

# Railtalk Magazine Xtra

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# Content

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# Submissions & Contributions

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

**Photographic Contributions**

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

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



# Welcome to Issue 190Xtra

Summer is here, and many of you have been swelling our mailbox this month, which, of course, is most appreciated. With Covid hopefully on the back burner, I hope that many of you will have trouble free holidays in the coming months.

Something to look out for in the future is the news that Spanish national operator RENFE is to lease two Talgo locomotive-hauled hotel trains to private tourist train operator Sun Tren for use on a luxury tourist service linking Istanbul with Cappadocia. Sun Tren is a joint venture of Japan's HIS Global travel agency and Turkey's Sun Group. The service will be aimed at high-end Japanese tourists, with the target of reaching 200 000 passengers/year. The initial lease of the Talgo VII sleeping car trainsets runs for two years, with options for future extensions. The lease agreement announced on June 28th was brokered by the Turkish government's Investment Office. RENFE will deliver the rolling stock to Barcelona, from where Sun Tren will be responsible for moving the two trainsets to Turkey. Sun Tren is in the process of negotiating a contract for the maintenance of the trains with Talgo. Each 20-car trainset is expected to make 300 trips per year, totalling approximately 285 000 km. The trains have variable gauge axles and can run at up to 220 km/h. They offer high class cabins with beds, televisions, toilets and showers. RENFE says the agreement opens the door to possible future operations in Turkey, a market which it describes as being 'in full expansion with numerous development plans, including the high speed market'.

Interesting rail facts about the war in Ukraine with the announcement that since the beginning of Russia's war against Ukraine, at least 6,300 kilometres of railways and 41 railway bridges have been damaged, with estimated costs amounting to at least 3,4 billion euros. This was analysed by the KSE Institute. Like a lot of infrastructure, the railways in Ukraine have taken a big hit. As of May 25th, at least 6,300 kilometres of the total 23,000 kilometres of track had been damaged, reports the KSE Institute. The "Russia will pay" project of the analytical department of the KSE Institute of the Kyiv School of Economics collects, analyses and documents information on direct losses to civilian infrastructure in connection with Russian aggression, in collaboration with several Ukrainian ministries, including the Ministry of Infrastructure. As estimated by the Ministry of Economy and KSE, the overall Ukraine's economic losses due to the war range from 528 billion to 561 billion euros, taking into account all physical infrastructure including buildings. This includes both direct losses calculated in the project and indirect losses such as GDP decline, investment cessation, outflow of labour, additional defence and social support costs.

However undeterred by this, LTG Cargo Ukraine, a subsidiary of the Lithuanian rail freight company AB LTG Cargo, has announced a return to business in Ukraine. This decision was made following the assessment of a significant increase in demand from Ukrainian businesses for transport of grain and other products outside the country. The reopened company will provide freight forwarding services in Ukraine and will help customers to organise rail freight transport via the territories of Ukraine, Poland, and Lithuania. The company will also further focus on employee safety, therefore operations will be carried out remotely. "This reopening allows us to contribute to even more efficient logistics solutions and continue to help Ukrainian customers to transport goods, in particular grain, oil and corn, outside the country," Saulius Stasiūnas, CEO of LTG Cargo Ukraine, said. "In doing this, we will continue cooperation with Ukrainian Railways to join efforts in making the Ukrainian-Polish border crossing and freight transshipping at the Ukrainian border stations as smooth as possible."

Even though the company temporarily suspended its operations since March due to the Russian war in Ukraine and given the logjam of regular logistics chains that are viable for the region, LTG Cargo and LTG Cargo Polska have been making targeted efforts throughout this period to facilitate alternative routes for freight transport from Ukraine via Poland.

Until next month...

**David**

## This Page

CP Class 1400 No. 1432 passes Vilarinho de Cotas whilst working train No. IR21860 15:12 Pocinho - Porto Sao Bento. *Laurence Sly*

## Front Cover

From Vanov Castle, there can be seen three stations of Usti nad Labem(Zapad, Hlavni Nadrazi and Strekov). In the photo, on May 12th, an unknown CD Cargo Class 363 is seen crossing the river. *Thomas Niederl*



DB Class 152.158 and 152.049 are on their way from Oberhausen to Andernach with a coil train on May 27th. *Erik de Zeeuw*

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# With Thanks

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These issues wouldn't be possible without: Ray Anslow, Brian Battersby, Mark Bearton, Mark Bennett, Tim Blazey, Rob Boyce, Keith Chapman, Julian Churchill, Nick Clemson, Derek Elston, Mark Enderby, Tim Farmer, Dave Felton, FrontCompVids, Colin Gildersleve, Paul Godding, Richard Hargreaves, Jim Haywood, Keith Hookham, Colin Irwin, John Johnson, Anton Kendall, Mathijs Kok, Jyrki Lastunen, Ken Livermore, Michael Lynam, Peter Marsden, Phil Martin, Thomas Niederl, Peter Norrell, Chris Perkins, Mark Pichowicz, David Pollock, Andy Pratt, Andre Pronk, Paul Quinlan, Railwaymedia, Alan Rigby, Bryan Roberts, Neil Scarlett, John Sloane, Stephen Simpson, Laurence Sly, Stewart Smith, Steamsounds, Steve Stepney, Mark Torkington, Gerard van Vliet and Erik de Zeeuw.

# Austria

Near Linz is the Linzer Lokalbahn operated by Stern & Hafferl. The passenger trains are hauled by modern Stadler EMU trains but for freight shunting duties at the station of Eferding there are still two electric locos built in 1915(!) available. To see these engines working beyond Eferding stations is real rarity, but on the morning of May 16th, these two aged locos hauled seven track ballast wagons from Eferding to Waizenkirchen. The line from Waizenkirchen onwards to Peuerbach was at this time closed for reconstruction work. *Thomas Niederl*

# Austria

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Austria

# RCG moves 60,000 tonnes across the Arlberg

Since April 2021, 20 wagons loaded with tubbings for a highway tunnel have been rolling from Tirol to Switzerland once a week. The total volume of the pioneering end-to-end transport is 60,000 tonnes.

ÖBB Rail Cargo Group (RCG) is the leading rail logistics specialist in Europa and offers efficient, multimodal end-to-end logistics solutions as far as Asia. One example is a truly mammoth project which RCG is successfully implementing on behalf of the company Katzenberger.

Specifically, RCG is transporting tubbings, which are prefabricated concrete segments (outer shells) used as reinforcement in tunnel construction.

The segments are intended for rehabilitating the Kerenzerberg road tunnel Filzbach in the canton of Glarus in Switzerland. The highway section of the A3 has aged and needs to be repaired. Preparations began in spring 2020 - on 7th April 2021 the first tubbings were loaded in Jenbach to be transported to Weesen, Switzerland.

The transports are to be completed by early 2023. A train with 20 loaded wagons now leaves Jenbach station in Tirol for Switzerland once a week.

The traffic-plagued Tyrolean population also benefits – an order volume of around 60,000 tonnes, transported into Switzerland by sustainable and environmentally-friendly trains, means around 4100 fewer lorry journeys (including empty trips) clogging up the roads.

Photo: ©OBB



# Five years of TransFER Paskov–Gdansk

Regular TransFER connection for intermodal transports between the Baltic Sea and the Czech Republic have celebrated five years of successful operation.

ÖBB Rail Cargo Group (RCG) offers a non-stop connection between one of Europe's most important ports, the Baltic Sea port of Gdansk in Poland, and Paskov in the Czech Republic for five years. The Paskov location is one of the most important transhipment hubs in Central Europe, from which RCG redistributes maritime flows of goods (FCL – Full Container Loads) to target destinations in the Czech Republic and Slovakia.

**From Gdansk to Paskov in only 18 hours without jam at the port terminal**

The TransFER operates with two round trips per week and a transit time of only 18 hours. The ideal corridor parameters allow capacities especially for heavy containers. Further advantages of this TransFER connection: direct shipping connections with the Far East and Scandinavia – with comparable transit times as Hamburg.




# Rail Cargo Group increases grain transport from Ukraine



Since the beginning of the war, RCG has already exported more than 130,000 tons of grain from Ukraine and even more transports are planned for June and July.

Since the beginning of the war, RCG has been supporting Ukraine with what they do best – transport and logistics services. In addition to aid shipments to Ukraine offered free of charge to NGOs, RCG are also transporting grain out of Ukraine using all available resources to ensure local cash and storage space for the next sowing and harvesting, and to counteract a rise in food prices globally. These efforts are taking place within the European Commission's Solidarity Lanes Action Plan.

From March to May 2022 alone, RCG have already transported a total of over 130,000 tons of grain from Ukraine to Germany, Italy, Austria, Slovakia and Hungary. In other terms, this means one train travels from the Ukrainian border to northern Germany every working day. Each of RCG's freight trains from Ukraine transports around 1,300 to 1,600 tons of grain.

**The increase in grain shipments in detail**

RCG has increased our grain shipments from Ukraine specifically in June and July 2022. Specifically, shipments to Austria will gradually double to about 2,600 tons in July 2022 and those to Hungary will increase by up to 66 % meaning 6,500 - 9,100 tons over the same period. Grain shipments to Germany will remain constant in advance at around 36,000 tons per month.

The Hungarian rail transit traffic with Ukrainian grain increased enormously recently. Rail Cargo Hungaria currently handles about 75 percent of grain transports from Ukraine to Hungary. This currently amounts to 10-15 trains per week. About 70% of the volume remains in Hungary, the remaining 30% goes abroad, mainly to Italy.

RCG has also carried out rail shipments from the Ukrainian town of Reni to the Romanian port of Constanta adding up to over 33,500 tons of grain until May 2022.

Due to the lack of diesel fuel supply from May 2022, it was necessary to switch to the use of barges. Currently, four barges are operating on behalf of RCG from Reni to Constanta via waterway. Around 20,000 tons of grain can be transported per month.

# Belgium

SNCB Class 27 No. 2724 is seen at rear of service at Bruxelles Nord station on June 20th. *Mark Armstrong*

On June 23rd, SNCB Class 27 No. 2754 stands at Charlerori Sud. *Mark Armstrong*

SNCB AM82 EMU No. 395 is seen at Maastricht station on June 22nd. *Mark Armstrong*









# Belgium

On June 22nd, SNCB Class 18 No. 1824 is seen at Oostende. *Mark Armstrong*

A look at the front of Charlerori Sud showing the work to rebuild the tram line in this area. *Mark Armstrong*

On April 26th, SNCB AM75 EMU No. 807 departs Antwerp-Berchem with a service to Antwerp Centraal. *Class47*









# Belgium

SNCB AM70 EMU No. 968 is seen at Tournai on June 22nd. *Mark Armstrong*

SNCB Class 41 DMU No. 4103 calls at Charlerori Sud on June 23rd. *Mark Armstrong*

Charlerori tram No. 7419 Charlerori calls at the first stop after the closed section outside the station. *Mark Armstrong*








# Czech Republic

CD Class 162.061 with Osobni Vlak No. Os6411 to Lysa nad Labem is calling at Usti nad Labem Strekov on May 11th.
*Thomas Niederl*

# Czech Republic

CD Cargo Class 122.028 passes below Strekov castle, with a cereal train on May 11th. *Thomas Niederl*

# Czech Republic

Class 371.005 is seen with Rychlik train No. R608 'Krušnohor' from Praha to Cheb. The train is formed of the latest long distance coaches of Ceske Drahy built by Siemens and introduced just a few months before. *Thomas Niederl*

# Czech Republic

The Rychlik (fast train) services between Usti nad Labem and Kolin are now operated by Regiojet. They use second hand carriages from Deutsche Bahn for their trains. Here, train No. R1303 is crossing the river Elbe on its way from Usti nad Labem hl. n. to Kolin. Behind is Vanov Castle. *Thomas Niederl*



# Czech Republic

Class 751 252 stands at Trutnov hl.n. ready to start the second day of the 'North East Bohemian Summer Grumpy' railtour on May 7th. *Mark Pichowicz*

# Czech Republic

On May 8th, No. T478.1215 (749.253) stands at Kralovice u Rakovnika after working train No. R1270 09:13 from Praha hl.n. and running round the stock ready to return in a few hours time. *Mark Pichowicz*

# Czech Republic

Class 754.063 departs Tlučná working train No. Os7416 14:18 Plzeň hl.n. to Domažlice on May 10th. *Mark Pichowicz*

# Czech Republic

CD Class 111.010 arrives at Hradec Králové-Sl.Předm working train No. Os5205 13:28 Hradec Králové hl.n. to Týniště nad Orlicí on May 11th. *Mark Pichowicz*

# Czech Republic

On May 11th, Rail Advenure operated Class 183.500 stands at Praha hl.n. hauling Alstom Coradia iLint hydrogen powered unit No. 654.101. *Mark Pichowicz*

# Czech Republic

Class 162.120 approaches Ústí nad Labem Střekov with train No. R1313 16:36 Ústí nad Labem hl.n. to Kolín on May 12th. *Mark Pichowicz*

# Czech Republic

On May 7th, Class 751.232 pauses at Martinice v Krkonoších whilst working a 2 day railtour around north eastern Bohemia, *Mark Pichowicz*

# Czech Republic

On April 29th, KZC operated Class 810.656 runs through Decin hl.n. *Class47*

# Czech Republic

On April 29th, Unipetrol's Class 753.607 heads a rake of tanks through Most. *Class47*

# Czech Republic

About twenty minutes train ride from Usti nad Labem is Litomerice Mesto. On May 12th, two ancient Class 140s, Nos, 140.074 and 140.045 of the private company RM Lines are seen passing this historic town with a freight train towards Lysa nad Labem. *Thomas Niederl*

# Czech Republic

Bahn Service Class 232.083 heads through Cheb on April 29th. *Class47*

Czech Republic

# ČESKÉ BUDĚJOVICE ENJOYS NEW TRAINS

New barrier-free RegioPanters have been officially handed over at the railway station in České Budějovice.

The trains were handed over and put into operation in the presence of representatives of Škoda Group, Martin Kuba, the representative of the South Bohemian Region and the public. A small gift was prepared for the participants, they could take a free ride on the brand new trains.

**Where did they go?**

Four of the new trains simultaneously set off in four different directions: to Veselí nad Lužnicí, Kaplice, Borovany and Číčenice.




# CZ LOKO has opened training and accommodation facilities in the center of Česká Třebová

The renovated building was opened by CZ LOKO on May 18th, 2022 in the historic center of Česká Třebová offering a new training center for 30 people and accommodation for 25 employees.

“We mainly solved our own needs because we lacked sufficient educational and accommodation capacities. But I am equally pleased that we have helped to improve the appearance of the city, with which we have been associated since the middle of the 19th century, when the repair of locomotives began here ,” said Josef Bárta, majority shareholder and chairman of the board of directors of CZ LOKO.

In 2020, the company acquired the neglected and long-unused building, which once housed a bank.

According to Magdaléna Peterková, the mayor of the city, the new use of the building is a very good initiative. “I know that the building modifications were not easy, because the house is located in the

city’s heritage zone and the conditions of the preservationists had to be met. I very much welcome the full use of the building on Staré náměstí and believe that it will help revitalize the city center,” says the mayor.

“The modernization was radical, but also very considerate of the surroundings. The result of cooperation with the building authority is a sensitive integration into the character of the entire square,” adds Jiří Kutálek, administrative and personnel director of CZ LOKO.

There are two entrances from the square. The first leads to a training center and a residential area with five rooms and a shared kitchen. The second then to the premises, the use of which has not yet been decided. They can be a pharmacy or a doctor’s office. From the side street is the entrance to the hostel with nine rooms on two floors. There is a cloakroom, kitchen, common room and several social facilities. The building has its own permanent administrator and security.

CZ LOKO has thereby significantly expanded the possibilities for training employees, because the training facilities directly in the factory are already running into capacity limits. In addition to larger training events, it will also host meetings with customers, conferences or company events.

“We haven’t had any in our own accommodation capacity yet. It is a strategic investment because it expands our possibilities of recruiting employees from all over the Czech Republic and abroad. We can’t do without it. The capacity also filled up very quickly,” explains Jiří Kutálek.

The company wants to continue to pay attention to the accommodation and housing of its employees, because according to the demographic curve, in eight to ten years the strongest cohorts will retire and, on the contrary, the numerically weakest ones will be in the productive age.

“Then there will be no other option but to bring the missing professions such as welders or electricians from abroad. Therefore, we will also have to expand our accommodation capacities,” he added. In addition to Česká Třebová, Jihlava is also considered, where the company has a second plant, specialized in the production of new locomotives.

Germany

# Alstom's pilot project on autonomous driving in Germany enters the next phase



The research project "Automated regional trains in Lower Saxony, Germany" is entering the next phase. Together with the German Aerospace Center (DLR) and the TU Berlin, Alstom is developing technical solutions to gradually digitise rail passenger transport in Germany. The project will explore the possibilities of automation in regional transport via the European Train Control System (ETCS). The Landesnahverkehrsgesellschaft Niedersachsen (LNVG) supports the project and is providing two regional trains for the tests. Automated driving is being tested on routes in Northern Germany. While the Federal Ministry of Economics and Climate Protection (BMWK) is supporting the automation research project, Lower Saxony's Ministry of Economics is funding the necessary equipment for the two test vehicles with 5.5 million euro.

For the trials, new systems for driverless operation are being developed in a first phase. This includes signal recognition, which will provide the ability to recognise and interpret the railway traffic signals set up along the track. In addition, the train must be able to recognise obstacles. In the event of a malfunction, the train is controlled remotely or guided by the train attendant. Alstom has already demonstrated with test trains in other countries that automated driving and remote control of trains can be technically implemented. The project will determine whether the existing regulatory framework for Automatic Train Operation (ATO) could be adapted. It will then examine which tests and results are needed to sufficiently prove safety standards for automated driving in passenger operation.

In a second phase, automated driving must take place as a "living lab" under real conditions. The new systems will be installed in the two LNVG multiple units pre-equipped with ETCS and tested in operation. The findings from development and operation will help to prepare for the later approval of fully automated trains and to further automate regional transport.

Lower Saxony's Transport Minister Dr. Bernd Althusmann says: "The future of rail transport is climate-neutral and digital - we know that very well, especially in Lower Saxony. After we have already been using the world's first emission-free hydrogen trains here since 2018, we are now testing how we can achieve an even higher quality in local transport through autonomously running trains. The project combines two outstanding qualities of Lower Saxony as a location: innovative mobility and a high level of digitalisation. We are thus creating the basis for more traffic on the railways."

Michael Kellner, Parliamentary State Secretary at the Federal Ministry of Economics and Climate Protection, explains: "The automation of railways, especially regional transport, offers a variety of opportunities. Falling operating costs make it easier for regional providers to enter the market or expand their services. Routes that have become unprofitable can be automated and operated profitably again. This also reduces commuting by road: less CO2 emissions and a more relaxed journey for commuters."

"Automated driving is the prerequisite for sustainable and efficient rail transport in the future. With our joint pilot project, we are creating the basis for the use of this technology in German regional transport and are significantly driving forward the implementation of corresponding technical solutions," says Müslüm Yakisan, President of the DACH Region at Alstom. "In addition to our partnership with LNVG, we are also actively involved in several other ongoing automation projects for German regional transport. For example, we will be converting S-Bahn and regional trains in the greater Stuttgart area to ETCS technology as part of the Stuttgart 21 and 'Digital Node Stuttgart' lighthouse projects."

Carmen Schwabl, Managing Director LNVG, emphasises: "The promotion of technical innovations is a core concern for us. We are pleased to be able to support this development with two of our vehicles."

"An automated regional multiple unit running on German lines represents an exciting application for research in railway engineering," says Prof. Dr.-Ing Birgit Milius, Head of the Department of Railway Operations and Infrastructure at the TU Berlin. "The scientific objectives include the optimisation of the remote-control operator's workplace for railway applications and operational studies for mobile train control by the train attendant inside and outside the driver's cab. Usability studies and technical feasibility are in the foreground. The TU Berlin is also scientifically supervising the topic of preparing for approval. Together with the partners, the TU Berlin is developing a system definition for driverless driving, variance analyses to today's operation with a driver and safety analyses of the new system. A possible path towards a generic approval of driverless driving is to be developed."

"The automation of rail transport is an important step for a flexible and more attractive mobility offer in the region. The associated changes to operational processes, as well as the tasks and roles of staff and a user-centred design of future workplaces are research questions on which DLR is working. The exciting thing here is that this work is being done in the context of a living laboratory, and thus very close to real operations," explains Dr. Bärbel Jäger from the DLR Institute of Transportation Systems.

For the introduction of automated rail operations in the regional sector, DLR will identify both the operational requirements for the technology to be used later and the necessary adaptations regarding the manually operated vehicle today. In addition, the researchers will use railway operational and economic calculations to investigate how the automation solutions can be transferred to other regional lines. The aim is to derive recommendations for action for their equipment.

Photo: Coradia Lint regional train for LNVG in commercial service ©Alstom

# Germany

On May 28th, AGGERBAHN Class 215.082 passes Kaub station and 'Gutenfels' castle with an engineers train heading towards Mainz.
*Erik de Zeeuw*

On May 29th TXLOGISTIK Class 193.203 ‘Hidden Champion’ passes Lorch with an intermodal from Köln Eifeltor to Arad/Curtici in Romania.
*Erik de Zeeuw*

DB Fernverkehr Class 101.104 leads EuroCity train No. EC7 from Hamburg-Altona to Interlaken Ost (Switzerland) and has just past Marksburg castle in Braubach on May 29th. *Erik de Zeeuw*

On May 27th, BLS Cargo Class 475.424 'The Alpinists in Europe' approaches Kaub with an AMBROGIO intermodal from Gallarate (Italy) to Muizen-Goederen (Belgium). *Erik de Zeeuw*

LINEAS Class 186.294 head through Osterspai with a ‘BASF shuttle’ from Antwerp (Belgium) to Ludwigshafen on May 27th.
*Erik de Zeeuw*

On April 27th, SBB Cargo International Class 482.003 passes Sechtem with a HUPAC intermodal from Antwerpen D.S. Oorderen (Belgium) to Gallarate (Italy). *Erik de Zeeuw*

# Germany

Centralbahn Class 110.278 makes a romantic Rhine trip for 'Freundeskreis Eisenbahn Köln e.V' with the 'Rhinegold' train from Cologne to Mainz and back on May 29th. *Erik de Zeeuw*

On April 27th, DB Fernverkehr Class 101.093 is seen in Sechtem working train No. IC119 'Bodensee' from Dortmund Hbf to Innsbruck in Austria. *Erik de Zeeuw*

# Germany

EGP Smartron Class 192.103 heads through Hamburg Harburg with a container train on April 27th. *Class47*

On May 29th, BLS Cargo Class 475.420 is seen in Leutesdorf working the Samskip/Melzo shuttle from Melzo (Italy) to Rotterdam (Netherlands). *Erik de Zeeuw*

# Germany

On April 28th, Railpool's former DB owned Class 151.155 runs light engine through Bremen Hbf. *Class47*

## Knorr-Bremse has been contracted to supply the braking and entrance systems for 43 Deutsche Bahn ICE 3neo trainsets ordered from Siemens Mobility.

Siemens Mobility will manufacturer the units following Deutsche Bahn's option call for an additional 43 trainsets. This option was included in a 2020 contract for an initial 30 high-speed ICE trains, which Knorr-Bremse also provided with braking technologies and door systems.

Knorr-Bremse will install the braking and entrance systems on the 43 new ICE 3neo trains between 2024 and 2027.

The braking components will include all bogie equipment, axle-mounted and wheel brake calipers, steel discs and sintered pads. The system will use soundproofed air supply systems with oil-free compressors.

Knorr-Bremse is also equipping Deutsche Bahn's new ICE trains with eddy-current braking systems that use zero-contact technology to eliminate wear and noise during braking. The brake control systems will use intelligent brake management to coordinate the eddy-current and friction brakes to maximise energy recovery.

Similarly, Knorr-Bremse will supply pressure-tight, low-maintenance doors and boarding aids for the ICE trains.

DB Class 146.013 is seen at Dresden Hbf on April 28th working an S1 service to Meißen Triebischtal. *Class47*

Germany

# Stadler to deliver latest generation trams to Rostock

Stadler will deliver 28 TINA trams to Rostocker Straßenbahnen AG. (RSAG) The contract is the third order for Stadler latest generation of trams.

RSAG and Stadler have today signed a contract for the delivery of 28 TINA (German acronym for “total integrated low-floor drive”) tram railcars, with the new model demonstrating a focus on passenger comfort. The three-part, fully air-conditioned two-way trams can accommodate 221 passengers, 75 of them seated. The vehicle is around 32 metres long, and features a spacious interior, large panoramic windows and an integrated passenger information system. The flow-floor, step-free vehicles include allocated space for push-chairs and bicycles in four dedicated multi-purpose areas. Maximum headroom, as well as panoramic windows with unobstructed views create a light, airy atmosphere. Passengers can charge their mobile devices during the journey using the USB charging ports, modern information screens are installed to keep passenger up to date and there is wifi throughout. Like all RSAG-vehicles, the new trains are fitted with video surveillance and an on-board ticket-machine. Four specially designed bogies guarantee the smooth running of the vehicle and also protect wheels and rails. The tram has an integrated collision warning system.

The new vehicles are gradually replacing some of the 6N1 trams, which date back to 1994-1996 and are being phased out after around 30 years of continuous service. In advance the award was prepared as part of a Europe-wide tender and concluded in accordance with the legal regulations.

In accordance with the contract, the first trams will be delivered at the end of 2024. In 2025, the first trams within the new series will start operation in Rostock. The number of trams made by Stadler in RSAG `s fleet will increase to a total of 41 vehicles and operate throughout RSAG´s network.

RSAG will operate the new trams on all of its six tram lines in the Hanseatic and university city of Rostock. The RSAG trams cover around 3.2 million kilometres every year.




“Today is a great day for Rostocker Strassenbahn AG, and will see us purchase 28 state-of-the-art trams, following the completion of a process lasting several years, which involved decision-making, tendering and contract award. We are delighted to be able to offer the people of Rostock even more services and greater levels of safety from 2025, with trains that are environmentally friendly and feature air-conditioning systems and on-board wifi. These vehicles will boast innovative driver assistance systems, including collision avoidance, which will be the distinguishing features of our new trams,” RSAG board members, Yvette Hartmann and Jan Bleis commented.

“The contract represents a strong signal for climate-friendly mobility in Rostock and an investment in the future. With this expansion, RSAG and ourselves can once again show the people of Rostock what modern, environmentally friendly public transport services can offer to our Hanseatic and university city,” concluded Rostock’s Lord Mayor Claus Ruhe Madsen.

“We are proud of Rostocker Straßenbahn AG’s order and delighted to be providing these passenger-friendly TINA trams for the third time since the product first went to market, not long ago. We are pleased that after the TINA TRAMLINK, the TRAMLINK will enter passenger service in Rostock”, says Jure Mikolčić, CEO Stadler Germany. “The new trams will be tailored to the needs of Rostock´s passengers as well as to the requirements of the network and timetable”

# CAF SECURES A CONTRACT IN GERMANY FOR THE EXTENSION OF THE NWL PROJECT (NAHVERKEHR WESTFALEN-LIPPE)

The German operator association Nahverkehr Westfalen-Lippe (NWL), which manages part of the rail transport services in the North Rhine-Westphalia region, has placed its trust in CAF once again, with an agreement to extend the contract awarded last year. In this case, the extension consists of the supply of 10 battery-powered trains, as well as fleet maintenance for a term of 33 years. This extension amounts to a value of approximately €170 million.

The initial contract was awarded in June 2021, when the German transport authorities VRR (Verkehrsverbund Rhein-Ruhr) and NWL awarded CAF the contract to supply 63 battery-powered trains and the associated fleet maintenance services from 2025 to 2058.

The joint boards, NWL and VRR are two of three local rail transport authorities and responsible for managing rail transport in Germany’s most populated Federal State, North Rhine-Westphalia, home to almost 18 million inhabitants; the state capital being Düsseldorf. NWL commissions a railway network covering close to 2,000 km of track, on 58 different lines. The 10 new units CAF will supply will run on lines RB68 and RB76 lines, located in an area between cities such as Münster and Gütersloh.

These units which will be supplied by CAF, will boast cutting edge rail technology as they are battery-powered trains which can also run on tracks with a catenary, as an alternative to the current diesel units. The new trains are envisaged to be in operation over the course of 2025 and the beginning of 2026, forming part of the plans implemented by the German federal government intended to decarbonise rail transport.

The CAF Group is again evidencing its strong commitment towards the transition towards sustainable transport, having developed a variety of solutions for operators to improve operating efficiency whilst being environmentally friendly in both the train and bus sectors.

This also represents another milestone in the CAF Group’s success in the discerning German market, and adds to other projects currently underway in Germany, such as the supply of 51 LRVs for the Ruhrbahn GmbH operator in Essen, the extension of 8 trams for the city of Freiburg, as well as the recent award of the contract for the manufacture of 22 LRVs for the city of Bonn. Not to mention the CAF Group’s significant operations in bus market of this country, where it is currently delivering zero emission vehicles to the cities of Dortmund, Cologne, Bonn and Hamburg.

On April 27th, Vossloh G2000BB No. D21 is seen at Bad Bentheim with an intermodal. *Class47*

Germany

# First hydrogen-powered trains for the Berlin-Brandenburg metropolitan region




Siemens Mobility has been commissioned by Niederbarnimer Eisenbahn (NEB) to deliver seven two-car Mireo Plus H trains for the Heidekrautbahn network (RB27) in the Berlin-Brandenburg metropolitan region. Equipped with a fuel cell drive system and a lithium-ion battery, this second-generation hydrogen train provides completely $CO_2$ emission-free mobility.

“Today, traveling by train is by far the most climate-friendly way to travel. We are especially proud that our first order for a fleet of hydrogen-powered trains will also enable emission-free rail transport on non-electrified routes,” said Michael Peter, CEO Siemens Mobility. “Our Mireo Plus H is a next-generation hydrogen train that combines innovation with sustainability. Thanks to its long range, faster acceleration, and state-of-the-art technologies, it will set new standards in zero-emission passenger transport.”

“We are proud to operate the Heidekrautbahn, the first rail network in the Berlin-Brandenburg region that will be using hydrogen fuel cell trains,” said Detlef Bröcker, CEO Niederbarnimer Eisenbahn (NEB). “With Siemens Mobility, Niederbarnimer Eisenbahn has an experienced and reliable partner at its side. The highly innovative hydrogen-powered trains are not only environmentally friendly, but also provide modern equipment and features tailored to the needs of our passengers. Moreover, the manufacturer’s direct involvement in maintaining the trains will ensure a high level of security regarding train availability. By operating a technologically and ecologically upgraded railway, we want to actively support the energy and transportation transition and make local public transport for commuter service and tourism more attractive.”

The Mireo Plus H is a highly advanced, second-generation hydrogen train featuring a hydrogen-powered traction system with 1.7 MW of traction power providing up to 1.1 m/s2 acceleration and a top speed of 160 km/h. In addition, the train has the lowest lifecycle costs on the market and can be refuelled in just 15 minutes. The Mireo’s energy-saving and environmentally friendly design is based on its self-supporting, welded and integral lightweight aluminium construction. The train’s improved aerodynamics together with its energy-efficient components and intelligent electrical system management also help reduce emissions and the use of resources.
The two-car trains feature comfortably designed, spacious interiors. Passengers benefit from free WiFi, dynamic real-time displays of passenger information, a specially designated family area, and two multi-purpose areas with generous space for buggies, wheelchairs and up to twelve bicycles. The powered cars have three doors on each side that enable passengers in wheelchairs or with buggies to easily board or exit the train, even on lower platforms. A new signage design in the cars also facilitates speedy, uncomplicated and, above all, barrier-free passenger exchanges. The order placed with Siemens Mobility also includes a ten-year service and spare parts contract (TSSSA) up to 2034. Siemens Mobility will thus ensure the availability of the trains over the entire term of the transport contract. The service contract not only covers the provision of all necessary maintenance, servicing and repair activities, but their continuous further development and adaptation to the customer-specific use of the trains operating on the Heidekrautbahn.

The use of hydrogen-powered trains on the Heidekrautbahn is part of a scientifically supported joint pilot project funded by the federal government and the states of Berlin and Brandenburg. The project is focused on setting up a regional, sustainable hydrogen infrastructure that also includes a hybrid power plant and a tank system. All train operations on the RB27 line are to be carried out exclusively with green – that is, regenerative and regionally produced – energy. By switching from diesel to hydrogen, Heidekrautbahn will reduce its annual $CO_2$ emissions by around three million kilos and save 1.1 million litres of diesel.

Germany

# One month 9 euro ticket: high demand and passenger numbers above the pre-corona level

The first month of the 9-euro ticket campaign is over and Deutsche Bahn (DB) draws a positive interim balance: Since the start of sales, DB has sold more than 10 million 9-euro tickets nationwide. Customers purchased 52 percent of these digitally via the DB Navigator app and bahn.de. The 9-euro ticket is still available from around 5,500 DB ticket machines and in more than 400 DB travel centres.

In the first month of the 9-euro ticket, DB recorded a significant increase in passengers. The local trains of DB Regio were on average 10 to 15 percent more frequented in June than before the start of the corona pandemic. Demand varies in regional transport depending on the region, day of the week and time of day.

In the first two weeks of the 9-euro ticket, DB Regio has already transported more than a million cyclists with their bicycles. However, not all passengers could always travel with their bicycles, especially on connections in popular tourist regions and on public holiday weekends.

For day trips, DB recommends using alternatives such as call-a-bike or other bicycle rentals and not taking a bicycle on the train, especially at the weekend.

If you want to take your bike on holiday but not on the train, you can use the DB luggage service. From July 1st to September 30th, DB is offering the climate-friendly combination of train and bicycle for EUR 29.90 in each direction. This means that bike shipping is 20 euros cheaper during this period. Booking and further information at bahn.de/gepaeckservice.




# Seat record in long-distance traffic for the summer timetable

With the start of the summer timetable on June 12th, Deutsche Bahn has expanded its long-distance transport offering with more trains, new direct connections and additional journeys.

For the first time, the weekly seat availability has risen to over three million seats. That is 20 percent more than in the summer of 2019. From Sunday, there will be more XXL ICE trains than ever before: the 32 extra-large ICE trains each offer space for around 1,000 passengers on the particularly popular connections. “We are able to achieve this new seat record thanks to the continuous expansion of long-distance transport and the vehicle fleet. In this way we create enough space for the rapidly increasing demand. This summer, the desire to travel is greater than ever,” says Michael Peterson, Head of DB Long-Distance Transport.

Chemnitz is reconnected to the long-distance network. Modern intercity trains run twice a day in each direction from the Saxon city to Dresden, Berlin (including BER Airport), Rostock and the Baltic Sea coast. Flensburg receives a direct connection to Prague via Hamburg, Berlin and Dresden.

The continuous Intercity between Berlin and Westerland (Sylt) can run again permanently. There is a new Eurocity connection between Lindau-Reutin and Zurich early in the morning.
In addition, the DB is expanding the timetable offer over the summer months at weekends with two additional connections between Warnemünde, Rostock and Berlin and a direct connection from Dresden via Berlin to Binz on Rügen and Stralsund (both round trips). From June 18th to August 21st, six instead of the previous three trains will be running in each direction between Hamburg and Copenhagen.



Germany

# The federal government and DB are developing a high-performance network for significantly more reliability and growth on the rails



Federal Transport Minister Dr. Volker Wissing and Deutsche Bahn boss Dr. Richard Lutz have presented plans for a new high-performance network recently in Berlin. The background are current reliability and quality problems in rail transport. They essentially result from a capacity and aging problem in the infrastructure. The high-performance network is to include the busiest rail connections in Germany. These now cover around 10 percent of the entire network. Around 25 percent of all trains already use this network. In addition, it already has an average occupancy rate of around 125 percent without any construction work. Due to the forecast traffic development, the length of this heavily used network will increase from currently around 3,500 kilometres to an estimated 9,000 kilometres by the end of this decade.

DB boss Dr. Richard Lutz:“The accumulation of more and more traffic on an infrastructure that is already scarce and further restricted by construction work leads to traffic jams and delays with massive effects on all customers in passenger and freight transport. The current operational quality clearly does not meet our requirements. There can be no ‘keep it up’. A sustainable solution lies in the infrastructure, because 80 percent of the quality of the railway system is decided on the rail network. The federal government and DB are therefore developing the heavily used network into a high-performance network. It becomes the backbone for passenger and rail freight transport - from a problem to an anchor of quality and stability for the entire infrastructure. We are investing massively here and at the same time making no compromises in terms of preservation and modernization in the regions. In this way, we are laying the foundation for the urgently needed growth on the rails in order to make the federal government’s climate goals possible. The solidarity between the federal government, the railways and the industry in the specification and implementation of the multi-year program is particularly important to us.”

The intensity of use on the German rail network has increased by more than 60 percent since the 1994 rail reform by 2021. The increasing demand is hitting a route network and stations that have not grown with it. At the same time, the condition of the infrastructure has deteriorated because many tracks, switches, bridges and signal boxes are old and therefore prone to failure. In order to advance the modernization, construction is going on at a record level. However, these construction measures cost additional capacity, which is particularly painful on the heavily loaded network. With increasing utilization, traffic jams and unpunctuality grow exponentially.

With a general overhaul of the most important rail corridors, the heavily used network is to develop into a stability anchor for the entire rail network by 2030. Disruptions are greatly reduced on these routes and the infrastructure is significantly more robust. In addition, new capacities after the work will create additional space for more climate-friendly rail traffic. Customers of freight and passenger transport will notice a clear before and after difference. Industry benefits from first class freight corridors. This also increases the attractiveness of the train stations for passengers. Railway companies and transport authorities can make a better offer after the general renovation.

According to DB plans, all outdated and fault-prone systems will be completely replaced and improved during the general renovation of the high-performance network. This comprehensively eliminates the investment backlog here. A first-class equipment standard prevails in the high-performance network: area-wide track-changing operation, fewer level crossings, sufficient overtaking and transfer points make rail operations more robust in the face of unforeseen disruptions. The high-performance network has more reserves and equipment components are used that are significantly more powerful and reliable. Prevention and prediction ensure predictive maintenance and are supplemented by 24/7 high-performance fault clearance. Diagnostic systems provide continuous information about the status of the availability-relevant systems. This makes possible, to service the systems as part of planned maintenance work without disrupting operations before errors occur. The completely renovated routes are being prepared for the digital rail system in Germany.

Three decisive and new elements apply to the general renovation of the heavily used corridors:

1. Bundling of all construction measures: sleepers and ballast, tracks and switches, signals and signal boxes, platforms will be bundled and completely renovated in the future. So far, the rehabilitation of rails, overhead lines and signalling technology has been primarily dependent on the condition and age of the systems. The financing is geared towards this. However, this approach is not customer-friendly. Various trades have to be replaced one after the other on one and the same route. In the future, the route will be closed once, after which it will be almost free of construction for many years.

2. Increase in performance: The high-performance corridors receive a first-class standard of equipment. Many small and medium-sized additional measures are also being implemented here, as suggested by the industry. The corridors will thus become an anchor for stability and growth in the rail network. You can accommodate more trains with no negative impact on punctuality. So far, the pure “1:1 replacement” was the rule.

3. Customer-friendly construction: Together with the construction industry, high-density and capacity-saving construction methods are implemented. The restrictions of a construction measure for the economy and the passengers are thus significantly reduced. For the first time, the federal government is providing additional funds for customer-friendly construction for the preservation of the existing building. Customer-friendly construction is being expanded to the high-performance network.

A high level of performance and low susceptibility to faults in the high-performance network have a positive effect on the quality of the entire network over the long-distance transport routes. The experience gained with the general refurbishment of the heavily loaded network with stronger bundling, improved equipment standards and small and medium-sized measures for rapid capacity expansion should also be transferred to the rest of the network wherever possible and sensible.

The general renovation of the first rail corridor is scheduled to start in 2024. The selection and the concrete implementation are to be carried out in close cooperation with the rail sector and the economy. The Federal Ministry for Digital Affairs and Transport and Deutsche Bahn want to invite the industry together and develop the high-performance network together.

In order to stabilize and improve the operational situation before the start of the general refurbishment, those elements of the high-performance network that can be implemented at short notice are preferred: closure times are better bundled and peaks in construction loads are smoothed out more, detour routes are made more usable and higher-quality and more robust Elements already installed wherever possible. DB is increasing the annual preventive maintenance budget by a significant three-digit million amount. In this way, small disturbances in particular are better avoided. With early and comprehensive communication, DB ensures that the transport authorities, the railway companies and their customers can plan more easily.

# Germany

SBB Cargo Class 482.038 is seen at Wanne-Eickel stabled with several others during the Pentecostal holiday. *Andre Pronk*



Prototype DB Class 103 No. E03.001 pauses at Hanover Hbf with a Köln - Berlin railtour hauling TEE Rhinegold stock on May 14th. *Mark Pichowicz*

# Germany

Swiss electric locos in Bad Bentheim, Germany are an exception, as they are normally only seen in Switzerland or the south of Germany. But here Class 421.379-9 is seen in the yard at Bad Bentheim with a rail train. *Andre Pronk*

At the end of a busy day, April 28th, dampflok No. 99.713 is seen at Radebeul on the Lößnitzgrundbahn.
*Class47*

# Luxembourg

CFL Class 2000 2-car unit Nos. 2011 and 2020 are seen at Luxembourg station on June 24th.
*Mark Armstrong*

SNCB/NMBS AM08 EMU No. 08539 is seen Luxembourg station with service to Liege.
*Mark Armstrong*

CAF built Lux trams Nos. 106 and 121 pass at Luxembourg station on June 24th.
*Mark Armstrong*









# Luxembourg

CFL Class 2000 EMU No. 2009 stands at Diekirch station on June 24th. *Mark Armstrong*

SNCF InOui TGV No. 825 with a Paris service is seen at Luxembourg station on June 24th. *Mark Armstrong*

CFL Class 2200 EMU No. 2205 is seen stabled at Petange on June 24th. *Mark Armstrong*









# Netherlands

On May 7th, KRE Class 186.493 is seen near Breda working a Duisburg to the Kijfhoek Yard 'Kombiverkehr' shuttle. *Erik de Zeeuw*

DB Cargo Class 189.072 passes Schalkwijk with Talns and Shimmns wagons, on its way from TATA Steel in Beverwijk to the Oberhausen West Yard in Germany. *Erik de Zeeuw*

On May 7th, SSN Class 23.023 steams through Papekop hauling the 'Nostalgie Express' train No. 39391 from Arnhem CS to Rotterdam CS. *Erik de Zeeuw*





Foundation 2454 Crew Plan V No. 904 passes near Hilversum on May 14th. On this trip attention was paid to the closure of dual gauge crossing at Blauwkapel with a ride for invited guests from Leeuwarden to Utrecht Maliebaanstation. *Erik de Zeeuw*

SBB Cargo International Class 193.532 hauls the GTS shuttle ('Spaghetti train') through Breda on its way from Bologna Interporto (I) to Rotterdam Botlek on May 5th. *Erik de Zeeuw*

On April 24th, DB Cargo Class 189.066 is seen near Schalkwijk working a heavy load of coils from TATA Steel in Beverwijk to Germany.
*Erik de Zeeuw*

# Netherlands

On June 21st, ICM No. 4229 stands at Utrecht Centraal. *Mark Armstrong*

DB Class 189. 067 and Class 6400 No. 6412 are seen shunting at Venlo station on June 21st. *Mark Armstrong*

Arriva DMU No. 28 is seen at Nijmegen station on June 21st. *Mark Armstrong*









# Netherlands

MRCE Class 193.660 is seen stabled at Venlo on June 21st. *Mark Armstrong*

DB Class 189.072 and 189.033 have just arrived at Venlo station on on June 24th. *Mark Armstrong*

Strukton G 1206 No. 303007 runs light engine near Rotterdam on March 25th. *Erik de Zeeuw*









On May 18th, Fairtrains No. 1315 is seen working for HSL hauling the Crafter train (VW) from Bad Bentheim (Germany) to Amersfoort.
*Erik de Zeeuw*

# Netherlands

On June 12th, due to engineering work on several lines in the Netherlands, many cargo trains where diverted over the so called 'Brabant' route which runs from Germany via Venlo, Eindhoven, Tilburg to Rotterdam. Here a convoy of DB light engines led by Class 189.092 passes by the small town of Hulten in Brabant. *Andre Pronk*



On June 12th, due to engineering work on several lines in the Netherlands, many cargo trains where diverted over the so called 'Brabant' route which runs from Germany via Venlo, Eindhoven, Tilburg to Rotterdam. Crossrail Class 66 No. PB03 leads a container train past the small town of Hulten in Brabant. *Andre Pronk*

On June 12th, due to engineering work on several lines in the Netherlands, many cargo trains where diverted over the so called 'Brabant' route which runs from Germany via Venlo, Eindhoven, Tilburg to Rotterdam. BoxXpress Class 193.835 leads a container train past the small town of Hulten in Brabant. *Andre Pronk*

Medway Class 335.036 passes Baiao whilst hauling freight train No. 50234 from Godim to Vila Nova de Gaia on May 29th. *Laurence Sly*

CP No. 1436 passes Santa Leocarda whilst working train No. IR21861 08:20 Porto Sao Bento - Pocinho on May 29th.
*Laurence Sly*

CP Class 1400 No. 1413 departs Vesuvio whilst working train No. IR868 13:08 Pocinho - Porto Campanha on May 28th. *Laurence Sly*



CP No. 2611 approaches Barroselas whilst working train No. IR853 13:05 Porto Sao Bento - Valenca on April 28th.
*Laurence Sly*

CP No. 2610 passes Ancora Praia whilst working train No. IR854 14:25 Valenca - Porto Campanha on April 28th.
*Laurence Sly*

CP No. 2600 crosses the viaduct at Darque whilst working train No. IR855 16:10 Porto Campanha - Valenca on April 28th. *Laurence Sly*

CP Class 1400 No. 1432 approaches Vesuvio whilst working train No. IR865 09:20 Porto Sao Bento - Pocinho on April 29th. *Laurence Sly*

CP Class 1400 No. 1432 departs Vesuvio whilst working train No. IR868 13:08 Pocinho - Porto Campanha on April 28th. *Laurence Sly*



# Portugal

CP Class 1400 No. 1438 approaches Arnozelo whilst working train No. IR869 13:20 Porto Sao Bento - Porto Campanha on April 29th. *Laurence Sly*

CP Class 1400 No. 1432 approaches Ferradosa whilst working train No. IR861 07:25 Porto Campanha - Pocinho on April 29th. *Laurence Sly*

On April 28th, Class 1400 No. 1438 passes Arnozelo whilst working train No. IR876 17:14 Pocinho - Porto Sao Bento. *Laurence Sly*







CP Class 1400 No. 1432 approaches Ferradosa whilst working train No. IR861 07:25 Porto Campanha - Pocinho on April 29th.
*Laurence Sly*

Medway's Class 335 036 passes Santa Leocarda whilst working freight train No. 50323 from Vila Nova da Gaia to Godim. *Laurence Sly*

CP Class 1400 No. 1438 passes Baiao whilst working train No. IR866 11:08 Pocinho - Porto Campanha on May 1st. *Laurence Sly*

# U.S.A.

BNSF's No. 8276 leads a 4 loco lash up, including 2 still in Warbonnet livery, awaiting an eastbound path from Skykomish, WA, with an intermodal train on June 14th. *Andy Pratt*



Nevada Northern Railway's No. 93, a 1909 Alco built 2-8-0 awaits departure at East Ely station on June 21st with the 09.30 excursion to Robinson Canyon. *Andy Pratt*



Trains and planes in Seattle WA on June 27th.
*Andy Pratt*



# U.S.A.

In North West Seattle, the BNSF line from Washington, USA to British Columbia, Canada, crosses the Ship Canal on a drawbridge at Ballard Locks. The normal position of the bridge is raised to permit passage of marine traffic being lowered for approaching trains. A BNSF manifest headed by 4 locos makes it's way north over the bridge on June 27th. If you look carefully at the breakwater you can see a blue heron eyeing up lunch in the river below. *Andy Pratt*



Italy

# FS, reopening a stretch of the Rome railway loop
## Services are set to restart between Valle Aurelia and Vigna Clara

Now on track is the railway connection between Vigna Clara and Valle Aurelia, a strategic line for the northern quadrant of the city of Rome. This connection has been made possible thanks to the reactivation of the Valle Aurelia - Vigna Clara railway ring section and the reopening to the public of the Vigna Clara station, which has been completely renovated by Rete Ferroviaria Italiana (Gruppo FS Italiane). Reactivating this section represents a significant first step towards the closure of the railway ring and a fundamental target for the sustainable mobility of northern Rome, thanks to the connection with the A and B Metro lines and the Fl3 line to Viterbo.

The restyling of the station completely modified and renovated the passenger building, creating primary and secondary services for travellers, upgrading the train platforms, replacing the lifts, as well as modernising the technological rooms, lighting systems and signage. This is all to improve the accessibility of the railway infrastructure by enabling barrier-free and easy accessibility of transport services to all citizens. The overall investment for construction of the Vigna Clara station amounted to approximately 6.1 million euro.

“The activation of the line and reopening of the Vigna Clara station represent a historic moment for us,” emphasised Vera Fiorani – Extraordinary Commissioner for the completion of Rome’s railway ring and Managing Director of RFI. “Despite the many difficulties encountered in recent years, we have never stopped and now, we can finally reactivate the line and open the doors of a fully renovated station. Now, our commitment is to achieve the doubling of the Valle Aurelia-Vigna Clara for the 2025 Jubilee and progressively complete the railway ring, with the continuation of the line towards Val d’Ala and Nomentana.”

Thanks to the Service Contract signed by Trenitalia and the Lazio Region, as of June 13th, there will be 18 weekday connections along the line, with 6 pairs of trains to S. Pietro and 3 to Roma Ostiense. The new services shall cover the approximately 7.5 kilometres between Vigna Clara and Valle Aurelia in under 10 minutes, to which a further 15 will be added for Roma Ostiense, stopping at the intermediate stations of Roma S. Pietro, Quattro Venti and Roma Trastevere.

Italy

# Alstom to supply 20 new Traxx DC3 locomotives for GTS Rail

Alstom, global leader in smart and sustainable mobility, has signed an agreement with GTS Rail, a Bari-based company that operates in intermodal rail freight transport, for the supply of 20 Traxx DC3 electric locomotives, named E.494 in Italy. The first locomotives will be delivered from the beginning of 2024.This new order brings the number of Traxx DC3 - E.494 locomotives in GTS Rail’s fleet to 33 (8 of which are equipped with Last Mile function), for a total of 45 Alstom locomotives, including Traxx DC2 - E.483.

“We are extremely proud to have signed this new agreement with GTS Rail, our long-standing customer and partner. This important contract, confirming a highly successful and valuable collaboration, follows the agreement signed in January 2022 for the supply of five E.494 locomotives equipped with Last Mile function. All locomotives designed for the Italian market have been and will be produced at Alstom’s Vado Ligure site,” says Michele Viale, Managing Director of Alstom Italy and Chairman and CEO of Alstom Ferroviaria.

The Traxx DC3 locomotive is the latest generation of high-power electric locomotives that maximises efficiency, minimises maintenance interventions, and provides higher load and traction capability with lower energy consumption. One of the most interesting features is the possibility to equip the locomotive with Last Mile function, allowing new operating concepts through which the locomotive can be used on non-electrified lines, often found in ports, industrial areas or terminals. The agreement signed for the supply of 20 locomotives includes the option to purchase Last Mile function according to GTS Rail’s discretion.

The Vado Ligure (SV) site, which has more than one hundred years of experience in the design and construction of locomotives including the latest generation of Traxx electric locomotives, is a centre for production and maintenance of rolling stock and subsystems. This historic site has hired more than 400 employees and engaged in the manufacturing of the latest generation of Traxx electric locomotives for Italian and European freight operators, as well as carrying out major overhauls of traction units.

The Traxx 3 platform is the most modern platform for four-axle locomotives in Europe, where more than 2,400 units have been sold over the past 20 years. They have been approved in 20 countries and cover a total annual distance of more than 300 million kilometres.



Spain

# MONTPELLIER MÉDITERRANÉE MÉTROPOLE IN FRANCE AWARDS CAF A CONTRACT FOR THE SUPPLY OF 60 TRAMS

The CAF Group has achieved further success in France on being selected to supply the new fleet of trams for Montpellier Méditerranée Métropole, a French metropolitan area located in the Occitania region, surrounding the city of Montpellier. This region encompasses 31 different municipalities, with a total population of close to half a million inhabitants. Specifically, CAF has been selected to execute the project to supply 60 trams, with the possibility of extending this number by an additional 17 trams in the future. The value of this operation is in excess of EUR 200M.

The trams will be supplied to Transports de l'agglomération de Montpellier (TaM), a public transport company that operates the four existing tram lines on the network, as well as the 36 public bus service lines and the city's bike-sharing system. The new trams are planned to run on Line 1 which connects the Odysseum shopping centre with Mosson, as well as on the new Line 5, which will soon be in operation, running through the towns of Lavérune, Montpellier, Clapiers, Montferrier-sur-Lez and Prades-le-Lez.

This contract forms part of the ambitious Transport Plan for one of France's most dynamic agglomerations. This plan is geared towards the gradual phasing in of free public transport, with the goal of substantially improving the quality of life in the city as well as countering climate change by implementing a more efficient and sustainable means of transport. The base contract covers the supply of 60 CAF Urbos platform 7-module trams, whose design is characterised by its energy efficiency, high reliability and excellent passenger comfort. This is the largest tram contract in France so far this year, which is testament to CAF's leading position in this international sector. It should be pointed out that CAF trams are currently running in a long list of cities all around the world, such as Amsterdam, Budapest, Boston, Pittsburgh, Kaohsiung, Mauritius, Nantes, Belgrade, Utrecht, Edinburgh and Stockholm.

This corroborates CAF's firm commitment to the French market, where it has undertaken a significant number of contracts in recent years. Noteworthy amongst these was last year's contract as a consortium to supply 146 trains for the Paris RER B commuter line, operated in conjunction between RATP and SNCF, the contract for 28 regional trains with an option for an additional 75 trains for SNCF, the projects to supply trams for the cities of Nantes, Besançon and St. Etienne, as well as the refurbishment of the train fleet on the Lyon metro system's D line.

Finally, lest we forget, CAF is currently in the final stages of taking over the Reichshoffen manufacturing plant, in the French region of Alsace. This plant will strengthen its position in France in the context of the Company's growth strategy, increasing its technical and production capacities in one of the sector's largest markets, whilst also adding and thereby consolidating its position as the second most important railway industrial benchmark in the country.

Kazakhstan

# MORE LOCOMOTIVES IN KAZAKHSTAN WILL RUN WITH TRACTION MOTORS FROM ŠKODA



Škoda Group continues its successful cooperation with industrial corporation Wabtec and is working on the production of additional mechanical drives for locomotives for Kazakhstan.

The Group has already supplied American company motor sets for more than 50 locomotives in recent years. The new contract includes deliveries for another 26 locomotives and is worth over € 12 million. The delivery will be realized during the year 2023. Škoda Group is part of PPF Group.

"Locomotives have to fulfil very difficult conditions in Kazakhstan. So there is huge attention to quality and durability. I am glad that with this order we are confirming that we are able to succeed with our products on a global scale and with the world's most demanding customers." Jaromír Šilhánek, President of the Electrical Systems and Components product line at Škoda Group

The locomotive delivery includes a total of 156 complete mechanical traction drives (six for each locomotive), which include the traction motor, gearbox and wheelset. The locos will operate in the harsh conditions of the Central Asian region and will have to withstand extreme temperature ranges from minus 55 to plus 55 degrees Celsius.

**Challenging approvals in a challenging environment**

All drives will undergo a system of tests and trials before being put into operation – although the locomotives are designed for Kazakhstan, they are approved according to very demanding Russian norms and GOST standards. For example, the company must successfully prove the durability of both individual parts and complete sets, which means testing the complete drive including the gearbox and wheelset. The new locomotives are assembled directly in Kazakhstan.

Switzerland

# SBB orders seven more Giruno trains from Stadler



SBB plans to expand its international services to Germany, probably from 2026. This requires trains that can run on the high-speed Deutsche Bahn (DB) network. Consequently, SBB is purchasing seven additional Giruno trains from Stadler.

DB and SBB are further expanding the range of international passenger services between Switzerland and Germany. Prior to the coronavirus pandemic, demand for train travel to Germany was increasing steadily. Today, it is already back at 2019 levels. More direct connections via Basel to various destinations in Germany are expected to be offered from 2026.

For this expansion of services, SBB trains must be able to run at a speed of 250 km/h on DB's high-speed lines. SBB currently operates its services to Germany with the Astoro (ETR610) and the Eurocity compositions procured in the late 1980s. The Eurocity trains do not meet the speed requirements for the envisaged service concept and cannot be used for this purpose. The existing Astoro trains that are suitable for the high-speed network are already in use on other high-speed lines and are therefore not available. That is why SBB is ordering another seven Giruno trains from Stadler for around 250 million Swiss francs. These seven vehicles are part of the option right that SBB had published when the Giruno were put out to tender. The Eurocity compositions will continue to be used for national and other international connections. The existing 29 Giruno trains were ordered in 2014. The 29th Giruno was delivered on 10 May 2021. Trains already run from Basel/Zurich to Lugano/Milan and on to Genoa, Bologna and Venice.

"We are proud to be delivering seven more of our high-speed trains to SBB. The Giruno is a fine example of Stadler's innovative strength. The train is a result of the long-standing and successful cooperation between SBB and Stadler. Less than two years after signing the contract, we were able to present the multiple unit to the public at Innotrans in 2016, and the Giruno has already been operating reliably since 2019. We would like to thank SBB for their trust, and look forward to continuing our partnership," says Peter Spuhler, Chairman of the Board of Directors and Group CEO a.i. of Stadler.

The Giruno is Stadler's SMILE high-speed train. The SMILE is an eleven-car electric multi-system multiple unit with a length of 202 metres that can travel at speeds of up to 250 kilometres per hour. In double traction, the Giruno offers passengers a total of 810 seats over a length of up to 400 metres. The trains are equipped with a low-floor entrance for the different platform heights in Switzerland, Austria and Italy (55 cm in all three countries) in relation to Germany (76 cm). This is an SBB première for a single-decker, multiple-unit train.

The Giruno exceeds the requirements of the Law on Equal Rights for Persons with Disabilities; it has around twice as many wheelchair-accessible places and toilets as legally stipulated. The trains can also provide a great deal of comfort: they offer good phone reception on the move, power outlets at all seats, large luggage racks, gender-separated toilets and a modern lighting concept with energy-saving LED lights. The whole interior is spaciously and brightly designed.

Belgium

# Lineas and North Sea Port shift another 15,000 containers from trucks to low-carbon trains between Belgium and Italy

Answering the high customer demand for smart and low-carbon transport, Lineas is launching another intermodal rail connection between Belgium and Italy. The new connection opens Piadena as a new gateway to Italy for intermodal trains and comes on top of the successful Ghent-Segrate connection that was launched a year ago. The daily intermodal train will run from the Interface Terminal in North Sea Port (BE-NL) to the Pesanti terminal in Piadena (IT) and allow customers to shift another 15,000 containers from road to rail. Lineas sees fast-increasing customer demand for more intermodal capacity between Belgium and Italy. After its successful launch of the daily Ghent-Segrate intermodal train in 2021, the company is adding another intermodal connection from North Sea Port to Italy, which will run 5 roundtrips per week. The new line connects with the Pesanti terminal in Piadena, right in the middle of the Milano, Verona, Bologna triangle.

"Customers are really looking to decarbonize their supply chain with smart and low-carbon rail transport, and this is exactly what we want to help them with. On top of the 70 trains we already run between Belgium and Italy, we are now creating capacity for another 15,000 containers to be shifted to rail. This is a real climate win with 9 times less carbon emissions equalling almost 9,000 tonnes of $CO_2$ we keep out of the atmosphere every year." Lars Redeligx, Chief Commercial Officer at Lineas.

The new line starts with 5 weekly roundtrips and the fill rate is currently at 80% filling up fast. Trains will carry cargo such as chemicals, steel, tiles, household goods, bulk, and powders in all types of containers.

**NEW GATEWAY TO ITALY**

Lineas is the first operator to open the Pesanti terminal for intermodal volumes. With the Segrate terminal in high demand and close to saturation, Piadena (150km from Segrate) comes as a welcome second gateway to Italy. The terminal in Piadena is strategically located in the Milano, Verona and Bologna triangle, home to the tiles and steel industry. The new connection to Piadena follows a thorough research done with customers on what is needed on the North-South transport corridor.

"The Ghent-Segrate line has proven very successful. We have transported almost 10,000 containers since its launch about a year ago and demand is still growing. Customers are asking us to add extra capacity to the North-South corridor and we believe this new connection does exactly that: a fast, reliable and low-carbon rail solution right into one of Italy's key industrial zones." Frank Berweger, Sales Director at Lineas.

**Strengthened partnership with North Sea Port**

The Ghent-Piadena connection is another strong addition to the already high-quality rail portfolio that North Sea Port and Lineas have developed over the past years. With connections to Italy and Sweden, the partnership is currently keeping more than 30,000 return trips by truck off the road around the port and far into the European hinterland every year.

"We continue building this strong multimodal story at North Sea Port with an increasingly important role for low-carbon rail freight. The local Lineas team is a strong service partner to regional and international customers with an impressive track record. With this partnership we will continue to add great value to North Sea Port as an economic hub of high strategic importance in Europe." Daan Schalck, CEO of North Sea Port

U.S.A.

# Amtrak orders 50 more Charger Locomotives from Siemens Mobility

Amtrak, the National Railroad Passenger Corporation of the United States, has ordered an additional 50 Charge Locomotives from Siemens Mobility. Together with the initial order of 75 locomotives in 2018, the 125 diesel-electric units are an important part of Amtrak's sustainability initiative and are considerably more environmentally friendly than their 1990's predecessors. The total contract value of up to $2 billion includes the original contract for $850 million and incorporates both the manufacturing as well as the long-term service agreement for technical support, spare parts, and material supply.

"We're dedicated to continuously seeking new and innovative technologies that provide solutions to meet transportation needs while reducing health and climate impacts," said Amtrak Vice President and Chief Mechanical Officer George Hull. "We are focused on being the solution to get people out of cars and planes and onto rail for greater emissions reductions."

"The US is one of our most important markets and we are honoured to once again supply Amtrak and its passengers with the latest in sustainable and intelligent rail technology. Amtrak's further investment illustrates America's commitment to sustainable transportation that offers passengers a more sustainable option for travel. Our industry leading locomotives, built in the USA, will play an important role in reducing emissions and protecting the environment in the United States," stated Albrecht Neumann, CEO of Rolling Stock at Siemens Mobility.

The Charger is the most energy-efficient Tier 4 passenger locomotive in the industry. They reduce emissions of nitrogen oxide by more than 89 percent and particulate matter by 95 percent, while consuming less fuel than the locomotives being retired, and can reach a greater top speed of 125 mph.

The new locomotives are designated as ALC-42 for "Amtrak Long-distance Charger, 4,200-horsepower." They will primarily replace Amtrak P40 and P42 diesel-electric locomotives, which have a lower top speed and began service under different emissions standards 30 years ago. The first of the ALC-42's entered service in February 2022 on the Empire Builder route and are next to be deployed on the well-known City of New Orleans route, running between its namesake city and Chicago.

The ALC-42 locomotives are being manufactured at Siemens Mobility's North American rail manufacturing facility in Sacramento, California and comply with the Federal Railroad Administration Buy America Standards. The plant is one of the largest of its kind on the continent, and one of the most sustainable, using a 2.1 MWp solar panel installation to generate much of its power from the California sun.

It is part of Siemens Mobility's larger U.S. manufacturing network, with eight facilities, more than 4,000 employees and 2,000 American suppliers, including Cummins, which manufactures the Tier-4 complaint diesel engines in Seymour, Indiana.




Photo: © National Railroad Passenger, Amtrak

Norway

# Green perspectives for urban transport: HSG-city to grind metro rail network in Oslo

The Oslo local transport operator Sporveien has ordered an HSG-city grinding machine to combine strategic goals like high customer satisfaction, maximum reliability and safety with an increased capacity of the network. Vossloh wants to strengthen the urban rail transport and not only extend the service life and increase the safety of the track but also drive the reduction of carbon emissions over the entire product lifecycle. At the iaf 2022, Vossloh therefore presented sustainable product and service solutions for local transport.

At the International Exhibition for Track Technology (iaf) in Münster, the direct exchange at the product clearly showed what exhibitors and visitors alike had been yearning for: see each other again face-to-face and exchange views about customer requirements and sustainable solutions. This year's iaf was more international than ever, and the focused talks benefited from the friendly atmosphere.

At the same time, the event provided the perfect stage for celebrating the purchase of an HSG-city grinding machine with the customer Sporveien, after the contract had been signed on May 14th. 'We wanted to give our delight about the conclusion of the contract a personal touch,' says Jimmy Hagström, Managing Director of Vossloh Rail Services Scandinavia. 'Sporveien is a highly committed customer with a clear strategy aimed at making its rail infrastructure even more resilient and reliable.' A sustainable rail maintenance is the key to combining excellent scores in customer satisfaction and punctuality with a higher line utilization and to coping with the expected marked increase in the number of passengers.

'An improved track availability can only be accomplished with systematic optimizations of the rolling stock and the infrastructure', emphasizes Ronny Fykop, Technical Engineer with Sporveien. 'The general objective of our metro programme is to be able to offer millions of rides by 2030 with an attractive, robust and affordable service. In parallel, we are extending our underground network, adding new railway vehicles and introducing a better train management system. With our own grinding machine, we want to lay the foundation for a long service life of rails, superstructure and vehicle components.'

For maintaining the eleven urban railway lines with their total length of nearly 130 kilometres, the HSG-city will be working 1,500 hours per year as from mid 2023. For this reason, the contract also provides for the supply of spare parts kits and consumables by Vossloh.

The factory acceptance test of the grinding machine by Sporveien has been scheduled for early 2023. Jimmy Hagström is looking forward to 'deepening the open-minded cooperation in the coming months.'

Marcel Taubert, Managing Director of Vossloh Rail Services, concludes: 'We are delighted to have won Sporveien as a new customer for our preventive grinding. Early 2023, we will be delivering the 30th HSG-city – a success story that fills us with pride and underlines our contribution to "enabling green mobility".

## Latvia

# TRANSPORTATION OF REGIOPANTERS TO LATVIA

In the past few days, the first two RegioPanter cars for AS Pasažieru Vilciens have left for Latvia.

The trains are being transported by three convoys, the first carrying chassis from Pilsen, the second carrying roof components from Ostrava and the third carrying the two aforementioned cars. In the following week, the other two cars will go to Latvia for final assembly and testing on the tracks in the summer.

“Due to the current situation in Europe, Škoda Vagonka have had to change their original plans for transporting the trains. All trains and necessary parts to Latvia will be transported completely by road. Škoda Vagonka are working with a Latvian partner who will provide support for the final assembly of the trains directly in Latvia.

Here they will put the trains on wide-gauge bogies, place the electrical equipment on the roof and complete all the necessary work so that the unit can start testing. The same procedure will then be followed for the other train units brought in. Testing of the electric train on the railway infrastructure in Latvia is scheduled to start in August,” Martin Bednarz, CEO and Chairman of the Board of Škoda Vagonka



## Slovakia

# THE NUMBER OF TRAMS IN BRATISLAVA WILL INCREASE TO 100

Dopravní podnik Bratislava and Škoda Group have signed a contract for the delivery of new bi-directional Škoda ForCity Plus 30T trams. This is the second tram contract achieved by Škoda in Bratislava this year.

Dopravní podnik Bratislava ordered 10 bi-directional trams of the same type that have been running in the city since 2015. The trams will have the Bratislava track gauge of one metre and delivery is planned for 2024. The value of the entire contract is almost 650 million crowns (€26.5 million). Škoda Group is part of PPF Group.

“We very much appreciate the trust that Dopravní podnik Bratislava has placed in us and that we will thus be continuing our successful cooperation. Slovakia is the main export country for our group and this is already one of several contracts we have signed this year. I believe that our products have gained, and will continue to gain, popularity not only among the residents of the capital but also among visitors to the Danube. Rail transport is the backbone of urban public transport, and it is also the most environmentally friendly transport, so significantly reduces the burden on the environment.” Tomáš Ignačák, President of the CZ/SK Region at Škoda Group

“The new era of public transport modernisation continues. After the purchase of new buses, trolleybuses and uni-directional trams, the DPB fleet will be reinforced by 10 new bi-directional trams. Low-floor trams, which will not only be more comfortable than the old ones but are mainly necessary for the further reconstruction of tram radial lines in the city,” said the Chairman of the Board of DPB a.s.Martin Rybanský.

The new trams will significantly improve the quality of transport in the Slovak capital. In addition to the multiple safety and comfort features, passengers can enjoy Wi-Fi connectivity and USB sockets for charging small electronics. The trams will be equipped with energy-saving outdoor LED lighting and a camera system to ensure even greater safety. The trams are also adapted for comfortable boarding and riding for people with disabilities.

**Škoda trams proved their worth in Bratislava**

Trams from Škoda Group have been running in Bratislava for several years. Dopravní podnik ordered them in July 2013 and the group delivered them in 2015 and 2016. There are 60 vehicles in total, half of which are uni-directional (29T) with the other half being bi-directional (30T). In total, these trams have travelled 22.5 million kilometres on the streets of the Slovak capital (that’s almost half the distance from Earth to Mars!).

Last year alone, this amounted to almost 4.2 million kilometres. In addition, in March this year, DPB signed a contract for up to 30 more Škoda ForCity Plus 29T uni-directional trams. In total, there may be up to 100 Škoda trams in Bratislava.



# From the Archives

## China

On February 3rd 2005, BJ No. 3241 and an SY are seen at Xiamiaozi, in NE China. *Mark Enderby*



# From the Archives

## China

Langxiang Forestry Railway narrow gauge 0-8-0s Nos. 031 and 033 are seen at Langxiang station on March 22nd 1987. *John Sloane*

# From the Archives

## Cuba

A former USSR TU7 diesel loco is seen at Trinidad, Cuba on May 18th 2011.
*Mark Enderby*

# From the Archives

## Estonia

Several EVR Chme3 locos are seen stabled at Tallinn depot on July 14th 2005. *Mark Enderby*



# From the Archives

## France

SNCF BB Nos. 67475 and 67431 stand at La Rochelle with a pilgrimage train from Lourdes on July 30th 2007.
*John Sloane*



# From the Archives

## Germany

DB Class 120.137 leads an intermodal through Ingolstadt Hbf on August 2nd 1989. *Mark Enderby*

# From the Archives

## Germany

DB Class 155.236 hauls a rake of tanks through Oberwesen on May 6th 2005.
*Mark Enderby*

# From the Archives

## India

Northern Railway CWD No. 12685 waits to depart from Delhi Junction with the 17:30 to Palwal on March 18th 1976.
*John Sloane*

# From the Archives

## Italy

Class D145.201 is seen as station pilot at Milano Centrale on August 3rd 1984.
*John Sloane*

# From the Archives

## Italy

FS prototype No. E402-004 stands at Florence Romito shed on August 14th 1993. *John Sloane*

# From the Archives

## Poland

PKP SM42 No. 813 is seen at Rozwadow shed on March 12th 1990. *John Sloane*



# From the Archives

## Serbia

Riga built EMU No. 412 077 stands at Belgrade terminal on May 28th 2007.
*John Sloane*

# From the Archives

## Ukraine

No. TeM1-1820 is a Russian copy of an Alco RS 1 type and was seen in industrial service at Krivoy Rog steelworks shed on May 1st 1993. *John Sloane*

# From the Archives

## U.S.A.

On March 23rd 2000, Amtrak No. 458 is seen at Jack London Square, Oakland. *Mark Enderby*

