



Railtalk Magazine *Xtra*

Issue 240x
September 2026
ISSN 1756 - 5030

Contact Us

Editor

david@railtalkmagazine.co.uk

Content Submissions

entries@railtalk.net

Technical & Subscription Support

admin@railtalk.net

Content

Pg 2 - Welcome

Pg 4 - Pictures

Pg 46 - World News

Pg 53 - From the Archives

Submissions & Contributions

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

Photographic Contributions

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

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



Welcome to Issue 240Xtra

In the news this month, it’s all eyes on Berlin as Innotrans 2026 takes place in September where AI and Automation will be key themes.....

Artificial intelligence, automation and connected mobility services will be key themes at InnoTrans 2026, as transport technology companies demonstrate how digital systems are being integrated into public transport operations. The event, taking place in Berlin from 22–25 September, will feature 414 exhibitors in its Public Transport segment. The area covers 18,465 square metres of gross exhibition space, with international companies accounting for 62% of exhibitors. The technologies on display will span digital ticketing, traffic planning, accessibility, autonomous vehicles and connected transport services. INIT Innovation in Traffic Systems will showcase an AI-powered operating system for public transport, while IVU Traffic Technologies will present applications for AI-supported traffic planning. Scheidt & Bachmann will exhibit connected public transport solutions, and FAIRTIQ will demonstrate its digital ticketing platform. The physical transport network will also remain central to the exhibition, with Škoda Transportation and DB Regio displaying vehicles in the Sommergarten.

The Mobility+ section will feature 25 companies developing digital and connected mobility services, including 14 first-time exhibitors. MOIA will examine autonomous and on-demand public transport, while RailEvo will present autonomous rail taxis intended to provide on-demand rail services. GoodMaps will demonstrate AI-enabled navigation technology with a focus on accessibility. The Mobility+ Corner will host 21 presentations on digitalisation, new mobility services and the integration of different transport modes.

InnoTrans is also expanding its dedicated focus on artificial intelligence through the AI Mobility Lab. A total of 47 exhibitors will present technologies covering AI, automation, cybersecurity and robotics, including 28 companies making their first appearance at the event. SNCF Réseau, Boston Consulting Group, FORTINET and IAV are among the exhibitors. Scout Robotics will demonstrate

autonomous inspection and robotic applications for rail operations, while Semvox will present AI-based assistance systems. OTIV will focus on AI applications for autonomous rail vehicles and automated train operations. For the first time, visitors will be able to join two guided tours dedicated to robotics. Two AI-focused tours will also be available, doubling the number offered previously.

Stadler will present seven new rail vehicles at InnoTrans 2026 in Berlin, including a hydrogen-powered train for Italian metre-gauge lines and the new EURO DuFour freight locomotive for SBB Cargo Switzerland. The new vehicles have been developed for operators in Germany, Austria, Italy, Norway and Switzerland and include trains for long-distance and regional services, freight locomotives and urban trams.

Dr Ansgar Brockmeyer, Head of Sales, Marketing and Deputy Group CEO said: Each vehicle tells its own story and has been developed in close collaboration with our customers. These partnerships are the key to innovative solutions that deliver in everyday use and are perfectly tailored to specific needs. In this way, they make public transport more attractive. It is important to us that we always present the vehicles together with our customers.

Among the vehicles on display will be Stadler’s first hydrogen-powered train for Italian metre-gauge tracks. The train has been developed for operation on non-electrified metre-gauge and narrow-gauge lines and is planned for use in Sardinia, Calabria and Sicily. Stadler will also present the EURO DuFour locomotive developed for SBB Cargo Switzerland. The four-axle multi-system locomotive was fully assembled at Stadler’s Valencia factory, two years after the contract was signed at InnoTrans 2024. The locomotive is designed to reduce energy consumption by around 15% compared with SBB Cargo Switzerland’s existing fleet. A newly developed bogie with integrated wheelset control is also intended to reduce rail wear by up to 20%.

Until next month... **David**

This Page

DB Regio Class 143.910 arrives at Dresden Hbf with a terminating service. [Class47](#)

Front Cover

VL15, former Steiermärkische Landesbahnen, is seen with the morning train from Grünburg to Steyr at the halt of Sommerhubermühle. [Thomas Niederl](#)



CD Class 384.021 approaches Česká Třebová hauling Railjet train No. rj275 07:37 Praha hl.n. - Budapest Nyugati.
Laurence Sly

Terms & Conditions

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

Railtalk Magazine takes no responsibility for any information provided or printed in this magazine. Railtalk Magazine is published by Best efforts are made at the point of going to publish, to effect all information is correct, HAD-PRINT a trading name of HAD-IT LIMITED. however no guarantees are given or implied. HAD-PRINT Unit 2-4, France Ind. Complex, Vivars Way, Canal Road, Selby North Yorkshire YO8 8BE

All content is © copyright either Railtalk Magazine or it's respective owners. All items are credited to their respective owners and no parts of the magazine should be reproduced without first obtaining permission. In cases where ownership is unclear, please contact the editorial team and info@had-print.co.uk | 01757 600211

With Thanks

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

These issues wouldn't be possible without contributions from:

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

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

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



In Queensland, Australia, Stage 3 of Gold Coast Light Rail enters passenger service

Alstom, global leader in smart and sustainable mobility, has successfully delivered the design, supply, installation and testing and commissioning of telecommunications, signalling and control systems that has enabled passenger service for the opening of the third stage of the Gold Coast Light Rail. These solutions connect to an enhanced control system deployed within the upgraded Operational Control Centre (OCC) now supported by a new Disaster Recovery Centre (DRC).

The stage 3 opening adds 6.7km of track to increase the total network length to 27 km enabling travel between Helensvale through to Burleigh Heads opening the southern section of the Gold Coast to light rail services. Eight additional stations have opened as part of the third stage, bringing total network stations to 27. In total, 23 trams are in operation on the network, developed and built in Alstom's site in Vienna, Austria, with fleet maintenance delivered by Alstom on the Gold Coast.

As a long-term partner to GoldlinQ, delivery consortium for Gold Coast Light Rail, Alstom has delivered the entire light rail fleet and key rail systems to support the network alignment. As the fleet maintainer, Alstom have

consistently delivered a near perfect level of availability for the fleet, with each tram travelling more than 100,000 km every year.

As one of Australia's busiest light rail routes, carrying millions of passengers and tourists along the iconic Gold Coast beaches, the opening of the third stage brings to an end the current network extension.

"The Gold Coast Light Rail fleet, with its surfboard racks and picturesque vistas is certainly one of the most iconic networks in the world. To have supported all three stages with tram maintenance, digital infrastructure and signalling technology that makes the network operate, is testament both to the global technology leadership of Alstom, and the local expertise of our team in Queensland," said Guillaume Tritter, Managing Director of Alstom Australia and New Zealand. A subcontractor to the GoldlinQ consortium, Alstom has delivered a tailored turnkey system meeting the Queensland Government goal of developing a rapid light rail transit network for the Gold Coast which has been funded by investments from the Australian, Queensland and local Governments.



Alstom to provide 25 additional X'trapolis 2.0 trains in Australia for €270m

Alstom, global leader in smarts and sustainable mobility, have concluded an order for €270m following the exercise of a contract option by the Victorian Government to build 25 X'trapolis 2.0 trains across Alstom's facilities in Victoria. The exercise of the option brings the total fleet under manufacture by Alstom in Victoria to 50 trains.

The X'trapolis 2.0 train, tailored from Alstom's proven Adessia commuter rail platform, is notable for its 60% local content requirement which powers Victoria's rail manufacturing industry. Hundreds of skilled manufacturing jobs across metropolitan and regional Victoria supporting the broader supply chain, will be secured as a result of the exercise of this option.

X'trapolis 2.0 is an energy efficient six-car electric train developed in partnership with the Victorian Department of Transport and Planning. With a 1,225 passenger capacity, continuous walkthrough design and wider doors, accessibility features include 20 dedicated wheelchair spaces, pram, bike and mixed-use areas,

semi-automated ramps, tactile signage, assistive hearing technologies, and an improved passenger-driver interface.

The first X'trapolis 2.0 train entered passenger service in May 2026 with additional trains built by Alstom entering service periodically replacing a legacy fleet which has operated since the early 1980s.

Alstom's Adessia commuter solutions support urban areas worldwide with over 48,000 commuter train cars sold, serving 60 commuter rail systems and carrying over 20 million passengers every day.

ALSTOM™, X'trapolis™ and Adessia™ are protected trademarks of the Alstom Group.

Photo: Melbourne's new next-generation G Class tram at Maidstone depot. ©Victorian Department of Transport and Planning – Adam Chandler | Flexity™



Australia

With the delivery of the first of 12 three-car trains for the Sydney Metro – Western Sydney Airport turnkey project, Siemens Mobility has reached an important project milestone. The next step involves comprehensive testing and commissioning of the train, in a first step at the Stabling and Maintenance Facility in Orchard Hills, NSW and then on main track. Once in operation, all trains will run at Grade of Automation 4 (GoA4), enabling fully automated service on the new 23-kilometre metro line, which connects Greater Western Sydney with the Western Sydney International (Nancy-Bird Walton) Airport. Based on Siemens Mobility's established Inspiro High Capacity platform, the train has been specifically tailored to meet the unique requirements of the Sydney Metro – Western Sydney Airport line. Delivered by the Parklife Metro consortium – comprising Siemens Mobility, Plenary Group, Webuild, and RATP Dev – under a public-private partnership with Sydney Metro, this project forms an integral part of one of Australia's most advanced rail infrastructure programs.

"The arrival of the first train in Australia marks an important milestone for the Sydney Metro – Western Sydney Airport project and for Siemens Mobility's turnkey business globally. We can now proceed to the next project phase, which involves dynamic testing in Sydney," said Léon Soulier, CEO Turnkey Business Unit at Siemens Mobility. "Together with our Parklife Metro partners and Sydney Metro, we are delivering a state-of-the-art, fully automated metro system while introducing Railigent X to Australia for the first time to enhance predictive maintenance, and network performance."

Comfortable Interiors and Barrier-Free Accessibility

Based on Siemens Mobility's Inspiro High Capacity Platform, the metro trains combine advanced technology with passenger comfort. With large windows, flexible layouts, and accessibility features like level access, wheelchair spaces, low noise engineering and wide doors, they ensure a safe and enjoyable journey for all passengers. The customer-centered interior integrates advanced technology with thoughtfully designed passenger amenities. Real-time passenger information displays, CCTV, emergency intercoms, and wide, open gangways enhance safety, orientation, and ease of movement throughout the train. Before delivery, the trains already underwent first extensive commissioning and testing in Vienna and in the Test and Validation Center Wildenrath in Germany. Trials included wind

Siemens Marks Milestone: First Metro Train Arrives for Sydney Metro – Western Sydney Airport

Transform Western Sydney with driverless Metro transport systems

First turnkey project in Australia



SIEMENS

15 years

maintenance including
digital asset management
enabled by Railigent X

23km

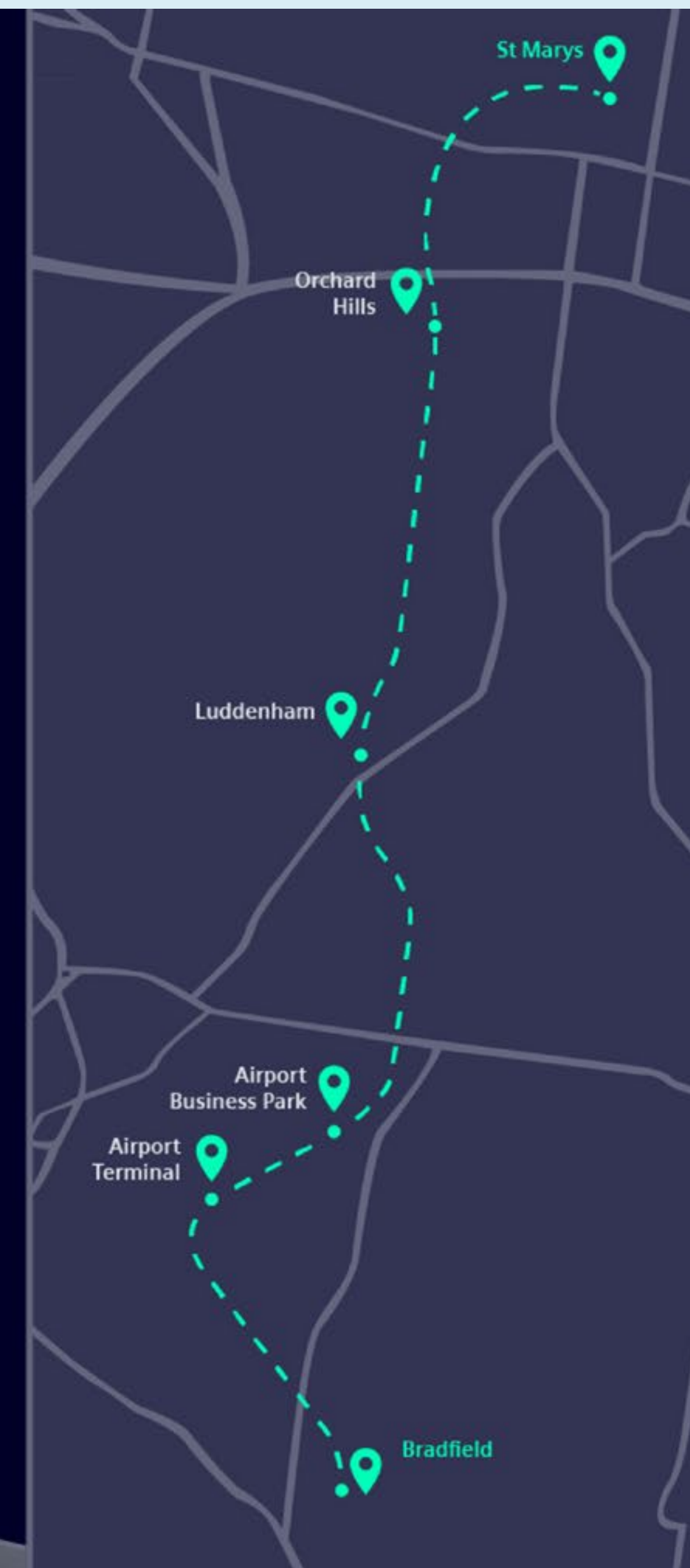
route with six stations

12x3

driverless metro cars

Fitting out

a fully functioning stabling
and maintenance facility



performance tests in a climate chamber, ensuring reliable operation under all environmental conditions. The distinctive interior design celebrates the cultural and natural heritage of the Cumberland Plain, home to the new metro line. Inspired by First Nations traditions, the upholstery incorporates elements of Ngurra (Country) and Badu (Water). Grey and blue patterns on the standard seats evoke the night sky, while yellow priority seats depict daytime gathering places near waterholes surrounded by flowering wattle, creating a unique visual identity that reflects the landscape and stories of the region.

Cutting-edge digital technology for seamless operations

Setting a new benchmark in rail transportation, these

fully automated, driverless trains deliver unparalleled operational efficiency and reliability. By leveraging predictive maintenance, Railigent X maximizes system availability and ensures reliable performance, significantly enhancing operational efficiency.

Turnkey Project Overview

In 2022, Siemens Mobility was awarded a turnkey contract to deliver Australia's first turnkey rail project and public-private partnership: the Sydney Metro – Western Sydney Airport project. The 23-kilometre-long metro line will connect the new Western Sydney International Airport with the Bradfield City Center. The contract includes twelve fully automated, driverless metro trains, as well as digital rail infrastructure like signalling, electrification,

telecoms, platform screen doors, and a depot. Siemens Mobility will deploy Railigent X, the IoT-suite for services and applications for deeper insights and AI-powered analytics. This supports proactive fleet monitoring, remote diagnostics, and early issue resolution, within a 15-year full service maintenance contract. Designed to be carbon-neutral and fully automated, the project is expected to create 14,000 construction jobs, driving economic growth in New South Wales and across Australia. Siemens Mobility is part of the Parklife Metro consortium with experienced international infrastructure partners. The Siemens Mobility share of the contract is valued at 900 million euros.

Austrian rail traffic is currently being affected by construction work by Deutsche Bahn. The line north of Passau towards Regensburg is completely closed for six months. All long-distance trains (ICE Wien - Nürnberg - Frankfurt or Berlin) are cancelled. Passengers must take trains via Salzburg or use buses for local transport. To prevent on the remaining Vienna - Salzburg - Munich connections getting totally crowded, three additional pairs of trains will run via Simbach (Inn) to Munich during this period. These trains change their locomotives from electric to diesel in Wels. Long-distance trains on non electrified lines are in Austria a very rare. Unfortunately, these trains are very unreliable, and delays of around an hour are common. On the sunny evening of July 10th, Class 2016.061 with train No. EC1210 Wien Hbf - München Hbf is seen next to Wendling on its way towards München. *Thomas Niederl*





Small Fleet, Big Attention to Detail: New KISS Trains for the City Airport Train Presented



Stadler delivers tailor-made vehicle solution for Vienna Airport transfer

Setting new standards for airport transportation: From autumn 2027, three new KISS double-decker trains from Stadler will enter service on the City Airport Train (CAT) route between Wien Mitte and Vienna Airport. Specifically configured for airport transfer services, the vehicles offer around 300 seats, a high level of accessibility, and a premium interior tailored to air travellers.

“What makes this project special is the combination of highest quality, exceptional comfort and a design that has been customised to the CAT brand down to the smallest detail. Even with a small fleet of just three vehicles, our ambition was to create a train with a distinctive character. Passengers benefit from modern technology, high performance and proven reliability,” said Christian Diewald, CEO of Stadler in Austria, during

a press conference in Vienna where the vehicle was presented.

Designed specifically for air travellers

The new five-car KISS double-decker trains have been purpose-built to meet the requirements of airport transfer services. “The three new premium-class trains will offer a first-class travel experience and set new standards in the passenger experience. From the very beginning, we focused on the needs of Airport Express train passengers. We also placed great emphasis on a design that promotes a sense of well-being and the use of natural materials. This way, your vacation begins right on the CAT,” said CAT Managing Director Michael Forstner.

At approximately 133 metres in length, the trains provide around 300 seats and create additional capacity to accommodate growing passenger volumes at Vienna

Airport. Particular emphasis has been placed on comfort and functionality for travellers with luggage: generous luggage storage areas, wide gangways and comfortable low-floor boarding and alighting areas ensure a pleasant journey from the first to the last kilometre. The premium interior features extra-wide seats, free Wi-Fi, power sockets and USB ports at every seat, as well as a modern passenger information system with real-time updates. A specially designed lighting concept further enhances the onboard atmosphere. Accessibility and comfort were also key priorities during the development process. The vehicles are equipped with wheelchair spaces, an accessible toilet facility and dedicated areas for prams. Combined with an intuitive wayfinding and passenger guidance system, the trains meet the highest standards of accessibility and travel comfort.

Passenger service from autumn 2027

The three trains were manufactured at Stadler’s

production facility in St. Margrethen, eastern Switzerland. Following the completion of the Vienna core line closure works, the new CAT trains are scheduled to enter passenger service in autumn 2027, providing travellers with a direct, comfortable and fully accessible connection between Vienna city centre and Vienna Airport.

Facts about the new CAT trains

- Vehicle type: five-car KISS double-decker train
- Number of vehicles: 3
- Train length: approximately 133 metres
- Maximum speed: 200 km/h
- Seating capacity: around 300 seats
- Spacious luggage storage areas
- Premium interior design
- Accessible toilet facilities
- Wheelchair spaces and pram areas
- Onboard Wi-Fi
- Power sockets and USB ports at every seat
- Ambient lighting throughout the passenger area













More status updates for continuous transport visibility

With a new enhancement to MIKE Tracking, ÖBB Rail Cargo Group (RCG) is integrating train running information from the European rail infrastructure into shipment tracking. This means more status information is now available for shipments in transit, providing greater transparency throughout the transport process. Transporting goods across Europe involves different rail networks and often multiple operating partners. Continuous GPS data or information from data exchange partners is not always available for every wagon and every section of the journey.

To provide customers with a more complete view of their shipment and transport progress, RCG has added a new functionality to its digital logistics platform MIKE. MIKE Tracking can now provide more status updates for shipments in transit and reduce existing information gaps.

Better visibility throughout the transport process

For customers, this means a clearer view of where a shipment is along its journey, providing a better basis for onward planning. At the same time, additional automated status information can reduce the need for manual checks and enable

faster, more informed responses on shipment status.

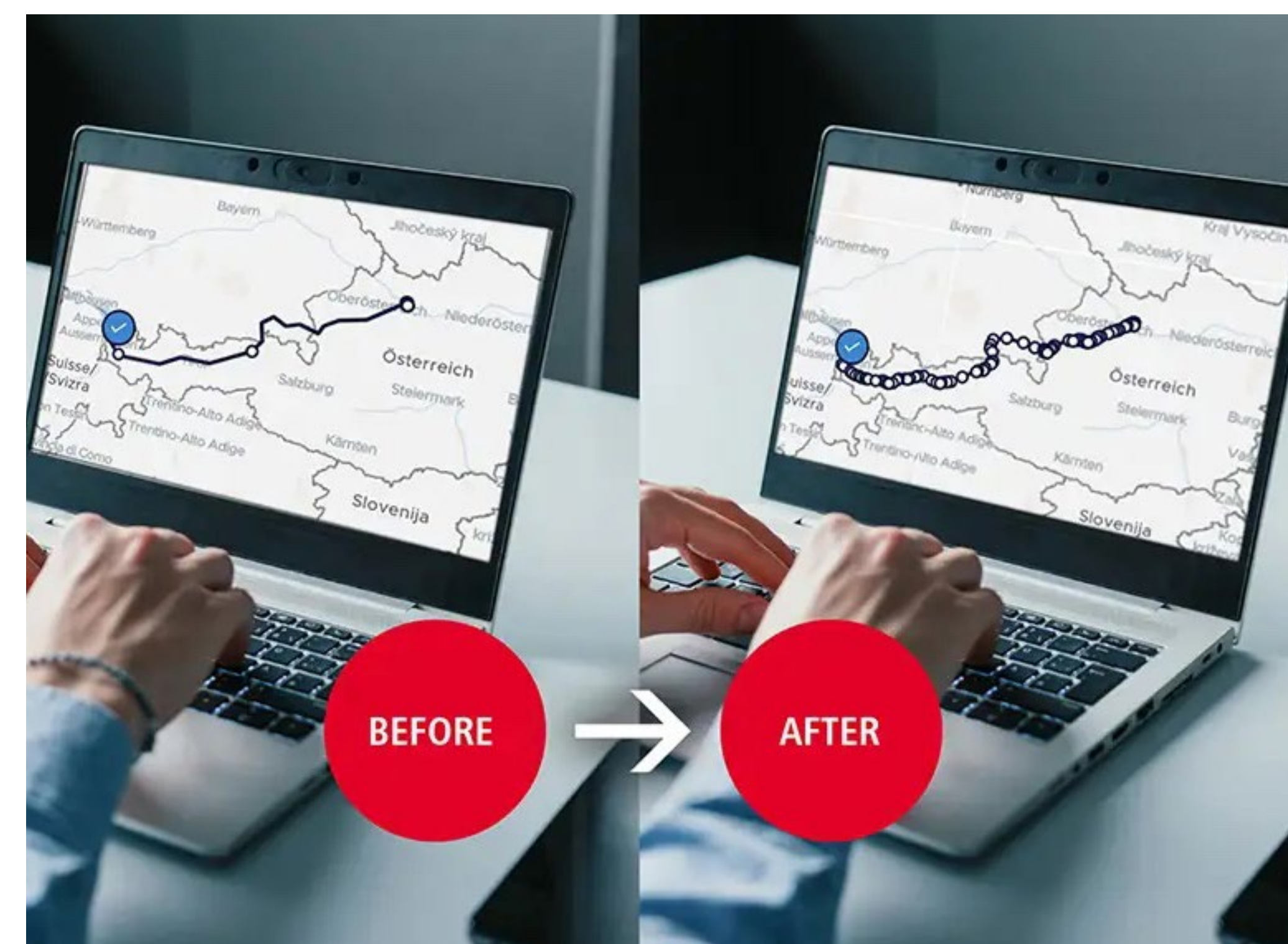
Additional data for a more complete transport picture

Newly developed logic brings together the different data sources: train running information from the European rail infrastructure, train composition data and consignment note information. By combining these individual data points, MIKE Tracking provides a more complete view of the shipment and transport progress – including for transports without own GPS-equipped wagons or those operated by partner traction providers.

The data base and the quality of the available information are being continuously expanded and improved.

Digitalisation initiative as the starting point

The new functionality was developed as part of a SCHIG-funded digitalisation project carried out together with voestalpine Stahl Donawitz. The aim of the project was to pilot an integrated logistics solution across the supply chain and unlock significant efficiency gains.



500 new freight wagons for scrap metal transport

The Eanos-y wagons have been specially developed for transporting light metal scrap and sheared scrap. A 15% increase in loading volume, combined with an optimised and robust design, makes loading easier and saves valuable time.

ÖBB Rail Cargo Group (RCG) is modernising its fleet by leasing 500 new Eanos-y freight wagons from MFD Rail. Deliveries have been under way since the beginning of 2026, with 110 wagons already in service. All 500 wagons will be in operation by mid-2027.

Greater capacity and shorter loading times
With a loading volume of around 95 m³, the new wagons offer approximately 15% more capacity than the standard Eanos wagon. This allows the available payload of around 65 tonnes to be used more effectively, particularly when transporting bulky, high-volume materials. The increased loading volume and optimised design make loading easier and reduce loading times. Ideas and suggestions from RCG customers also helped shape the wagons' design.

Improvements to the wagon body, doors and other components reduce the risk of damage. All wagons are equipped with modern telematics systems.

Part of a long-term fleet strategy

The new Eanos-y wagons will gradually replace older, maintenance-intensive rolling stock while also expanding the available fleet. "Leasing these 500 new wagons is a targeted step in the modernisation of our fleet. Their greater loading volume and more robust design increase transport efficiency. This is an important element of our long-term fleet strategy," explains Bettina Castillo, Member of the Board at RCG.

Operating across Europe

The wagons will be used to transport scrap metal for the Austrian and European steel and recycling industries. Thanks to their G1 loading gauge and unrestricted shunting capability, they can operate throughout Europe's standard-gauge rail network.

Technical specifications

- Number of axles: 4
- Loading volume: approximately 95 m³
- Payload: approximately 65 tonnes
- Loading length: 52 feet, or approximately 15.8 metres
- Loading gauge: G1
- Unrestricted shunting capability throughout Europe's standard-gauge rail network

































Czech
Republic

ZSSR Class 193.026 passes Česká Třebová
hauling train No. EC127, 11:08 Praha hl.n. -
Puchov. *Laurence Sly*











CAF awarded a contract to supply 15 tram-train units for Île-de-France Mobilités in the Paris region

Île-de-France Mobilités has awarded CAF a contract worth more than EUR 150 million to supply 15 tram-train units for the T13 line. The contract also includes options for the supply of spare parts for the fleet and additional trains. This new contract further reinforces CAF's strong commitment to the French market.

The T13 line is part of the Île-de-France regional transport network and is operated by RATP Cap Île-de-France, a subsidiary of RATP (Régie Autonome des Transports Parisiens). Opened in 2022, the T13 line serves the Grand Contournement Ouest (GCO) area of Paris, providing daily connections between Saint-Germain-en-Laye and Saint-Cyr-l'École in the Yvelines department, with stops at Mareil-Marly, L'Étang-la-Ville, Noisy-le-Roi, Bailly and Versailles. This line enhances regional transport interoperability by connecting with TER, RER, and local bus routes.

The 15 tram-trains ordered will support the planned extension of the T13 line to Achères. The main goal of the project is to reduce journey times by increasing service frequency to one train every 10 minutes during peak periods, improve intermodal connectivity with RER A, RER E and Transilien Line L services, and introduce modern, reliable rolling stock to further enhance the passenger experience.

Based on CAF's proven URBOS tram platform, the proposed rolling stock will comprise seven articulated modules mounted on five bogies. Each unit will measure 42 metres in length and 2.65 metres in width, providing a capacity for 86 seated passengers and 170 standing passengers. Approximately 75% of each vehicle will feature a low-floor design, improving accessibility and ease of movement for passengers with reduced mobility (PRM). Passengers will also benefit from air conditioning and dynamic passenger information displays located above the doors and on station platforms.

The new rolling stock, which will be designed in line with the visual identity and design standards of Île-de-France Mobilités to ensure

seamless integration with the existing fleet, is scheduled to be manufactured at CAF's facility in Bagnères-de-Bigorre, in France's Hautes-Pyrénées region.

This new contract follows another CAF entered into

earlier this year to supply 10 Régiolis regional trains to SNCF Voyageurs for the Nouvelle-Aquitaine region, once again demonstrating the company's ability to offer one of the broadest mobility product portfolios in the French market, ranging from long-distance Intercités trains to

zero-emission buses, as well as commuter trains, trams, and metro systems. Collectively, these projects have further strengthened CAF's industrial and commercial presence in France, establishing the country as one of the company's most important strategic markets.







An increasing number of empty containers in Hamburg are shifting to rail transport in Hamburg



The Hamburg Container and Chassis Repair Company (HCCR) is continuously expanding the transport of empty containers by rail. Whilst in 2025 around 20,000 standard containers (TEU) were transported by rail from the Hamburg depot on Altenwerder Damm to the hinterland, this trend is set to further continue in 2026. Clients of the HHLA subsidiary are increasingly making use of this service to consolidate large quantities of empty containers at the HCCR depot and load them efficiently onto block trains.

The expansion of rail transport is based on the reactivation of a previously decommissioned railway siding on the HCCR site. The company recommissioned the track in 2015 and completed its comprehensive refurbishment in 2022. Since then, the volume of cargo handled by rail has risen steadily. Today, the facility can handle block trains up to 720 metres long carrying 100 containers at a time. This allows large quantities of empty containers to be consolidated and transported cost-effectively, thereby avoiding numerous heavy goods

vehicle journeys.

“By shifting the transport of empty containers to rail, we are relieving pressure on road traffic in the Port of Hamburg and on German motorways. At the same time, we are making an important contribution to reducing emissions and strengthening the sustainability of the connection between the Port of Hamburg and its hinterland,” says HCCR Managing Director Jens Gutsch.

The rail transport operations are carried out on behalf of shipping lines, freight forwarders and container leasing companies. The main destinations are southern Germany and Austria. There, the inspected and repaired empty containers are required in particular by companies in the automotive industry and their suppliers to load export goods. The loaded containers are then transferred to seagoing vessels via the Port of Hamburg and shipped worldwide.

By expanding rail transport, HCCR is supporting the shift of freight transport to more environmentally friendly modes of transport and helping to further increase the efficiency of the logistics chain at the Port of Hamburg. Clients benefit from HCCR's comprehensive range of services.

DB Cargo FLS Opens Representative Office in Kyiv and Strengthens Supply Chains Between Ukraine and Europe

DB Cargo Full Load Solutions (TRANSA Spedition GmbH) has opened a representative office in Kyiv. The new location supports Ukraine's economic recovery, strengthens cross-border supply chains, and improves the country's link to the European Economic Area.

The office coordinates multimodal transport and logistics services, particularly for European companies. It helps industry, trade, and infrastructure and aid projects organize reliable supply chains and serves as a local point of contact for transport and logistics. In the coming months, the focus will be on developing and

preparing corridor solutions for companies and goods from all industries. The Ukrainian team is establishing the necessary partner network and handling the complex customs requirements and border crossings on behalf of clients. It also advises companies on establishing stable transport chains between Europe and Ukraine.

Local expertise is vital for responding quickly and flexibly to customer needs or infrastructure challenges, especially given the challenging conditions in Ukraine. This is true pioneering work and an important foundation for a rapid and stable ramp-up of transport logistics as

soon as Ukraine's reconstruction gains momentum.

The new office marks the next step following more than four years of business development by DB Cargo FLS in Ukraine. During this time, the company has already carried out rail transport for various customers to and from Ukraine while simultaneously establishing humanitarian transport corridors, supporting the EU's "Solidarity Lanes," developing a partner network, and expanding its cooperation with the Ukrainian railway operator Ukrzaliznytsia. In addition, a Competence Center Ukraine has been established.

The new multimodal logistics services are therefore consistently geared toward the reconstruction and further development of the Ukrainian market. The opening of the new office in Ukraine reinforces DB Cargo FLS's commitment to civil logistics in the country. The aim is to connect Ukraine with Europe and to consistently gear logistics services towards the country's reconstruction. Customers thus benefit from a single point of contact that combines local expertise in Ukraine with DB Cargo's European network.

Low water levels: DB Cargo offers additional rail transport options

Around 400 additional freight wagons can be made available at short notice to support affected services

Low water levels on several waterways are currently hampering freight transport across various industries. Many companies are therefore considering how to safeguard their shipments or reorganise them at short notice.

DB Cargo is in close contact with affected customers and is working on additional rail transport options. The focus is on determining which shipments can be taken on at short notice and what capacity is available for this.

“The current situation requires close coordination between all parties involved in the transport chain. We are in direct contact with our customers and are seeking

solutions that can be implemented at short notice under the respective conditions. To this end, we can mobilise around 400 additional freight wagons on an ad hoc basis. We are working with the affected companies to determine where this can result in specific transport operations,” says Bernhard Osburg, CEO of DB Cargo AG.

Which transport solutions are suitable must be assessed on a case-by-case basis. Key factors include the goods being transported, the route, the infrastructure and the available resources.



Test with series-production Class 557 vehicle for VRR (Verkehrsverbund Rhein-Ruhr) provides valuable insights for future BEMU projects

CAF has conducted a range test with a battery-electric multiple unit (BEMU) of the Civity platform at the Siemens Test and Validation Center in Wildenrath (Germany).

The vehicle tested was a short-type Class 557 unit equipped with the standard production LTO (Lithium Titanate Oxide) traction batteries.

During the test run, the vehicle achieved a range of 273 km operating exclusively on battery power. In addition, the performance of the traction system was evaluated under extreme operating conditions. The data and insights obtained will be directly incorporated into the further development of efficient battery-electric propulsion technologies.

In addition to the range achieved, the test focused particularly on the interaction between the vehicle control system, energy management, and battery behaviour. The recorded measurement data will now be compared with the results generated by

the simulation models used during the development process.

Contributing to the decarbonization of regional rail networks

Battery-electric multiple units are considered a key technology for the continued decarbonization of regional rail transport. They enable emission-free operation on nonelectrified sections of railway lines and provide an alternative to diesel-powered vehicles without requiring full route electrification.



Remote-controlled rail handling at Container Terminal Altenwerder

The first remote-controlled rail gantry cranes have successfully gone into operation at Hamburger Hafen und LogistikAG's (HHLA) Container Terminal Altenwerder (CTA). For the Port of Hamburg, the largest rail port in Europe, this is a major milestone in further boosting the efficiency of its rail handling.

A new rail gantry crane, manufactured by Künz, was delivered last year and installed at CTA and has been fully designed for remote-controlled operation. An existing rail gantry crane was also retrofitted as part of the upgrade: it thus can be operated both manually from the cabin as well as remotely. The remote-control technology has been gradually put into operation since the beginning of the year. Alongside the new remote-controlled container gantry cranes at CTA, the remote control of the rail gantry cranes marks another important step in the terminal's ongoing development.

Parallel to commissioning, the rail gantry crane operators and technicians have received instructions and training in working with the new equipment. In future, rail gantry crane operators will control the equipment from ergonomically designed office workstations in the terminal building, thus actively contributing to the evolution of job profiles in the port.

With a track width of over 41 metres, the new rail gantry crane now spans nine railway tracks at CTA. The total working width of the crane is in fact around 90 metres as it not only spans the railway tracks but can also reach the preliminary queuing areas on the water and land sides.

Jens Hansen, Member of the HHLA Executive Board: "We are pleased with the successful commissioning of the remote-controlled rail gantry cranes. They will make a significant contribution towards boosting efficiency and productivity in rail processing. We are thus strengthening the clear competitive advantage of the Port of Hamburg as the leading rail port in Europe. We will consistently continue to build on this. For this purpose, we will consider optimisations such as remote operation for future projects".

The Port of Hamburg is Europe's largest rail port. Around half of all hinterland containers either arrive at or leave the port by rail, as an environmentally friendly mode of transport. In 2025, around 2.6 million standard containers (TEU) were transported by rail through

the Port of Hamburg, the majority of them via HHLA's container terminals. All three HHLA container terminals in Hamburg have their own container rail terminal with tracks accommodating block trains. The high proportion of rail in the modal split underscores the central

importance of rail for sustainable goods transport in and around Hamburg.

Photo: © HHLA / Thies Rätzke



Germany

HHPI Expands Its Fleet with a Euro9000 Locomotive for the First Time – Proven Partnership with ELP Reaches the Next Level



Leidenschaft für Zugkraft

Passion for Traction

Heavy Haul Power International GmbH (HHPI) is expanding its existing fleet of EuroDual locomotives with a Euro9000 from European Loc Pool (ELP) for the first time. With this step, HHPI is complementing the proven strengths of the EuroDual, which have been demonstrated over many years, with additional electric power, multi-system capability and extended cross-

border operating possibilities.

The decision to introduce the Euro9000 represents a consistent evolution of HHPI's existing fleet strategy. The EuroDual has established itself in daily operations as a reliable and powerful locomotive for heavy block train services. It combines high electric power with a

powerful diesel engine, enabling flexible operations on both electrified and partially non-electrified routes.

With the Euro9000, HHPI is expanding this successful operating concept with a hybrid multi-system electric locomotive specifically designed for demanding operations on Europe's main corridors. With up to 9 megawatts of electric power, a combined diesel output of 1.9 megawatts and 500 kN of tractive effort, it provides the capabilities required to move heavy freight trains powerfully, efficiently and flexibly.

step. It does not replace the EuroDual, but strategically complements our fleet with additional electric power and new opportunities for cross-border operations."

The Euro9000 opens up new possibilities for HHPI in heavy block train and cross-border operations. With 9 MW of electric power, multi-system capability and two diesel engines, it combines high performance on Europe's main corridors with flexibility on non-electrified sections as well as in first- and last-mile operations.

"We can rely on both the locomotives and the ELP team. Our cooperation is based on partnership, pragmatism and mutual respect," says Dell.

Willem Goosen, CEO of European Loc Pool, adds: "The expansion of HHPI's successful EuroDual fleet with its first Euro9000 marks an important milestone in our long-standing partnership. We are proud to support HHPI in opening up new operational opportunities with innovative technology and a comprehensive full-service offering."

More about HHPI

Heavy Haul Power International GmbH (HHPI) is one of Germany's leading private railway undertakings. Founded in 1999, HHPI focuses on medium- and long-term projects involving the transport of bulk goods such as construction materials, as well as timber and wood products, and hazardous goods of all kinds. Together with its customers, HHPI develops tailor-made transport solutions designed to meet their specific requirements and characterised by high productivity, maximum reliability and state-of-the-art equipment. In addition to offering competitive freight rates, HHPI places equal importance on providing good working conditions for its employees and ensuring the sustainable development of the company as a whole.

"Our EuroDual locomotives have proven themselves over many years as a reliable backbone of our operations. Their performance, flexibility and high availability have made a significant contribution to our ability to handle demanding transport tasks safely and efficiently," explains Lukas Dell, Authorised Representative of HHPI. "With the Euro9000, we are now taking the next logical

DB InfraGO plans adjustments to construction work between Hanover and Berlin

Between October 2026 and December 2027, three major construction projects will be bundled together on an important east-west axis. Delays in the electrification of the Lehrter Stammbahn railway line necessitate adjustments to the diversion plan for 2027. The adaptation of the transport concept will begin promptly in dialogue with companies, transport authorities, and federal states.

DB InfraGO will adjust its plans for the extensive construction work between Hanover and Berlin for 2027. This is due to the ongoing review of the corridor renovation concept and the associated construction program across the entire network. On this important east-west connection, the renovation of the slab track on the high-speed line, the electrification of sections of the parallel Lehrter Stammbahn (Lehrte Main Line), and the corridor renovation on the Lehrte-Berlin section are all scheduled to take place simultaneously. Delays in the

electrification of the Lehrter Stammbahn necessitate adjustments to the diversion plan. DB InfraGO will work with railway companies, transport authorities, and the federal states to develop these adjustments to the transport concept as soon as possible and will then provide transparent information about the revised overall plan. The already published transport concept for regional and long-distance passengers will remain unchanged for the first construction phase, from October 2nd to December 12th, 2026.

The contracts for the corridor renovation and the refurbishment of the slab track have largely been awarded and are on schedule. However, due to construction delays, the electrification of the single-track Lehrter Stammbahn, which runs parallel to the high-speed line, cannot be completed by the end of 2026 as planned. As a result, the previous assumptions for the traffic concept during the construction phases are no longer fully valid.

The Lehrter Stammbahn is expected to remain closed until December 2027 and will therefore not be available for the planned diversionary services for long-distance passenger trains.

The aim of the planned adjustments is to ensure stable traffic flow, efficient diversion routes, and resilient operations for both passenger and freight traffic during the construction phase. To achieve this, DB InfraGO intends to shorten or postpone already planned closures on other sections of the line, particularly between Halle and Eichenberg, and between Bebra and Fulda. Prior to this, the main diversion route via Magdeburg will be strengthened through additional upgrades and maintenance measures.

DB InfraGO, together with the responsible authorities, intends to examine additional rail services for the Stendal region via the Hamburg – Wittenberge – Berlin line.

The aim is to maintain continuous rail connections to Stendal throughout the construction phase and to offer a more attractive rail service for the region compared to the currently planned alternative arrangements.

The revision of the construction phase and traffic concept for the Hanover-Berlin axis aims to limit the impact of the necessary infrastructure work on passengers and freight transport companies. However, longer travel times and/or train routes during the construction phase are unavoidable.

DB InfraGO is currently reviewing the corridor renovation concept and the associated construction program across the entire network. The aim is to better align construction processes and traffic concepts with the needs of passengers and freight transport companies, to prioritize upcoming projects based on available funding, and to ensure more reliable commissioning and more stable construction processes.



ETCS software solution enables more freight traffic on the Bamberg – Erfurt route

DB InfraGO CEO Philipp Nagl: “This innovative solution allows us to use the existing infrastructure more efficiently.” • Additional train paths for freight trains, especially at night and during off-peak hours

Together with Siemens, DB InfraGO has developed and approved a software solution that enables increased freight traffic on the new high-speed line between Bamberg and Erfurt (German Unity Transport Project 8.1). This will allow additional freight trains to operate on the line, particularly during off-peak hours and at night. Railway companies can now book the corresponding train paths.

Philipp Nagl, CEO of DB InfraGO : “With the new ETCS-based software solution, we are demonstrating how digitalization directly brings added value to our customers. Together with Siemens, we have developed an innovative solution that allows us to use the existing infrastructure more efficiently. This creates greater flexibility for rail freight transport.”

On high-speed lines with single-tube tunnels, a so-called tunnel passing ban applies between slow freight trains and high-speed passenger trains, partly due to aerodynamic effects at large speed differences. The new application links information from timetable, control, and safety systems and automatically recognizes the respective train type.

This technically prevents unauthorized encounters between passenger and freight trains in the tunnel sections of the line. The operational restrictions previously required can thus be supported and further developed by a digital solution.

The new high-speed line between Bamberg and Erfurt is fully equipped with the European Train Control System (ETCS) and thus features state-of-the-art signaling and safety technology. It is part of the German Unity Transport Project No. 8 and a key north-south connection in the German rail network. The line is designed as a high-speed axis; during the day, fast passenger trains have priority, while freight trains primarily run at night.

Freight traffic was gradually introduced at the beginning of 2025, and the line is increasingly in demand for freight train services. Freight locomotives must be equipped with the ETCS train control system to operate on the VDE 8 line.

Greater safety for everyone: Bodycams on long-distance trains



stations. Security personnel on trains or at stations were attacked approximately 300 times.

During the same period, there were 989 attacks on DB Regio employees on regional trains. These included 781 cases of simple assault (pushing, grabbing, spitting) and 185 cases of attempted assault. Sadly, 22 employees were also victims of serious assault.

The death of Serkan Çalar at the beginning of the year remains unforgettable.

At the end of July, Deutsche Bahn announced a nationwide ban on alcohol consumption at 5,400 train stations, which is to be implemented gradually by October 15, 2026. Alcohol-free stations are intended to increase the safety of DB employees and passengers.

Deutsche Bahn (DB) is now gradually equipping its station staff with body cameras. The first devices are already in use at stations including Frankfurt (Main) and Bielefeld. This gives 2,700 colleagues in station services and station management the option of wearing a body camera. Use remains voluntary. At 50 stations, employees can also use a dedicated emergency call button, the so-called priority call, to quickly and discreetly request assistance from security personnel.

Katja Hüske, Board Member for Passenger Stations at DB InfraGO AG : “Our employees should be better protected:

They can now also access a bodycam as part of their personal protective equipment. Following the alcohol consumption ban, we are adding another component to the station security concept.”

Before body cameras are used as a technical aid, DB employees complete comprehensive training on operating conditions, legal principles, labeling requirements, and practical operation and handling of the body camera.

Body cameras have a preventative effect, help de-

escalate conflict situations, and reduce acts of violence against DB employees. DB Security employees have been wearing body cameras at train stations for many years.

The expansion of body camera use is a result of the “Action Plan for Greater Safety on the Rails,” which Deutsche Bahn (DB) adopted jointly with the federal government, state governments, unions, and the transport industry. For years, the number of attacks on railway employees has been rising: In the first half of 2026, there were 50 assaults against service staff at train



India



MELPL, Alstom's joint venture with Indian Railways supports R60,000 crore as economic output while contributing to Bihar and India's economy

Alstom, a global leader in smart and sustainable mobility has released a Socio Economic Impact Assessment study for Madhepura Electric Locomotive Private Limited (MELPL)- its joint venture with Indian Railways. The study reveals the transformative impact of MELPL on both Bihar's regional economy and India's national infrastructure. It details how India's largest Foreign Direct Investment in the rail sector has supported economic growth and social change between FY20-FY26.

Commenting on the e-loco project and its impact, Olivier Loison, Managing Director India, Alstom said, "This JV is a landmark moment in India's rail modernisation story and we are honoured to be a part of it. The report showcases not only the business and economic impact but also the human value creation this project has delivered so far. Our aspiration is to continue on this path of purpose and innovation that supports the government's Viksit Bharat vision."

Sharing his views on MELPL's impact and the report findings, Shri. Chhatrasal Singh, General Manager, East Central Railways, said, "MELPL is at the forefront of not only industrial value creation but also deep human impact in Bihar. We congratulate the MELPL and Alstom team on building a credible ecosystem and meaningfully quantifying the impact through the study. This project has shaped and supported India's freight mobility aspirations while also creating deep value for the communities and people at large."

A national engine for freight decarbonization

Beyond economic metrics, the report highlights MELPL's role as a critical enabler of India's environmental goals. The WAG-12B Prima T8 locomotives manufactured at Madhepura site are the workhorses of India's Dedicated Freight Corridors. Their deployment is critical for advancing the National Rail Plan's goal of increasing rail's



freight modal share to 45%, significantly reducing logistics costs and India's carbon footprint.

Speaking at the release of the report, Vivek R Garg, Managing Director MELPL & Services, Alstom, said, "We came to Madhepura with a vision to build world-class locomotives, but the story we are proudest to tell today is one of partnership and shared prosperity with the people of Bihar. The skill, dedication, and passion of our team in Madhepura is the true engine of this success. This facility and the findings of this report are a testament to the immense talent within Bihar and the state's potential as a modern industrial powerhouse. We are deeply committed to our journey here and will continue to foster local talent and contribute to Bihar's bright future."

Social upliftment: empowering local communities

The report highlights the project's success in driving social change on the ground:

- Empowering women in non-traditional roles: The project has championed gender inclusion, providing formal employment to many local women. Notably, the plant qualified the first female locomotive pilot in Alstom's Asia-Pacific operations, shifting household norms and inspiring a new generation.
- Attracting skilled workers: The presence of a world-class industrial facility has created high-quality jobs that have attracted skilled workers to return to their home region, showing improvement in the past migration trends.
- Investing in health and education: Through its corporate social responsibility

(CSR) initiatives, MELPL has invested over ₹17 crore in Madhepura. This includes providing healthcare to nearly 10,000 patients via mobile healthcare solutions, delivering modern STEAM education to over 2,000 students to prepare them for future jobs, and supporting the livelihoods of over 1,700 rural residents and much more.

MELPL is a €3.5 billion joint venture between the Ministry of Railways (Government of India) and Alstom, representing the largest foreign direct investment (FDI) in India's railway sector. Tasked with manufacturing and maintaining 800 high-powered electric locomotives (WAG 12B - 12,000HP Prima T8). Designated by Indian Railways as WAG-12B, these locomotives are built at one of India's largest integrated greenfield manufacturing facilities at Madhepura, Bihar. In line

with the 'Make in India' and 'Atmanirbhar Bharat' initiatives, Alstom has progressively achieved over 90% localisation, reinforced India's domestic manufacturing prowess and becoming the 6th nation globally to build such powerful locos indigenously.

Poland

Alstom delivers three Traxx Universal locomotives to Captrain Polska

Alstom, a global leader in smart and sustainable mobility, has delivered three third-generation Traxx Universal multi-system locomotives to Captrain Polska, a rail freight operator and member of the Rail Logistics Europe group providing transport services across Europe. The vehicles are approved for use in Poland, Germany, Austria, France, Belgium and Luxembourg. The locomotives' car-body shells were manufactured at Alstom's site in Wrocław, Poland. During the warranty period, Alstom will also be responsible for the maintenance and preventive servicing of the locomotives.

“For more than ten years, Captrain Polska has leased Traxx locomotives in MS2 and DC2 configurations. However, these third-generation Traxx Universal locomotives will be the first modern locomotives purchased by our company, in line with the strategy of complementing the fleet with our own

rolling stock. The fact that this platform is approved in all countries where Captrain companies within the Rail Logistics Europe group operate represents an important competitive advantage on the East-West corridor, which has been identified as a strategic priority within the group. Starting in September, the newly acquired Traxx MS3 locomotives will be seen operating in Poland, Germany, France and Belgium on projects coordinated by Captrain Polska. Their acquisition therefore perfectly supports both the company's local development strategy and the wider Rail Logistics Europe group strategy aimed at strengthening market competitiveness,” said Paweł Szczapiński, CEO of Captrain Polska.

“The Traxx Universal locomotives delivered to Captrain Polska provide above greater flexibility for international rail freight operations, eliminating technical barriers

and the need to change locomotives at borders. Thanks to their approval for operation in six European countries, the operator gains an asset that will increase operational efficiency and enable it to respond even more effectively to customer expectations. We are proud that the expertise of our Polish team contributed to the successful delivery of this project, with the locomotives' car-body shells manufactured in Wrocław. This is yet another example of how modern rolling stock supports the development of rail transport and helps build more sustainable supply chains,” said Beata Rusinowicz, Managing Director of Alstom Poland.

Third-generation Traxx multi-system locomotives can reach speeds of up to 160 km/h per hour and can handle heavier trains compared to other locomotives in the same class. Their design is based on a proven



modular platform used in both passenger and freight transport, for domestic and cross-border operations, and available in AC, DC and multi-system versions. The locomotives purchased by Captrain Polska are equipped with Alstom's Onvia signalling system, an onboard ETCS solution that enables seamless cross-border operations and compliance with European signalling standards.

The Traxx Universal locomotives have been approved in 20 countries, where they cover a total annual distance of more than 300 million kilometres. Since 2000, Alstom has

produced over 6,000 locomotives, that have started operation and have been used in many European countries, as well as in Asia, North America and Africa. Alstom is the leading locomotive services provider, maintaining more than 2,450 locomotives around the world.

Alstom has leading expertise in mainline signalling standards, having delivered more than 300 ETCS projects worldwide using its proven Onvia technology. Alstom's signalling solutions include more than 25,000 onboard units and 23,000 km of equipped railway lines.

Italy

Trenitalia: over 33 million passengers travelling over the summer in 2026

More than 33 million people have chosen, and will choose, Trenitalia (a FS Group Company) to travel this summer. Demand is driven primarily by resorts along the Apulian Adriatic coast, with Lecce, Brindisi, Foggia and Taranto among the most popular summer destinations, along with the Upper Adriatic seaside destinations, such as Rimini, Riccione, Pescara, Termoli and Vasto.

There is also growing interest in the Southern Tyrrhenian coast, with an increase in visitors to the main seaside destinations in Calabria and Campania. Bolzano is one of the season's top mountain destinations, and Paris is the international city most frequently chosen by travellers, connected to Milan by the Frecciarossa service.

Alongside tourist destinations, Italy's major cities are still among the most visited: Rome, Milan, Naples, Florence, Bologna and Venice.

The summer timetable for Freccie, Intercity and Regionale trains

Trenitalia gave a boost to its summer services. The High-Speed network was strengthened, with over 130,000 seats a day connecting 150 destinations across Italy. One of the new services for summer 2026 is the first direct Frecciarossa train between Lecce and Naples. Starting on 1 July, passengers can reach Naples from Bari in around three and from Lecce in around five hours, improving direct connections between Southern Italy and the Neapolitan area. Specifically, eight connections between Milan and Reggio Calabria, two between Venice and Reggio Calabria, 14 between Rome and Reggio Calabria – rising to 16 on weekends – and 14 between Rome and Puglia. Plus 28 Frecciarossa services a day between Milan, Venice, Turin, Bologna and the Adriatic coast, and additional weekend services between Milan and Pescara and between Bolzano and Pescara. And, for the first time ever, on select summer Sundays, travellers will be able to continue their journey from Bolzano to

Bressanone and Fortezza, and then directly to Milan. The 100 daily services between Milan and Rome and the 70 services between Milan and Naples were confirmed, while the night connections are back with two trains between Milan and Reggio Calabria and a further two between Milan and Lecce, stopping at some of the most popular seaside resorts, such as Monopoli, Fasano and Ostuni. FrecciaLink – the Freccie+bus service – strengthens the network of connections to the main seaside and mountainside resorts and art cities. The main destinations include the seaside resorts of Sorrento, Vieste, Peschici, Cecina and Piombino. The cities of Matera, Assisi, Perugia and the archaeological site of Pompeii. And the Alpine destinations of Val Gardena, Val di Fassa and Val di Fiemme, passing through Cortina, Cadore and the Aosta Valley. One of the main services available is the ParmaLink, which runs 12 daily connections between Parma and Reggio Emilia High-Speed station, connecting with Frecciarossa services to and from the main cities on the High-Speed network.

There are also new stops for Intercity services, such as Diamante, Tropea, Paestum, Polignano a Mare, Orbetello, Carrara, Cattolica, Diano, Taggia Arma and Monterosso, to reach seaside resorts, coastal villages and cultural destinations in an even more convenient and comfortable way. A new Eurocity service connects Rimini and Zurich, offering a comfortable journey between the main towns along the Adriatic coast and Switzerland. And thanks to the Euronight services running daily between Rome, Vienna and Munich, you can enjoy a comfortable journey with options tailored to suit every need.

Trenitalia's Regionale service boasts an incredibly extensive network, serving over 1,800 destinations, including more than 500 tourist resorts, and offering a wide range of intermodal options and express trains that take travellers to some of the season's most popular destinations.

Denmark

Transforming Public Transport in Denmark: Siemens and partners celebrate the full opening of the Greater Copenhagen Light Rail

28 km light rail line connects eight municipalities, creating a seamless transport backbone for Greater Copenhagen

29 Siemens Mobility Avenio light rail vehicles offer sustainable, modern, and inclusive mobility for all passengers

New cross-regional connection links communities, workplaces, hospitals, educational institutions, and major public transport hubs

Expected to carry 14 million annual passengers by 2030

Siemens Mobility, in a consortium with general infrastructure contractor Aarsleff Rail, has successfully completed the full delivery of the Greater Copenhagen Light Rail. Passengers can now use the 28-kilometer route, connecting Ishøj in the south to Lundtofte, north of Lyngby, via 29 state-of-the-art stations along Ring 3. The Greater Copenhagen Light Rail is a major new cross-regional public transport connection that strengthens mobility across the Copenhagen metropolitan area, linking cities, workplaces, hospitals, educational institutions, and key public transport hubs. Siemens Mobility's turnkey contributions included 29 Avenio light rail vehicles, electrification, signaling, communication systems, depot workshop equipment, project management, system integration, and 15 years of maintenance services. The line is expected to facilitate green transportation for approximately 12,000 passengers daily, with an annual ridership forecast of 14 million by 2030.

“With the full opening of the Greater Copenhagen Light Rail, we are proud to see Siemens Mobility's turnkey expertise driving this revolutionary public transport project in Denmark,” said Léon Soulier, CEO Turnkey Business Unit at Siemens Mobility. “From delivering 29 innovative Avenio light rail vehicles to electrification, signaling, communications, system integration, depot equipment, and long-term maintenance, this light rail system offers a strategic improvement to daily mobility while making a clear commitment to sustainable transportation.”

The Greater Copenhagen Light Rail project has been delivered through strong and constructive collaboration between Siemens Mobility, Aarsleff Rail, and Greater Copenhagen Light Rail. Initially opened in October 2025 with the first 12 stations, the completion of the remaining



17 stations now fully connects eight municipalities and integrates into six S-train interchanges.

Passengers benefit from frequent and reliable services, with light rail vehicles running every 5-8 minutes during peak daytime hours in a transition period of 3-6 months and every ten minutes in the evenings and on Sundays. This accessibility makes it easier than ever for passengers to embrace sustainable commuting options while significantly lowering car traffic volumes in one of Denmark's busiest regions. Siemens Avenio: Modern, sustainable, and accessible

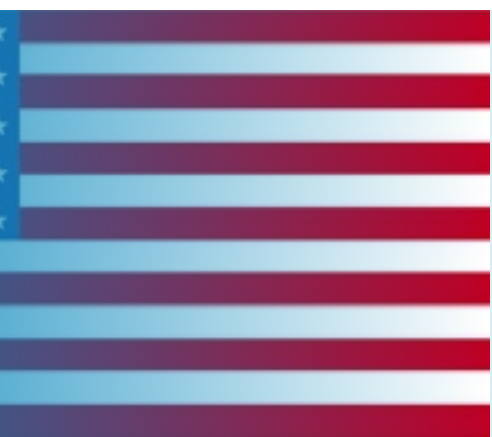
Siemens Avenio: Modern, sustainable, and accessible

The Greater Copenhagen Light Rail fleet includes 29 Siemens Avenio light rail vehicles, designed for Copenhagen's future-focused transport needs. These state-of-the-art vehicles are 36.9 meters long and can accommodate up to 260 passengers – including 64 seated – while providing flexible standing areas and dedicated spaces for bicycles, prams, and wheelchairs.

With step-free boarding, smooth operation, and cutting-edge energy efficiency, Avenio light rail vehicles ensure an accessible, inclusive experience for all passengers. Built to operate at speeds of up to 70 km/h, the Avenio

forms the backbone of an efficient, eco-friendly transport system designed to meet Copenhagen's modern mobility needs.

U.S.A.



Norfolk Southern and Wabtec Expand Locomotive Modernization Program

33 Evolution Series locomotives to be converted from DC to AC traction
Upgrades support fleet reliability, efficiency, and long-term sustainability

Norfolk Southern Corporation (NYSE: NSC) and Wabtec Corporation (NYSE: WAB) have announced an expanded program to modernize 33 DC-traction Evolution Series locomotives for the railroad. As part of Norfolk Southern's fleet modernization strategy, the initiative will convert the units to AC-traction technology to improve performance, reliability, and efficiency.

"This investment will improve reliability, increase efficiency, and extend locomotive life, helping us deliver safe, dependable service for customers," said Brian Barr, Norfolk Southern Chief Operating Officer. "Together with Wabtec, we're continuing to invest in technologies that improve fleet performance and maximize the value of existing assets."

Wabtec will modernize the ES44DC locomotives with AC traction motors, upgraded control systems, and advanced digital technologies, converting the units into ES44ACMs. AC traction provides superior adhesion and hauling performance, particularly in demanding operating conditions. The upgraded locomotives

will deliver higher productivity with lower lifecycle maintenance requirements. The modernization package will also enhance locomotive diagnostics and maintenance planning, helping improve fleet reliability.

"This new modernization program underscores the strength of our longstanding partnership with Norfolk Southern and our shared focus on delivering operational value," said Sameer Gaur, President of Wabtec's Freight Services. "By combining innovative technology, engineering excellence, and deep service expertise, we're helping our customer maximize the value of their assets while positioning their fleet for the future."

Norfolk Southern was the launch customer for the original ES44DC locomotives in 2004. Since 2015, Wabtec and Norfolk Southern have collaborated on one of North America's largest locomotive modernization efforts, contributing to more than 1,000 DC-to-AC locomotive conversions. This agreement continues with that expanded partnership.

By extending locomotive life and integrating more efficient technology, the modernization program supports Norfolk Southern's efforts to reduce greenhouse gas (GHG) emissions intensity while advancing a more sustainable freight rail network.

The modernization work is being performed at Wabtec's U.S.-based facilities. The first upgraded locomotive was shipped to Norfolk Southern this month, with the remaining deliveries continuing through 2027.

About Norfolk Southern

Since 1827, Norfolk Southern Corporation (NYSE: NSC) and its predecessor companies have safely moved the goods and materials that drive the U.S. economy. Today, it operates

a 22-state freight transportation network. Committed to furthering sustainability, Norfolk Southern helps its customers avoid approximately 15 million tons of yearly carbon emissions by shipping via rail. Its dedicated team members deliver approximately 7 million carloads annually, from agriculture to consumer goods.



Norfolk Southern also has the most extensive intermodal network in the eastern U.S. It serves a majority of the country's population and manufacturing base, with connections to every major container port on the Atlantic coast as well as major ports across the Gulf Coast and Great Lakes.

Sweden

Railcare signs new framework agreement with Trafikverket

Railcare has signed a new framework agreement with Trafikverket regarding contract works in Sweden. The framework agreement is valid for three years from 1 February 2027, with an option to extend for a further 1+1 years. As with previous framework agreements with Trafikverket, call-offs will be made on an ongoing basis.

The new agreement creates favourable conditions for continued efficient and flexible railway maintenance using Railcare's vacuum-powered machines, and is also adapted to the new electric and battery-powered machines.

"It is very positive that we have signed a new agreement with Trafikverket, which is our largest customer within the Construction business area. The agreement strengthens our position in efficient railway maintenance and enables us to continue providing innovative solutions that minimise disruption to traffic," says Mattias Remahl, CEO at Railcare.

Railcare's vacuum-powered machines enable gentle and efficient maintenance, particularly in environments where traditional methods are difficult to use. The technology is well suited to preparatory

work ahead of major track replacements, where careful handling of ballast and surrounding infrastructure is crucial to successful implementation.

The framework agreement covers the performance of preparatory work ahead of maintenance measures, as well as maintenance included in Trafikverket's plans. This includes, amongst other things, ballast replacement at switches and on bridges, cable management, test pits, and operations where precision and accessibility are crucial.



"Our vacuum technology gives us a unique ability to work efficiently even in complex environments, whilst enabling us to carry out important preparatory work ahead of major

maintenance projects. This contributes to a more robust and accessible railway system," concludes Mattias Remahl.

TPF commissions Stadler to manufacture 13 FLIRT Evo multiple units

The Fribourg Transport Authority (TPF) has commissioned Stadler to supply 13 four-car FLIRT Evo multiple units. With these latest-generation vehicles, TPF is modernising its regional transport fleet. The first train is scheduled to enter service on the TPF network from December 2028. At the same time, the phased withdrawal of the Domino trains will begin.

TPF has ordered 13 four-car FLIRT Evo multiple units from Stadler (Bussnang, Switzerland). The new trains will make travelling on the standard-gauge TPF network even more attractive. They are specifically designed to meet the requirements of regional transport, which is characterised by numerous stops and comparatively short journeys. Wide doors allow passengers to board and alight quickly. With a top speed of 160 km/h and high acceleration and braking performance, the trains save valuable seconds and thus contribute to reliable rail operations.

Better comfort and fully accessible

Each train is 73.5 metres long and offers 164 seats, as well as a total capacity of 369 passengers, including standing room. The bright and open interior has been designed to create a pleasant atmosphere. Spacious multi-purpose areas also provide more room for bicycles, pushchairs and luggage.

The new trains are fully accessible. Step-free entrances, level transitions throughout between the front and rear entrance doors, wheelchair spaces and accessible toilets enable people with reduced mobility to use the trains independently. Modern passenger information systems and numerous power sockets further enhance travel comfort. The purchase cost for the thirteen trains amounts to 117 million Swiss francs. Thanks to a partnership between the two rail operators, TPF was able to benefit from the options and terms that SBB had negotiated as part of a comprehensive tender process in 2021.

Trains designed for regional services

“We are very much looking forward to these new trains entering service. Comfortable, equipped with state-of-the-art technology and offering high capacity, the FLIRT Evo trains will help us cope with the rising passenger numbers on our routes,” explains Serge Collaud, Director General of TPF.

“The 13 four-car trains form the basis for even more attractive regional transport in the canton of Fribourg,” adds Christian König, Deputy Sales Manager at Stadler. “Passengers can look forward to bright and comfortable trains with modern facilities. I would like to thank TPF for the trust they have placed in us.”

New trains to enter service from late 2028

The first FLIRT Evo is expected to enter commercial service on the TPF network in December 2028. Thereafter, a further train is scheduled to enter service approximately every two months. With the new trains, the Domino trains can be phased out gradually. In the long term, TPF’s standard-gauge fleet will consist of 8 FLIRT and 13 FLIRT Evo trains. In addition, there are the ten FLIRT trains on the metre-gauge Montbovon–Palézieux line.



First new-generation FINK delivered to Zentralbahn

Zentralbahn is putting a vehicle of the new FINK type into service for the first time: FINK 1 was transported from Stadler in Bussnang to Meiringen during the night of August 12th to 13th 2026. Over the coming months, the new vehicle will undergo thorough testing before it is put into service.

During the night of August 12th to 13th 2026, Stadler transported the first of ten new FINK vehicles on a rolling bogie from its factory in Bussnang to Interlaken Ost.

There, FINK 1 was unloaded on August 13th and placed on the Zentralbahn network.

Commissioning and type tests

Commissioning, including comprehensive type tests, will begin in the coming weeks from Meiringen. During this process, the vehicle will be put through its paces under real operating conditions and prepared for service on the Zentralbahn network. Among other things, the tests will assess handling, braking performance, the functioning of the rack-and-pinion and adhesion drive systems, the vehicle control system and the train

protection system. Once the tests have been completed and passed successfully, the FINK will receive its final approval and be transferred to regular service.

Service from the timetable change

FINK 1 is expected to enter service from the timetable change on December 13th 2026, initially operating mainly on the new half-hourly service between Lucerne and Engelberg, which will be introduced on the same date. The gradual commissioning of the remaining nine FINK trains will follow in the weeks thereafter.

Swiss quality with 128 seats

The new trains are being manufactured by Stadler in Bussnang. They have 111 seats in second class and 17 in first class. The production time for each train averages around ten months. Further trains to follow From the end of 2027, seven ADLER trains will be added to the fleet. With the largest procurement in its history, Zentralbahn is investing in modern and high-performance trains.



Switzerland

European Loc Pool orders 20 additional EuroDual Locomotives from Stadler Valencia



Leidenschaft für Zugkraft

Passion for Traction

European Loc Pool (ELP) has signed a new purchase agreement with Stadler Valencia for 20 additional EuroDual Locomotives. With this latest order, ELP's fleet will grow to a total of 144 locomotives, marking another major milestone in the company's continued expansion and its long-standing partnership with Stadler. European Loc Pool (ELP) is pleased to announce the signing of a new contract with Stadler Valencia for 20 additional EuroDual Locomotives. These locomotives will have a homologation for

Germany and Austria, but also Croatia, Serbia and Slovenia. The new order represents another significant step in ELP's growth journey and will bring the company's total fleet to 144 locomotives. Since the beginning of its operations, ELP has focused exclusively on modern six-axle locomotives designed to meet the demanding requirements of European Rail Freight. The additional EuroDual locomotives will further strengthen ELP's ability to provide customers with powerful, efficient and reliable traction

solutions across Europe. The EuroDual has played a central role in the development of ELP's locomotive portfolio from the very beginning.

Combining electric traction with a powerful diesel engine, the six-axle locomotive enables operators to run efficiently on both electrified and non-electrified routes. With up to 6.2 MW of electric power, 2.8 MW of diesel power and 500 kN of tractive effort, the EuroDual is designed for demanding

heavy freight operations and offers significant flexibility for mainline, first- and last-mile operations. The latest order reflects ELP's confidence in the continued demand for flexible and high-performance locomotive-solutions in the European Rail Freight Market.

Willem Goosen, CEO of European Loc Pool, says: "Ordering another 20 EuroDual locomotives is a major milestone for ELP. Reaching a total fleet of 144 locomotives demonstrates how strongly our company has developed and, above all, the trust our customers place in our concept. The EuroDual has been part of ELP's success story from the very beginning and continues to offer exactly the combination of power and flexibility that modern Rail Freight requires. We are extremely proud of this next step and look forward to continuing our growth together with Stadler."

The new contract also represents the continuation of the successful cooperation between European Loc Pool and Stadler Valencia. Since ELP was founded, the partnership with Stadler has been an important foundation for the development and expansion of its locomotive fleet. Together, the two companies have brought modern six-axle locomotives into operation across numerous European rail freight markets. The additional order further strengthens this long-term partnership and underlines the shared commitment of both companies to providing innovative and efficient solutions for European rail freight operators.

Ansgar Brockmeyer, Executive Vice President Marketing & Sales, Stadler Group, comments: "We are very proud that European Loc Pool has once again placed its trust in Stadler and the EuroDual platform with this significant order. Our long-standing partnership with ELP is built on a shared commitment to performance, innovation and the needs of rail freight operators. The order for another

20 locomotives is a strong confirmation of the EuroDual concept and of the successful cooperation between our two companies. We look forward to continuing this journey together."

With the expansion of its fleet, ELP continues to pursue its strategy of providing rail freight operators with modern locomotives through a comprehensive Full-Service Leasing model. The combination of high-performance six-axle locomotives and ELP's Full-Service approach allows customers to focus on their core rail freight operations while benefiting from reliable locomotive availability and comprehensive fleet support. The new order of 20 EuroDual locomotives is therefore not only an expansion of ELP's fleet, but also an investment in the continued development of more flexible, efficient and competitive Rail Freight across Europe.

More about hybrid locomotives

European Loc Pool AG focuses on innovative six-axle hybrid locomotives from Stadler and is setting new standards in European Rail Freight transport. The EuroDual and Euro9000 locomotives combine electric operation with powerful diesel modules, enabling flexible use on both electrified and non-electrified track sections as well as smooth last-mile and shunting operations. The Euro9000 is a modern hybrid multi-system locomotive designed for Europe-wide operation. It offers a tractive effort of up to 500 kN, up to 9 MW of power in electric operation and 1.9 MW of diesel power. The Euro9000 platform is a further development of Stadler's successful EuroDual and Euro4000 locomotive families.

About European Loc Pool AG

European Loc Pool AG is a leading provider of innovative leasing and maintenance services for locomotives, headquartered in Frauenfeld, Switzerland. Its Full-Service Leasing packages include modern six-axle hybrid locomotives that can be tailored to the specific needs of customers.

From the
Archives

E. Germany

Class 118.280 approaches Saalfeld on
November 9th 1980. *John Sloane*

www.railtalkmagazine.co.uk 53



From the Archives

FS No. E636.355 is about to depart south
from Paola on April 11th 1974.

John Sloane

www.railtalkmagazine.co.uk 54

Italy



From the Archives

Italy

Ferrovie Sud Est No. BB155 is seen at Bari
FSE shed on 1 April 1974. *John Sloane*

www.railtalkmagazine.co.uk 55



From the
Archives

FS No. E444.067 waits to depart from Milan
Central on August 28th 1991. *John Sloane*

Italy



From the Archives

PKO No. 0149.28 rides the turntable at
Wolsztyn shed on a chilly March 1st 1986.

John Sloane

Poland

