

- Design, manufacture, and deliver 180 RRTS train cars (30 trainsets) and 30 MRTS train cars (10 trainsets) based on the Adessia commuter platform.
- Design, supply and install the signalling, train control and telecommunication system, platform screen door & LTE radio communication
- Provide comprehensive maintenance services for 15 years

The primary purpose of this Regional Rapid Transit System (RRTS) is to relieve the traffic congestion in the national capital by enabling allowing faster commute between nearby satellite towns. Since 2002, after the opening of the first section of Delhi Metro , the metro network has grown at a rapid pace. The RRTS network will complement the metro.

Alstom designed the train and unveiled it in September 2020. It is a game changer in the commuter and inter-regional rail transport space which is set to change the way India travels.

Photo: The Meerut Metro trains will be India's fastest urban metro, with design speed of 135 kmph and maximum operational speed of 120 kmph.

U.S.A.

CSX Announces $670M Locomotive Fleet Upgrade with Wabtec

On February 9th, CSX (NASDAQ: CSX) announced that it has signed a $670 million deal with Wabtec Corporation (NYSE: WAB) to upgrade its fleet with 100 new Evolution Series locomotives, 50 modernized locomotives, and a suite of digital solutions and services.

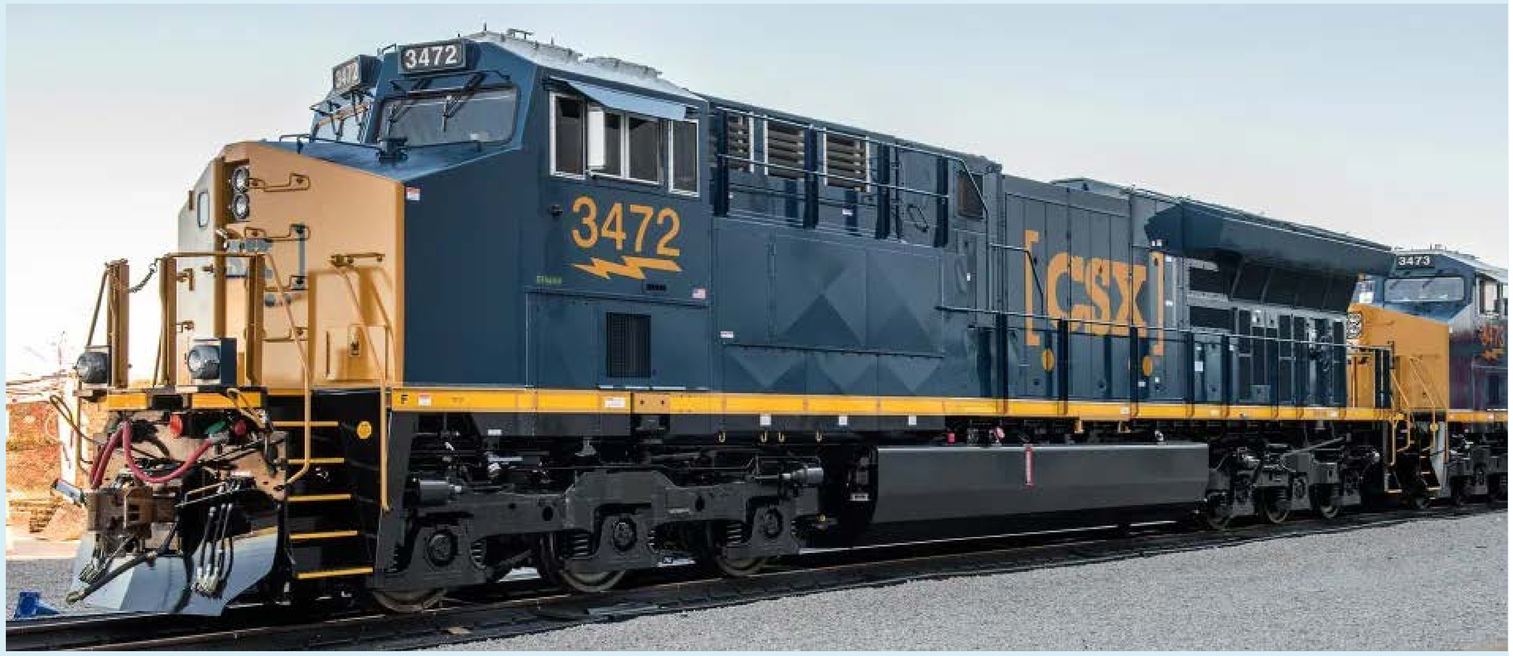
“Our locomotive fleet is a fundamental element of our safe and reliable railroad,” said Mike Cory, Executive Vice President and Chief Operating Officer at CSX. “Modernizing these critical assets strengthens network performance and supports the level of service our customers depend on.”

The new Evolution Series locomotives will support CSX’s fleet by improving fuel efficiency, tractive effort, and overall reliability. The locomotives are designed to reduce fuel consumption while maintaining performance for long-haul and heavy-duty operations.

In addition, CSX will modernize aging D9 locomotives by converting them from DC to AC traction. These upgrades extend service life, improve fleet standardization, and enable the use of advanced control and diagnostic technologies, with expected improvements in fuel efficiency, tractive effort, and reliability.

“CSX’s fleet modernization initiative underscores its strong commitment to enhancing operational efficiency and delivering reliable customer service,” said Rogerio Mendonca, President, Freight Equipment at Wabtec. “Our unique partnership supports CSX’s strategic approach to long term fleet planning. By combining new and modernized locomotives with our industry-proven digital solutions, we expect to continue supporting improvements in fuel performance, operational efficiency, and reliability across CSX’s rail operations.”

The order also includes digital capabilities designed to support more efficient locomotive operations. The new and modernized locomotives will be equipped with Trip Optimizer with Smart Horsepower per Ton, an EPA-certified system intended to support fuel efficiency. Delivery of the new



Evolution Series locomotives is expected to begin this year, with deliveries of the modernized locomotives beginning in 2027.

About CSX

CSX, based in Jacksonville, Florida, is a premier transportation company. It provides rail, intermodal and rail-to-truck transload services and solutions to customers across a broad array of markets, including energy, industrial, construction, agricultural and consumer products. For nearly 200 years, CSX has played a critical role in the nation’s economic expansion and industrial development. Its network connects every major metropolitan area in the eastern United States, where nearly two-thirds of the nation’s population resides. It also links more than 240 short-line railroads and more than 70 ocean, river and lake ports with major population centres and farming towns alike.

Poland

AŽD has concluded a contract in Poland for the modernization of the Sosnowiec Południowy railway station

AŽD again confirmed its quality and reliability when succeeded in the tender for the supply of modern electronic interlocking equipment and related technologies in the field of telecommunications and energy for the Polish railway station Sosnowiec Południowy.

The project includes processing of complete design documentation, delivery of technological units and their professional installation. The contract includes electronic station interlocking equipment of the StationSWing ESA type, electromotive point machines, signals, axle counters, level crossings, modern telecommunication infrastructure, optical networks, camera systems and new passenger information systems. These technologies will increase safety, reliability and user comfort within the entire station.

The contract value is PLN 36,5 million excluding VAT (approximately CZK 210 million). The project will be implemented according to a detailed schedule by the end of 2027. The contract also includes the provision of a six-year warranty and the fulfilment of the investor’s strict technical, safety and quality requirements.

“This project confirms that our foreign customers appreciate the quality of Czech signalling devices, the reliability of AŽD and want to cooperate with us in the long term. At the same time, they are interested in Czech intelligent superior technologies, such as the Automatic Route Setting ASVC. This technology can organize traffic without human intervention at railway junctions and on entire branches of the railway network according to the actual position of the train.

In Poland, we plan to implement this functionality under the name ANP RJ on our secured and remotely controlled lines,” said AŽD General Director Zdeněk Chrdle.

AŽD can also apply intelligent Automatic Route Setting functionality ANP RJ within the Polish remote control centre LCS Poznań Główny III controlling five electronic interlocking systems StationSWing ESA 44-PL at the stations Kiekrz, Szamotuły, Wronki, Miały and Drawski Młyn and the LCS Stargard controlling nine electronic interlocking systems StationSWing ESA 44 PL at the stations Podlesiec, Dobiegniew, Bierzwnik, Słonice, Choszczno, Dolice, Kolin, Stargard and Reptowo on the Poznań - Szczecin corridor line as part of projects implemented in 2018–2025.

AŽD is currently fine-tuning the functionalities of this system with the Polish customer PKP PLK S.A.

Turkey

Stadler wins contract to supply 35 mainline locomotives to Turkish TCDD Taşımacılık A.Ş.

Stadler has been awarded a contract by the Turkish railways company TCDD Taşımacılık A.Ş. to design, manufacture and deliver 35 diesel-electric mainline locomotives type EURO4001. The contract also includes capital spares, spares, consumables, special tools and test equipment, plus three years of maintenance and repair services.

Stadler has signed an agreement with Turkish TCDD Taşımacılık to deliver 35 Co'Co' diesel-electric EURO4001 locomotives. The EURO4001 is the most modern and powerful diesel-electric locomotive in Europe. It was specially engineered for heavy freight services on non-electrified lines and steep gradients.

Success story continues

This order continues the success story of the EURO locomotive family. Over 400 units have already been sold in 12 European countries as well as in Uruguay and Turkey. EURO family locomotives in the EURODUAL version have already operated in Turkey with high reliability and with high energy efficiency for the past four years.

The locomotives ordered by TCDD Taşımacılık will be designed and manufactured at Stadler's Valencia competence centre. In addition to Stadler Service Türkiye, Stadler will work closely with Turkish partners AYKAL Group A.Ş. and CERTIFER Türkiye to ensure timely delivery, local integration and seamless entry into service.

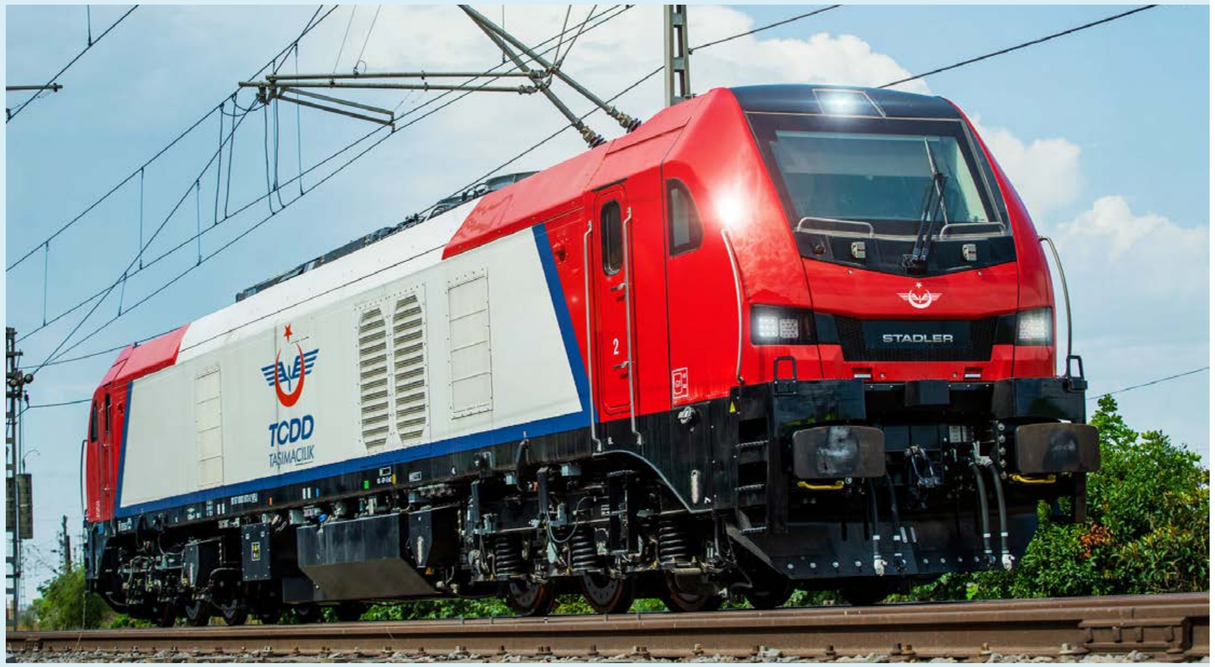
Significant reduction in emissions with full interoperability

Fully compliant with Euro Stage V emission standards, the EURO4001 reduces particulate matter emissions by more than 90% and nitrogen oxides and hydrocarbons by over 50% compared to the existing fleet, while meeting European TSI interoperability requirements and featuring both ETCS Level 2 train control system and the Turkish national ATS system.

Important hub for freight transport in the region

Turkey is increasingly becoming a key transit country for rail freight transport between Europe, Asia, and the Middle East. To promote the shift from road to rail and increase market share, the Turkish rail freight market is currently being liberalized.

The government is making significant investments in expanding the rail sector to establish Turkey as an international logistics hub. A crucial part of this strategy is the modernization of the locomotive fleet with state-of-the-art freight locomotives. These measures aim to increase the annual transport volume to around 400,000 containers by 2030 – a substantial rise compared to 29,000 containers in 2021.



"The EURO4001 is the most advanced and powerful diesel-electric locomotive in Europe. We are delighted that it will enable us to make a significant contribution to Turkey's goal of creating an efficient, interoperable freight transport network that is committed to reducing emissions," said Iñigo Parra, CEO Stadler Valencia.

Main Vehicle data
Track gauge 1,435 mm
Axle arrangement Co'Co'
Transmission AC / AC
Diesel engine CAT C175-16, Stage V
Diesel engine power 2,800 kW
Starting tractive effort 500 kN
Continuous tractive effort 430 kN
Maximum speed 120 km/h

Finland

VR FleetCare strengthens its position as a rolling stock maintenance expert – new contract in Sweden

VR FleetCare has signed a significant contract with AB Transitio, which is based in Sweden, on the heavy maintenance of the bogies and main power switches of Dosto (ER1) trains. The contract covers heavy maintenance work on 60 electric multiple unit trains, manufactured by Stadler, between 2026 and 2030.

AB Transitio is a rolling stock company jointly owned by the regional public transport authorities that acquires, finances and manages rolling stock for public contract traffic on behalf of its owners. The currently signed contract strengthens VR FleetCare's position as an expert in rolling stock maintenance and demonstrates the company's competence to operate in the international market.

"We are delighted to win this contract for VR FleetCare in the maintenance market in Sweden. It is a significant step on our growth path and strengthens our position in the European market as a rolling stock maintenance expert," says Peter Guldbrand, Head of Sales and project management at VR FleetCare.

The heavy maintenance of the bogies will be carried out in Pieksämäki and the maintenance of the main power switches in Helsinki. Bogies are among the most important components of the rolling stock in terms of lifecycle costs and traffic safety. VR FleetCare has extensive expertise in the maintenance of different bogie types and components for freight wagons, electric and diesel locomotives, electric trains and passenger cars for several different customers.

The company has developed the efficiency and productivity of its production lines, which enables it to provide services that are internationally competitive.

Denmark

Siemens and Stadler consortium to deliver fully automated trains for S-Bane Copenhagen

The Danish State Railways (DSB) has signed a framework contract with the consortium of Siemens Mobility and Stadler for the delivery of 226 fully automated 4-car trainsets in an iconic design with an option for up to 100 further trains. The fleet creates the world´s largest open railway system with automated train operation (ATO), with the consortium volume valued in the region of three billion euros.

Siemens Mobility, as a consortium leader, will be responsible for the electrical equipment, including the propulsion and braking systems, on-board power supply system, vehicle and train control systems, passenger information system and vehicle bogies. Stadler provides the carbodies, couplings, all interior fittings and seats, air conditioning and doors. Stadler also handles the final assembly of the trains.

Siemens Mobility also delivers a Technical Support&SparesSupplyAgreement(TSSSA+) including Railigent X, a tailored service and maintenance concept, to ensure reliability and availability for at least 30 years as well as provision of complete IT requirements. The first vehicles will be ready to enter service as of 2032. Subsequently, all remaining vehicles will be delivered continuously to DSB until 2040.

“This is the largest investment in the 90-year history of the S-Bane. With this investment, DSB takes another important step toward future proofing the capital’s public transport. Increased frequency and capacity will ensure that the S-Bane keeps up with growing demand and maintains its role as the backbone of Copenhagen’s transport network,” says Flemming Jensen, CEO at DSB.

“Together with Stadler, we are proud to have been selected to build and maintain 226 new S trains for Copenhagen. This order will create the world´s largest open railway system with automated train operation. We’re not just delivering trains, but intelligent mobility solutions, including Railigent X and our innovative Air free Brake System, to keep Copenhagen’s public transport efficient and sustainable,” said Michael Peter, CEO of Siemens Mobility. “Our partnership with Copenhagen is long standing. We are already upgrading the S bane network with advanced signaling for full automation by 2033 on behalf of Banedanmark and DSB, building on our previous work to increase capacity and reliability.”

“With these new trains, we are continuing the iconic design tradition of the Copenhagen S-Bane S-train. The vehicles are a good example of how design goes hand in hand with comfort and pioneering technology. Designed for fully automated operation, passengers can look forward to trains that will significantly enhance their travel experience. The order is of great strategic importance and will help us to further expand our presence in Northern Europe. We thank DSB for the order and look forward to building the trains in our proven consortium with Siemens,” says Ansgar Brockmeyer, Head of Marketing & Sales Division and Deputy Group CEO of Stadler.

The biggest transformation in the 90-year history of the S-Bane

With the transition to fully automated train operations, DSB aims to significantly enhance service frequency of the Copenhagen S-bahn. During peak hours, trains will run with a maximum interval of seven and a half minutes on each line and as little as one and a half minutes between trains in central Copenhagen. On several routes, this will translate to up to 35 percent more departures compared to today, creating capacity for approximately ten million additional journeys annually. In 2025, around 111 million passengers traveled on the S-Bane, and DSB expects this number to continue growing in the coming years, thus preparing the S-Bane for the future.

Innovative design, plenty of space, forward-looking technology

The design of the new S-Bane trains is innovative and deliberately stands out from other suburban trains while remaining the well-known DSB design passengers are already familiar with. This ensures a sense of continuity and comfort for regular users. The large side- and especially front-windows enhance a bright and open feeling and offer passengers a good view to the front. The vehicles are barrier-free and significantly increase passenger comfort. The 56-metre-long trains have 120 seats, 36 folding seats and around 300 standing places. This gives them sufficient capacity for the busy S-Bane service. Wide aisles and spacious entrance areas ensure smooth passenger flow even during rush hour. The ground-level entrance with sliding steps provides step-free access. Flexible multi-purpose areas with folding seats offer space for bicycles, wheelchairs and prams. An optimised exterior display of route information outside the trains, modern passenger information systems, smooth running characteristics and low noise levels further increase comfort for passengers.

The future S-Bane trains will also offer greater flexibility in interior design compared to today’s trains or similar urban rail systems in Europe. Features will include 2+2 seating configurations, air conditioning, workspaces with tables for commuters, and integrated spaces for wheelchair users. By introducing these enhancements, the future S-Bane will deliver many of the same benefits passengers associate with long-distance trains, ensuring a more comfortable, efficient, and inclusive travel experience for all.

Innovative engineered components like the Air-free Brake System from Siemens Mobility will set new standards for operational performance. This groundbreaking system achieves a significant weight reduction and reduces the associated CO_2 footprint by over 50 percent through its innovative design, which replaces complex pneumatic

systems and their associated energy consumption. Coupled with a state-of-the-art propulsion system, it delivers optimal performance and precision while generating substantial operational savings. Together, these advancements make a significant contribution to more sustainable and efficient railway operations.

Comprehensive service agreement for Copenhagen S-Bane

A 30-year service agreement with DSB, including options for two additional five-year extensions, has also been signed. This Technical Support & Spares Supply Agreement (TSSSA+) delivers an all-inclusive solution, covering everything from spare parts supply, and utilization support of DSB maintenance staff to cutting-edge cybersecurity services. The consortium will have overall responsibility for maintenance, while DSB employees will carry out the actual maintenance work.

At its core is an advanced maintenance management system enhanced by innovative digital tools such as CORMAP, Railigent X, and a FRACAS/RAM reporting platform, designed to optimize maintenance planning and monitoring while boosting fleet reliability. The agreement ensures outstanding availability of Copenhagen’s S-Bane network. With comprehensive on-call support and state-of-the-art workshop equipment, Siemens and DSB will ensure safe, efficient, and punctual train operations.

Fully automated S Bane to boost capacity, reliability, and comfort

Siemens Mobility is also upgrading the entire 170-kilometre S-bane network in Copenhagen to the highest Grade of Automation (GoA4), enabling fully driverless operations with the CBTC solution, Trainguard MT. Announced in 2024, the signed contracts cover the delivery of all required trainborne and wayside signalling technology, including onboard equipment for 226 new trainsets. The migration to GoA4 will be carried out in five phases, with the first automated operations planned for 2030 and full automation targeted by 2033. By introducing GoA4 technology, the operator will be able to increase network capacity, improve the passenger experience, while maintaining highest level of security and Copenhagen’s strong punctuality levels, and ensure long-term resilience of the network.

From the Archives

France

An overall view of La Rochelle station presents a busy scene on July 27th 2007. *John Sloane*

From the Archives

France

SNCF No. 67582 sets off from Toulouse Matabiau with a regional stopping service on July 23rd 2007. *John Sloane*

From the Archives

France

SNCF Quadricurrent Nos. 40104 and 16011 stand in the snow at Paris Nord on February 20th 2006.
John Sloane

From the Archives

Peru

Nos. 654 and 652 stand at Juliaca on the Peruvian Southern Railway on April 2nd 1988. *John Sloane*

From the Archives

Spain

RENFE No. 321 012 awaits departure time at the historic Seville Plaza de Armas Station on March 27th 1978. *John Sloane*