Railtalk Magazine Xtra

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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 192Xtra

No sooner that I had said "summers here" then it's starting to feel like autumn already. With the UK plagued by rail disputes, there's still plenty happening in the rest of the world. However the news that Siemens has now sold more that 1,500 Vectrons means that wherever you go, you are likely to see one!

For those who are fond of EMD locos, perhaps a visit to Ethiad is an option for the future as Etihad Rail has reached a new milestone in the development of the National Rail Network, with the arrival of first batches of the company's new and advanced rolling stock fleet. The locomotives and wagons, which reached the UAE via Zayed and Al Musaffah Ports, will operate across the whole network upon its completion. The achievement comes in line with Etihad Rail's efforts to achieve the objectives of the UAE Railways Programme, the largest land transport system of its kind in the UAE, which was launched as part of the Projects of the 50, the largest set of national strategic projects that seek to set up a new phase of development across UAE for the next fifty years. The UAE Railways Programme aims to set a new roadmap for transporting goods and passengers via train across the country, which will contribute to developing a sustainable land transport system that connects the cities of the UAE via railways.
The Company will increase its fleet of heavy freight locomotives to 45 heavy transport locomotives, which is equivalent to six times of its current fleet. Progress Rail, a Caterpillar company of America and one of the world's largest manufacturers of diesel and electric locomotives, will handle the manufacturing and supply of the new EMD® SD70 electro-motive diesel locomotives. The Company has increased the size of its wagons, with the new fleet aiming to house more than 1,000 multi-purpose wagons, 3 times of its current fleet. China's CRRC Group, one of the world's leading providers of sustainable development solutions of the railway industry, will handle handling the manufacturing and supply the new fleet of wagons.

"The arrival of the new fleet of locomotives and wagons to the UAE on schedule reflects the level of the achievements that the Etihad Rail project is realising in the development of the UAE National Railway Network," Mohammed Al Marzouqi, Executive Director of Rail Relations Sector at Etihad Rail, said. "Upon completion and becoming fully operational, the network will contribute to revitalising and bolstering economic growth in the UAE, particularly during the next 50 years, by providing reliable and safe freight services with high efficiency. The network will also contribute to the region's economic growth upon its connection with the Gulf Cooperation Council (GCC) network, which will consolidate the UAE's position as a regional and global centre for shipping and logistics services. This achievement comes as part of the company's preparations to operate the network according to the highest global standards in the future."

"Our diesel-electric EMD® SD70 locomotives meet the highest global standards," Marty Haycraft, President and Chief Executive Officer of Progress Rail, said. "Etihad Rail's new fleet is a great example of what our customers have come to expect from our advanced locomotives, which are designed to perform in extreme conditions."

Etihad Rail's new fleet was designed specifically to withstand the geographic, climate conditions, and the high temperatures and humidity levels in the GCC region, ensuring the highest levels of performance, efficiency, and sustainability. The fleet is set to elevate the transport and logistical services system in the UAE, solidifying the country's position in the logistics sector on a regional and international level. It will increase the capacity of the UAE National Rail Network to more than 60 million tonnes of goods per year. Etihad Rail's new fleet will also contribute towards reducing carbon dioxide emissions by 70-80 per cent. The new locomotives and wagons will be stored at Etihad Rail's facilities in Al Mirfa until the completion of construction works on the UAE National Railway Network. The development of the network is proceeding at a rapid pace and marking a number of achievements, the most recent being finishing 75 per cent of Stage Two of the project within 28 months.

Until next month...

David

This Page

Hectorrail's Class 162.003 is seen stabled at Dresden Hbf.

Class47

Front Cover

ČD Vectron Class 193.698 basks in the morning sun at Hamburg Hbf in charge of train No. EC379 07:40 Kiel Hbf - Praha hl.n. on August 10th. *Andy Pratt*

FS Class 403.007-4 and 403.008-2 haul the stock of a sleeper train through Reggio Emilia.
Anton Kendall

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With Thanks

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Commonwealth Bulk Handling Group's Nos. CBH008 and CBH010 are seen passing through Herne Hill on August 11th with a very long and loaded grain train for Kwinana Port. *Colin Gildersleve*

Australia

At the start of 2022, Stevedoring and Logistics company QUBE took over the lucrative BHP steel products transport contract. This is the 1WB7 Pt. Kembla to Brisbane service hauled by Nos. QL005 and QL010 seen climbing towards Kerewong on August 1st. *Mark Bennett*

At the start of 2022, Stevedoring and Logistics company QUBE took over the lucrative BHP steel products transport contract. Here the 2WB7 service behind Nos. QL003, QL004 and QL007 is seen crossing the Wilson River at Telegraph Point. *Mark Bennett*

Aurizon's No. Q4001 is seen running parallel with Railway Parade in Herne Hill with train No 5430 a mixed freight from Kalgoorlie to Kwinana yard.
Colin Gildersleve

Alstom's first six-car C-Series train for METRONET leaves Bellevue for dynamic testing

The first Alstom C-series railcar built in Western Australia (WA) for METRONET has completed high-voltage testing and will now move to the Nowergup depot for an extensive dynamic validation testing period. The train will soon conduct dynamic testing to ensure the units will move more than 103,000 passengers daily as safely, efficiently, and smoothly as possible. Testing will include braking and acceleration, operational systems, passenger comfort, and energy consumption, ensuring the train is ready for passenger service. It is crucial the train is tested in a live environment, with existing signalling and communications systems. This will be conducted outside regular passenger service hours where possible to minimise disruption to the network.

The first unit is expected to roll onto the network and into passenger service in late 2023.

The new C-Series railcars, and Australian railcars will be delivered over a 10-year period as part of a contract that Alstom has with the Public Transport Authority of Western Australia (PTA). Under the contract, Alstom is responsible for the design, supply, manufacturing, testing and commissioning of 41 x 6-car electric (EMU) and 2 x 3-car diesel (DMU) trains and 20 years maintenance of the EMU trains and maintenance support services for the DMU trains. These new railcars will run along the Joondalup and Mandurah lines, two of the busiest services on the Perth network. In WA, this is the first time since 1994 that locally built railcars will have at least 50 per cent local content, in a commitment to supporting local jobs. This contract will also provide a positive boost for the state's rolling stock supply chain, jobs, and skills development.

The METRONET project provides a unique opportunity for Western Australia to manage Perth's projected future growth while re-establishing its railway manufacturing industry, creating jobs, investing in infrastructure and supporting local manufacturing and supply chains.

"Alstom is delighted to have completed the first six-car train in the Bellevue facility. These locally manufactured trains will provide a boost to the local economy and provide ongoing local jobs for local workers. The next 12 months of dynamic testing will ensure these trains meet Alstom's rigorous quality standards in order to provide a safe, comfortable, and reliable public transport option for the people of WA," said Mark Coxon, Managing Director for Alstom ANZ.

Aurizon's narrow gauge No. S3301 is seen at Wattleup with empty Bauxite hoppers returning to the Worsley mine site in south west Western Australia for another load for export. *Colin Gildersleve*

Croatia

HZ Class 2044.017 passes Prgomet whilst hauling train No. 1204 18:45 Budapest - Split sleeper on July 6th. *Laurence Sly*

OBB Class 1116.029 passes Meja on July 8th whilst hauling a train of hoppers from Rijeka. *Laurence Sly*

Class 1141.005 and 1141.203 passe Meja whilst hauling a coal train from Rijeka on July 8th. *Laurence Sly*

Croatia

HZ Class 2044.028 passes Planjane whilst working train No. 1782 20:00 Osijek - Split on July 6th. *Laurence Sly*

On July 6th, Class 2044.028 passes Prgomet whilst hauling train No. 1782 20:00 Osijek - Split sleeper. *Laurence Sly*

Class 2044.020 approaches Planjane whilst hauling the Split - Praha Regiojet sleeper on July 5th. *Laurence Sly*

HZ Class 2044.021 departs Knin whilst working train No. 1782 20:00 Osijek - Split on July 7th. *Laurence Sly*

Class 1141.303 passes Meja on July 8th whilst working train No. 4603 07:35 Rijeka - Ogulin.
Laurence Sly

Class 2062.114 and 2062.018 wait in the loop at Lovinac whilst hauling a Solin - Ogulin freight train on July 5th. *Laurence Sly*

Czech Republic

ReViRail operated Class 751.036 heads light engine through Cheb, having arrived with a rake of timber wagons *Class47*

Czech Republic

ČD Cargo orders new locomotives

The largest Czech rail freight carrier ČD Cargo and Siemens Mobility Czech Republic signed a contract in mid-July for the purchase of ten interoperable multi-system Siemens Vectron MS electric locomotives (variant A54), which have a maximum operating speed of 160 km/h .

“We have long-term good experience with Siemens Vectron locomotives at the head of our trains. Their purchase enabled us to fulfill one of the four strategic pillars of ČD Cargo, namely expansion abroad. We want to use the new locomotives for transport in other countries with interesting potential - in the Netherlands and Belgium,” says Tomáš Tóth, Chairman of the Board of ČD Cargo, as “Ports are particularly interesting for us,” adds Tomáš Tóth.

“We are happy that ČD Cargo will welcome additional Siemens Vectron locomotives to its fleet. Ten vehicles in the multi-system variant will thus be added to the current locomotives. This is the first Czech customer that will have Vectron locomotives with homologation for Belgium in its locomotive fleet,” added Roman Kokšal, CEO of Siemens Mobility Czech Republic. Locomotives for ČD Cargo will be manufactured at the Siemens Mobility plant in Munich-Allach and will gradually be handed over from the second half of 2024. The locomotives have the European Train Control System ETCS Level 2 Baseline 3 and are approved for operation in the Czech Republic, Belgium, Hungary , the Netherlands, Germany, Poland, Austria and Slovakia.

Photo: © Martin Bohac/CD Cargo

Czech company AŽD will provide signalling on Croatian railway line Hrvatski Leskovac – Karlovac

Czech company AŽD has succeeded with its offer in the tender for the supply of signalling and telecommunication technology for the Hrvatski Leskovac - Karlovac railway line and concluded a contract for the work in Karlovac, under the presence of Croatian Prime Minister Andrej Plenković and Minister of Transport Oleg Butković, with HŽ Infrastruktura (Croatian Railway).

AŽD will carry out its deliveries from the position of main contractor. The value of the project is HRK 263.5 million (approx. EUR 34.9 million) and the implementation will take 30 months. As part of the modernization of the signalling, AŽD will install fully electronic station interlocking equipment ESA 44 in Croatia, which will control railway traffic in three railway stations (Hrvatski Leskovac, Jastrebarsko, Karlovac) and in six stops. The delivery also includes an integrated line signalling system, securing 62 switches, installing an axle counting system and equipping all mentioned railway stations and track sections with more than 200 modern LED signals. AŽD also provides the supply of 8 railway level crossing systems, point heating systems, telecommunications and modifications to existing buildings under architectural protection. AŽD will also equip the entire line (total length of 44 km) with the unified European Train Control System ETCS level L1 with the extension of one Radio Block Centre for ETCS level L2. This section is part of the pan-European corridor (Zagreb – Rijeka).

“Croatia has been in long term one of the strategic territories where our company has always wanted to supply modern railway signalling technologies. For us, this first significant project is both the culmination of a tremendous effort and a great challenge to demonstrate the quality of Czech systems and the professionalism of AŽD. We feel committed by the trust in our company expressed by Prime Minister Andrej Plenković and Croatian government ministers at the signing of the contract,” said AŽD CEO Zdeněk Chrdle.

The signing of this contract was preceded by a fierce competition, when the consortium of Alstom Ferroviaria and Končar – Inženjering did not hesitate to file a lawsuit with the Supreme Commercial Court of the Republic of Croatia due to the award of the contract to AŽD. However, the decision came in favour of AŽD. By signing the contract, AŽD confirmed its significant position in the Balkan countries, where, in addition to Croatia, it is currently implementing large-scale projects in Serbia, Montenegro and also in Bosnia and Herzegovina.

The subsidiary AŽD Zagreb d.o.o. and other Croatian companies will also play a significant role in realisation of the Hrvatski Leskovac – Karlovac line project.

Czech Republic

SD-Kolejova doprava liveried Class 130.044 and 130.051 are seen departing Kadan power station. *Class47*

Czech Republic

Celebrations of 150 years of the Břeclav – Hrušovany nad Jevišovkou line

August 27th 2022, in South Moravia, marked the celebration of the 150th anniversary of the start of operations on the Břeclav – Hrušovany nad Jevišovkou railway line.

The organizer of the successful event was the Society for Public Transport in Southwest Moravia, in cooperation with Máňa doprava and the Society of Považská dráha Žilina.

The main point of the celebrations was the circulation of historic trains reminiscent of traffic from the 1970s on the lines from Břeclav to Znojmo or from Hrušovany nad Jevišovkou to Hevlín. A partner of the event was also ČD Cargo, of course.

CD Cargo joint-stock company exhibited its state-of-the-art technology in the form of the European Vectron Class 383.001 and the diesel locomotive Class 744.110 in Břeclav.

Participants of the event could learn a lot of information about ČD Cargo in our presentation carriage where they could also play various games or get small souvenirs.

Photo: ©CD Cargo

Transport of metro train set to Warsaw

On August 14th, 2022, another six-carriage metro train set left the gates of Škodovka in Pilsen and headed to the Polish capital of Warsaw via Prague, Havlíčkův Brod, Brno, Přerov and Bohumín with ČD Cargo. The first metro train set was already transported by ČD Cargo on February 14th from Pilsen for trials at the railway test ring at Velim. The second train set headed to Poland on April 23rd specifically to the Warszawa-Okęcie station. The transport itself was preceded by a series of negotiations, not only commercial, but also technical ones. The maximum permitted speed was set at 60 km/h on an open line and 40 km/h when passing through stations. It was also necessary to provide adapter wagons – they are equipped with a classic screw coupling with buffers on one end of the vehicle and with a metro coupler on the opposite end of the wagon. The train set is supplemented with additional “brake” wagons.

Photo: ©Daniel Kuczob/CD Cargo

Denmark

On June 26th, to celebrate the 175th anniversary of the opening of the first Danish railway line to Roskilde, a replica of 'Odin' - the first Danish steam locomotive - commuted in the station area at København for public trips. *Thomas Niederl*

On July 10th, DMU No. LB 125/225 working train No. L187056 is seen at Helsingør.
Thomas Niederl

France

Class 77 No. DE6312F (also known as 92 87 0077 506-9) brings a rake of former Colas hoppers at speed through Lyon Feyzin. *Anton Kendall*

France

Alstom receives new order from SNCF for 15 additional Avelia Horizon very high-speed trains

Alstom, global leader in smart and sustainable mobility, has received an additional order for 15 new-generation Avelia Horizon very high-speed trains from SNCF[1] Voyageurs, worth almost 590 million euro.

The trains ordered are the new generation 4-voltage high-speed trains, which meet the requirements of European traffic. The Avelia Horizon portfolio reaches ambitious objectives in terms of competitiveness in the rail sector and profitability for SNCF Voyageurs, with a total acquisition cost that is 20% lower than the previous generation.

Avelia Horizon consists of two innovative short-length, high-performance and compact-power cars, and articulated double-deck coaches. Their design allows for a 20% increase in passenger capacity, enabling the train to accommodate up to 740 passengers when using the most efficient configuration. Maintenance costs will be over 30% lower than those currently recorded by SNCF Voyageurs in France. The train's maintainability is considered from the design phase, with a remote diagnostic system allowing predictive maintenance, which improves the trains' reliability and availability.

Many components have been optimised to simplify, reduce and allow longer intervals between maintenance interventions. Thanks to its aerodynamic design and more efficient traction, the new generation of high-speed trains will consume 20% less energy than existing high-speed trains.

"This order once again seals the success of very high-speed trains and of the Avelia Horizon platform. This solution meets the technological, economic and competitive challenges of SNCF, in an environment of strong passenger demand for low-carbon mobility solutions," said Jean-Baptiste Eyméoud, President of Alstom France.

This is the second optional tranche from the Avelia Horizon innovation partnership framework agreement for this new generation of very high-speed trains, completing the 100 trains order by SNCF Voyageurs for commercial operation in France.

[1] French National Railway Company (In French: Société Nationale des Chemins de fer Français)

Image: Exterior view of the Avelia Horizon very high-speed train – Non-contractual design for illustration purposes. ©Alstom Advanced & Creative Design

Siemens Mobility receives major order for 65 locomotives from Akiem

Akiem, the leasing rolling stock specialist company for rail vehicles, has ordered 65 Vectron AC and Vectron MS locomotives from Siemens Mobility. The order was placed as part of a framework agreement for the purchase of locomotives that was signed in December 2021. The first locomotives from this call are to be delivered in mid-2024. Akiem previously ordered 20 Vectron locomotives from Siemens Mobility last December.

"Following the signing of the framework contract with Akiem and a first order in December, this marks the first order for a large number of units," said Albrecht Neumann, CEO Rolling Stock at Siemens Mobility. "We are especially pleased that the Vectron, with its unique modular design, will be making a significant contribution in the Akiem fleet to cross-border European freight and passenger service. With this order, we have also reached the milestone of 1,500 sold Vectrons: clear proof of customer satisfaction."

The ordered locomotives have a maximum power of 6.4 megawatts and can be delivered with a top speed of either 200 or 230 km/h. They can be used for cross-border freight transport as well as fast passenger service in many European countries.

"We are delighted to be increasing our fleet of Vectron locomotives," said Fabien Rochefort, CEO of the Akiem Group. "We look forward to offering passenger and freight operators throughout Europe the fleet they need as a sustainable and reliable service. We are convinced that the 85 Vectrons ordered by Akiem since December will meet our customers' expectations."

To date, Siemens Mobility has sold more than 1,500 Vectron locomotives to 62 customers in 16 countries, and the fleet has covered over 600 million kilometers in service. Locomotives based on the Vectron platform have been approved for operation in 20 European countries.

Photo:©Siemens

SNCF Fret's No. 75058 hauls a train of Teifer SA containers through Miramas.
Anton Kendall

RDT 13's No. 92 80 1276 041-1 hauls a refuse train through Miramas. *Anton Kendall*

France

At the Gare de Monsempron-Libos, the station still has a working manual signal board. Some parts are being controlled by computer, but when a train arrives or departs the station manager will turn the signals by hand on the signal board. On the Sunday visited, there were only four trains running all day. *Andre Pronk*

On July 6th, MERCITALIA RAIL Class 193.709 is seen in Lorch working a combined cargo shuttle from Rotterdam (NL) to Verona Quadrante Europa (I). *Erik de Zeeuw*

Germany

DB ICE-4 No. 9030 412.030 passes Bohmte working as train No. EC8 from München Hbf to Hamburg-Altona. *Erik de Zeeuw*

Germany

DB Class 185.298 and a Class 189 passes Marksburg Castle in Braubach with an Oberhausen West Orw to München Johanneskirchen coal service on July 3rd. *Erik de Zeeuw*

Near Drakenburg on June 15th, ČD Cargo Class 383.011 leads a tanker train (UN 1202 fuel) from Hamburg Hohe Schaar to Pirna Gbf. *Erik de Zeeuw*

A pair of DB Class 185s head along the river Main with a northbound cartrain on July 3rd.
Erik de Zeeuw

On July 4th, WLC Class 187.325 passes the locks near Harrbach with a Hamburg – Wien (A) container shuttle. *Erik de Zeeuw*

boxXpress Class 193.539 heads south through Braubach hauling a deepsea container train, with also 80 ft cars, from Rotterdam (NL) to Kornwestheim on July 6th. *Erik de Zeeuw*

Germany

World premiere: 14 Coradia iLint to start passenger service on first 100% hydrogen operated route

Alstom, global leader in smart and sustainable mobility, is proud to announce that the world's first hydrogen train, the Coradia iLint, has reached another historical milestone in Bremervörde, Lower Saxony, Germany. It is now used on the world premiere 100% hydrogen train route, in passenger operation. This regional train only emits steam and condensed water while operating with a low level of noise.

The 14 vehicles with fuel cell propulsion belong to Landesnahverkehrsgesellschaft Niedersachsen (LNVG). LNVG had already started looking for alternatives to diesel trains in 2012 and thus provided momentum for the development of the trains in Germany. Other project partners for this world debut are the Elbe-Weser railways and transport company (evb) and the gas and engineering company Linde.

"Emission free mobility is one of the most important goals for ensuring a sustainable future and Alstom has a clear ambition to become the world leader in alternative propulsion systems for rail. The world's first hydrogen train, the Coradia iLint, demonstrates our clear commitment to green mobility combined with state-of-the-art technology. We are very proud to bring this technology into series operation as part of a world premiere, together with our great partners," says Henri Poupart-Lafarge, CEO and Chairman of the Board of Alstom.

On the route between Cuxhaven, Bremerhaven, Bremervörde and Buxtehude, 14 hydrogen-powered Alstom regional trains will be operated by evb on behalf of LNVG, gradually replacing 15 diesel trains. They will be fuelled daily and around the clock at the Linde hydrogen filling station. Thanks to a range of 1,000 kilometres, the Alstom multiple units of the Coradia iLint model, which are emission-free in operation, can run all day long on just one tank of hydrogen on the evb network. In September 2018, there had been a successful trial run of almost two years with two pre-series trains.

Despite numerous electrification projects in several countries, a significant part of Europe's rail network will remain non-electrified in the long term. In many countries, the number of diesel trains in circulation is still high, with more than 4,000 cars in Germany, for instance.

Alstom currently has four contracts for hydrogen fuel cell powered regional trains. Two are in Germany, the first for 14 Coradia iLint trains in the region of Lower Saxony, and the second for 27 Coradia iLint trains in the Frankfurt metropolitan area. The third contract comes from Italy where Alstom is building 6 Coradia Stream hydrogen trains in the region of Lombardy – with the option for 8 more, while the fourth is in France for 12 Coradia Polyvalent hydrogen trains shared across four different French regions. Furthermore, the Coradia iLint has been successfully tested in Austria, the Netherlands, Poland, and Sweden to name a few.

About the Coradia iLint

The Coradia iLint is the world's first passenger train to run on a hydrogen fuel cell that generates electrical energy for propulsion. This completely emission-free train is quiet and emits only water vapour and condensation. The Coradia iLint features several innovations: clean energy conversion, flexible energy storage in batteries, and intelligent management of motive power and available energy. Specifically developed for use on non-electrified lines, it enables clean, sustainable train operation while maintaining high performance. On evb's network, the train travels at speeds of 80 to 120, with a maximum speed of 140 kilometres per hour.

The iLint was designed by Alstom teams in Salzgitter (Germany), our centre of excellence for regional trains, and in Tarbes (France), centre of excellence for traction systems. The project benefits from the support of the German government and the development of the Coradia iLint was funded as part of the National Innovation Programme for Hydrogen and Fuel Cell Technology (NIP) by the German government.

The Coradia iLint is the 2022 German Sustainability Design Award recipient. The award recognises technical and social solutions that are particularly effective in driving the transformation to sustainable products, production, consumption, or lifestyle in line with the United Nations' 2030 Agenda.

About the Fuelling System

The Linde facility in Bremervörde contains sixty-four 500-bar high-pressure storage tanks with a total capacity of 1,800 kilograms, six hydrogen compressors and two fuel pumps. The use of hydrogen as a fuel for trains noticeably reduces the burden on the environment, as one kilogram of hydrogen replaces approximately 4.5 litres of diesel fuel. A later hydrogen production on site by means of electrolysis and regeneratively generated electricity is planned; corresponding expansion areas are available.

The project is funded by the Federal Ministry of Digital Affairs and Transport as part of the National Hydrogen and Fuel Cell Technology Innovation Programme. The federal government is contributing 8.4 million euros to the costs of the vehicles and 4.3 million euros to the costs of the filling station. The funding directive is coordinated by NOW GmbH and implemented by Project Management Jülich (PtJ).

Photo: Coradia iLint owned by LNVG, operated by evb and powered thanks to Linde to start passenger service on first 100% hydrogen operated route.

Class 233.314 is seen in the yard at Marktredwicz.
Class47

Germany

DB Regio's Class 112.156 stands inside the impressive station building of Hamburg Hauptbahnhof while waiting to work train No. RB11316 11:41 to Bad Oldesloe on August 9th. *Andy Pratt*

On July 3rd, RURTALBAHN Class 193.824 ‘INDEMANN DÜREN’ and a rake of tankers are seen near Harrbach with a Nürnberg Hafen - Mainz Bischofsheim service. *Erik de Zeeuw*

VTG/retrack Vectron Class 193.811 passes Harrbach with a Montan bulktainer train (Sgns cars) from Saarbrücken to Hochfilzen (Austria) on July 4th. *Erik de Zeeuw*

Germany

DB strengthens long-distance service team by 1,000 employees

DB board member Michael Peterson: “From now on, travelers will find more personal contacts and more service”
Digital timetable media now show more generous transfer times
A further 13,000 additional ICE seats by the end of the year through the expansion of the long-distance transport fleet

DB long-distance traffic is strengthening its service team by around 1,000 employees at short notice. In the coming months, 750 new train attendants and service employees will start work in the on-board catering on the ICE and IC trains. There are also 100 new guest attendants on the trains. An additional 130 service staff help travellers in major train stations.

DB Board Member for Long-Distance Passenger Transport Michael Peterson “We are not satisfied with our punctuality, so we are now starting where we can quickly take a step closer to our passengers: more staff on board our trains and at the stations. We want to be there for our customers more. From now on, our long-distance travellers will find more personal contacts and more personal service. To this end, we are increasing our service staff by 1,000 employees.”

Long-distance traffic is also reacting to the currently tense operating situation with further steps. Michael Peterson: “We are making travel more predictable. To ensure that connecting trains can be reached more reliably, we are now paying attention to more generous transfer times in the timetable media. Short connections, which are difficult to reach in the current operational situation, are no longer indicated during planning and booking. That affects 800 connections.”

The 750 additional service staff in on-board catering and train attendants contribute to smoother service and processes on board. The new guest attendants on the trains help passengers to find their seat on busy weekends, look after families with children and ensure that the seats are used more evenly. The additional employees provide orientation and help when changing trains in the major train stations. The appointments are made via the DB job market and externally. The first training courses and retraining courses have been running since April.

Never before have so many people travelled as many kilometres on the ICE and Intercity as in the past three months from May to July 2022. Traffic performance rose again by around three percent compared to the record year 2019. People travel longer distances by train than before the pandemic. Leisure and holiday traffic in particular contributes to this positive development. International travel almost doubled in the first half of this year.

By 2029, DB will invest around ten billion euros in new trains and more seats in long-distance transport. The ICE fleet will grow to over 360 trains by the end of the year. A new ICE4 comes every three weeks, more and more XXL ICE with almost 1,000 seats are in use. In December, the first ICE 3neo go into passenger service. By the end of the year, the number of seats will increase by another 13,000.

Alstom completes divestment of its Coradia Polyvalent platform, its Reichshoffen production site in France and its TALENT 3 platform, currently developed in Hennigsdorf, Germany to CAF

Alstom has announced that it has concluded the divestment of its Coradia Polyvalent platform, its Reichshoffen production site in France and its TALENT 3 platform, currently developed in Hennigsdorf, Germany to CAF. The transaction is part of Alstom’s commitments to the European Commission in relation to Alstom’s acquisition of Bombardier Transportation.

To ensure a seamless transition, Alstom will honour its remaining obligations under existing orders for TALENT 3; and will operate in consortium with CAF to fulfil existing contracts for rolling stock delivery from the Reichshoffen site.

The transaction complies with all applicable social processes and consultations with employee representative bodies and was subject to regulatory approvals. Alstom wishes to thank the local teams for their ongoing contributions to its success over the last decades.

Finally, this milestone signals the completion of the divestment commitments to the European Commission for their clearance of the Alstom/Bombardier transaction.

On June 22nd, LINEAS Class 186.503 heads a P&O Ferrymasters shuttle from Zeebrugge (B) to Milano (I). *Erik de Zeeuw*

Germany

On August 9th, PRESS owned Class 218.056 (former DB 218.454) stands on the blocks at Fehmarn-Burg having just arrived with train No. IC2414 06:46 from Hamburg Hbf, before returning with IC2413 09:10 back to Hamburg. *Andy Pratt*

On July 6th, TXLOGISTIK Class 193.282 in 'Ellorean' livery (THE FUTURE IS ON TRACKS) works a Köln-Eifeltor to Verona Q.E. (I) pocket car train loaded with semi-trailers. *Erik de Zeeuw*

Germany

EVB Stadler EURODUAL Class 159.231 and a rake of Snps cars loaded with lumber are seen in Gemünden am Main on their way from Schwaiger Holzindustrie in Hengersberg to Brake (Unterweser). *Erik de Zeeuw*

Germany

DB Class 218.322 is seen multied up with 218.380 at Niebüll on August 8th. *Andy Pratt*

Deutsche Bahn on course for training - more applications than ever before

Number increased by more than 15 percent to 115,000
HR Director Seiler: “We are on the right track with the recruitment”
Still free training places for 2022
Job advertisements for 2023 are there
Big welcome event for trainees on September 1st in the Berlin cinema

Before the trainees start on September 1st, Deutsche Bahn remains clearly on course when it comes to training: more young people than ever before have applied for the new training year at DB: 115,000!

For comparison: two years ago it was 96,000. A total of 5,200 junior employees are to start their training, studies or qualifications in the DB Group this year - this is also a record.

Martin Seiler, Board Member for Human Resources and Legal Affairs at DB: “The interest young people have in Deutsche Bahn shows that DB is perceived as an attractive employer with secure and exciting future jobs. We are pleased about the many young talents with whom we want to further advance the traffic turnaround.” At the same time, Martin Seiler points out “that the job market has changed significantly. Despite the increasing number of applications, it is becoming more challenging to fill all positions for junior staff. But we are in the final sprint.”

In addition to the positive employer image, “very innovative and creative personnel recruitment” is also responsible for the good balance sheet, according to Seiler.

Recruiters specializing in school groups are constantly developing new measures to reach young people. A few examples: The social media channels relevant to the target group provide insights into the DB professional world. Interested parties can use the job profiler on the DB careers page to find out in a playful way which training or course of study might be suitable. In addition, cover letters for apprenticeship positions were abolished in 2018 to make applications easier. The online test was therefore also suspended.

There are still training and study places for this autumn - for example for the professions of dispatcher and track builder - as well as positions for 2023. Deutsche Bahn offers around 50 training professions and 25 dual courses of study.

Germany

Deutsche Bahn completes special inspection of concrete sleepers by the end of the month

The comprehensive inspection program of Deutsche Bahn (DB) for concrete sleepers in the rail network is about to be completed. Since July, DB experts have been testing around 200,000 sleepers of a certain type and manufacturer nationwide. The inspections will be completed by the end of August. The work is being carried out as a precautionary measure, since in connection with the accident near Garmisch-Partenkirchen on June 3rd, sleepers of a certain type are also being examined by the investigating authorities. Even if the investigations have not yet been completed and the cause of the accident has not yet been determined, DB has decided as a precautionary measure to investigate identical sleepers on the network. The first preliminary findings from technical reports by independent testing institutes now suggest that there is a manufacturer error:

Wherever the experts discovered anomalies, DB reacted immediately. In most cases, wherever necessary, trains run more slowly over the affected sleepers. In some cases, the DB also had to close sections of the route. Unfortunately, passengers and freight transport customers are feeling the effects: diversions, longer travel times or rail replacement services cannot be avoided as a result of the work. DB very much regrets the restrictions for its travelers and customers and asks everyone affected for their understanding and apologies.

As a result of the investigations, there are currently restrictions at around 165 points in the rail network. The federal states of Bavaria, Saxony, Saxony-Anhalt and Thuringia are primarily affected. DB is working intensively to eliminate the impairments for passengers and freight transport customers as quickly as possible. DB has already been able to replace the sleepers on the first routes, and concrete construction dates have already been scheduled for around 90 percent of the affected sections. The prioritization of the work and replacement concepts are closely coordinated with the affected railway companies and countries.

The aim is for almost all affected routes to be open to traffic again by the end of the year. However, it is also clear that some of the sleeper replacements will continue into the coming year. A DB task force is coordinating the currently scarce construction resources so that they can be used as effectively as possible. The first priority is on the routes that are particularly busy and are of great importance for stable long-distance, regional and freight traffic in the entire network. The necessary materials are available: even in times of material shortages, DB has managed to secure enough new sleepers on the market.

The damage caused cannot be specifically quantified at this time. The DB assumes a three-digit million amount. Possible recourse claims against the sleeper manufacturer are legally examined on the basis of the final expert opinion.

Pilot project: Hermes Germany discovers green rail

Climate-neutral freight transport is a sustainable technology with a role model function. Large logistics companies like Hermes are working to significantly reduce their carbon footprints. Hermes have launched a cross-border pilot project in cooperation with DB Cargo. The lessons learned from this will be used to help systematically expand rail freight transport throughout Germany.

Since July 1st, items have been shipped via green rail at a rate of over one million per year between Magdeburg and Lodz in Poland. Compared to road transport, this results in a reduction of around 100 tonnes of CO2 emissions.

Climate-neutral transport chains for a smaller environmental footprint

By shipping with DB Cargo's eco solutions, Hermes have chosen environmentally friendly logistics. From Magdeburg to the Polish border, the company books the DBeco plus product. The freight trains run exclusively on renewable power, so they are 100% climate-neutral on that part of the route. This service is not available on the Polish section of the route, where Hermes use DBeco neutral. Here, the resulting CO2 emissions are compensated by targeted promotion of climate protection projects that comply with the CDM Gold Standard, the strictest of its kind. TÜV certificates are issued for both products.

Pierre Timmermans, Member of the Management Board for Sales at DB Cargo, highlighted the close cooperation with Hermes Germany, saying: "We are pleased that sustainability plays such an important role for Hermes in shaping their logistics and that we can support them with it."

Photo: Hermes Germany aims to transport up to 1.3 million parcels with DB Cargo on the 625-kilometre route. ©Hermes/DB

Germany

Stadler to supply 56 innovative trams to HAVAG – deployment in regular services planned from 2025

Stadler and the Hallesche Verkehrs-AG (HAVAG), part of Stadtwerke Halle-Gruppe, have concluded a vehicle supply contract for 56 TINA trams. It is Stadler's fourth order for the innovative vehicle concept. The first trams in this series are set to roll through Halle from 2025, further boosting the city's transition to climate-friendly public transport. Following the first order in 2020 by the HEAG Mobilo GmbH from Darmstadt, and the next orders from Swiss Baselland Transport (BLT) and Rostocker Strassenbahn AG (RSAG), HAVAG are now following suit with their decision to order the TINA trams.

TINA stands for "Total Integrated Low-Floor Drive" in German. Thanks to this drive, it was possible to design the 100% low-floor vehicles to be much more spacious, more accessible, and more comfortable for passengers. Two bidirectional vehicles in two different lengths were ordered which will be used as required. 39 vehicles of the future model MGT-M will be approximately 30 metres long and have space for 166 passengers, 64 of which seated. The 45-metre-long vehicle type MGT-XL will be built 17 times and offers 267 passengers space, 96 of which seated.

"We want the citizens of Halle and their guests to be able to choose their mode of transportation freely. People opt for local public transport more often when the basic conditions are good, and the offer is attractive and comfortable. And that is exactly what the new tram vehicles guarantee here in Halle. This is why the state of Saxony-Anhalt generously funded this important step towards the mobility transition," explained Saxony-Anhalt's state transport minister Sven Haller at the contract signing.

"Today is a great day for the passengers of Halleschen Verkehrs AG – after many years of tender, decision and award processes we have signed a contract for the production and supply of 56 ultra-modern trams and Stadler first brought the newly developed TINA trams onto the market at the beginning of 2020 and have already had success with four orders after just two years. successes in such a short time frame confirm that the innovative vehicle concept meets the high expectations of both passengers and clients. We are pleased to be able to offer our passengers even more service, comfort, space and safety as of 2025. An air-conditioned passenger space, which doesn't overheat in the warm months, quiet travel comfort, larger doorways, no steps in the entire vehicle, wider aisles, improved handholds, modern information systems and innovative driver assistance systems, including for collision warning, will be what characterise our new vehicles," says HAVAG chairman Vinzenz Schwarz.

"Today's contract signing sets a strong signal for climate-friendly mobility in Halle (Saale) and is an investment in the future. Halle (Saale) and HAVAG are once again trendsetters: We think of mobility, sustainability and climate protection as a unit. This investment clearly shows the citizens of Halle which modern and at the same time climate-friendly options are offered by the local public transport in our Saale city," says the mayor of Halle Egbert Geier.

More comfortable, quiet and climate-friendly travel with the new trams

Particular attention was paid to passenger comfort when developing the new vehicle generation. The completely step-free, accessible vehicles have a spacious, air-conditioned interior and spacious multi-purpose areas that facilitate the comfortable transport of pushchairs and wheelchairs. Maximum headroom and panorama windows create an open plan feeling, while modern monitors provide easily legible passenger information. All new trams will have modern, cash-free ticket machines, a video monitoring system and the BIOS system, a new technology – developed in Halle – for improved information and orientation for blind and visually impaired people on public transport.

"We're delighted that, with TINA, the newest tram generation from Stadler will be used in Halle (Saale)," says Ansgar Brockmeyer, Executive Vice President Marketing & Sales of Stadler. "Our fourth order now, this contract conclusion emphasises the success of the innovative TINA vehicle concept. The new vehicles set new standards in terms of comfort and user friendliness. And the same is also true in terms of safety. A new collision warning system will further increase the safety of tram services."

HAVAG currently has 102 trams on 14 lines in the Saale city of Halle. The new trams will be used in the entire transport network.

MAV No. M62.265 prepares to depart Balatonfüred on August 14th with train No. 19782 09:55 to Tapolca. The Sergei was one of the locos taking part in the MAV Balaton Retro Weekend where regular service trains were hauled by older loco classes. *Andy Pratt*

Railpool's Class 494.579-2 hauls a rake of MTBE tanks at speed through Reggio Emilia.
Anton Kendall

Possibly one of the ugliest trains to have ever been designed, Hitachi No. 421040 pauses at Milano Lambrate. *Anton Kendall*

One of Mercitalia Rail's new Bombardier locos, Class 494.002-5 brings a fully loaded container train northbound through Reggio Emilia. *Anton Kendall*

FS Italiane in Spain: technical trials for the Frecciarossa 1000 train between Madrid and Barcelona

The Frecciarossa 1000 train is beginning technical trials on the rail lines between Madrid and Barcelona. ILSA, the consortium that is part owned by Trenitalia (FS Italiane Group), is carrying out the tests on the Spanish lines, in the last step before the train is given final approval for use on the Spanish rail network.

That will allow iryo, the company's commercial name, to offer passengers a new high-speed option by the end of 2022, with tickets set to go on sale between September and October. The possibility of providing high-speed connections in Spain is part of a process that began in November 2019 with the award by ADIF, the controller of Spanish railway infrastructure, of 30% of the trains on the high-speed network – that amount is second only to Renfe, the Spanish national operator. In the first phase, iryo will join Madrid, Barcelona, Seville, Malaga, Cordoba, Valencia, Alicante and Zaragoza, before expanding to include other destinations.

The project begun by Trenitalia in Spain is aimed at enticing a growing number of people to choose the train to get around, in accordance with the European Union's sustainability goals. Sharing of the know-how that was developed in Italy with the high-speed system, and over ten years' experience of running Frecciarossa routes, will allow significant further development of rail transport between the major Spanish cities.

The train convoy which is carrying out the technical trials is one of the twenty new Frecciarossa 1000s built by Hitachi in Italian workshops with the same characteristics as those used in Italy. The trains can be nearly completely recycled, and that means an 80% reduction in carbon dioxide emissions per passenger journey and, precisely for that reason, it has been awarded the EPD Environmental Product Declaration.

The FS Italiane Group, of which Trenitalia is the lead company, is also present in the passenger business in Europe through Trenitalia France, that runs trains between Milan and Paris, and Paris and Lyons, with the Frecciarossa 1000, in the UK with Avanti West Coast and c2c, in Germany with Netinera, a regional transport operator, in Grecia with Hellenic Train and in the Netherlands with the road operator, Qbuzz.

On July 16th, a small photo session was held at Kawaguchi-lake station near Mt. Fuji with Fujikyu Railway Nos. 5863 and 1305. The Fujikyu Railway is 26.6km and along this line, you have a breathtaking view of Mt. Fuji. These cars were manufactured by Keio Electric Railway in Tokyo around 1963. Although they have been used on local lines in various parts of Japan, it is rare to now see a train that is over 50 years old. *Takeshi Yoshimoto*

JR East Series No. 485 ‘Resort Yamadori’ was seen in a line-up at Kawaguchi-lake station on July 16th. It’s a special train with unique green cars and takes travellers on a pleasant trip in relaxing seats all the way to Nakanojo station in the north Tokyo area. As an extra service, it arrived at Kawaguchi-lake station for the first time in four years. The Series 485 were manufactured from 1964 to 1979, however as of 2022, only 12 cars, 2 trains remain. *Takeshi Yoshimoto*

Japan

On August 7th, Odakyu's latest romance-car was seen between Shinjuku station and Hakone Yumoto station. It is a limited express train and links Shinjuku with the popular holiday spots of Hakone, Enoshima and Kamakura. *Takeshi Yoshimoto*

Netherlands

A new InterCity train ICNG (InterCity Next Generation) was on show for a few hours at Baarn on August 22nd. No. 3208 is an 8 carriage ICNG and this so called ‘roadshow’ has been done at other stations to promote the new trains. The planned introduction of these new InterCity trains is somewhere around the end of this year. *Andre Pronk*

Netherlands

NS ICNG (InterCity New Generation) No. 3221 is seen ready for instruction at Den Haag HS (Hollands Spoor) on August 5th.
Gerard van Vliet

In Breda, Casper Banis is seen driving CAPTRAIN Class 203.101 with UBC bulktainer shuttle No.51051 from Lage Zwaluwe to Lutterade DSM on July 20th. *Erik de Zeeuw*

On July 20th, RRF No. 1024 passes Willemsdorp at the head of a Kijfhoek to Moerdijk tank and bulktainer shuttle.
Erik de Zeeuw

RENFE TRAXX Class 253.044-2 brings a grain train from Tarragona to Els Monjos, passing L'Alboç. *Anton Kendall*

In original livery, RENFE's Class 251.004-8 'La Reina' rushes a container train westbound through L'Alboç. *Anton Kendall*

Spain

MEDWAY's Class 333.356-4 brings a container rake into the loop at Casetas, having worked from Barcelona. *Anton Kendall*

One of the best sounding locomotives still working in Europe, Class 333.328-3 hammers up the hill at Burgos Rosa Manzano working a short rake of tanks from Villalonquéjar to the yard at Villafriat. *Anton Kendall*

RENFE Mercancias TRAXX Class 253.072-3 heads a rake of VTG gas tanks past L'Alboç, running from Tarragona to Montornes.
Anton Kendall

Spain

RENFE Mercancias TRAXX Class 253.044-2 brings a rake of empty SEMAT car transporter wagons through Casetas, taking the curve towards Grisen. *Anton Kendall*

Spain

Continental Rail's Class 335.024-6 works hard up the grade at Burgos Rosa Manzano with an eastbound container working. *Anton Kendall*

Running around two hours late, Captrain BITRAC No. 95 71 0601 003-7 glides down the hill on a TRAMESA steel working to Aranda de Duero. *Anton Kendall*

A smoky Transfesa Class 335.013-9 starts the scrap steel working from Madrid Vallecas to Porto (Portugal) at its origin point.
Anton Kendall

On June 27th, Rc5 No. 1415 working train No. IC616 passes Hallsberg, a junction about halfway between Stockholm and Göteborg. *Thomas Niederl*

On June 27th, Green Cargo's Rc4 No. 1193 passes Hallsberg, a junction about halfway between Stockholm and Göteborg. *Thomas Niederl*

Sweden

On June 29th, elderly Rc3 No. 1063 working open access operator TÅGAB train No. TÅGAB17050 is seen at Katrineholm.
Thomas Niederl

Sweden

On June 30th, Rc3 No. 1063 working train No. TÅGAB 37049 is seen departing Stockholm C. *Thomas Niederl*

On June 29th, Krösataagen Y2 DMU No. 1380 working service No. Krösa 28812 is seen at Vimmerby. *Thomas Niederl*

Tram No. M06-36 working a line No. 2 service to Kvarnberget is seen at Norrköping Marielund on June 29th. *Thomas Niederl*

Sweden

On July 2nd, steam loco No. R976 working the 12:05 Kiruna - Luossajärvi - Kiruna special is seen passing Peuravaara. The city of Kiruna has to move and is to be rebuilt a few kilometres to the east. This is due to mining, the ground will subside in the future and the city would slowly collapse *Thomas Niederl*

The highlight of the Kirunafestival was the haulage of an ore train with Dm3 Nos. 1248, 1247 and 1246, which ran under the midnight sun in the night of July 2/3rd seen here at Bergfors at 03:53. *Thomas Niederl*

On July 2nd, the last Kirunafestival took place in the old city center with a number of special trips with historic vehicles from the Gävle railway museum offered as a supporting programme as Lunch/Dinner trains as well as short round trips by steam locos. Loco No. Da888 working train No. Tåg89267 passes Peuravaara. *Thomas Niederl*

On July 3rd, a pair of IORE locos with No. 131 leading pass Peuravaara. *Thomas Niederl*

On July 3rd, Rc6 No. 1328 working train No. Natt93 passes Peuravaara. *Thomas Niederl*

FEC Nos. 823 and 819 approach Vero Beach on June 17th whilst hauling train No. 206 from Miami to Jacksonville. *Laurence Sly*

FEC No. 432 passes Stuart whilst hauling train No. 950 from West Palm Beach to Fort Pierce on June 16th. *Laurence Sly*

U.S.A.

Florida East Coast Nos. 819 and 823 approach Stuart whilst hauling train No. 105 from Jacksonville to Miami on June 16th. *Laurence Sly*

Florida East Coast's No. 434 passes Stuart whilst hauling train No. 920 from Port Sewall back to Fort Pierce on June 16th. *Laurence Sly*

Argentina

Alstom signs trainset maintenance contract with EMOVA

Alstom, a global leader in smart and sustainable mobility, has been awarded a contract for the maintenance of five trainsets made up of five cars each by EMOVA company, concessionaire of the Buenos Aires Subway Network.

Maintenance work will begin immediately for a period of approximately 19 months. Alstom will perform the services in its workshop in Los Hornos, Province of Buenos Aires. The maintenance of the trainsets, originally built by CNR, includes bogie overhauls, the brake system, couplers, and pantographs.

Modernisation of these important train subsystems will help improve their performance and extend their useful life by 10 years. Thanks to this agreement with Alstom, passengers on the Buenos Aires Subway Network will obtain a better travel experience, in renovated cars that are more available, reliable and safer. Once maintenance is complete, the five CNR trainsets will be assigned to Buenos Aires Subway lines A and C.

"This contract with EMOVA is very important for us, it is proof of our customer's trust in our services expertise and know-how to maintain part of its rail fleet in Buenos Aires," stated Ernesto Garberoglio, Country Managing Director at Alstom Argentina. He added: "As a global leader in rolling stock maintenance, Alstom will optimise the total cost of ownership of these trainsets and railway infrastructure in Argentina to benefit EMOVA and its customers."

Joaquín Acuña, President of the Buenos Aires Subway concessionaire said: "Since December 1, 2021, at Emova we have assumed the commitment to focus on the user." He also expressed: "As we did in the first stage with the Alstom trains that we incorporated to Line E, we will now renew our commercial relationship to carry out this work in the CNR fleet, which will undoubtedly result in an improvement in the quality of the service."

Alstom in Argentina

Present in Argentina since 1993, Alstom has been participating in the development of the country's infrastructure, contributing to social progress and respect for the environment.

Dedicated to the rail transport sector, its contribution is proven by products and services with the Buenos Aires Metro concessionaire (EMOVA), and the owner of the Buenos Aires Metro infrastructure (SBASE). The company also has projects with Administración de Infraestructura Ferroviaria Sociedad del Estado (ADIFSE) and Operadora Ferroviaria Sociedad del Estado (SOFSE) in the implementation of technological solutions for freight and passenger transport. Alstom Argentina focuses on a portfolio of signalling solutions for cities, main lines, control and security, sold as products or complete solutions, as well as maintenance services, modernisation, spare parts, repairs and overhaul, and technical assistance.

UK

Wabtec Opens First European Transit Performance Optimization Center in Derby, UK

Wabtec Corporation have celebrated the grand opening of its first Transit Performance Optimization Center (TPOC) for Europe. The new center, located in Derby UK, was created to help transit sector customers improve operational performance and reduce service costs and lost productivity through real-time monitoring and analytics.

The TPOC is a major step in Wabtec's expansion and growth into transit asset analytics and condition monitoring. Across Wabtec's global optimization centers, technicians monitor roughly 10 million pieces of data per day on the the health status and performance of transit systems globally. This allows potential train/sub system failures to be predicted before they occur, and maintenance scheduled without passenger or train disruption.

"We are thrilled to open this new center, which will provide next generation service solutions for our customers in Europe," said Garry Mowbray, Wabtec Vice President of Regional Services "The combination of our inherent experience in global asset management, access to monitoring technology, analysis platforms and maintenance capabilities provide a winning combination for our customers."

Customers are already placing their trust in Wabtec's UK TPOC. Porterbrook Leasing is the first UK rail business to utilize the TPOC services across their fleet of 4,000 passenger rolling stock assets. The TPOC will help deliver enhancements for three key Porterbrook projects that include Class 170 powerpack "power by the mile", Class 158/9 & 168 oil analysis, and Class 172 powerpack analytics.

"This is a welcome investment from Wabtec and we look forward to the benefits that the new TPOC in Derby will bring to the industry," said Ben Ackroyd, Chief Operating Officer at Porterbrook. "Better performance controls and analysis will help Wabtec and asset owners such as Porterbrook jointly provide more dependable whole-life asset management capabilities to passenger and freight operators. It will drive improved and more consistent performance and give us the opportunity to further leverage technology in our mission to deliver a safe, reliable and sustainable railway."

The TPOC builds upon Wabtec's well-established expertise in fleet performance monitoring in the freight rail industry. Wabtec has four Global Performance Optimization Centers located in the U.S., Brazil, and Kazakhstan that monitor more than 18,000 assets (freight locomotives, Marine Engines, OHV Systems) 24 hours a day, 7 days a week.

Belgium

Alstom, DB Cargo Belgium and DB Cargo Netherlands sign a maintenance contract for 60 locomotives

Alstom, global leader in smart and sustainable mobility, has signed a contract with DB Cargo Belgium and DB Cargo Netherlands to provide full-service maintenance for the fleet of 60 DE-6400 locomotives operating in Belgium and the Netherlands.

Under the terms of the contract, Alstom will be responsible for delivering the preventive and corrective maintenance for a first term of 3 years with an option of 2 additional years. This agreement confirms the long-standing and trusted relationship between DB Cargo Netherlands and Alstom (and former Shunter) in Rotterdam over the last 18 years.

“We are very pleased and honoured to be awarded the extension of the maintenance partnership with DB Cargo Netherlands and DB Cargo Belgium. This new contract is a confirmation of the confidence DB Cargo has in our capacities to meet their needs by serving a high level of service in order to have a fully operational locomotives fleet,” says Frank Strik, Managing Director Services Benelux.

The DE-6400 locomotive fleet plays a key role in DB Cargo’s operations in the Netherlands and Belgium, in particular for that part of the rail network where catenary is missing, such as at shunting yards, terminals and rail connections.

This contract with Alstom allows DB Cargo to continue to offer the high level of fleet reliability to its customers. The maintenance of the Belgian fleet can also be executed in Alstom’s Bruges facilities to maintain the fleet geographically close to the DB Cargo operation.

The digital services are integrated with the use of Healthhub, an innovative tool for predictive maintenance. This innovative approach of maintenance monitors the state of assets through various date capture solutions, for the more critical parts of the locomotives. This is particularly suitable for larger and dispersed fleets.

Alstom has a long-standing track record of providing maintenance services in the Benelux region, to over 200 vehicles today, including multiple fleets of locomotives as well as the tram fleet in Utrecht. Its comprehensive services portfolio also includes modernisation, parts, repairs, overhauls and digital and support services as the remote monitoring of a growing number of customers’ fleets.

Alstom is growing its activities in the Benelux region, and as a result the company is looking for about 60 additional talents for its projects with expertise such as mechanics, engineering, software, project management and more.

Austria

New TransFER between Belgium and Romania

ÖBB Rail Cargo Group (RCG) has expandes its TransNET with the TransFER Genk–Curtici and establishes ideal logistics solutions for intermodal transport units between Belgium and Romania. Connections to Turkey are possible from Curtici. With this new TransFER, RCG transports containers from 20 to 45 feet, swap bodies and trailers, including dangerous goods, reliably and efficiently between Genk near Maastricht in Belgium and Curtici in western Romania. The TransFER is run in RCG own traction to Curtici from the German-Austrian border near Passau. The sustainable transport by rail runs according to a fixed timetable in three round trips with a lead time of just over 40 hours. In addition, RCG provides further logistics services such as transhipment and storage as well as first and last mile.

New network hub for Romanian and Turkish volumes

In RCG’s TransNET, Curtici becomes the new freight transport hub for local volumes from Romania as well as from Turkey towards the Benelux and Ruhr regions. Another advantage is the combination with the TransFER Curtici–Istanbul. This enables shorter transit times from Belgium to Halkali near Istanbul, Turkey’s most important international freight terminal.

Update on TransFER connections to Turkey

Three new connections. Updates on round trips. All changes at a glance.

ÖBB Rail Cargo Group (RCG) is constantly adapting its TransNET. In doing so, we not only act in the interest of our customers, but also with regard to current market requirements. Here you will find a summary of the news regarding our Turkey TransFER connections:

- NEW: TransFER Giengen–Cerkezköy with two round trips per week. This TransFER offers a direct connection from Giengen in the east of Baden-Württemberg in Germany to Cerkezköy, about 80 km west of Istanbul. We thus connect Western European economic centres with the countries of Southern and South-Eastern Europe.
- NEW: TransFER Bratislava–Istanbul with one and Bratislava–Köseköy with two round trips per week. These connections replace the service from Sopron to Istanbul also run through the Marmaray Tunnel.
- Update on round trips: The TransFER Curtici–Istanbul will increase from two to three round trips per week. The TransFER Budapest–Istanbul continues to operate with four round trips per week

Egypt

Talgo gains new contract in Egypt for €280 million

The new contract includes the manufacturing of seven trains and 15-year maintenance services.
According to the established calendar, the units will begin to be delivered starting in 2024.
Talgo is already delivering the daytime trains as agreed in a previous contract awarded in 2019.

The national railway company of Egypt ENR (Egyptian National Railways) has awarded Talgo with a new contract for the manufacturing of passenger trains. Under the new order, the Spanish company will be responsible for building seven passenger trains for night services for an approximate amount of 280 million euros. The enforcement of the awarded contract is subject to precedent conditions related to the financing of the project, which are expected to be met in the coming months.
The project includes the construction of the units at the Alava (Rivabellosa) and Madrid (Las Matas) plants, as well as their maintenance at Talgo's existing facilities in Egypt, for a period of 15 years. According to the established calendar, the units will start to be delivered as of 2024.

Intercity trains

The trains, belonging to the Intercity car platform with which Talgo recently won contracts in countries such as Germany and Denmark, will make it possible to offer long-distance services that will contribute to reducing carbon emissions in Egypt.
With this new award, ENR once again shows its confidence in Talgo, precisely when the first on-track tests of the six complete towed trains acquired in April 2019 have been completed.

Between Alexandria and Aswan

The first six trains from the 2019 contract are already being delivered and consist of a locomotive and up to 15 passenger cars each. They will be used by ENR on the country's backbone track, which goes practically parallel to the Nile River, connecting the Mediterranean port of Alexandria with Aswan, Egypt's southernmost city.
This first project, which started in 2019 and is now being fully accomplished, reached a total amount of 158 million euros, which includes not only the supply of the units being manufactured, but also their integral maintenance for 8 years.

Latvia

SJSC "Latvijas dzelzceļš" signs memorandum of understanding with Uzbekistan Railways to strengthen cooperation in freight transportation

A delegation from Uzbekistan Railways and its subsidiary has visited SJSC "Latvijas dzelzceļš" to continue talks on development of cooperation in freight transportation, logistics and rolling stock maintenance.

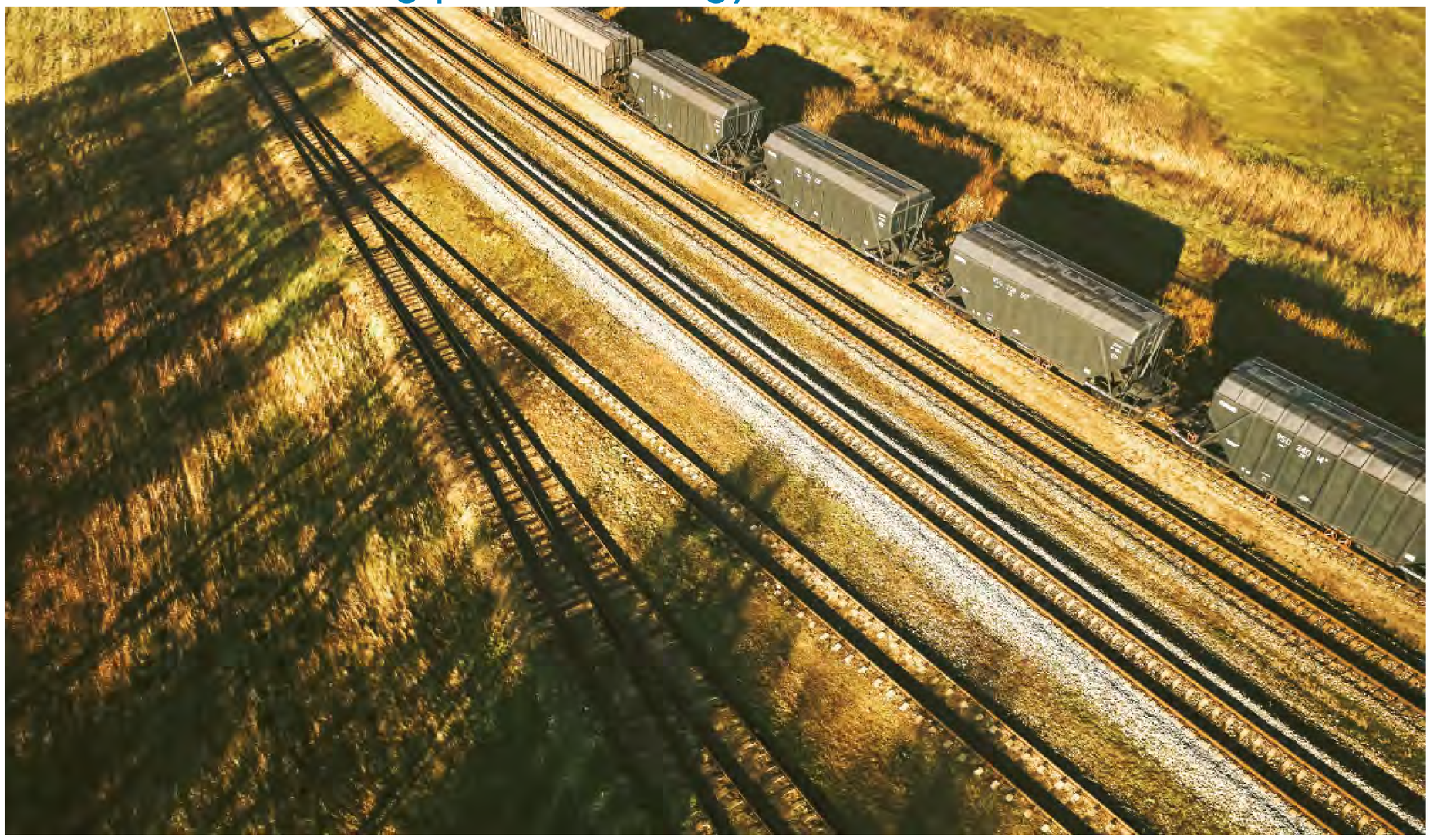
During the visit, SJSC "Latvijas dzelzceļš" Chairman of the Board Māris Kleinbergs and Uzbekistan Railways Deputy Head Akmal Kamalov on Thursday, August 18th signed a memorandum of understanding, which confirms a mutual commitment to maintaining and increasing freight volumes by active market analysis, providing proposals for increasing competitiveness of rail transport, organizing experience exchange in the modernization, repair and maintenance of rolling stock, and carrying out other activities to increase freight transportation volumes between Latvia and Uzbekistan.

SJSC "Latvijas dzelzceļš" Chairman of the Board Māris Kleinbergs: "We see a potential in increasing railway freight volumes between Latvia and Uzbekistan, taking into account our cooperation to date, the current interest of both companies, and work already under way to attract more freight. Much like in Latvia, changes are currently taking place in Uzbekistan that are aimed at increasing the use of rail transport and replacing road transport with railways in freight transportation."

During this visit, representatives of Uzbekistan Railways subsidiary that specializes in provision of freight transportation services were meeting "Latvijas dzelzceļš" Group's subsidiaries "LDZ Loģistika" Ltd. and "LDZ Ritošā Sastāva Serviss" Ltd. and visited NVVT terminal, Riga Universal Terminal, Freeport of Ventspils and Liepāja Special Economic Zone.

Latvia

In the first half of 2022, operating revenue of “Latvijas dzelzceļš” Group increased, however, operating costs also went up as a result of the rapidly rising prices of energy resources



In 2022, “Latvijas dzelzceļš” Group continues work on improving the efficiency of operations that started a few years ago by reviewing business, organizational and technological procedures in order to optimize costs and ensure competitive and sustainable operations in the future.

One of the most important performance indicators of SJSC “Latvijas dzelzceļš” is the number of km travelled by trains, which is the basis for the calculation of infrastructure usage fees and determines infrastructure depreciation. In the first half of 2022, the number of train-km increased by 9.2% compared to the first half of last year, including a 15.2% increase in freight transportation and 4.7% increase in passenger transportation. In the first six months of 2022, freight transportation amounted to 2.59 million train-km and passenger transportation to 3.07 million train-km (including Gulbenes-Alūksnes Bānītis Ltd. – 23,800 train-km).

The amount of freight transported by railway stood at 12.23 million tons in the first half of 2022, which is 1.83 million tons or 17.6% more than in the same period of 2021. Import freights accounted for 72.8% of the total amount of freight transported by rail. Coal constituted the largest share of freight transportation (28.6%), as well as oil and oil products (17.7%) and grain, grain processing products, seeds and fruit (16.7%). The share of mineral fertilizers made up 5.9% of the total freight amount, the share of wood and articles of wood was 5.5%, and the share of other freights – 25.6%.

6.87 million passengers were carried by broad-gauge railways in the first half of this year, which is 46.4% percent more than in the first six months of 2021.

In the first 6 months of 2022, “Latvijas dzelzceļš” Group posted EUR 119.4 million in operating revenue, which is EUR 2.8 million euros more than in the first 6 months of 2021. It has to be said that last year, a financial settlement payment of EUR 8.3 million was received from the State and recorded in revenue, while this year the Group’s parent company SJSC “Latvijas dzelzceļš” closed the 6-month period with a profit of EUR 0.7 million, without receiving a financial settlement payment.

Not taking into account the EUR 8.3 million recorded in revenue in the first half of 2021, the Group’s revenues have actually increased by EUR 11 million this year, which is attributable to EUR 8 million increase in revenues of “LDZ CARGO” Ltd. and EUR 2 million increase in revenues of “LDZ Ritošā Sastāva Serviss” Ltd. Revenues of “LDZ CARGO” Ltd. rose thanks to increasing amounts of freight transportation, while revenue growth at “LDZ Ritošā Sastāva Serviss” Ltd. was based on repairs and maintenance of locomotives and wagons, sale of diesel fuel and oil, and staffing locomotives.

However, not only the Group’s revenues increased in the first 6 months of this year, so did its operating costs, which amounted to EUR 130.6 million in the first half of the year – EUR 7.3 million more than a year earlier. The cost of energy resources increased the most during the reporting period.

Since the total costs were higher than revenues in the first 6 months of 2022 and “Latvijas dzelzceļš” during this period did not seek a financial settlement payment from the State for 2022, losses from the Group’s operating activity amounted to a total of EUR 0.4 million.

In 2022, the main priorities and objectives of SJSC “Latvijas dzelzceļš” and the Group include improving efficiency of the companies’ operations, ensuring financial balance, developing and constantly improving organizational and technological procedures. Much attention will also paid to diversification of target markets and freight segments, attracting freight flows from new markets and developing new services. Furthermore, active work on the development of comfortable and efficient infrastructure for railway passengers will continue, as well as promoting safety near and on railway tracks.

From the Archives

China

RM Pacific No 1113 brews up at Changchun shed on March 19th 1987.
John Sloane

From the Archives

China

China Rail QJ No. 3261 and a JS are seen at Chengde on December 8th 1992. *Mark Enderby*

From the Archives

Cuba

Lugansk built No. 52679 arrives at Havana with an express on February 15th 1985. *John Sloane*

From the Archives

Egypt

On January 7th 2009, an Egyptian Railways loco is seen on an empty sugar cane train on east bank of Nile near Luxor. *Mark Enderby*

From the Archives

France

SNCF BB No. 9213 stands at Marseille St. Charles with an evening service to Toulouse on April 5th 1972.
John Sloane

From the Archives

Germany

DB Class 181.201 is seen crossing the Moselle at Bullay with an IC service on May 7th 2005. *Mark Enderby*

From the Archives

Germany

RTS operated former DB Class 221.105 passes Koln Gremburg Yard on July 10th 2013. *John Sloane*

From the Archives

India

Indian Railways YP No. 2175 is seen at Zawar on August 17th 1991. *Mark Enderby*

From the Archives

Italy

FS Class E444.014 sweeps past Framura station with a late running IC service from Rome to Turin on August 19th 1992. *John Sloane*

From the Archives

Italy

FS Class E636.447 leans to the curve through Sestri Levante with a train from La Spezia to Milano on July 31st 1984. *John Sloane*

From the Archives

Poland

Russian built M62 type Co-Co No. ST44-473 is seen at Rozwadow shed on March 12th 1990. *John Sloane*

From the Archives

Switzerland

SBB Re No. 11313 passes Baden with empty container wagons on February 27th 2002. *Mark Enderby*

From the Archives

Thailand

RSR Hitachi built Co-Co No. 617 stands at Haad Yai shed on April 16th 1981.
John Sloane

From the Archives

U.S.A.

Amtrak Nos. 99 and 94 cross the Willamette River at Portland Oregon on September 25th 2011.
Mark Enderby