



**Railtalk** Magazine *Xtra*

Issue 197x  
February 2023  
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 66 - World News

Pg 72 - 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 197Xtra

There's a lot happening around the world at the present, whilst the UK stumbles and stagnates especially over the HS2 project, which might or might not ever get completed.

We begin in the USA where freight railroad operator, BNSF has released a 3.96 billion USD capital investment plan for 2023. This investment will help BNSF to continue operating a safe and reliable network. BNSF is one of North America's Class 1 railroads, operating approximately 32,500 route miles of track in 28 states and 3 Canadian provinces.

Katie Farmer, President and CEO of BNSF said: "Our capital plan reflects our growth mindset and commitment to having the capacity and equipment we need to support our customers. Continued investment in our network through our capital plans helps ensure we run a safe, efficient and growing railroad that provides customers with the service they expect from BNSF."

As the largest component of this year's capital plan, 2.85 billion USD will be used to maintain BNSF's core network. By investing in existing infrastructure, BNSF will ensure the railroad is in good condition to avoid unscheduled service outages. These maintenance projects include replacing and upgrading rail and track infrastructure such as ballast and railties, as well as maintaining BNSF's rolling stock. This work will consist of nearly 14,000 miles of track surfacing and undercutting work and the replacement of 346 miles of rail. Meanwhile, 402 million USD of the capital plan will go towards equipment acquisitions, and over 700 million USD will be used on expansion and efficiency projects. On its Southern Transcon route between the West Coast and Midwest, BNSF will support traffic growth by constructing a second bridge over the Missouri River, providing a double track for one of the last remaining segments of single track along the route. Several segments of new track will also be added in Eastern Kansas and Southern California. In addition, BNSF will commence a multi-year terminal and fuelling project near Belen, New Mexico and will complete a second main track expansion in Fort Worth. In the Pacific Northwest, the operator will begin a multi-year project to add double track near Spokane,

Washington. Furthermore, it will continue its track efficiency improvement projects in San Bernardino, along with property acquisitions in the Barstow area, enabling future rail facility and infrastructure development for the Barstow International Gateway Project.

Meanwhile, Renfe Mercancías has announced plans to invest 122.7 million EUR (128.74m USD) into the decarbonisation and digitisation of freight rail in Spain. Just shy of a third of this (30%) will come from the Support Programme for Sustainable and Digital Transport of MITMA (Secretary of State for Transport, Mobility and Urban Agenda), within the framework of the Plan Recovery, Transformation and Resilience (PRTR), funded by the European Union NextGenerationEU. The end goal is to make freight rail in Spain more competitive and sustainable – further improving rail's standing as the most eco-friendly form of transport. The money will be used to add new high power, fully electric locomotives to the Renfe Mercancías fleet, as well as platforms and wagons that will transport goods along railway highways. Funds will also go towards installing noise reduction systems in wagons, ERTMS in locomotives and new rolling stock identification and traceability solutions.

Freight transport centres will also undergo process optimisation and digitisation. Project grants will be awarded during the first half of this year and works must be completed before the end of 2025. And Renfe has also commenced on-route testing of its AVE high-speed trains that will operate between Spain and France. These tests aim to mirror commercial service and demonstrate the vehicles' operational capabilities. Throughout testing, Renfe is also completing the necessary training for its drivers and staff. This training is scheduled to continue until mid-April. Commercial operations are then expected to start in two phases. In the first phase, the trains will operate between Madrid-Marseille and Barcelona-Lyon on alternate days. In the second phase, these routes will operate every day of the week, with two circulations in each direction. The current plan aims to launch these new AVE services before summer 2023.

Until next month... **David**

### This Page

Privately owned Class 751.149 stands at Mlada Boleslav hl.n. with the 'Silvestrovsky Expres' charter on December 31st. *Andy Pratt*

### Front Cover

Amtrak Nos. 164 and 150 depart Chicago whilst hauling the 'Southwest Chief' to Los Angeles. *Laurence Sly*





Luxembourg Urbos 3 tram No. 117 is seen crossing the main road between the depot and the start of line No. T1 at Luxexpo on January 18th. *Keith Hookham*

## Terms & Conditions

Railtalk Magazine is a free monthly online digital magazine (e-mag), provided in PDF format.

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

Best efforts are made at the point of going to publish, to effect all information is correct, however no guarantees are given or implied.

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

we will be happy to provide details of respective owners once permission has been granted to pass on such information.

Railtalk Magazine is published by HAD-PRINT a trading name of HAD-IT LIMITED.

HAD-PRINT  
Unit 2-4, France Ind. Complex,  
Vivars Way, Canal Road, Selby  
North Yorkshire YO8 8BE

info@had-print.co.uk | 01757 600211

## With Thanks

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

These issues wouldn't be possible without contributions from:  
Ken Abram, Michael J Alderdice, John Alsop, Mark Armstrong, John Balaam, Brian Battersby, Mark Bearton, Steven Beesley, Tom Blanpain, Mark Bennett, Michael Bennett, Ben Bucki, Ian Callander, Keith Chapman, Steve Chapman, Julian Churchill, Nick Clemson, Keith Davies, Brian Dobbs, Derek Elston, Eddie Emmott,

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

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



Only about ten Class 1142s are left in service and on December 29th, Class 1142.640 hauled train No. IC506 from Graz Hbf to Linz Hbf, seen here between Niklasdorf and Leoben. *Thomas Niederl*



Austria

OBB diesel railcar Class 5047.018 passes Viehofen station, a suburb of St. Pölten, the capital of Lower Austria, working train No. R6018 Horn - St. Pölten service on December 27th. *Thomas Niederl*



Due to a lack of double deck carriages with low floor entry, most Regional trains between St. Pölten and Wien West via Neulengbach contains one or more single deck carriages. These will be withdrawn when new EMU units enter service. Here Class 1144.260 is arriving the halt of Ollersbach with train Rex1630 on December 27th.

*Thomas Niederl*



## RCG now operates also in Serbia with its own traction

ÖBB Rail Cargo Group (RCG) has founded a new subsidiary in Serbia, bringing the number of countries in which it operates with its own staff and locomotives to 13. That means faster TransFER connections to Greece and Turkey for their customers.

The RCG has founded the new subsidiary in Belgrade. Rail Cargo Carrier - Southeast d.o.o. has made Serbia the 13th country in Europe in which RCG offers sustainable rail freight transport with its own staff and locomotives.

The new railway undertaking will mainly provide transit services between Turkey

and Central and South-Eastern Europe, thus strengthening RCG's market-leading position in Turkey.

As the sustainable logistics backbone of the European economy, the RCG is now offering Serbian industrial companies an efficient and sustainable connection to European rail freight transport.

Own traction in 13 countries also provides a high degree of flexibility – and this flexibility makes it possible to carry out transports even faster, more efficiently, and in a more customer-oriented manner from a single source.

### Huge potential for the economy and climate protection

The connection with Turkey has huge potential for sustainable, climate-friendly rail freight transport. As it stands, Turkish foreign trade is still heavily dependent on truck transports. Rail currently accounts for only about one percent of Turkey's exports. By establishing the company in Serbia, RCG is ensuring that rail freight transport in South-Eastern Europe expands and becomes more attractive.



## RCG continues to make storage sites climate-neutral in 2023

### Storage sites in Lenzing and Vienna Freudenua offset residual emissions through sustainable climate protection projects.

The Rail Cargo Group (RCG) has always been committed to climate protection. This primarily concerns the continuous modal shift to rail, but is also evident in many other projects. The best example: Since the end of 2021, RCG has been offsetting emissions at its storage sites in Lenzing and Vienna Freudenua. This now means that two out of three locations in Austria are climate-neutral.

Three steps towards a better climate RCG records the total greenhouse gas emissions for the Lenzing and Vienna Freudenua sites and thus all Scope 1, Scope 2 and Scope 3 emissions. This means that not only fleet and heating gas emissions (Scope 1) are documented, but also

indirect emissions from purchased energy, such as electricity and district heating (Scope 2), as well as emissions caused by the travel of RCG employees or by company waste and office paper (Scope 3).

RCG continuously reduces all these emissions and additionally offsets unavoidable emissions through climate protection projects. The emissions are offset by investments in concrete climate protection projects by ClimatePartner. The RCG storage site in Lenzing, for example, supports a wind energy project in Bandirma, Turkey, while the site in Freudenua is committed to regional nature conservation in the Karwendel Nature Park. Since the end of 2021, 780,420 kg of CO2 and thus all emissions for 2020 and 2021 have already been offset.

### RCG on track towards climate neutrality

Both sites - Lenzing and Wien Freudenua - now bear the "climate neutral" label, which is independently awarded. The offsetting is transparent and traceable via the ID number and tracking URL. This process is audited annually by TÜV-Austria.

Besides the avoidance and reduction of greenhouse gases, offsetting is an important step in holistic climate protection. RCG, as the leading rail logistics company in Europe, is thus committed to sustainability at all levels.

## 20 years of TransFER Mělník – Hamburg/Bremerhaven

### Daily TransFER connections for intermodal transports between the Czech Republic and the northern ports – successfully on rail for 20 years.

ÖBB Rail Cargo Group (RCG) has been providing effective non-stop transport handling between its own terminal in Mělník and the northern ports of Hamburg and Bremerhaven – transshipment hubs for intercontinental transports – for 20 years. The transshipment terminal in Mělník is of significant importance to RCG. 20, 40 and 45 foot containers, swap bodies and semi-trailers are handled here on a total of 33,000 m<sup>2</sup>. Four container stackers are available for handling at the terminal. From here, RCG distributes the maritime flows of goods to other terminals or destinations in the Czech Republic and Slovakia.

### Steady upward trend

Today, customers such as forwarders, shipping companies and shipping agents benefit from high capacities and departure frequencies with between nine and eleven departures per week and a fixed timetable with attractive transit times and A-B connections. It started in 2003 with an import and export transport



volume of 8,265 TEU. Initially, the trains only ran between Mělník and Hamburg, but since 2012, RCG also runs regular trains to Bremerhaven. The record year was 2019 with 85,879 TEU.

### THIS is #RAILCORE: 20 years without an interruption of operations

This development mainly results from ongoing quality improvements – after just ten years, the TransFER already had a broad portfolio of customers, even outside the Czech Republic. Today, the TransFER has been running without interruption for 20 years and is the flagship product of the Czech RCG subsidiary RCO-CSKD.



# Belgium

▶ SNCB Class 18 No. 1865 stands at Leuven on January 16th working train No. IC532 09:17 Eupen - Oostende. *Keith Hookham*

▶ On January 16th, No. 1825 is seen at Turnhout after working train No. IC3415 15:20 Binche - Turnhout. *Keith Hookham*

▶ SNCB Class 18 No. 1833 runs into Welkenraedt station on a wet and miserable January 2nd with train No. IC532 09:17 Eupen - Oostende. *Andy Pratt*







ČD 'Gorilla' Class 151.006 departs Praha hl.n. for the short final leg of its journey with train No. IC548 'Ostravan' 05:53 Bohumin - Praha-Vršovice, while 362.040 waits to depart with train No. R770 'Berounka' 10:13 Praha hl.n. - Klatovy on January 1st. *Andy Pratt*





## ESTONIAN ELRON ORDERS 10 MORE TRAINS FROM ŠKODA GROUP

The Estonian railway operator Eesti Liinirongid (Elron) has decided to exercise its option to deliver modern electric units and has ordered 10 more trains from Škoda Group. The first of the electric units from this order, which now consists of 16 vehicles, is already in production. Production is taking place at the Škoda Group's production site in Ostrava. The modern trains will, among other things, serve the newly electrified railway section between Tallinn and Tartu, which is expected to be completed by the end of 2024. The contract with Elron is worth a total of over 3.5 billion crowns (almost 147 million euros). In the short term, this is yet another customer with whom Škoda Group has entered a contract for the purchase of additional vehicles.

Thanks to its years of experience in the production of trains, the Ostrava production site of Škoda Group can meet the very specific requirements of this Baltic country without any problems. In addition to the wider track

gauge, the trains are designed as dual-system trains for 3 kV and 25 kV 50Hz power systems, so that they can serve both newly electrified railway sections and sections with older catenary lines. In addition, Estonia is located in a colder climate than is typical in other parts of Europe. Trains must therefore be able to withstand more challenging temperature conditions, especially in winter.

"In 2022, Elron served 7.1 million passengers. The need for new trains is great, and last summer, the Government of Estonia approved the order for an additional ten trains. With this decision, Elron's train fleet will get a significant addition over the next few years, growing by over 40%, which will significantly expand our opportunities to better serve passengers and intensify the timetables," announced Lauri Betlem, chairman of the board of Elron.

**Wide-gauge electric units for Estonia**  
"The new trains place great emphasis on

passenger comfort. They have a low-floor entrance, space for two wheelchairs and four prams. Some of the seats are removable so that the train can be adapted to the current situation – in summer there will be more space for bicycles, in winter more space for passengers. Of course, there is air conditioning, a modern information system, WIFI, 230 V and USB sockets," describes the train features Ivo Gurňák, Sales Area Director Mainline at Škoda Group.

The train is built on the RegioPanter platform (trains in the Czech Republic and Slovakia), which was also used in the design of trains to neighbouring Latvia. This is what the model for Estonia could be compared with the most, but even so the trains are different, according to customer specifications. Estonian trains have first class, some trains have a catering compartment etc.



### Production has started

In addition, the preparation of the production of the rough construction for the first train started during December. It is already in the initial welding phase and should be ready for assembly in a few weeks. During 2023, the first unit will be brought to life and the first tests will also take place.

Škoda Group plans to then transport the second unit directly to Tallinn, where it will enter a parallel commissioning process. The unit will be transported by truck to Riga, Latvia, and then by rail to Estonia. Delivery of the first six trains is scheduled to be completed by the end of 2024.

PRESS Class 140.050 passes 'Nordzucker' sugar factory in Nordstemmen with an empty cartrain from Bremen to Mosel/Volkswagen Sachsen GmbH in Zwickau.  
*Erik de Zeeuw*













Bentheimer Eisenbahn is a private company which runs service from Bad Bentheim to the Coevorden terminal.

Cargo trains from the Netherlands or Germany heading to the terminal will end in Bad Bentheim where the locomotive is changed as the route from Bad Bentheim is not electrified so diesel traction is the only option.

The service runs near the Dutch/German border but because there is only one passenger service there is no issue with other trains. At the Coevorden terminal cargo is transported by road or over the water which can easily access the northern part of the Netherlands

Vossloh G2000 diesel locomotives are used for transport, seen here at Bad Bentheim.  
*Andre Pronk*







Germany

DB Cargo Class 294.886 hauls a rake of fuel tanks into Salzbergen.  
*Andre Pronk*



## All the way to Barcelona with DB Cargo and Transfesa

### How new locomotives from Transfesa are creating great opportunities in French-Spanish freight transport.

DB Cargo's Spanish subsidiary Transfesa got off to a successful start in 2023. After intensive preparations, a very special first run from Perpignan, France, to the port in Barcelona took place on January 3rd.

### What was special about it? This was the first trip to the Catalan capital with 100% DB Cargopower on the UIC route.

This route to Barcelona requires no axle changes and can accommodate longer and heavier trains than the "classic route", on which wagons need to have their axles switched to Iberian broad gauge; the tracks in Spain have a wider gauge than those in most other European countries. This has a significant impact on transport time because of the time-consuming reloading or axle changes required at the border. Also, not every freight wagon can switch axles.

### Expansion and new locomotives speed up cross-border traffic

Time and effort spent at the border can be reduced by using the UIC route, resulting in much shorter transport times. Two crucial factors make this possible. One is that the line from Perpignan through a rail tunnel under the Pyrenees and on to Barcelona is built to standard gauge, so conventional freight wagons can reach Barcelona without an axle change. This line also allows the use of longer trains than the Iberian broad gauge lines can support. The second factor is that Transfesa has acquired new locomotives for this route, as its vehicle fleet until now was designed for Spanish broad

gauge and the change of axles. Everyone was delighted that the test phase and the first runs went smoothly and that the cooperation between Transfesa, DB Cargo France and DB Cargo service design was an outstanding success. This also included working with the Spanish and French regulatory authorities, as the Spanish train drivers have to travel a certain distance in France before being relieved by their French counterparts.

### Bright future for DB Cargo in international rail freight transport with Spain

The new locomotives can run on the upgraded line between Barcelona and Perpignan and throughout France as well. This offers bright prospects for the DB Cargo Group and international rail freight traffic with Spain.

Transfesa's locomotive fleet will be expanded for standard gauge in the years ahead, and the standard gauge line for freight trains in Spain is to be



extended via Tarragona as far south as Valencia. DB Cargo France and Transfesa also plan to use the locomotives for runs in France.

## 163 vehicles: the latest metro generation for Hamburg is complete

The DT5 metro fleet has been in operation in Hamburg since autumn 2012.

Alstom moves Hamburg: With the fourth generation of the Metro, Alstom are supporting the Hamburger Hochbahn AG to transport 1.2 million people a day safely, quickly and sustainably across this iconic city.

The last of a total of 163 vehicles of the latest metro generation (DT5) is currently on its way to Hamburg from the plant in Salzgitter. And with it the fleet of modern metro vehicles is complete.

More than 16 years have passed since Alstom received this order, and the new metro fleet in Hamburg has now been in service for over

ten years. HOCHBAHN initially ordered 27 vehicles in 2006.

At the end of the project a total of 163 metro vehicles have been built and delivered – a clear sign of satisfaction from the customer and the millions of passengers who rely on the service it provides.











On January 13th, DB Cargo Class 189.078 speeds through Emmerich with a Köln-Gremberg (D) to Kijfhoek (NL) mixed freight. *Erik de Zeeuw*



## Cities, countries, oceans: Hamburg at a click

Shaped by a long history, providing outstanding connections to the hinterland, huge yet always too small – that’s the Port of Hamburg, the largest port in Germany and the third-largest in Europe. It’s one of the twenty largest ports in the world in terms of transshipment volume for general purpose containers, precisely the kind of container whose transport DB Cargo subsidiary TFG Transfracht organises every day. Transfracht operates 270 trains a week, a third of them to the port in Hamburg, and from there all over the world. Then from the port back into the hinterland, which means all over Europe.

Everything is precisely choreographed. DB Cargo provides the freight trains and Transfracht acts as the operator; its task is to sell free capacity on the trains to shipping companies and freight forwarders. It sounds straightforward enough, but it’s really quite complex. Getting every single wagon to the right place at the right time at maximum capacity is a logistical tour de force. Isn’t there a smart, digital way to arrange this?

### Logistics at the click of a mouse

Yes, there is. “Transporting a container should be as easy as sending an e-mail.” That’s the idea behind Forto, a Berlin-based company founded in 2016. Forto specialises in digital logistics solutions that enable capacity to be booked on a digital platform, door-to-door or door-to-port. With its fast and convenient platform, Forto handles 70% of the freight volume for German customers via the Port of Hamburg. “We came across each other in 2016,” says Christian Klare, deputy head of Transfracht’s north east region, about his company’s first steps with Forto. “Back then, we at Transfracht

were already the most ‘digital’ operator in our sector. And just like Forto, we were convinced that digitalisation had great potential. That brought us together and led to some shared ideas. Our goals were a very good match, so we launched a close partnership. Forto was and still is unusually modern and visionary for a logistics company. We share a lot of values.” Those values include customer satisfaction, transparent transport chains and thorough process analysis. But above all, the two companies share the aspiration of making logistics much more sustainable than before. “The best way to do that in the intermodal sector is by rail. Transporting a container by train emits 80% less CO2 than by truck,” notes Klare.

### Sustainability as a logistical core competence

Neither company is satisfied with merely reducing CO2 emissions. Their goals are more ambitious: By default, anyone who books container transport to or from the port with Forto gets Transfracht’s greenest product, TFGeco train – 100% carbon-free rail transport. “Many of our customers are happy to go this way,” says Nina Göntgen-Voss, Director Sustainability at Forto. “We’re in a time of change where price is no longer the only thing that matters. Sustainability is getting more and more important, but stable supply chains are also a major issue. At the latest, the big traffic jam in the Suez Canal and the pandemic made it clear that our logistics chains are very vulnerable.”

Christian Klare, deputy head of the north east region at TFG Transfracht, and Nina Göntgen-Voss, Director Sustainability at Forto. Analysing supply chains in their entirety to make them much more resilient and sustainable

is the joint strategy being pursued by Forto and Transfracht. “This is a great partnership,” says Göntgen-Voss. “We have some joint projects in the pipeline and we’re both focused on sustainability. It’s a good fit,” adds Klare. Ahead of them is a vision of zero-emission transport on a global scale and across national borders. An ambitious goal, but someone has to take the first step.

### Container handling in the railway port

Today more than 70% of all part loads transported worldwide is packed in containers. As Germany’s largest and Europe’s third-largest container port, Hamburg plays an important role in distributing global flows of goods. Its four container terminals have an annual handling capacity of around 12 million TEU (20-foot general purpose containers). In addition, there are numerous multi-purpose terminals for container handling, megaship container bridges, and the highly automated Container Terminal Altenwerder (CTA).

The CTA has the largest container rail terminal for combined transport in Europe. Every container terminal in the Port of Hamburg has an integrated rail terminal, making this the top railway port in Europe.

## Fast delivery: Transa brings precast concrete parts from the Czech Republic to the UK

For many years, construction company GOLDBECK International, based in Bielefeld, Germany, has put its trust in the expertise of DB Cargo Transa FLS to transport precast concrete slabs for multi-storey car parks. Just this autumn, 120 flat rack containers on open Res wagons were delivered by rail from Skovice (Vrdy) in the Czech Republic to the German port of Cuxhaven, where they were transferred to MAFI roll trailers and transported to Immingham by ro-ro ships. There the flat rack containers are unloaded from the MAFIs and briefly stored ready for the slabs to be delivered safely and just-in-time to their intended construction site by lorry. Transa coordinates and oversees the entire supply chain on the route of over 1,500 kilometres by rail and sea between the Czech Republic and England.

Like many other customers, GOLDBECK opted for Transa’s proven RailRoCargo product, a complete logistics solution specially tailored to UK transports.

### Just what is RailRoCargo?

Teamwork: logistics specialists working hand in hand. As partners, Transa, Rhenus Cuxport and DFDS form the logistical backbone for single wagonload transport to England for GOLDBECK. The organisation and oversight of such multimodal transport concepts are exactly where Transa, a DB Cargo subsidiary, can play out its strengths. But what stations do the goods have to pass through on their long journey? And what steps are necessary for perfect transshipment?

From Skovice (Vrdy), the goods are transported by rail via Decin and Bad Schandau to Cuxhaven. There the flat rack containers are unloaded from the wagons by the port operator, Rhenus Cuxport, and transferred to MAFIs. A terminal tractor hooks the MAFIs and lifts them onto the ship, where they are secured for the crossing to England. The flat rack containers are briefly stored in Immingham, where they wait to be transported to the construction site by lorry. Finally, the empty flat rack

containers are returned by ship, rail and lorry to GOLDBECK’s Czech plant. There they can be loaded again for another trip to England.

### RailRoCargo guarantees time savings and reliable delivery

Business Development Manager Kay-Uwe Müller-Gericke, who is responsible for marketing and development of Transa’s RailRoCargo product, sums up the partnership with GOLDBECK favourably: “Once again, together we’ve been able to convince our long-standing customer of the idea and the advantages of unaccompanied transport by rail and sea. In addition to timely delivery to the construction site, reliability also played a key role in the choice of logistics concept. We expect to continue transport to Immingham for GOLDBECK in 2023.”



Digitization to sit back on: Deutsche Bahn (DB) is introducing real-time capacity utilization displays on the first routes in regional transport. Information on the utilization of the wagons is determined and passed on directly to the passengers on the platform, on the vehicle and via app.

A comprehensive system for capacity management is behind the utilization indicators. This means that customers can find a seat more quickly and rail operations become more efficient. If travellers deliberately board carriages that are not occupied, trains can depart more punctually. This in turn enables better use of the capacities in the rail network. The entire system is complete and will gradually go live over the next few months.

The occupancy display on the platform takes place in a three-stage traffic light logic or in person pictograms for the respective cars. In this way, customers can see where they can position themselves in order to better find a wagon with free seats. The displays will first be used on pilot routes of the Hamburg S-Bahn and the Stuttgart S-Bahn network. Regional traffic between Hamburg and Lübeck is scheduled to start in February. The S-Bahn in the Rhine-Main area will be added in April and parts of the Berlin S-Bahn from May. By the end of 2024, more than 1,500 DB Regio wagons, a quarter of all DB trains in regional transport, will be able to display the occupancy rate across Germany.

Dr Daniela Gerd tom Markotten, DB Board Member for Digitization and Technology: "With the intelligent occupancy display, we are making our

passengers' everyday lives noticeably better. We can only get more people excited about climate-friendly rail if local transport is convenient and reliable."

Finding a seat is easier: Shortly before the train arrives, the display board shows in red, yellow and green how full the individual cars are.

Delays in boarding and disembarking are the main reason for overruns and therefore delays. With the new system, passengers are better distributed on the platform and trains can depart more punctually. In addition, the occupancy display via app helps travellers to choose less crowded trains for their journey. The new system also brings advantages for operations: the transparency of passenger flows and the utilization of trains will enable dispatchers to better coordinate train traffic in the future.

Depending on the vehicle type, the number of passengers is measured using various technical approaches. For example, counters are used in the door

## DB makes it easier to find a seat



area or light sensors that scan the load in the passing wagons. The system processes the data in a matter of seconds and then forwards it to travellers as occupancy information.

In Stuttgart, lines S6, S60 and S62 are currently running with capacity indicators, in Hamburg lines S21 and S31. Between Hamburg and Lübeck, the journeys with the RE8, the RE80 and the RB86 will be provided with the ads from February. In the Rhine-Main area, DB will introduce the system across the entire S-Bahn network from April. In Berlin, the rollout will begin in May on the Stadtbahn route between the Jannowitzbrücke and Zoologischer Garten stations and will then be gradually expanded.

## DB makes a powerful pace when saying goodbye to diesel

Deutsche Bahn (DB) is making faster progress than planned in saying goodbye to diesel: With 17 million litres of the biofuel HVO, DB 2023 is already using twice the amount of biofuel in its diesel locomotives as originally calculated. This means that the group has already reached its self-imposed volume target for 2025 two years earlier. The main reason for this is the successful conversion of diesel filling stations to HVO.

In addition, the positive experiences in operation have strengthened confidence in HVO fuel. DB already approved around 1,000 vehicles for refueling with the climate-friendly biofuel HVO in 2022, and the freight transport subsidiary DB Cargo has already approved the entire fleet with 800 vehicles for biofuel. In the next five years, the remaining 2,000 diesel vehicles from the existing DB fleet follow. With the first measures to phase out diesel, DB will save at least 50,000 tons of CO<sub>2</sub> by 2025.

DB CEO Dr. Richard Lutz: "By farewell to diesel, DB has decided to do so. We are doing everything we can to make the railways even greener. In total, we will invest around 1.5 billion euros in the expansion of new drives and fuels by 2027, and in this way we are gradually getting closer to climate-neutral rail."

For DB, phasing out diesel is an important lever towards climate neutrality in 2040. The Group is pursuing a technology-neutral approach. For existing diesel vehicles, DB primarily uses alternative fuels such as HVO biofuel, made from biological residues and waste. On balance, the biofuel causes 90 percent fewer CO<sub>2</sub> emissions than diesel and no additional cultivation areas that compete with food and feed production are used for production. For new vehicles, DB relies on new forms of propulsion – such as hydrogen and battery technology.

The effect of these measures complements the classic electrification via overhead lines and electric traction.

### First successful projects in hydrogen and battery

In the H2goesRail project, the group is working with Siemens to develop a mobile hydrogen filling station and the Mireo Plus H hydrogen train. In the Rhein-Main-Verkehrsverbund (RMV), the group has been operating the world's largest hydrogen fleet since December 2022 and is responsible for maintenance and service at its plant in Frankfurt-Griesheim maintenance of the trains.

Last year, Alstom's first battery train was successfully tested in passenger service and experience was gained in operation and maintenance.

The development of a new, innovative energy infrastructure is also an important contribution to phasing out diesel. When battery trains are used, instead of electrifying every kilometer of track with the new technology, only short sections of track or individual stations need to be electrified. This future technology will be used for the first time in Schleswig-Holstein from the end of 2023 and will serve as a role model nationwide.

## Deutsche Bahn continues to increase staff: more than 25,000 new hires planned for this year

Deutsche Bahn (DB) continues to increase staff. More than 25,000 new hires are planned for this year. The bottom line is that around 9,000 additional jobs will probably be created. “In 2023 we will also invest in personnel at a record level, especially in the operational area. We need tens of thousands of new colleagues to meet the challenges at Deutsche Bahn,” says DB HR Director Martin Seiler. This included improving the operational quality as well as the general renovation of the infrastructure and doubling the number of passengers.

The hiring target is “really challenging in view of the enormous shortage of skilled workers and the historically tight labor market,” says Seiler. Although DB was able to offer around 28,000 hiring commitments last year and create around 5,000 net jobs, there is no way we can rest on our laurels. DB has therefore developed many measures to strengthen staff recruitment and employee retention.

Deutsche Bahn’s new employer campaign will start on Monday, January 9th. It can be seen nationwide on TV, online and on billboards. With the new claim “What is important to you?”, DB addresses potential applicants more directly than ever before. “A question is always the beginning of a dialogue, and that’s exactly what we want, to listen and exchange ideas,” says Kerstin Wagner, Head of DB Personnel Recruitment. “It’s about us as DB responding to the central questions of the vast majority of job seekers - “What do I want from a job and where can I get that?”

DB employees show in the campaign what they do in their job and in life is important and how they can reconcile this with their employer:

With this approach, DB clearly differentiates itself from the competition and focuses entirely on the labour market, which has become a full employee market. “Companies used to want to know what the applicants could offer, why they should get a job here. It’s been the other way around for a long time,” says Wagner. People were looking for a suitable and respectful working environment that would meet their individual needs and their life situation.

In addition to measures for successful personnel recruitment, employee retention is also becoming increasingly important. Martin Seiler: “We are doing everything we can to continue to have a satisfied workforce and a stable, low level of fluctuation.” Examples: Where possible, DB now allows up to 30 working days per year to work remotely in other European countries.

There are also plans to improve shift systems and comeback programs for colleagues who have taken a break. Travel concessions, one of the most popular DB benefits, will also apply to non-marital partners of employees from spring. In addition, recruitment processes are to be shortened and more is to be invested in training and further education.

Because of the more than 25,000 new hires this year, around 5,500 are trainees and dual students alone, a new record. “DB relies even more than before on its own qualification. What the market doesn’t have, we have to train ourselves,” said Seiler. Training facilities would also be expanded and

modernized for this purpose. In addition to the junior staff, DB trains 4,000 to 5,000 career changers every year, especially as train drivers, dispatchers and service employees.

In order to make use of all labour market potential, international markets should also be used more effectively. DB has had its own cross-border recruiting unit since 2019. English as a working language is also on the rise at DB, especially in the IT area. In the long term, i.e. ten or twenty years, the need for personnel must also be reduced, according to Seiler. That’s why we’re already working flat out to “increase flexibility and productivity and to promote standardization and digitization. As a result of demographic change, almost twice as many people are leaving the labour market as are entering it, this calculation cannot add up.”

Planned recruitments for 2023 in the top occupational groups:

Rail and rolling stock maintenance:	4,200
Construction projects/construction supervision:	3,000
Train drivers:	2,100
Dispatchers :	1,600
Train service:	2,200
IT experts:	2,000

## Alpha Trains leases eight Stadler FLIRT3 XL to VIAS Rail GmbH (VIAS) for Rheingau Express

In future, Alpha Trains’ regional trainsets will also be “on track” in the Rheingau area: VIAS Rail GmbH (VIAS), a subsidiary of the RATH Group, leases eight brand-new Stadler FLIRT3 XL trains from Alpha Trains on a long-term basis. In addition, there is an option for one additional train. The four-car multiple-units complement the existing VIAS fleet and from December 2025 will be operated on the new RegionalExpress connection RE19 on the right bank of the Rhine between Koblenz and Frankfurt.

Rhein-Main-Verkehrsverbund (RMV) and Zweckverband Schienenpersonennahverkehr Rheinland-Pfalz Nord (SPNV-Nord) have awarded the operation of the RB10 “Rheingau Line” and the future RegionalExpress line RE19 to VIAS. VIAS has been operating the RB10 since 2010 and was also able to secure the operation of the new RB19 after successfully winning the RB10 connection contract. The new Rheingau Express (RE19) complements the existing RB10 line and replaces the

RE9, which previously only ran between Eltville and Frankfurt and only during rush hours.

“With the modern railcars of the FLIRT3 XL series, we provide our passengers with an attractive and comfortable travel option on the Rheingau Express. The vehicles are an excellent addition to our existing fleet. We are pleased to be able to continue our long-standing cooperation with Stadler Deutschland. We are also delighted to have gained a new competent partner in Alpha Trains,” Franz Reh, Managing Director of VIAS Rail GmbH.

“We are looking forward to the long-term partnership with our new customer, VIAS Rail GmbH (VIAS). The cooperation up to the signing of the contract was extremely professional and committed and showed that our companies are “on the same wavelength”. These are the best preconditions for being able to implement this challenging project together - there was only one

month between the legally binding award of the transport contract and the signing of the leasing contract - on schedule and successfully,” says Thomas Schmidt, Managing Director of Alpha Trains Europa GmbH.

“We are proud to once again deliver trains from the proven FLIRT series to VIAS with this order for the Rheingau Express. Equipping the railcars with the state-of-the-art Guardia train protection system helps to significantly improve cycle times and connections,” says Jure Mikolčić, CEO of Stadler Division Germany.

The modern, electric multiple-unit trains of the type Stadler FLIRT3 XL have four-units and offer passengers 230 comfortable seats with their extra-long car bodies as well as a total capacity for up to 512 passengers. The



spacious multi-purpose areas allow the transport of up to 12 bicycles, 4 prams and 2 wheelchairs per train. Six doors on each side of the vehicle allow passengers to change quickly. With an optimised boarding area, the service carriage offers barrier-free boarding regardless of the respective platform height and is equipped with lifting devices.







On January 7th, RXP No. 9901, still in LOCON livery, passes Baambrugge with a private charter to celebrate edition 400 of Rail Magazine. *Erik de Zeeuw*





# Netherlands

Due to maintenance on the current fleet, NS has hired Alpha Trains' Class E186.223 and is seen here at Rotterdam Centraal with an InterCity Direct service. *Andre Pronk*



# Netherlands

Three ICNG Nos. 3207, 3303 (in NS Flow livery) and 3204 are seen in the yard at Amersfoort. No. 3204 is still in factory colours and No. 3207 will be soon heading back to the factory. These ICNG's are here mainly for testing and certification. No. 3303 is one of the ICNGs which will run from Amsterdam to Brussels, but due to delays it is not known when this will start operation. *Andre Pronk*



# Netherlands

On December 31st, NS Vectron No. 193.766 is seen at Amsterdam Centraal with the 'Nightjet' service between Amsterdam and Zürich. The loco will only work as far as Germany. *Andre Pronk*



# Netherlands

NMBS (Belgium Railways) leases the TRAXX-locomotives from Alpha Trains, the E186 numbers are the numbers for Alpha Trains, however NMBS numbers the locomotives in the HLA2800 series. No. E186.235 (HLE 2843) waits to depart Rotterdam Centraal with a service towards Belgium. The front has been altered with a small sign 'Kamilla'. *Andre Pronk*





# Netherlands

▶ SNCB Class 186.235 (No. 2843 Kamila) is seen at Amsterdam Centraal about to work train No. IC9248 15:28 Amsterdam Centraal - Brussel Zuid on January 17th. *Keith Hookham*

▶ CAF Urbos 100 No. 3063 working service No. 24 is seen heading down Damrak towards its terminus of Amsterdam Centraal on January 17th. *Keith Hookham*

▶ NS Class 186.222 is seen upon arrival at Rotterdam Centraal on January 19th after working IC924 09:38 Amsterdam Centraal - Rotterdam Centraal. *Keith Hookham*







Norwegian State Railways, formerly NSB, now branded Vy Group, operate many of the franchised railway services in Norway, including the scenic main line from Oslo to Bergen. On January 21st, No. 18.2255 has just arrived at Oslo Sentral with the 08:14 from Bergen. *Andy Pratt*



# Norway



Go-Ahead Nordic currently have the franchise to run services between Oslo, Kristiansand and Stavanger. A BM73 class EMU is seen waiting to depart Oslo Sentralstasjon on January 21st with the 15:25 service to Stavanger. Despite their futuristic looks, the units are approaching 25 years in service being built by Adtranz and introduced with NSB, then Norwegian State Railways, between 1999 and 2001. *Andy Pratt*







Former NSB Di3 NoHabs Nos. 3.642 and 3.616 await departure from Hamar station at the start of the 6 day tour to Bodø and back organised by the Norsk Jernbane Museum on January 23rd.

Andy Pratt



# Norway

▶ Di4 No. 4.653 has just arrived at Mo I Rana station with train No. 471, SJ Norge's 07:49 Trondheim S to Bodø service. The train will terminate at Mo I Rana, and the loco has already been uncoupled, to run round and form train No. 472 12:27 Bodø to Trondheim S starting from Mo I Rana, the line to Bodø being closed following landslips and avalanches. Note the ski jumps to the side of the loco. *Andy Pratt*

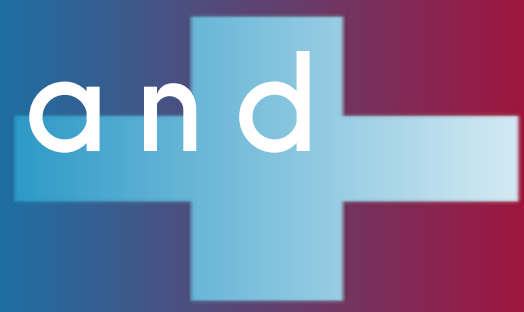
▶ On January 26th, SJ Norge Di4 No. 4.653 arrives at Mosjøen with train No. 471 07:49 Trondheim Sentral to Bodø. The train only operated as far as Mo I Rana due to the line being closed between there and Bodø following avalanches caused by bad weather the preceding day. *Andy Pratt*

▶ Norsk Jernbane Museum's Di3 NoHabs No. 3.642 and 3.616 pause at Vinstra on the Dovrebane between Hamar and Trondheim on January 23rd. *Andy Pratt*









▶ MGB No. 3 is seen heading towards Nätschem on train No. R839 13:14 Disentis - Andermatt on Christmas Day, December 25th. The photo taken from the rear of the train out of the window. *Keith Hookham*

▶ LimmattalBahn Be6/8 No. 8005 is seen at journey's end of Zurich Alstetten. This is a new line opened on December 11th and goes to Killwangen. *Keith Hookham*

▶ Be6/8 Zurich tram No. 4010 on a route No. 14 service on December 21st makes its booked call at Bahnhofquai. *Keith Hookham*







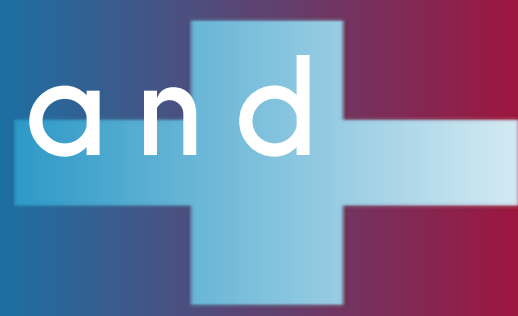
▶ The Zentral Bahn line from Luzern to Engelberg is still dominated by loco hauled trains and here Class 101.961 sits at Engelberg having just arrived with an IR service from Luzern on January 10th. *Mark Torkington*

▶ Showing the 1 in 10 (rack worked) gradient, No. 105 sets off from Andermatt heading towards Oberalp pass on January 9th. *Mark Torkington*

▶ A drone shot of Bugnei Viadukt with MGB loco No. 1 hauling the Glacier Express towards Zermatt on January 8th. *Mark Torkington*



# Switzerland



▶ Forchbahn Be8/8 Number 29 stands at Zürich Stadelhofen on December 21st waiting for its next service. *Keith Hookham*

▶ BVB Historic Be2/2 No. 181 is seen at Basel Schifflande Platz on December 23rd. This was giving free rides to anyone who wanted to go on the same route the tram was taking. *Keith Hookham*

▶ BLT has taken over the running of the Waldenbergbahn. It has been completely relaid to a different gauge and new stations and platforms built and reopened on December 11th. Unfortunately on December 22nd the signalling system completely went into meltdown and therefore this tram only got as far as the second station, Bad Bubendorf, before everyone was told to leave the train and catch a bus. So here is Be6/8 No. 105 waiting for the signalling to be restored. *Keith Hookham*



Winter weekends have seen the return of loco hauled trains to the RhB Arosa line and its street running through Chur. On January 7th, RhB No. 615 sets off along Chur's Engandinstrasse. *Mark Torkington*



An advantage of the line to Arosa is the wonderful Langweis Viadukt, seen here from a drone on January 7th with RhB No. 615 crossing on its way back to Chur. *Mark Torkington*



U.S.A.

Metra train No. 2614 the 14:45 Fox Lake - Chicago approaches its destination, No. 98 is the loco on the rear. *Laurence Sly*



U.S.A.

An aerial photograph of Lake State Railways' Nos. 4304, 304 and 4305 crossing Cheboyganing Creek with train No. Z126 from Bay City to Saginaw. *Laurence Sly*





Nos. 4303, 303, 4304, 304 and 4305 pass the G&W Huron & Eastern Yard whilst hauling the Lake State Railway train No. 301 from Pinconning to Bay City. *Laurence Sly*

Nos. 4304, 304 and 4305 approach the Lake State Railway Yard in Saginaw whilst hauling train No. Z126 from Bay City to Saginaw. *Laurence Sly*

Nos. 4304, 304 and 4305 cross Cheboyganing Creek whilst hauling train No. Z126 from Bay City to Saginaw. *Laurence Sly*





U.S.A.

CSX Nos. 71 and 461 pass Hamler with a westbound coal train. *Laurence Sly*





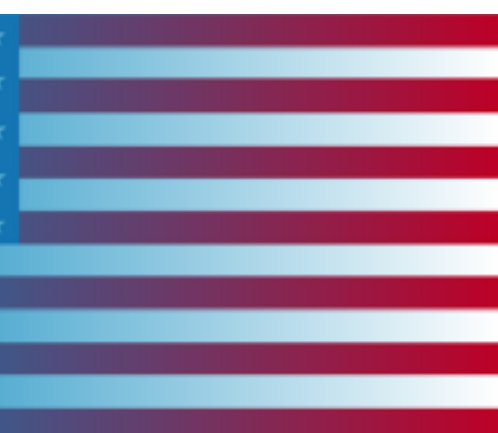
▶ CSX Nos. 5285 and 4549 pass Terre Haute whilst hauling a westbound manifest train.  
*Laurence Sly*

▶ CSX Nos. 2788 and 6546 depart Wellsboro after dropping off wagons at the Chesapeake & Indiana Railroad.  
*Laurence Sly*

▶ CSX Nos. 5230 and 2927 cross the diamond at Deshler whilst hauling a westbound coal train.  
*Laurence Sly*

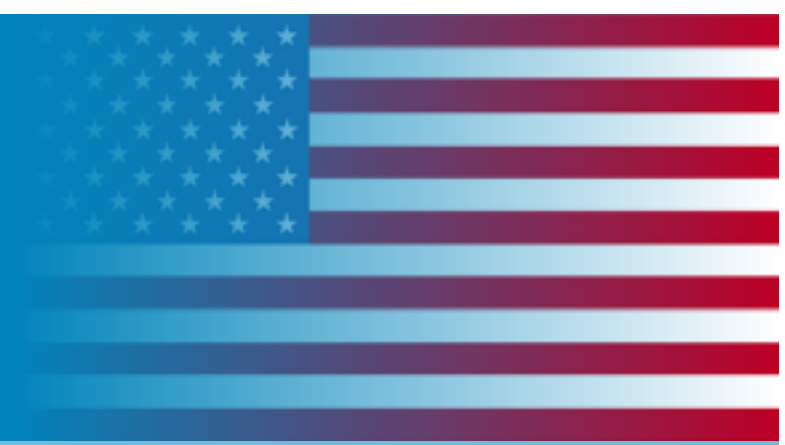


U.S.A.



CSX No. 595 passes Hamler whilst hauling an intermodal train. *Laurence Sly*





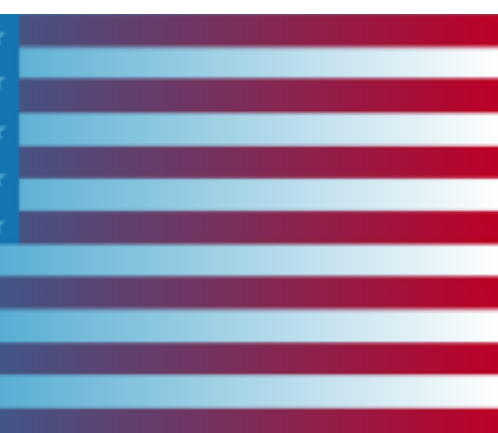
▶ BNSF Nos. 7280, 4323 and 7518 pass Hamler whilst hauling a westbound container train.  
*Laurence Sly*

▶ BNSF Nos. 7973, 6794 and 4442 pass Hamler whilst hauling a westbound intermodal train.  
*Laurence Sly*

▶ BNSF Nos. 4689 and 5507 pass Dolton with a double stack container train.  
*Laurence Sly*

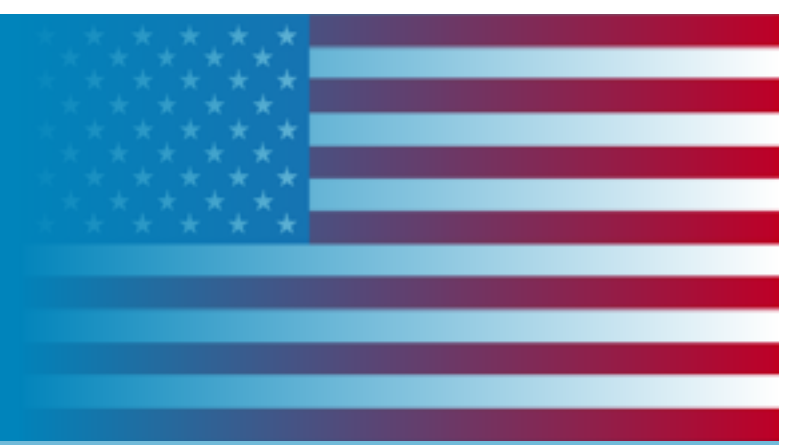


U.S.A.



Huron & Eastern Railroads' Nos. 3865 and 2028 approach the Lake State Railway Yard in Saginaw. *Laurence Sly*



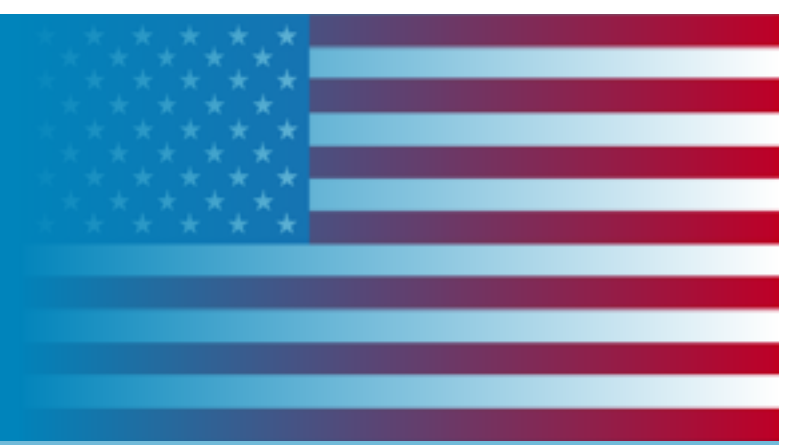


Huron & Eastern Railroads' Nos. 3414 and 3509 prepare to depart Durand heading to Bay City. *Laurence Sly*

Still in its Ludington Northern livery, No. 16 is stored unservicable at the Kendallville Terminal Railroad. *Laurence Sly*

EMD No. 9 is the shunt engine at the Consolidated Grain & Barge Co in Waterloo. *Laurence Sly*





▶ South Shore Freight locomotives Nos. 2009 and 2006 are seen stabled for the weekend at Gary. *Laurence Sly*

▶ Former Wisconsin & Southern No. 813 is now the grain elevator shunt locomotive in Hamlet. *Laurence Sly*

▶ Norfolk Southern Nos. 8052, 4540 and 4143 pass Waterloo. *Laurence Sly*



U.S.A.

Norfolk Southern Nos. 8052, 4540 and 4143 pass Waterloo with a container train.  
*Laurence Sly*





U.S.A.

Norfolk Southern Nos. 1159, 8043 and 1057  
pass Edgerton. *Laurence Sly*



Denmark

Alstom, global leader in smart and sustainable mobility, has been awarded a contract valued at circa 30 million euro with Metroselskabet for the mid-life fleet modernisation of the M1 and M2 metro trains in Copenhagen, Denmark. The programme includes renovations of 34 metros, which have been in operation for almost 20 years in the city.

The mid-life modernisation will begin immediately for a period of approximately three years. Alstom will perform the services in its workshops in the Rotterdam area in the Netherlands. The trainsets modernisation includes parts replacement along with interior and exterior

renovation. It will improve the performance of the 34 metro trains and extend its lifetime by 10 years. This will result in a better experience for passengers commuting on the Danish metro network. Once the modernisation project is complete, the trainsets will be reassigned to Metroselskabet's M1 and M2 lines.

"This is our first large project with Metroselskabet and we are happy to work together with them to extend the capacity of the first major driverless metro system in operation in Copenhagen. Although this project is the first of its kind in our local portfolio in Denmark, as the market leader we have a great deal of experience

from similar modernisation projects in Europe. Our strong commitment to the Danish sustainable mobility sector is strengthened further, thanks to this contract," said Emmanuel Henry, Managing Director for Alstom Denmark.

"The deliberate choice of modernising the existing trains and postponing the purchase of new trains, allows us to continue our long-standing effort to minimise our environmental impact and contributes to fulfilling our commitment to providing sustainable mobility. In this regard, we are happy to announce Alstom as our partner on the train refurbishment project for the

Copenhagen Metro. With their expertise in the area, we are confident that the metro system in Copenhagen will give passengers a better experience and increase the metro trains performance, when the modernisation project is completed," said Rebekka Nymark, Executive Director, The Copenhagen Metro.

India



Siemens Mobility has received an order for 1,200 locomotives of 9,000 horsepower (HP) from Indian Railways, marking the single largest locomotive order in the history of Siemens Mobility and single largest order in the history of Siemens India. Siemens Mobility will design, manufacture, commission and test the locomotives. Deliveries are planned over an eleven-year period, and the contract includes 35 years of full service maintenance. The locomotives will be assembled in the Indian Railways factory in Dahod, in the state of Gujarat, India. Maintenance will be performed in four Indian Railways depots located in Vishakhapatnam, Raipur, Kharagpur and Pune. Locomotive assembly and maintenance will be implemented together with the staff of Indian Railways. The contract has a total value of approximately €3 billion, excluding taxes and price variation.

"Siemens is supporting the sustainable transformation of India's transportation sector as the country seeks to almost double freight capacity on its railways," said Siemens CEO Roland Busch. "I'm proud that this major order will help India achieve its ambitious goal of creating the world's largest green rail network, as our locomotives will save more than 800 million tons of CO2 emissions over their lifecycle."

"We are delighted to partner with Indian Railways and deliver one of the most powerful electric locomotives

available. These new locomotives will help increase freight transport on one of the world's largest rail networks, as they can replace between 500,000 to 800,000 trucks over their lifecycle. This historic order cements a firm commitment from Indian Railways to achieve 100% electrification of rail traffic in India. Our partnership will further strengthen Siemens Mobility's position in India and support the country's expanding railway market," said Michael Peter, CEO of Siemens Mobility.

The state-of-the-art locomotives will be used for freight transport throughout the Indian Railways network and are specified to haul loads of 4,500 tons at a maximum speed of 120 km per hour. Producing 9,000 HP, they will be one of the most powerful freight locomotives in the world. They will be equipped with advanced propulsion systems that are also produced locally in Siemens Mobility factories in India. Siemens Mobility will use the power of its Railigent platform to deliver highest availability and performance.

India has one of the world's largest rail transport and logistics networks used daily by 24 million passengers on more than 22,000 trains. Additionally, the Government of India plans to increase the share of railways for freight transport to 40-45% from the current approximately 27%. India is one of the few countries in the world with an almost fully electrified rail network. As one of the world's fastest-growing markets for rail, India has clear

sustainability and technology goals. Indian Railways and the Indian Government are clearly committed to invest in state-of-the-art products to reach net zero CO2 emissions by 2030. The 9,000 HP project stands testimony to this. As technology leader, Siemens Mobility is firmly committed to deliver world-class solutions to help transform rail in India.

The history of Siemens in India dates back to 1867, when Werner von Siemens and his brothers built the Indo-European telegraph line from London to Calcutta. Siemens has been supporting Indian Railways with the latest technologies over many decades and offers a full range of intelligent and efficient technologies and solutions for passenger and freight transportation, including rail infrastructure and rolling stock.

## Alstom wins contract for the mid-life modernisation of 34 metro trains in Copenhagen, Denmark

## Siemens Mobility awarded a €3 billion project in India – largest locomotive order in company history



# FINNISH RAILWAYS WILL RECEIVE NEW SLEEPING COACHES AND FREIGHT WAGONS FOR CARS FROM ŠKODA GROUP

Finnish state railway company VR Group has ordered nine sleeping coaches and eight freight wagons for cars from Škoda Group.

The worth of the contract is EUR 50 million and trains will be produced at the Finnish production site of Škoda Group in Otanmäki. They will be put into service by the end of 2025. The contract also includes an option to purchase an additional 30 sleeping coaches and 30 freight wagons for cars.

Night train transport is growing in popularity in Finland. The new train cars will complement the VR Group's existing fleet of night trains and thus make it possible to meet the demand that exists among passengers.

“The popularity of overnight train travel has grown significantly in recent years. With this new fleet, we want to meet our customers' wishes and further improve the travel experience. For example, working and enjoying meals in your own cabin will be more comfortable than ever before,” says Elisa Markula, CEO of VR.

The individual cabins are designed to resemble hotel rooms, so that passengers can both work comfortably and rest undisturbed during the journey. All cabins are equipped with toilet, some of them have their own shower. There are special family cabins for families with children, which can accommodate a baby cot. In addition to comfort, special attention has been paid to making the cabs soundproof so that passengers can enjoy the ride.

“Our fleet meets VR's requirements by bringing comfort, enjoyment and ease to night train travel. The night train is a comfortable and attractive alternative to both car travel and flying. The key factors are cabin functionality, a private toilet/shower and functional furnishings, to which we have paid great attention,” explains Antti Korhonen, Sales Director at Škoda Group Region North.

“Our night train concept for VR Group is a combination of comfort and functionality. The cabins are cozy for easy holiday travel as well as functional for working in peace and quiet during the journey,” Korhonen continues.

The sleeping coaches will be put into service on the current night routes, i.e., from Helsinki, Turku and Tampere to Oulu, Rovaniemi, Kemijärvi and Kolari. The sleeping coaches will be complemented by freight wagons for cars, allowing passengers to transport their vehicle at the same time.

The contract also includes an option to purchase an additional 30 sleeping coaches and 30 freight wagons for cars. Through the option it will be possible to increase the frequency of services and extend the routes in the future.

In addition, the option will allow the replacement of old train cars as their service life is coming to an end.



U.K.



## Alstom awarded £12 million overhaul contract for ScotRail trains

Alstom, global leader in smart and sustainable mobility, has been awarded a £12 million contract to carry out mileage-based modernisation on ScotRail's Class 334 fleet of 40 trains that serve the Edinburgh to Glasgow line. The contract was placed by Eversholt Rail who lease the trains to ScotRail.

The Class 334 trains were originally built by Alstom for ScotRail and entered service in 2001.

The scope of work under the new contract includes the overhaul of pneumatic and electrical components such as auto couplers, gangways, batteries, underframe air valves, toilets and heating ventilation and air-conditioning (HVAC) in the drivers' cabs.

This work builds on the previous modernisation performed by Alstom from 2015 to upgrade the passenger experience for Scottish passengers, by retrofitting full air conditioning, at-seat charging points and wi-fi throughout the trains as well as adding CCTV for driver only trains to help with passenger security.

"Alstom has a proud history of supporting Scotland's rail network. We're pleased to once again be able to overhaul the Class 334 fleet, providing ScotRail's current and future passengers on the Edinburgh to Glasgow line with an improved rail experience," commented Peter Broadley, Managing Director, Services at Alstom UK & Ireland.

This new overhaul project is due to commence in January 2024 at Alstom's Polmadie Depot in Glasgow. Alstom has 109 Scottish employees based at Polmadie where the company delivers maintenance and support to the iconic West Coast Mainline Pendolino's Caledonian Sleeper, as well as day-to-day maintenance of the Class 334 trains.

Alstom is also working closely with Network Rail on the upgrading of Scotland's signalling infrastructure.



Sweden



## Alstom wins maintenance contract with VR for a fleet of 30 regional trains in Sweden

Alstom, global leader in smart and sustainable mobility, has been awarded a renewed contract with VR Sweden for the maintenance of 30 regional trains in Sweden.

Alstom will provide fleet maintenance to VR Sweden, the new operator of the trains, for Tåg i Bergslagen's fleet, which link the four Bergslagen counties. The contract is worth nearly 1 billion SEK, and Alstom's scope will be to provide 10 years of fleet maintenance, with a 1-year option. The new contract will begin on December 10th 2023.

"We are very pleased to further strengthen our collaboration with VR and are proud to see this renewed trust in Alstom. We already have a strong partnership with VR and look forward to continuing to deliver first class service and maintenance for these trains," said Maria Signal Martebo, Managing Director for Alstom Sweden.

Alstom will continue to provide maintenance for the Tåg i Bergslagen fleet in existing workshops in Gävle and Västerås, which will be extended and modernised to fit the new longer trains. Furthermore, Alstom will focus on developing the business through a higher degree of digitalised maintenance.

Alstom is the most significant supplier in the Swedish rail market, having delivered more than 1,000 trains to Swedish railways. Ongoing projects are for instance metro trains (C30) to Stockholm, new regional trains to Gothenburg and SJ's coming high-speed trains (SJ250). Alstom also has several large maintenance contracts, carrying out maintenance in 16 local depots, including depots in Motala and Västerås, specialising in heavy maintenance and renovations. The company is also leading the roll-out of ERTMS in Sweden, both onboard and trackside, and is supplying the standardised national traffic system to the Swedish Transport Administration. Alstom employs around 2,000 employees in Sweden.

VR Sweden is part of the Finnish VR Group. VR Sweden oversees Pågatågen in southern Sweden on behalf of Skånetrafiken, Skane's public transport and Östgötapendeln, Småland's rail network. In Stockholm, VR runs buses, trams and local trains on behalf of SL, Stockholm's public transport.

The Finnish VR Group is Finland's network rail that has been running trains, buses and trams in Finland for 160 years.

## Successful re-marketing of 21 Lint multiple units

For the first time, Alpha Trains leases trains to a Spanish company: Renfe Alquiler, the rolling stock leasing business of Spanish national operator Renfe, leases 21 Alstom Lint 41 multiple units.

Renfe Alquiler in turn is making the two-car trains available under a sublease agreement to Czech rail operator Leo Express, of which Renfe is a shareholder.

The trains have been in operation in the Augsburg area and will be delivered successively to Leo Express until August 2023.

From 2023, the Lints will go into service on the Bratislava-Komarno route in the Slovak Republic. The lease agreement ends in December 2032.



## Geopolitical challenges also open up new opportunities for Baltic railways

On January 12th, the heads of the national railways of the three Baltic countries met in Riga to discuss several important EU initiatives in the railway industry that will have a significant impact on the development of railway networks in future, including the important question of a possible transition to the standard gauge in all EU member countries. They also talked about a plan to include the Baltic railways in another freight transport corridor, which would connect Northern Europe with the Black Sea and the Aegean Sea.

Kaido Zimmermann, Chairman of the Board of the Estonian Railways (Eesti Raudtee), and Egidijus Lazauskas, Head of the Lithuanian railway company (Lietuvos Geležinkeliai, LTG) visited Riga at the invitation of SJSC “Latvijas dzelzceļš” Chairman of the Board

Māris Kleinbergs. One of the items on the meeting’s agenda was the Trans-European Transport Network (TEN-T) progress in network development and mobility promotion projects in the Baltic countries.

SJSC “Latvijas dzelzceļš” Chairman of the Board Māris Kleinbergs: “All three Baltic countries have technologically similar railway infrastructure, and the objectives defined in the EU regulatory framework regarding the Green Deal and passenger and cargo mobility are also similar in all three Baltic countries. It is therefore really important for us to share experience, discuss our future plans together, thus increasing competitiveness of our region.”

The heads of the Baltic railways also discussed the EU’s plans to switch the Baltic railways to the 2nd network

corridor, which would open up new opportunities to expand the freight transport networks of all three countries. The need for connecting Northern Europe with the Black Sea and the Aegean Sea has arisen due to the complex geopolitical circumstances, as the previous freight routes are difficult to access or no longer available.

“In my opinion, the Baltic railways can, by joint effort, provide quality rail transport services within this corridor and contribute to the common mobility of Europe and to the economy of each country,” explains SJSC “Latvijas dzelzceļš” Chairman of the Board Māris Kleinbergs.

“Estonian Railways are happy to participate in this meeting with our neighbour railway companies to discuss the future and opportunities for cooperation.

We feel that our joint history presents us possibilities to work together to make the railway transportation industry even more relevant in our countries,” commented the CEO of Estonian Railways Kaido Zimmermann.

“We appreciate the long-term partnership with Latvian and Estonian colleagues. Discussing challenges, sharing good practices, and searching for common opportunities is always meaningful and valuable. Therefore, we hope and invite to share experience in the future as well”, says Egidijus Lazauskas, CEO of LTG.

Various cooperation matters, progress with the “Amber Train” project and other issues were also discussed during the meeting.

Latvia

## LDZ CARGO, a subsidiary of SJSC “Latvijas dzelzceļš”, launches cargo transportation in the territory of Estonia

Along with promoting efficiency of operations, one of the most important priorities of “Latvijas dzelzceļš” concern in the past year has been diversification of the target markets and cargo segments, as well as increase of cargo transportation volumes. Working actively on this goal, LDZ CARGO, a subsidiary of SJSC “Latvijas dzelzceļš”, has received the European safety certificate for transportation services in Estonia and has signed an agreement on the use of infrastructure with Estonian railway company Eesti Raudtee, performing the first cargo transportation in the territory of Estonia in January 2023.

Māris Kleinbergs, Chairman of the Board of SJSC “Latvijas dzelzceļš”: “Over the past year, LDz has implemented significant changes, optimizing the company’s technological and internal processes, at the same time, placing all efforts in increasing cargo volumes, diversifying cargo segments, and, of course, launching operations in new target markets. Work on all permissions for domestic cargo transportation in the territory of Estonia was started in the first quarter of last year, and now when starting cargo transportation in our neighbouring country, we can be satisfied with the positive results of our work, and continue to actively attract new

clients and cargos also in this target market.”

In order to launch cargo transportation in Estonia, LDZ CARGO has received all necessary permissions and has signed an agreement on the use of infrastructure with the Estonian railway company. Besides, as engine drivers working in the territory of Estonia are required to have Estonian language skills, LDZ CARGO has signed a cooperation agreement with Estonian rail transportation company GoRail, ensuring availability of the company’s engine drivers for the needs of LDZ CARGO.

At present, the company has started transportation of food oils by rail and in 2023 it plans to carry about 200,000 tons of this product. As LDZ CARGO is conducting intense negotiations with several other potential clients in Estonia, and in the nearest future the volume of other cargos is expected to grow in this region.



Dominican Republic

## Alstom signs a new contract to supply Metropolis trains to the Santo Domingo Metro

Alstom will manufacture, supply and put into service ten new Metropolis trains, with 3 cars each, including the supply of the on-board signalling system, for the project to expand the capacity of Line 1 of the Santo Domingo Metro. Alstom will manufacture the trains at its plant in Santa Perpetua, in Barcelona. This new order is yet another milestone in Alstom’s presence in the Dominican Republic and its long-standing commitment to the railway development in the country, where Alstom has been a pioneer, delivering state-of-the-art technology solutions.

Line 1 of the Santo Domingo Metro, designed and built to improve mobility in the north-central-south corridor of the city, provides service to 16 stations along 14.5 kilometres. The new trains that Alstom will supply will be able to run in multiple units, coupled with each other or with the trains of the fleet previously delivered by Alstom and purchased by OPRET, which will allow flexibility to adapt capacity to passenger demand.

“When we deliver the units of this new contract, fully financed by the French Development Agency, AFD, OPRET will have a total of 64 Metropolis trains, all produced in Barcelona, operating on lines 1 and 2 of

the Santo Domingo Metro, which will allow to expand the transport capacity with more modern trains, while guaranteeing a mass transport service that is safe, reliable and respectful with the environment”, said Iván Moncayo, Managing Director of Alstom in the Dominican Republic.

The new trains will have a similar appearance, functionality, and features as the Metropolis trains currently operating in the Santo Domingo Metro, such as wide doors, wide aisles, and a low floor for optimal passenger flow, as well as additional features and technological advances to improve the passenger experience and optimize operations and availability, including led lighting in the passenger area, enhancements to the passenger information and alert system. As an additional feature, these new trains will have a new driver’s desk design that will be integrated with the other elements of the cabin and a state-of-the-art display unit for the driver.

With flexible configurations, Alstom’s Metropolis trains have been serving the different needs of customers around the world for more than 20 years: 2 to 9 car configurations, different voltage systems, steel wheels or tires, fully automated or manually operated, and with

individual interior designs, trains can be tailored to existing infrastructure and multiple capacity needs. Metropolis trains have low noise levels, high recyclability and optimized energy efficiency to minimize environmental

impact. More than 30 cities have ordered or operate Metropolis trains, including Amsterdam, Singapore, Panama City, Barcelona, Paris, Riyadh, Dubai, Sydney, and Montreal.



## LE TRAIN signs an agreement with Talgo for the development of a fleet of high-speed trains

LE TRAIN, France's leading private high-speed train operator, and Talgo, a European designer and manufacturer of railway rolling stock, have signed an agreement in Bordeaux for the future development of a fleet of high-speed trains adapted to the French market and based on the leading high-speed Avril platform.

LE TRAIN obtained its railway company licence on December 24th 2022 (JORF no. 0298 of December 24th 2022), and is successfully progressing with all the requirements to start commercial operations. Following the call for tenders issued in early 2022 to major French and European manufacturers and after several months of negotiations, LE TRAIN and Talgo have aligned for the development of a new fleet of very high-speed trains based on the Talgo Avril train platform.

The two companies signed an agreement covering the potential future acquisition of a fleet of up to ten very high-speed trains, including possible extensions and the possibility to maintain the equipment in France, as well as the creation of a joint research and development unit in New Aquitaine to work towards the most efficient and sustainable mobility transport mode of the future: the train.

LE TRAIN passengers will board the AVRIL model, a concentrate of technology and innovation, renowned for its high reliability, the quality of its equipment, its energy efficiency and its modern and refined design. Once the relevant contracts have been signed, construction of the first ten trains will begin in the first half of 2023 at Talgo's plant in Rivabellosa (Álava). The first trains would leave its workshops in early 2025.

"Today marks an important milestone in the history of LE TRAIN and French rail transport. With this major agreement, we confirm our ambition to offer daily high-speed journeys to the millions of inhabitants of the regions of New Aquitaine, Brittany, Pays de la Loire and Centre-Val-de-Loire. We have chosen Talgo, one of Europe's leading manufacturers, with cutting-edge industrial technology and the industrial strength to guarantee the excellence of the equipment produced. The tailor-made design proposed by Talgo will enable us to develop a unique passenger experience, particularly for the on-board transport of leisure and sports equipment such as bicycles and surfboards. Finally, our two companies share a common ambition: to work in a sustainable way

for low-carbon mobility," said Alain Getraud, CEO of LE TRAIN.

Talgo has signed a large-scale, long-term partnership with LE TRAIN. This is a great opportunity for our company to deploy its expertise and innovations north of the Pyrenees. We are honoured that LE TRAIN has entrusted Talgo with the development of its first fleet of new high-speed trains. We are convinced of the relevance of the LE TRAIN model to make rail transport

a real lever of ecological transition," said Carlos Palacio Oriol, President of Patentes Talgo.

### About LE TRAIN

Founded in 2020, LE TRAIN is the first French private rail operator to offer a high-speed service, dedicated to regional and inter-regional travel. Operating 5 high-speed lines in the French Great West, LE TRAIN will serve 11 destinations to connect the cities of Bordeaux, Rennes, Nantes and Tours, the major cities of Poitiers,

Angoulême and Angers, and the coastal cities of La Rochelle and Arcachon. Its 50 daily trains will welcome more than 3 million passengers a year, offering a new standard of comfort and customer experience.

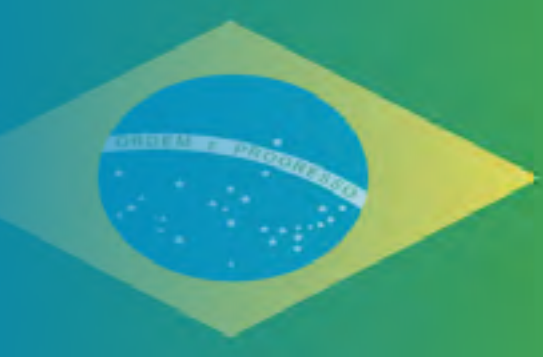
Committed to offering sustainable, low-carbon mobility solutions in the heart of the regions, LE TRAIN plans to hire 150 employees when it begins commercial operations.



# From the Archives

Broad gauge RFFSA Co-Co No. 3441 leads 3412, 3642, 3634, 3644, 3645 and 3863 as they arrive at the large Santos Dumont diesel depot on November 24th 1981. *John Sloane*

Brazil





From the  
Archives

SNCF CC No. 72080 is seen at Calais  
shed on April 29th 1973. *John Sloane*

France



# From the Archives

HSB dampflok No. 99-7240 is seen at Drei Annen Hohne on April 27th 2010.  
*Mark Enderby*

## Germany



# From the Archives

## Germany

HGK No. DE94 hauls a rake of tanks past Koln West on May 5th 2005.  
*Mark Enderby*



# From the Archives

## Germany

V60s Nos. 106.003 and 106.007 haul a rake of tanks through Königstein on April 23rd 2008. *Mark Enderby*



# From the Archives

## Germany

DB Class 218.220 and 218.181 are seen on a Niebull - Westerland car shuttle at Morsum on April 29th 2006.  
*Mark Enderby*



# From the Archives

## Germany

HSB No. 99.222 is seen on the Brocken on April 28th 2010. *Mark Enderby*



# From the Archives

DB Class 233.040 hauling a stone train is seen at Haldensleben on April 30th 2010. *Mark Enderby*

## Germany



Euro Cargo Rail No. 247.058 is seen between Munich and Muldorf on April 11th 2011. *Mark Enderby*



# From the Archives

## Germany

Privately operated former DB Class 212.039 is seen at Dusseldorf Rath with a northbound engineers train on July 9th 2013. *John Sloane*





# From the Archives

## Hungary

MAV Class 5341.006 is seen at Budapest Kelenfold on September 11th 2008.  
*Mark Enderby*



# From the Archives

FS Class E428.189 is seen at Genova Brignole station on August 9th 1984.

*John Sloane*

Italy



# From the Archives

FS Class E464.107 is seen at Padua on October 15th 2011. *Mark Enderby*

Italy



# From the Archives

FS Class E626.404 approaches Sestri Levante with a southbound freight from Genoa on August 25th 1992.  
*John Sloane*

Italy



# From the Archives

A JR suburban unit departs Tokyo Yuroccho for Tokyo Central on December 11th 2010. *John Sloane*

Japan



# From the Archives

Spain



Metre gauge FEVE diesels Nos. 1614 and 1611 are seen at Pravia with an intermodal train for El Ferrol on June 5th 2012. *John Sloane*



From the  
Archives

SBB Re 4/4 No. 11497 reverses out of  
Zurich station on July 31st 1985.

*John Sloane*

Switzerland



# From the Archives

## Ukraine

Skoda built ChS 2-335 stands at Debalchevo with a train to Kiev on May 3rd 1993. *John Sloane*

