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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 233Xtra

In the news this month, Rail Baltic Estonia have announced plans to build the Baltic region's largest rolling stock depot in Rae municipality, Harju County, with construction expected to be completed by the end of 2028....

The depot, to be located in the Soodevahe area, will serve as a central hub for train maintenance in the region. The procurement process covers both the detailed design and the construction of the depot, including internal service platforms. Interested contractors must submit their tenders by March 10th 2026, with a contract expected to be signed by the end of April. Construction is scheduled to conclude by December 31st 2028. The estimated value of the project is 41,331,818 EUR, excluding VAT.

Lauri Ulm, Technical Director and Member of the Management Board of Rail Baltic Estonia said: "The rolling stock depot to be built in Rae municipality will enable the simultaneous servicing of up to six high-speed trains or twelve regional trains and will bring all rolling stock maintenance and readiness functions together into a single integrated whole. This means 150–200 permanent, highly qualified jobs and provides a strong foundation for the operational reliability of Rail Baltica for decades to come."

The building is not intended solely for train maintenance; it will bring under one roof all infrastructure serving the rolling stock life cycle – from repair and washing to office facilities. The depot will accommodate multiple functions under one roof, including repair, washing, and office facilities. The building will consist of two main sections: a central maintenance hall and a three-storey administrative block. Eight tracks will be included in the depot, six of which will be maintenance and service tracks with a total usable length of 1,380 metres. A separate train wash and a wheel lathe track for wheelset profiling are also planned. The outdoor area will feature six additional service tracks for cleaning, equipping, and parking, allowing the depot to service multiple trains at the same time. Estonian passenger train operator Elron will be the first user of the depot under a lease agreement. The design for the depot was awarded in 2020 to a joint bid from OÜ Reaalprojekt and NORD PROJEKT AS. If the procurement proceeds as planned, construction will begin at the end of 2026, with the depot handed over to Rail Baltic Estonia by the end of 2028.

Meanwhile in the UK...

DB Cargo UK has agreed the sale of 25 of its Class 66 locomotives to Grup Feroviar Roman (GFR), Romania's largest private railway company. The multi-million GBP deal will see the first Class 66 (66014) leave the DB Cargo UK traction maintenance depot in Nottinghamshire at the end of January, with delivery of all 25 units set to be completed by mid-2028. Prior to their transportation; all locomotives bound for Europe will be reinstated to current UK operational standards and repainted in blue livery.

DB Cargo UK Engineering Director Wayne Miller said: These locomotives are surplus to DB's requirements and will still leave ample locomotives in our fleet to meet predicted traffic growth in future years. We're proud to be reinstating the locomotives at our centre of excellence in Toton, and look forward to further developing this partnership. The flagship company of the GAMPET Group; GFR has nearly 25 years of experience, and operates a fleet of more than 15,000 wagons and 350 locomotives within Romania.

Sorin Chinde, Chairman of the Board of Directors of Grup Feroviar Roman (GFR) and Vice President of the GRAMPET Group, said: This acquisition aligns with GRAMPET Group's strategy of investing in high-performance rolling stock that enhances our operational efficiency. The locomotives purchased by Grup Feroviar Roman from DB Cargo UK will become the backbone of the operator's diesel fleet in the years ahead. The replacement of the current LDE 2100 locomotive fleet, used for diesel traction, was necessary due to the rising maintenance costs of the existing fleet, caused by their age and the increasing difficulty of sourcing spare parts. The superior power characteristics and high availability of the Class 66 locomotives will allow us to withdraw from service a larger number of 2,100 HP locomotives than the number of units purchased from DB Cargo UK.

Until next month... **David**

This Page

No. 7000 departs Willacoochee hauling the Azalea Sprinter to Valdosta, the loco was working top and tail with SD70 No. 9001.5. *Laurence Sly*

Front Cover

HŽPP Class 2044.013 pauses at Gračac on January 4th while working train No. B520, the 07:54 Split to Zagreb Gl Kol. *Andy Pratt*

No. 9001 passes Bannockburn whilst at the rear of the The Azalea Sprinter. *Laurence Sly*

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With Thanks

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

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On December 28th, Class 5047.059 and 5047.042 with train No. R6420 from Puchberg am Schneeberg to Wiener Neustadt are seen near Grünbach Kohlenwerk. *Thomas Niederl*

On January 11th, on the Stern&Hafferl operated branch line from Lambach - Vorchdorf, at the station of Stadl-Paura, No. ET22.106 built in 1950 (!) departs for Vorchdorf-Eggenberg. These old units should be replaced by the end of 2026. *Thomas Niederl*

ÖBB Desiro DMUs Class 5022.018 and 5022.019 working train No. R3211 from Wels Hbf to Grünau im Almtal are seen between Voitsdorf station and the halt at Wilfling on January 11th. *Thomas Niederl*

On January 14th, at Mallnitz-Obervellach on the 'Tauenbahn'. Since the new 2026 timetable, there is a hourly service of long distance trains between Salzburg and Villach. Here Class 1144.036 arrives with train No. IC791. *Thomas Niederl*

Austria

At Mallnitz there is the Tauerntunnel till Böckstein. There is no road anywhere nearby, so if you want to go by car to Salzburg from there, you have to take the highway road via Spittal and Eben. But there are car shuttle trains throughout the day to avoid this long way round. Here on January 14th, Class 1216.955 is seen with the so called 'Tauernschleuse' train No. 9615. The loco was bought from Wiener Lokalbahnen Cargo and was to be repainted in ÖBB red just a few days later. *Thomas Niederl*

Austria

On January 14th, OBB Class 1116.162 with Eurocity train No. EC115 München - Zagreb is seen calling at Mallnitz-Obervellach.
Thomas Niederl

On a very cold January 16th, Class 4024.055 is seen on its way as train No. Rex3410 from Attnang-Puchheim via Bad Aussee to Selzthal near to Bad Goisern. *Thomas Niederl*

Class 1116.107 is seen near Öblarn with Eurocity train No. EC19004 towards Jenbach, near Innsbruck. Normally at this time, there is an EC train connection from Graz to Zurich. But in January, the train terminated in Jenbach due to engineering work. So there were no SBB carriages used for this service east of Innsbruck. *Thomas Niederl*

As mentioned last year, the most of Intercity services with Class 1144 locos are now replaced by Class 4746 EMUs. On January 23rd, one of them seen as Interregio train No. 513 from Innsbruck to Graz next to Öblarn. *Thomas Niederl*

On December 28th, train No. R6419 was worked by Class 5022.039 in S Bahn Steiermark livery. Although the line is in Lower Austria, the DMU from Styria is a regular visitor here. *Thomas Niederl*

On a branch line to Gutenstein on December 28th, Class 5022.037 stops on its way in Pernitz - Muggendorf with train No. R6535 from Wiener Neustadt. *Thomas Niederl*

In Styria on December 29th, on the Graz-Köflacher-Bahn, Stadler DMU Class 5063.005 has departed Söding-Mooskirchen with train No. S8414 Köflach - Graz. This line is going to be electrified and masts for overhead wires will be appearing very soon. *Thomas Niederl*

On December 29th, Class 5063.008 in blue livery, stops at Köppling whilst working train No. S8416 to Graz Hbf.
Thomas Niederl

During rush hour loco hauled trains are used. This is train No. Rex8453 from Graz to Köflach near to Söding-Mooskirchen, hauled by DH1500.4 No. 2015.004. *Thomas Niederl*

On January 3rd, near Wiener Neustadt, Class 5022.049 is seen at Petersbaumgarten on its way from Graz via Fehring and Aspang to Wiener Neustadt as train No. Rex2740. *Thomas Niederl*

Austria

On January 3rd, Class 2016.036 with train No. Rex2733 to Fürstenfeld is seen in Petersbaumgarten. *Thomas Niederl*

Austria

RCG relies on own traction to Antwerp

The ÖBB Rail Cargo Group (RCG) is now operating its connections from Duisburg and Linz to Antwerp in own traction and is simultaneously responding to increasing demand by adding an additional round trip to the TransFER Duisburg–Antwerp.

With the switch to own traction also on the Belgian section, both the TransFER Duisburg–Antwerp and the TransFER Linz–Antwerp are now operated entirely by RCG. This has been made possible by the safety certificate for Belgium issued in 2025, meaning that RCG now operates rail transport in own traction in a total of 14 countries. For customers, this results in greater reliability and consistently high quality along the entire route, which is now operated between Germany and Belgium with RCG's own locomotives and personnel. Shunting operations in the Port of Antwerp will continue to be carried out by an established partner.

Increased frequency in response to rising demand

Another adjustment concerns the TransFER Duisburg–Antwerp: the number of weekly round trips has recently been increased from two to three. Introduced in 2024 for the transport of goods in conventional wagonload traffic, this connection has since supplied the industrial area of the RhineRuhr region as well as the port areas of Antwerp and Ghent – with direct access to deep-sea shipping.

Growing demand – particularly from the chemical and paper industries – has made a targeted capacity expansion necessary.

With a transit time of just 7.5 hours, the TransFER offers a fast and reliable transport solution for wagonloads as well as 20- to 45-foot containers. The transport of dangerous goods (RID) is also possible.

Extensive expertise in customs handling

The ÖBB Rail Cargo Group (RCG) provides professional customs services for secure and efficient flows of goods – a crucial advantage in times of increasingly complex trade requirements. International trade structures are becoming increasingly demanding. Geopolitical developments and new regulatory requirements – such as the introduction of the EU Customs Data Hub as part of the EU customs reform or stricter security obligations under ICS2 – are making customs processes more complex. Incorrect or incomplete customs procedures can lead to delays, additional costs and supply chain disruptions. Professional solutions are therefore essential.

Complex requirements? RCG takes care of them

In addition to its transport services, RCG offers its customers a comprehensive customs handling service for import, export and transit shipments. This includes preparing all the necessary documents, carrying out transit procedures and managing complex special processes. Thanks to extensive expertise, full compliance with all legal requirements is ensured.

Why RCG customs specialists are particularly qualified

A distinguishing quality feature: most RCG customs declarants have completed the state customs training programme of the Austrian Federal Finance Academy (BFA) – the same training that Austrian customs officers receive. This level of expertise is exceptional in the industry and forms the basis for highly reliable and precise customs processes. Across Austria, 19 customs declarants are available at seven locations: Wolfurt, Salzburg, Linz, Vienna (two locations), Graz and Villach.

Tailored solutions for individual requirements

In addition to operational customs handling, RCG provides customised consultancy services on customs matters – from analysing specific requirements and optimising internal processes to preparing for future regulatory changes.

RCG continues to expand its European TransNET

The ÖBB Rail Cargo Group (RCG) is launching two new TransFER connections for single wagonloads between Austria, Germany, and the Netherlands, while adapting its intermodal offering with new routes toward Romania.

With the new TransFER Duisburg–Rotterdam and TransFER Salzburg–Offenbach connections, RCG is expanding its network for wagonloads and containers. The aim is to improve access to key logistics hubs and meet growing customer demands for direct and reliable connections. In addition, first and last mile services as well as forwarding services such as transshipment, warehousing and professional customs clearance are available.

New: TransFER Duisburg–Rotterdam

This TransFER creates a direct link between the logistics hub Rheinkamp near Duisburg and the Port of Rotterdam (terminals Waalhaven, Europoort, Botlek, Pernis and Maasvlakte) – one of Europe's most important seaports. Starting with three weekly round trips, RCG connects central production and distribution sites with Northern and Western Europe – without detours, without time loss. Via Rheinkamp, volumes from Germany as well as additional transports can be seamlessly integrated. For example, shipments to and from Austria via TransFER Linz–Duisburg–Wels, traffic to Northern Europe via TransFER Linz–Scandinavia–Wels, and transports to and from Belgium via TransFER Duisburg–Antwerp can be efficiently combined. Additional antenna connections from Rotterdam to Moerdijk, Geleen and Vlissingen further expand the transport options.

New: TransFER Salzburg–Offenbach

With this nonstop connection, RCG links the central rail hub Salzburg directly with Offenbach – an important logistics and industrial location in the Rhine-Main region near Frankfurt am Main. Two weekly round trips provide a reliable and high-performance transport solution. In Offenbach, partner ChemOil Logistics ensures smooth onward distribution of wagonloads and containers in the region, including to Ludwigshafen, Mannheim and Worms as well as to France, Leuna and towards Saarland.

New: TransFER Duisburg–Curtici and TransFER Liège–Curtici

RCG is also adapting its intermodal services to changing customer needs. The previous TransFER between Genk and Curtici becomes TransFER Liège–Curtici and now operates with seven weekly round trips from Liège. Located in the heart of the Benelux region, this site offers strong connections to the North Sea ports of Rotterdam, Antwerp and Zeebrugge and serves as a powerful hub between seaports, industrial centres and inland markets. At the same time, RCG is introducing the new TransFER Duisburg–Curtici for continental flows – with three weekly round trips. This means that traffic to Curtici will now be consolidated via both Liège and Duisburg.

Croatia

HŽPP Class 1142.014 departs Zagreb Gl Kol on January 3rd with train No. B210, the 08:10 Vinkovci to Rijeka via Ljubljana. *Andy Pratt*

HŽPP Class 2044.013 stands in platform 4 at Zagreb Gl Kol ready to depart with train No. B523, the 13:49 to Split January 3rd. *Andy Pratt*

Croatia

HŽPP Class 1142.001 is ready for departure from Zagreb Gl Kol at the head of train No. EN414, the 19:39 sleeper service to Zürich and Stuttgart. The Croatian loco will work the short distance to the Slovenian border at Dobova. From there an ÖBB 1216 will work through Slovenia to Villach. At Villach the 1216 runs round before working onto Salzburg dropping off the Zürich coaches at Schwarzach St Veit. At Salzburg the train gets shunted and reformed with coaches from Budapest and Venice added before an ÖBB 1116 takes the train forward to Stuttgart.
Andy Pratt

Czech Republic

Recently repainted No. T478.1006 (749.006) pauses at Praha Hostivice with train No. R1278 13:52 Praha hl.n. to Kralovice u Rakovníka on January 2nd.
Mark Pichowicz

Czech Republic

Class 749.262 pauses at Praha Krč with a private charter to celebrate the New Year running as 10:40 Železná Ruda-Alžbětín to Boršov nad Vltavou on January 1st. *Mark Pichowicz*

Czech Republic

New cooperation with Hyundai GLOVIS Europe

Monday, January 5th, 2026 can be considered the beginning of a new cooperation between ČD Cargo and Hyundai GLOVIS Europe.

On this day, the first set of GLOVIS cars for car transport was put into operation - it is a milestone in the project to strengthen the role of railways in the Hyundai GLOVIS logistics network. The overall goal is to increase the share of railways in factory shipments to 50% by 2030, along with reducing emissions by 35 thousand tons of CO_2 per year.

ČD Cargo greatly appreciates the trust placed in it by Hyundai GLOVIS Europe.

Photo: ©CD Cargo

Czech Republic

CD Class 162.225 stands at Milovice after arriving with train No. Os9142 15:52 from Strančice via Praha hl.n. *Mark Pichowicz*

Czech Republic

On December 30th, Class 743.205 stands at Pardubice with train No. Os5080 21:13 to Přelouč. The loco regularly tops the unit on this working as the railcars on the Přelouč to Prachovice branch aren't fitted with ETCS so are unable to work along the mainline to the depot at Pardubice. *Mark Pichowicz*

France

Alstom receives an order from SNCF Voyageurs for 15 additional Avelia Horizon high-speed trains

On January 19th, the Board of Directors of SNCF Voyageurs have approved an additional order for 15 new-generation Avelia Horizon very high-speed trains (known in France as TGV), worth approximately 600 million euros[1] . Deliveries are expected in 2029.

This order is for the quad-voltage version of the new generation of high-speed trains, which meets European traffic requirements. The Avelia Horizon range meets ambitious objectives in terms of competitiveness in the rail sector and profitability for SNCF Voyageurs.

“This contract once again confirms the success of high-speed rail and the Avelia Horizon platform, while illustrating our strong commitment to sustainable, low-carbon mobility. Designed to meet technological and economic challenges, this solution actively contributes to the ecological transition, in a context where passengers are increasingly favouring environmentally friendly modes of transport,” said Frédéric Wiscart, President of Alstom France, Belgium and Luxembourg.

This optional tranche of the Avelia Horizon Innovation Partnership contract between SNCF Voyageurs and Alstom is the fourth of this new generation of very high-speed trains. It complements the 115 trains already ordered by SNCF Voyageurs, including 100 for commercial operation in France and 15 for commercial operation in Europe, as well as the 30 trains ordered by Eurostar last October, bringing the total for this contract to 160 trains.

Avelia Horizon: French excellence for a high-performance, eco-efficient high-speed train

The Avelia Horizon train consists of two innovative short locomotives, combining high performance and compactness, and double-decker articulated cars.

Maintenance costs will be more than 30% lower than those currently recorded by SNCF Voyageurs in France. The train’s maintainability is taken into account from the design stage, with a remote diagnostic system for predictive maintenance, which improves the reliability and availability of the trains. Many components have been optimised to simplify and reduce maintenance and allow for longer intervals between maintenance operations. Thanks to its aerodynamic design and more efficient traction, the new-generation TGV will consume 20% less energy than existing TGVs.

Ten of Alstom’s 14 French sites will be involved in this project:

- Belfort, for power cars;
- La Rochelle, for passenger cars;
- Villeurbanne, for the control-command computer system, the passenger information system and on-board equipment;
- Ornans, for the motors;
- Le Creusot, for bogies;
- Tarbes, for traction and electrical cabinets;
- EDC Toulouse, for electrical circuits;
- Petit-Quevilly, for transformers;
- Saint-Ouen, for design and signalling;
- and Valenciennes, for interiors.

With over 40 years of experience in high-speed commercial service, Alstom’s Avelia Horizon very high-speed train is the only double-decker train in the world capable of travelling at speeds above 300 km/h. It offers great operational flexibility and guarantees high levels of safety and passenger experience.

[1] This order was booked in the 3rd quarter of Alstom’s 2025/2026 financial year. It is one of the 3 orders referred to in the Note to Investors published on 5 January 2026 (“Alstom awarded three contracts for a total value of approximately €2.5bn”).

Photo: The 15 new Avelia Horizon trains ordered by SNCF Voyageurs will operate in Europe from 2029 onwards

(Non-contractual design for illustrative purposes © ALSTOM SA 2026. Advanced & Creative Design | Avelia Horizon™)

France

CAF secures a new contract for Régiolis trains in France

CAF has been awarded a contract by SNCF Voyageurs to supply an additional ten Régiolis regional trains, valued at approximately €80 million, to be operated in the Nouvelle-Aquitaine region in southwestern France.

This latest order for regional trains reaffirms SNCF Voyageurs, which is responsible for operating the region's rail services, has reaffirmed its confidence in the CAF-Alstom consortium As with previous agreements, the contract provides that CAF will be responsible for the design and assembly of the trains at its Reichshoffen plant, while Alstom will manufacture various onboard systems and equipment.

These new trains for Nouvelle-Aquitaine will complement the existing fleet of 54 Régiolis trains currently operating on the region's rail network. The units in question are four-car, bimode (electric and diesel) trains with a capacity of 208 passengers. They will provide a high comfort level in the form of large windows, indirect LED interior lighting, armrest-fitted seats, reading lights, and power sockets. This latest extension of the Régiolis fleet is in addition to those already secured by CAF in recent years for various French regions. These orders stem from the 2021 agreement with Alstom, under which CAF acquired the Reichshoffen industrial plant in Alsace, as well as responsibility for developing the extensions of this regional train platform for SNCF. With these 10 new units, the number of units commissioned to CAF now amounts to almost 50, reinforcing the industrial workload at the company's French plants and consolidating the Group's position as a long-term partner of French local, regional, and national authorities in the development of public transport.

The CAF Group currently offers one of the broadest product ranges in the French mobility market, from long-distance Intercités trains to zero-emission buses, as well as commuter trains, trams and metros. This has strengthened CAF's presence in France, establishing the country as one of the company's key markets in the years to come. CAF is currently fulfilling various contracts for some of the major French rail networks. Highlights include trains for the RER B commuter line in Paris; new Intercités units for SNCF serving the Paris-Clermont, Paris-Toulouse, and Bordeaux-Marseille lines; and tram projects in the metropolitan areas of Montpellier, Marseille, Tours, and Grenoble.

Germany

DB and Alstom test remote driving for commuter trains in a depot environment

Alstom, global leader in smart and sustainable mobility, has demonstrated on January 29th, in Munich, Germany, in a project of Deutsche Bahn (DB) how the future of remote shunting operation can work: a commuter mainline train ("S-Bahn") driven from a Remote Operation Centre — marking the first customer-operated test deployment of remote train driving on a commuter train in a real depot environment in Germany.

"This technology brings the driver's desk to the operator in the control centre and streamlines every movement in the depot. We value the collaboration with Deutsche Bahn and their confidence to implement this test deployment with us", says Aymeric Sarrazin, President Digital & Integrated Systems, Alstom.

Harmen van Zijderveld, DB Group Board Member for Regional Transport: "Shunting trains by remote control can reduce the workload for our employees and significantly speed up processes in our depots. In just four months, we have put the test system on the rails: from the local 5G network to the control centre and the technology in the train. This proves that technical innovations can also be realised with existing vehicles."

Developed with an industrial perspective, the solution is connected with a remote workstation through a generic driving interface that can be applied to different train types. It enables further digitalisation of depot movements and uses a DB 5G campus network for test operations in Munich. With remote train driving, long walking distances for shunting staff can be reduced and shunting movements can be carried out more efficiently. The solution can technically be applied to both existing fleets and future newbuild trains, enabling operators to digitalise and enhance the value of their current assets while preparing for tomorrow's operations.

To link the train to the Remote Operation Centre, Alstom employs a highly adaptable architecture that bridges legacy train control systems (TCMS) with a modern, standardised interface for remote operation. This gateway assimilates the train's existing TCMS — acting like a 'time capsule' for older vehicles — and exposes the required control and status information through harmonised interfaces to the Remote Operation Centre.

In the Munich test deployment, additional cameras and sensors installed on the train provide the remote operator with the situational awareness needed to perform shunting movements. This approach is applicable to multiple Alstom train series including BR423, BR430, BR442, BR490 and BR1440, representing several hundred trains in Germany.

The demonstration with DB marks a significant step towards the possible development of a future prototype and sets a milestone for efficient and digitally enabled operations in depot environments. Remote driving is set to make depot movements faster and more efficient by bringing digital control directly to the operator.

Germany

In Germany, Alstom to supply 26 additional Coradia Max trains for Baden-Württemberg

Alstom, global leader in smart and sustainable mobility, has signed a contract for the delivery of 26 additional double-decker trains of the Coradia Max type to the Landesanstalt Schienenfahrzeuge Baden-Württemberg (SFBW). The order also includes an agreement for the maintenance of the vehicles until the end of 2055. The order value for the additional 26 trains and the long-term full-service contract is around 500 million euros[1]. The trains are scheduled to be delivered from mid to late 2028. The order is part of an option contingent agreed in May 2022 as part of a major order for 130 Coradia Max trains and associated FlexCare Perform maintenance and servicing. At that time, the contract included the possibility of ordering up to 100 additional trains.

Winfried Hermann, Minister of Transport of the State of Baden-Württemberg, said: “We are investing a total of around 3 billion euros in 156 state-of-the-art and comfortable Coradia Max trains. This puts us at the forefront in Germany with numerous new high-performance trains. We are thus creating capacity for the high passenger demand of recent years. More capacity helps where it is already full today. More comfort ensures that passengers feel comfortable on board with us. With these vehicles, we will be able to significantly improve local and regional transport services, especially after railway hub Stuttgart 21 goes into operation. We have made sure that the very powerful vehicles with high top speed are nevertheless energy-efficient. Baden-Württemberg is a pioneer in sustainable and climate-friendly mobility in rail transport. We attach great importance to high-quality vehicles.”

Tim Dawidowsky, President for the Central and Northern Europe region at Alstom, said: “We are proud to be able to add another chapter to our cooperation with the state of Baden-Württemberg. The expansion of the Coradia Max fleet will offer passengers even more capacity, comfort and speed in regional transport. As a partner for long-term maintenance and servicing, we will make a decisive contribution to the reliable operation of the vehicles for decades to come.”

Phased in from 2026

The double-decker trains will be introduced from December 2026 and will be gradually used on various routes in Baden-Württemberg. They will be made available to the railway companies DB Regio Baden-Württemberg and Arverio in rail network 35’s Lot 1 and Lot 2 (Stuttgart-Bodensee-Netz) and will thus run on various Regionalexpress and Metropolexpress lines in the future. With a top speed of 200 km/h, the Coradia Max train for Baden-Württemberg provides the fastest travel experience in German regional transport. The four-car trains consist of two double-decker control cars and two single-deck intermediate cars with a total of 380 seats. They have a length of 106 meters and can run in multiple traction. Powerful air conditioning, free Wi-Fi, charging facilities for mobile phones and laptops as well as reading lamps contribute to a pleasant travel experience.

High comfort, top speed and energy efficiency

In addition, lounge areas as well as conference and family compartments ensure a high level of comfort for all passenger needs, while spacious multi-purpose compartments offer space for large luggage, prams and bicycles. Wide single-leaf doors allow for quick entry and exit. The vehicles are designed to be barrier-free for travellers with mobility impairments. For example, the thresholds allow step-free access from the standard platform with a height of 760 mm above the top of the rails, and for stations with different platform heights, the vehicles have special lifts for passengers in wheelchairs. The trains are also equipped with modern signalling and automation technology as part of the lighthouse project “Digital Hub Stuttgart” (DKS), the first digitised railway hub in Germany. The trains will run in the well-known bwegt colours of white-yellow-black.

Coradia Max is a state-of-the-art low-floor, high-performance electric multiple unit (EMU) with a top speed of up to 200km/h, offering a modular design that allows operators to choose the optimal configuration and interior. The trains have been designed with passenger comfort in mind, providing, among other things, air conditioning, free Wi-Fi, multiple charging options for mobile phones and laptops, reading lights, multi-purpose spaces for large luggage, prams and bicycles, as well as a range of facilities for people with reduced mobility. More than 500 Coradia Max have been ordered across Europe.

Alstom is the market leader in rail services, supporting customers over the entire asset lifecycle with the broadest portfolio of services solutions. Alstom’s FlexCare Perform maintenance services are tailored to customer needs and operational requirements, from technical support with spares to fully outsourced maintenance solutions. Alstom maintains over 35,500 vehicles worldwide and is a trusted partner for servicing both Alstom and non-Alstom rail assets.

[1] This order was booked in the 3rd quarter of Alstom’s 2025/2026 financial year. It is one of the 3 orders referred to in the Note to Investors published on 5 January 2026 (“Alstom awarded three contracts for a total value of approximately €2.5bn”).

Germany

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

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

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

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

"We recognized the potential of the Vectron Dual Mode locomotives early on and made a deliberate decision to adopt them. The recently granted Austria-wide authorization and the complete handover of all six locomotives mark an important milestone for us.

They enable seamless, efficient operations right through to the last mile and make a significant contribution to environmentally conscious freight transport – with the goal of shifting even more traffic from road to rail and strengthening our region sustainably," says Günter Neumann, CEO of Stern & Hafferl Verkehr.

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

The Vectron Dual Mode is based on proven components of the Vectron platform. The locomotive has a track gauge of 1,435 mm, a service weight of 90 tons, and is designed for 15 kV AC power systems. It delivers a power output at wheel of max. 2,400 kW using catenary supply and max. 2,000 kW using diesel mode.

The diesel tank has a capacity of 2,600 litres, and the maximum operating speed is 160 km/h. A train power supply is available. A version of the locomotive that supports both 15 kV and 25 kV AC systems is also available.

Germany

German Rail launches immediate action program for train stations: Quickly noticeable improvements through increased safety and cleanliness

In line with the federal government's agenda for satisfied rail customers, Deutsche Bahn (DB) is implementing rapid improvements to cleanliness and safety at train stations as part of a new initiative. DB CEO Evelyn Palla and Federal Transport Minister Patrick Schnieder gave the green light at Berlin Central Station for an immediate action program that will noticeably improve the station experience for customers this year. DB is launching the program at 25 stations, including Berlin Central Station.

More stations will follow throughout the year. Increased security presence, additional cleaning, and prompt repairs at the stations will ensure that people enjoy spending time there and can comfortably reach their trains. Evelyn Palla, CEO of Deutsche Bahn AG: "First impressions count. Our train stations are our calling card. We are taking numerous consistent steps to ensure that our customers feel welcome and safe at our stations.

This year, a total of around €50 million in additional funding is available for safety and cleanliness at our stations. Our passengers should experience rapid positive changes – even if punctuality will remain a challenge in 2026 due to the enormous amount of construction work underway."

Patrick Schnieder, Federal Minister of Transport: "With our agenda for satisfied rail customers, we have set the decisive course for a better railway. Many measures, such as the modernization of the network, take time. But there are also many things that can be improved immediately. These include the cleanliness and safety of our train stations. If citizens don't feel safe at certain stations, I expect swift action. And that's exactly what the railway is doing: with more patrols and technology for your safety, as well as a cleaning initiative for a better appearance of our stations."

With investments in personnel and technology, Deutsche Bahn (DB) is further improving security at its train stations. The goals are a greater sense of security and a cleaner appearance. In 2026, DB will deploy additional security personnel to patrol numerous stations, including the main stations in Mainz, Mannheim, and Hamburg. Furthermore, DB is working intensively with the Federal Police to equip more stations with cameras and video technology.

Currently, around 11,000 cameras are already in use at train stations for prevention and consistent prosecution. The program is accompanied by a prevention campaign that promotes respect for employees, raises awareness of the public space of train stations, and appeals to civic self-regulation.

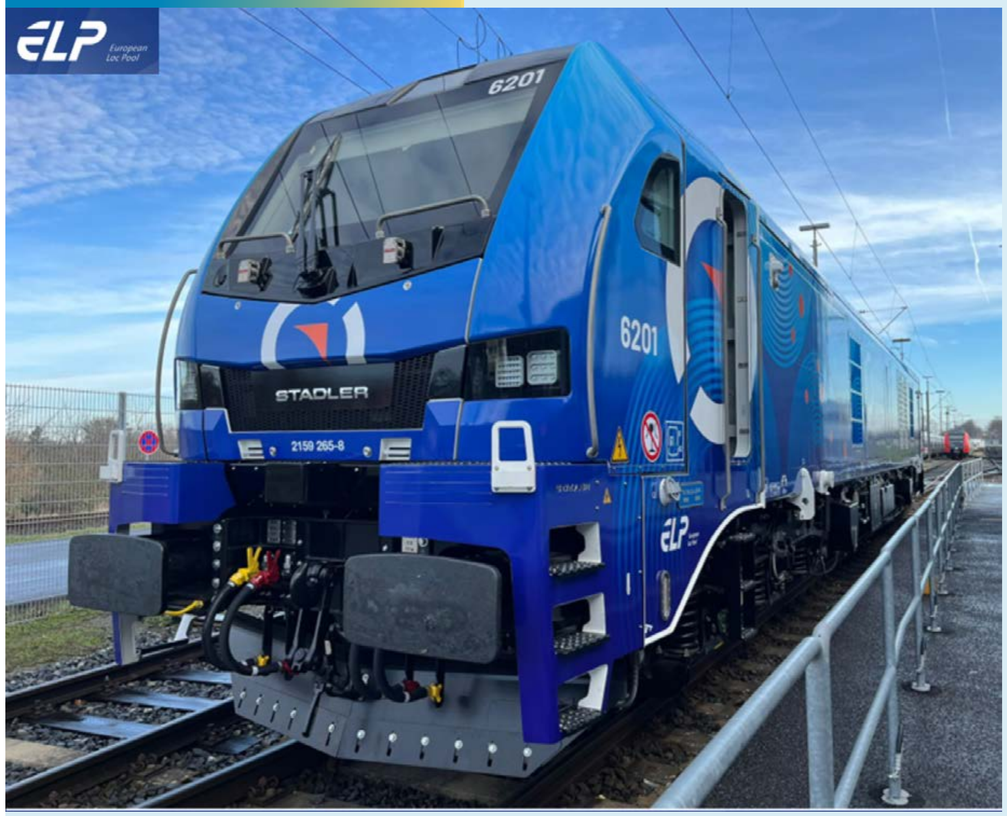
To improve cleanliness, Deutsche Bahn (DB) will intensify regular cleaning at its train stations in 2026. Among the 25 stations marking the start of this initiative are Hanover Central Station, Frankfurt (Main) Hauptwache, and Munich Pasing. Twice as many stations as in the previous year will receive a spring cleaning in 2026: 1,400 instead of 700, many of them in rural areas. These include, for example, the stations in Bitterfeld, Greifswald, and Remagen.

During the spring cleaning, DB employees will focus particularly on cleaning platforms and stairs, tunnels and elevator shafts, glass surfaces, control panels on ticket machines and elevators, furniture, and display cases. The tedious removal of graffiti and chewing gum is also part of the process. In many places, cities and municipalities or station tenants will provide support with tools and mops.

New mobile DB (Deutsche Bahn) maintenance teams will soon be handling repairs nationwide. This is intended to speed things up: replacing a pane of glass here, quickly painting a graffiti-covered wall there, or repairing a display case. DB has already tested the effectiveness of a mobile team in a pilot project. The recruitment of these maintenance workers is now taking place gradually throughout Germany.

Germany

Shaping the Future of Rail Freight: European Loc Pool expands its versatile portfolio



European Loc Pool (ELP), a leading provider of innovative locomotive full-service leasing solutions, continues to expand its reach with incumbents, private operators and "shippers" in new industrial segments. While ELP has long been a trusted partner for rail operators in Europe, an increasing number of state-owned operators now rely on its versatile six-axle hybrid locomotives. This growth underlines the broad appeal of ELP's value proposition which is tailored to meet the challenging demands of modern rail logistics. Recent additions to ELP's customer base, such as Rail Cargo Group (RCG), the freight division of the Austrian Federal Railways (ÖBB), and Verkehrsbetriebe Peine-Salzgitter (VPS), the "inhouse" rail freight operators of Salzgitter AG, a dominant producer in Germany's steel industry, highlight the growing reliance on ELP's versatile locomotive solutions across different sectors.

ELP's EuroDual for Verkehrsbetriebe Peine-Salzgitter (VPS)

Dr. Johannes Dreier, Managing Director of VPS, emphasized the importance of the new locomotives: "The handover of our new EuroDual hybrid locomotives marks another milestone in our activities to decarbonize rail freight transport and the Salzgitter Group's logistics chain. In this way, we are supporting the transformation of our Group's internal customers and improving the efficiency of our raw material transports thanks to the increased loading capacity."

These partnerships join a growing list of customers, including Green Cargo, MEG, DB Cargo, and CargoNet. ELP's commitment to serving diverse industries – including intermodal, construction, heavy dry and wet bulk goods, automotive, timber, retail, and now steel – continues to drive its success.

Driving sustainability and efficiency

ELP's hybrid locomotives stand out for their ability to handle heavier and longer trains with a single unit, offering up to 40% higher payloads while reducing traction costs. Their hybrid capabilities ensure seamless traction across electrified and non-electrified lines, providing significant flexibility for first- and last-mile operations.

For RCG, the EuroDual's hybrid capabilities are a game changer. "The EuroDuals provide us with the necessary flexibility and efficiency to respond to rising costs and challenges in first- and last-mile operations," explained Cenk Seringölge, Geschäftsführer von Rail Cargo Logistics – Germany. "Their hybrid capability enables seamless operation, significantly enhancing our competitiveness and allowing us to deliver tailored logistics solutions."

ELP's EuroDual for Rail Cargo Group

"Our locomotives combine sustainability with unmatched operational efficiency, making them a natural choice for both private, public operators and "blue-chip-shippers". This growing diversity in our customer base showcases the versatility and reliability of our leasing solutions," said Willem Goosen, CEO of European Loc Pool.

"Our ability to adapt to different industries and operational needs, from national railways to specialized industrial players and private operators, sets us apart. We are proud to support our customers in optimizing their logistics while advancing sustainability," Goosen added.
With its proven full-service leasing model, ELP continues to empower public and private rail operators to meet the challenges of modern freight transport head-on, while driving future innovation in sustainable rail solutions.

More about Hybrid Locomotives

European Loc Pool (ELP) focuses on innovative six-axle hybrid locomotives from Stadler, thereby setting new standards in European rail freight transport. The EuroDual and Euro9000 locomotives revolutionize European Rail Freight with their combination of electric and diesel operation, also enabling seamless last-mile and shunting operations. The EuroDual, as a forerunner in the portfolio of European Loc Pool, is a game-changer in rail freight. With its tractive effort of 500 kN and a performance of up to 2.8 MW in diesel and 6.2 MW in electric operation, it offers up to 40% higher loading capacity. The EuroDual is already successfully in operation in Germany, Austria, France, and Scandinavia and was recently approved in Serbia. Slovenia and Croatia will follow in the first quarter of 2024.

EuroDual Locomotive | European Loc Pool

The Euro9000, the 'next generation' locomotive, stands for peak performance in the European rail industry. With a tractive effort of 500 kN and a performance of up to 1.9 MW in diesel and 9 MW in electric operation, it enables up to 40% higher loading capacity. As a hybrid multi-system electric locomotive, the Euro9000 expands the geographical deployment and efficiency on the European Rail Network. In addition to the advantages in last-mile- and shunting operations, the Euro9000 distinguishes itself on 3kV DC tracks with a special capability: it features a 'boost' capability, enabling it to combine its electric power with the diesel engines, leading to an impressive total performance of 7.7MW at the wheels. As the 'launching customer', European Loc Pool ordered the first ten Euro9000 locomotives from Stadler already in May 2019, and since mid-2023, the 'next generation' locomotive has been operating in Europe. The Euro9000 is approved in Germany, Austria, Switzerland, the Netherlands, and Belgium. Italy will follow in 2024.

A ViVi diesel train set No. DR1AM 254.3 is seen at Gulbene. *Gerard van Vliet*

Locomotive No. Ty(Tu)7A.2994 from Gulbenes-Alūksnes bānītis (GAb) and ViVi train set No. ViVi DR1AM 254.3 are seen at Gulbene. *Gerard van Vliet*

Latvia

Locomotive No. Ty(Tu)7A 2994 of Gulbenes-Alūksnes bānītis (GAb) is seen at Gulbene. *Gerard van Vliet*

On January 3rd, Train Charter Service loco No. 1931 leads a special train on the occasion of the 95th anniversary of the NVBS from Zwolle via Leiden and Haarlem to Amersfoort. *Erik de Zeeuw*

Netherlands

HOVM (The Hague Public Transport Museum) HTM No. 77 coupled with open rear carriage No. 402 is seen after brake tests with the newly restored No. 402 at Frans Halsstraat depot, The Hague on January 31st. *Gerard van Vliet*

Slovakia

Class 749.248 and 749.246 find a brief moment of sunshine on December 30th, as they run around at Oravský Podzámo having arrived on the annual end of year special from Vrútky. *Mark Pichowicz*

As the sun rises on December 30th, Class E499.062 (140.062) brings the stock off shed ready to form a railtour running as 07:38 Liptovský Mikuláš to Vrútky. The train would then go on to Oravský Podzámo to visit the castle with Class 749 diesels at the helm. *Mark Pichowicz*

Florida East Coast Nos. 803 and 821 pass St. Augustine hauling FEC train No. 202-18 from Miami to Jacksonville.
Laurence Sly

U.S.A.

CSX Nos. 5305, 929 and 6483 pass Dixie hauling train No. M650 from Waycross to Montgomery. *Laurence Sly*

CSX Nos. 5305, 929 and 6483 pass Boston hauling train No. M650 from Waycross to Montgomery. *Laurence Sly*

CSX Nos. 3369 and 545 pass Jamestown hauling train No. G713 from Russel to Valdosta. *Laurence Sly*

The Azalea Sprinter approaches Nashville with No. 9001 as the loco on the rear. *Laurence Sly*

U.S.A.

Florida East Coast Nos. 803 and 821 pass St. Augustine hauling FEC train No. 202-18 from Miami to Jacksonville. *Laurence Sly*

Carolina Coastal Railroad Nos. 3802 and 4630 run alongside the Pamlico River in Washington hauling train No. 119 from Chocowinity to Pinetown. *Laurence Sly*

Amtrak Nos. 313 and 368 arrive at Palatka with Amtrak train No. 97, the Silver Meteor, from New York Penn to Miami. *Laurence Sly*

Carolina Coastal Railroad Nos. 3802 and 4630 cross the Pamlico River in Washington hauling train No. 119 from Chocowinity to Pinetown. *Laurence Sly*

U.S.A.

Carolina Coastal Railroad Nos. 3802 and 4630 pass Washington hauling train No. 119 from Chocowinity to Pinetown. *Laurence Sly*

Aiken Railway No. 4201 hauls two hoppers from Aiken to AGY. *Laurence Sly*

Carolina Coastal Railroad Nos. 4012 and 4052 pass Appie hauling train No. 120 from Chocowinity to Wilson. *Laurence Sly*

Norfolk Southern No. 3219 runs down 6th Street, Augusta hauling NS local train No. P70. *Laurence Sly*

U.S.A.

Aiken Railway No. 4201 returns from AGY to Aiken with three hoppers in tow. *Laurence Sly*

Pickens Railroad Nos. 9500 and 9507 approach Belton with interchange traffic for the Greenville & Western Railroad. *Laurence Sly*

Aiken Railway No. 4201 shoves hopper cars from north of Aiken to industries in Croft. *Laurence Sly*

Aiken Railway No. 4201 is seen at the AGY industry plant. *Laurence Sly*

U.S.A.

On the Greenville & Western Railroad, and after interchanging with the Pickens Railroad, Nos. 4204, 3752 and 3751 depart the Belton for Pelzer. *Laurence Sly*

Pickens Railroad Nos. 9507 and 9500 approach Anderson, on their return to Gluck. *Laurence Sly*

After interchanging with the Greenville & Western Railroad, Pickens Railway Nos. 9507 and 9500 approach Harold Lane on their return to Gluck. *Laurence Sly*

U.S.A.

Indiana Railroad Nos. 4002 and 4005 approach Blackhawk hauling HWTHT, the 'Baker Turn' from Jasonville to Terre Haute. *Laurence Sly*

U.S.A.

Bloomer Line Nos. 7591 and 7561 depart Charlotte with loaded grain for Gibson City. *Laurence Sly*

Bloomer Line Nos. 7591 and 7561 depart Charlotte, with loaded grain for Gibson City. *Laurence Sly*

Bloomer Line Nos. 7591 and 7561 approach Strawn with a loaded grain train for Gibson City. *Laurence Sly*

Bloomer Line Nos. 7591 and 7561 are seen getting loaded at the Alliance Grain elevator in Charlotte. *Laurence Sly*

Illinois Terminal Belt Nos. 8344, 8334 and 8317 shove a loaded grain train from Wapella to Clinton. *Laurence Sly*

India

Wabtec Expands Locomotive Services Capabilities in India

On January 15th, Wabtec Corporation (NYSE: WAB) and Indian Railways celebrated the start of locomotive service operations at the Siliguri Maintenance Shed in West Bengal, India. The shed expands Wabtec's locomotive service capabilities in the eastern part of the country and marks a new service model in India by leveraging existing Indian Railways infrastructure and staff.

"The Siliguri Maintenance Shed represents another milestone in our partnership with Indian Railways," said Sandeep Selot, Managing Director and Vice President, Wabtec Freight Business. "It will play a critical role in supporting reliability and availability of state-of-art locomotives deployed for border and strategic operations in the Northeast region of India and the gateway to Southeast Asia. This shed adds to our existing maintenance operations at Roza, Gandhidham, and Gooty, which combined will service Indian Railways' 1,000 Wabtec locomotives across the country."

The Siliguri Maintenance shed will support an Indian Railways' fleet of 250 Wabtec Evolution Series locomotives. Wabtec will provide regular maintenance, supervision, material and warehouse management, shed control, logistics, and remote diagnostics. These services will support the locomotive fleet deployed on critical freight operations hauling commodities like food grains, fertilizers, cement and containers along the strategic gateway to 8 Northeastern states of India.

"The Siliguri shed represents a unique partnership where Indian Railways provides the infrastructure and manpower, while Wabtec leads the technical supervision to ensure the fleet meets the key performance metrics including availability, reliability, and fuel efficiency," said Rajneesh Sah, Senior Director, Freight Services, Wabtec. "We are focused on implementing maintenance practices that drive faster turnaround for the locomotive fleet in the critical Northeast region."

Wabtec is one of the largest rail equipment manufacturers in India. The company currently employs 3,000 people in the country.

Hungary

14,000 new seats: Stadler gives Thurbo trains a new lease of life for operation in Hungary

Stadler will comprehensively modernize 93 GTW trains of the Swiss railway company Thurbo and sell them to the Hungarian State Railways (MAV), where they will enjoy a second life. This creates an ecological and financially sustainable solution that delivers added value to all parties involved. Thanks to the project, Hungarian passengers will receive additional 14,000 new seats in the quality they got use to with the existing FLIRT fleet operating in the country.

The Hungarian State Railways (MAV) will require significant rolling stock development in the coming years and in addition to the procurement of new vehicles, it expressed strong interest in purchasing second-hand trains too. After an extensive assessment process of conversion requirements and criteria for re-approval in Hungary, Stadler identified the Thurbo GTW fleet as a potential candidate to meet the communicated demand in Hungary. Therefore, Stadler submitted an offer to Thurbo for the purchase of 93 articulated railcars, and in parallel to MAV for the refit and re-sale of the fleet. Following a very thorough negotiation process, MAV and Stadler agreed in the terms and conditions of the sale agreement and signed the contract.

More seating and comfort in a fast way

The Hungarian State Railways will receive high-quality Stadler trains, enabling it to provide additional seating for Hungarian passengers faster than with the procurement of new rolling stock. Stadler will take over the Thurbo-vehicles in annual batches between 2027 and 2034 and adapt them to the needs of the Hungarian State Railways. After the refurbishment works, the trains will reach a high quality and thus significantly enhance passenger comfort as they replace older MAV vehicles. The trains will be equipped with new Passenger Information System, video surveillance, and sliding steps optimized for Hungarian platform heights, vehicle onboard computer for drivers, combined Mirel and ETCS BL4 train protection system. The propulsion system of the vehicles will be converted to 25kV, used in the Hungarian network. Finally, the trains will be refoiled in MAV corporate identity colours and fitted with new seat covers. The modernisation takes twelve weeks per train. The prototypes are being built in Switzerland. Stadler is setting up a service facility in Hungary for subsequent series production.

A Sustainable Solution and new business model

Stadler's purchase, modernization, and resale of Thurbo's GTW fleet to MAV offers benefits for all involved. It ensures a second life for the trains, enabling continued ecological and financially sustainable use. The refurbishment and extension of life of such modern multiple units is a competitive alternative both technically and financially of buying new trains. The GTW fleet is the first of the larger series that Stadler delivered in the past 20 years and could pave the way and serve as a role model for further similar projects, creating a new business model for Stadler. Thurbo's GTW fleet consists of a total of 110 vehicles. In 2021, Thurbo decided to replace the GTW vehicles with 107 regional trains of the FLIRT Evo type from Stadler, and in line with the arrival of new trains, they will gradually phase out the existing fleet until 2034.

Chile

Santiago Metro and Alstom present the first train for Chile's future Line 7

Alstom, a world leader in intelligent and sustainable mobility, and the Santiago Metro presented the first Metropolis AS-22-UTO train that will operate on the future Line 7.

The event took place at the Alstom plant in Taubaté, São Paulo state on January 20th, and was attended by representatives of the Santiago Metro, Guillermo Muñoz, Chairman of the Board, and Ximena Schultz, Projects Division Manager, the General Director of Alstom Brazil, Suely Sola, as well as other directors of the company's Latin American committee and technical teams. The train is now beginning an important testing phase at the Taubaté plant, before its scheduled delivery in the second half of 2026, marking the start of deliveries of the 37 trains.

This milestone is especially significant in the context of the Santiago Metro's 50th anniversary celebrations and reinforces five decades of collaboration with the French company.

Guillermo Muñoz, president of the Santiago Metro board, stated: "This is a very important milestone for the company and for all Chileans who follow the progress of the Metro's project portfolio during the period of greatest expansion in its history. The Line 7 trains are 102 meters long, have a capacity for 1,247 passengers, and include two spaces for people with reduced mobility in each train. They are manufactured in stainless steel, which ensures greater durability and reduces electricity consumption. The cars will have four doors and wide, interconnected aisles between the carriages, ensuring an efficient flow of passengers.

They will be equipped with air conditioning and an advanced passenger information system, with route and station updates, USB-C ports for charging, and a modern security system with high-resolution cameras and intercoms, allowing users to communicate with the Metro's control center."

In total, Alstom will build 37 Metropolis trains, each with five cars, at its Taubaté facilities, as part of the contract between the company and the Santiago Metro. Under the same contract, Alstom will also supply the Urbalis CBTC signalling system, which will allow for driverless operation, increasing the efficiency and safety of the service. In addition to this agreement, Alstom signed two other contracts: one for the supply and construction of the tracks and overhead power system, and another for the supply of the electrical system. All three contracts include 20 years of maintenance, with a complete and innovative predictive maintenance system for the trains, tracks, and overhead power system.

"For over 70 years, Alstom Brazil has been manufacturing trains that keep South America moving, and today we welcome the latest addition to this proud tradition, with the first train for the future Line 7 of the Santiago Metro," stated Suely Sola, General Manager of Alstom Brazil. "It was an honour to welcome our customers from Chile to present this first train and the teams working diligently on the entire fleet of 37 trains."

For Waleria Haga, Alstom's Project Director for Line 7, "the presentation of the first train represents a very important step in a project that will improve mobility in Chile, offering reliable, safe, and accessible transportation. Line 7 will contribute to improving the commute of approximately 1.6 million people, making it faster, more efficient, and more sustainable. This project builds on Alstom's solid experience in manufacturing railway rolling stock in Latin America and its long-standing partnership with the Santiago Metro."

Santiago Metro and Line 7

Currently under construction, Santiago Metro Line 7 will be 26 kilometres long and will have 19 stations. The line will cross seven municipalities: Renca, Cerro Navia, Quinta Normal, Santiago, Providencia, Vitacura, and Las Condes. Three of these municipalities (Renca, Cerro Navia, and Vitacura) will be integrated into the network for the first time, benefiting an estimated population of 1.6 million inhabitants.

When Line 7 becomes operational, it is estimated that the travel time between terminal stations will be 37 minutes, representing a 49% reduction compared to the current bus system (approximately 72 minutes).

The project will generate 24,000 jobs from the start of construction until its operation, scheduled for 2028. In the first year of operation of Line 7, an average daily demand of 194,000 passengers on weekdays and a total annual demand of 60 million passengers is projected.

Also in the first year of operation, it is expected to reduce approximately 33,000 tons of CO_2 in emissions and fuel consumption, which would be equivalent, in an estimated way, to planting 55,000 adult trees. The total investment in Line 7 is US$ 2.528 billion.

Santiago Metro Projection

Currently, the Metro network has seven lines, 143 stations, and 149 kilometres of track. It transports 2.4 million passengers per day and, in 2025, will have completed 661 million trips.

With the expansion projects—extension of Line 6 to the east and west and the new lines 7, 8, 9, and A (towards the airport)—by 2033 the metro will have 56 new stations and an additional 82.5 kilometres. The network will then have 199 stations, an increase of 39%, and 231.5 kilometres of track, a growth of 55%, making the Santiago Metro the longest system in Latin America.

Norway

Alstom advances Norway's rail modernisation with 100th ERTMS upgraded train

Alstom, global leader in smart and sustainable mobility, has reached a significant milestone in Norway's digital rail transformation with the upgrade of its 100th train to onboard ERTMS signalling.

Alstom is part of one of Europe's most ambitious signalling programmes, with a mission ultimately covering the equipment of more than 350 trains. This achievement strengthens the foundation for higher capacity, improved punctuality and long term interoperability across the Norwegian rail network.

Key stakeholders were gathered at Alstom's Grorud depot in the greater Oslo area to mark the milestone. "Passing the 100 train mark shows how far we have come on this journey. ERTMS will help boost track capacity, raise punctuality and save money by reducing wayside equipment. None of this would be possible without the outstanding commitment of our teams, who are driving this transformation every day, says Jörg Nikutta, MD Alstom Denmark & Norway.

Delivering the digital railway for Norway

The ERTMS signalling system (European Rail Traffic Management System) strengthens performance, reliability and availability across the Norwegian rail network. Alstom holds multiple contracts to equip the entire Norwegian railway fleet with ERTMS on-board train control solutions.

The upgrade and production work is carried in Norway at Alstom's facilities in the Grorud Depot near Oslo and the Marienborg Depot near Trondheim, where teams are upgrading the software and hardware for signalling on a broad range of rolling stock. The work is done in collaboration with various players on the Norwegian railway market: Bane NOR, Norske Tog, Vy Group, SJ Norge as well as freight operators.

Advanced, climate ready technology

The ERTMS upgrade programme covers all passenger trains, locomotives, and track maintenance machines, fitted with a next generation odometry system using satellite positioning—engineered to perform reliably in Norway's demanding climatic conditions. Two fleets are already fully completed: heavy duty maintenance machine vehicles and rescue locomotives, both owned and operated by Bane NOR. The system upgrade is progressing at strong pace, currently with 3-4 passenger trains per month.

These assets are essential for both passenger and freight services, ensuring Norway's rail operations continue to run safely and efficiently during and after the ERTMS transition.

Alstom's Onvia Cab system is a modern, interoperable onboard signalling solution designed to integrate seamlessly into both new and existing trains. Alstom brings proven global experience to the Norwegian programme, having delivered more than 300 onboard digital signalling projects in over 40 countries. This milestone moves Norway closer to a fully digital, higher capacity railway, ready for future interoperability with European rail networks.

Finland

LONGER TRAMS FOR TAMPERE TO INCREASE PASSENGER CAPACITY

The Tampere Tramway route is being expanded toward Pirkkala and Linnainmaa. Due to the tram's great popularity and the upcoming route extensions, the tram units will be lengthened to increase passenger capacity.

"Tram frequency in Tampere is already very tight at six minutes, and increasing it further would no longer be feasible in practice. The trams would easily become congested in traffic. Lengthening the units was therefore the only viable way to increase capacity," says Pekka Sirviö, CEO of Tampereen Raitiotie Oy.

Tampere's trams are manufactured in Kajaani at Škoda Transtech's Otanmäki factory, where a roughly 10 metre extension module is added to each unit. The capacity of a tram will increase by about one quarter. Sirviö and Lauri Lyly, Chair of the Board of Tampereen Raitiotie Oy and Member of Parliament, visited the Otanmäki factory to inspect the prototype currently being equipped.

"Excellent progress. The unit has now been moved from the welding line to equipment installation, and things are looking good," they note with satisfaction.
Tampere currently operates 28 trams, each 37 metres long. The extended 47 metre tram will arrive in Tampere for test runs this summer. The prototype and the later extended units will match the technical characteristics and performance of the existing fleet. All materials and components will remain compatible and interchangeable with the current trams. Factory production of the extension modules will begin after testing. The goal is that by the time the first section of the Pirkkala–Linnainmaa tramway opens in summer 2028, Tampere will have 19 extended trams and 16 trams of the current length.
"The project is progressing very well according to plans and schedule. Extending the trams was considered from the very beginning; the design work was based on the idea that one day Tampere's tram could be 47 metres long. The tram was built in a modular way so that capacity and features can be increased as needs evolve. Extension projects are not very common, but given the tram's popularity in Tampere, this is an excellent way to improve service for passengers," says Juha Vierros, Director of Škoda Group in Finland.

"Modularity offers functional flexibility, which we believe will interest many potential customers," Savolainen adds.

Sweden

Railcare acquires radio control technology for locomotives

Railcare is strengthening its technology offering and is now launching a complete turnkey solution for radio control of locomotives. By owning and managing the technology throughout the entire chain, Railcare can offer its customers a cohesive solution, from product and installation to service and support.

For several years, Railcare has installed radio control systems in close and successful collaboration with Traversteknik. Railcare has now acquired the rights to the proven system from Traversteknik. The system's developer, Hans Sonesson, is well known in the industry for his technical expertise and extensive experience. He will continue to contribute as a technical expert at Railcare. This ensures both experience and continued development of the system.

– With this acquisition, we can offer a complete solution that includes product, installation, service and support. In addition, retaining Hans and his technical expertise in the business is a great strength, says Patrik Söderholm, Business Area Manager for Railcare's technology operations.

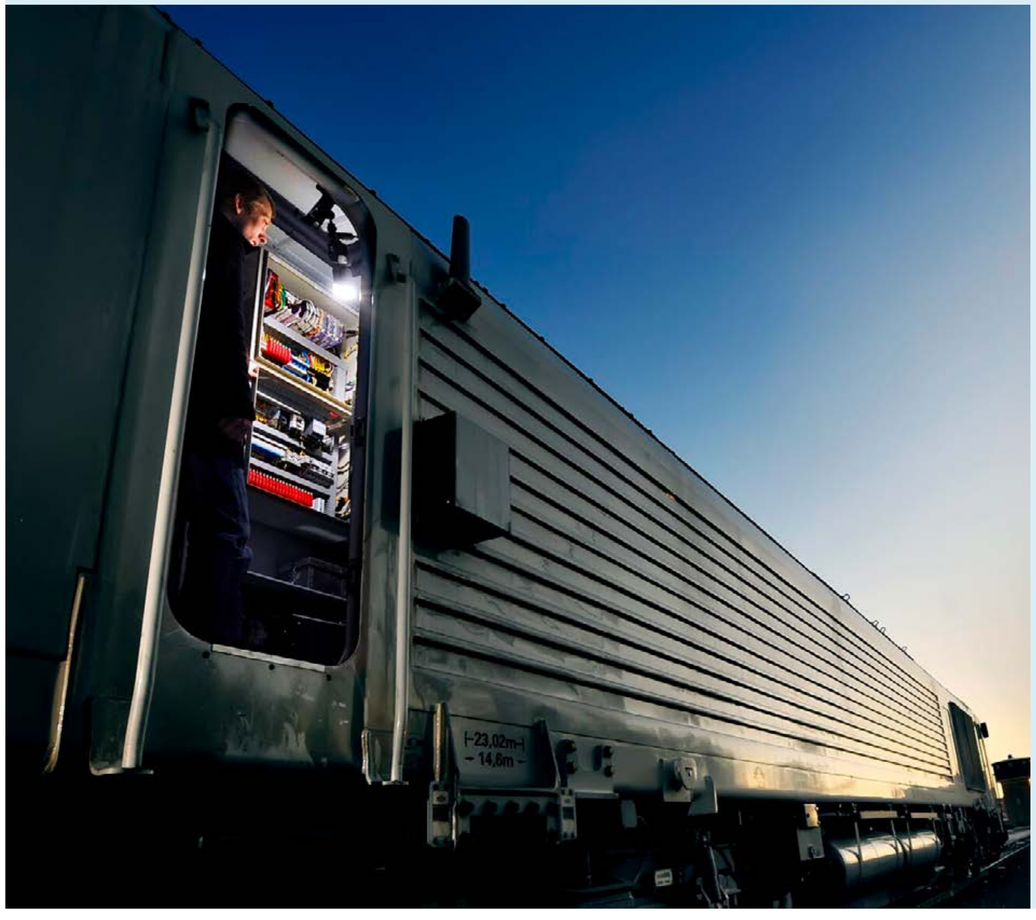
The current system is highly regarded by train drivers and operators for its user-friendliness and reliability in everyday work.

"We want to provide our customers with a solution that offers high quality, good operational reliability and prompt support. With a Swedish service and aftermarket organisation, we can offer our customers short lead times and close technical support, which is a clear advantage over many foreign alternatives on the market", says Patrik Söderholm.

The system is designed for most standard locomotive types. This means that the entire system can be transferred to the next locomotive regardless of type, for example in the event of a sale or locomotive breakdown. The system is currently used on the following locomotive types, among others: MZ, T66, T44, RC, Vossloh G6 and T68 (Euro 4000).

Radio control of locomotives offers several significant advantages, primarily increased safety and efficiency.

By enabling the operator or driver to manoeuvre the locomotive from a safe distance, the risks associated with shunting and working in track areas are reduced. At the same time, the solution contributes to more efficient switching, maintenance work and other operation-critical tasks.



U.S.A.

Wabtec Secures $386 Million Order from New York's MTA for New Locomotives

Wabtec Corporation has secured a $386 million follow-on order to deliver additional R255 hybrid battery-diesel work locomotives to New York's Metropolitan Transportation Authority (MTA). The order is a major step in the Authority's Capital Plan to revitalize the city's transit network infrastructure and improve the capabilities and safety of its maintenance crews.

"The success of the R255 hybrid locomotive is a tribute to the strong working relationship between Wabtec and the MTA," said Alan Hamilton, Vice President of Engineering for Wabtec. "Our collaboration positioned this locomotive as the ideal solution to maintain the subway system efficiently and reliably."

The expanded agreement includes both locomotives and spare parts. Wabtec will build the R255s at its design and development center in Erie, PA, with deliveries scheduled to start in 2027. These state-of-the-art hybrid locomotives will replace aging equipment, offering enhanced reliability and operational efficiency while contributing to improved air quality across the network. The locomotives are a cornerstone of the MTA's broader modernization efforts, aligning with the authority's long-term strategy to deliver safe and efficient transit solutions.

The R255 hybrid locomotive benefits the MTA's maintenance crews by improving the working conditions, especially in the tunnels. It can eliminate emissions by utilizing battery power during subway construction, maintenance, and repairs, especially during extended periods at a work site. The approximately 500-kwh locomotives can work in "battery only" mode within confined work zones for several hours and can move work trains when the third rail power is deenergized. The locomotive also features advanced capabilities that further empower the maintenance crews and support their day-to-day work. Each R255 has cameras and video recorders to capture images of the track, lineside assets, and signaling equipment across the network. It also features onboard diagnostics to support smart maintenance practices.

Sweden

The Swedish Transport Administration exercises option year for standby locomotives, worth SEK 45 million

Railcare has had a contract for standby locomotives at four locations in northern Sweden (Långsele, Boden, Vännäs and Kiruna).

The Swedish Transport Administration is now exercising the option in the agreement and extends Railcare's four-year contract for a further year, until December 2027. The value is SEK 45 million for the option year.

'We understand the value of time on track, and in this assignment we know that the standby locomotives are very useful in keeping the railway network accessible. We have had excellent cooperation with both the Swedish Transport Administration and other train operators, which makes the extended assignment even more gratifying,' says Mattias Remahl, CEO of Railcare.

In addition to these four locations, Railcare also has standby locomotives at six other locations in Sweden, where the company provides both locomotives and staff at each location, available for call-off around the clock, every day of the year.

Poland

AŽD strengthens its position in Poland: two new contracts worth PLN 33.5 million

AŽD Praha confirms its role as a strategic European supplier in the field of modern railway technologies. Actually, it has signed two major contracts in Poland with a total value of PLN 33.5 million. These contracts represent another step in the company's long-term strategy, which has established itself in Poland as a reliable partner in the modernization of railway infrastructure.

The first project involves the supply of modern signalling equipment from AŽD production for the depot of Kolei Mazowieckich in station Sochaczew, where AŽD is cooperating with EL-IN.

The second contract is part of PKP PLK's ambitious program to speed up connections between Krakow and the Tatra Mountains. As part of this project, AŽD Praha, as a subcontractor to PORR, will provide signalling equipment for the Rabka–Fornale railway section.

The delivery includes a fully digital StationSWing ESA 44-PL interlocking, which will be installed at three railway stations and on a 15-kilometer section of railway line. The project also includes the installation of dozens of modern point machines, signals and level crossing safety devices.

The dynamically developing subsidiary AZD Polska has been entrusted with the implementation of the contracts and, in cooperation with Polish partners, is carrying out a significant part of the work, which underlines the international character of the entire contract.

"These new orders are proof that our technology and expertise have strong trust in the Polish market. We greatly appreciate that our partners consider us a reliable supplier, and at the same time we are grateful for the opportunity that new customers give us.," said AŽD CEO Zdeněk Chrdle.

AŽD thus proves once again that it is capable of delivering technologically advanced solutions that accelerate, simplify, and improve the quality of rail transport. Its successes on foreign markets are clear proof that Czech know-how is world-class and that AŽD is ready to play a key role in the future of European rail infrastructure.

Sweden

VR FleetCare developed transfer bogies – the solution facilitates the transfer of rolling stock from Sweden to Finland for maintenance

On January 9th 2026, SJ's first X40 electric train arrived in Oulu by rail from Sweden via Haaparanta and Tornio using the transfer bogies developed by VR FleetCare. In future, the solution will enable the transfer of European gauge rolling stock by rail from Sweden to VR FleetCare's locations in Finland for maintenance or modernisation. Innovation supports sustainable development and makes the transfer of rolling stock more efficient.

This is a significant moment in Finland's railway history. For the first time in a long time, a passenger train is transported by rail to Finland – albeit without passengers. This is a step towards more sustainable and efficient logistics. Previously, rolling stock transfers were transported by road in Finland due to the different track gauges.

"The smooth transport of rolling stock from other Nordic countries to Finland strengthens our position in the train maintenance sector. We offer our customers innovative and sustainable solutions that also support their competitiveness by combining excellence and innovative technology into responsible services. The transfer bogie project demonstrates that we manage demanding technical implementations and develop new concepts that advance rail transport", says Peter Guldbrand, Head of Sales and project management at VR FleetCare.

An innovative solution for maintenance-related rolling stock transfers

VR FleetCare and the Swedish railway operator SJ AB are carrying out an extensive X40 train modernisation project, in which 27 double-decker electric trains will be refurbished at VR FleetCare's Oulu project centre. The modernisation will extend the life cycle of the trains by 15–20 years and improve travel comfort. The last overhauled trains will return to service in early 2028.

"Due to the track gauge difference between Finland and Sweden, we have developed new types of transfer bogies designed specifically for transporting foreign rolling stock for maintenance and modernisation in Finland. With these transfer bogies, SJ's trains undergoing modernisation can be transferred in Tornio onto special bogies compliant with Finland's track gauge, then transported entirely by rail to Oulu. The innovation reduces the environmental impact of transport and supports the sustainability transition in rail traffic", says Guldbrand.

"Keeping a low environmental footprint is an important aspect for all SJ's operations including refurbishments of our vehicles. We are therefore very happy for this achievement which will eliminate the need of oversized load truck transportation, coach by coach, on the Finish side. Moreover, the trainset will no longer be additionally disassembled and re-assembled outside workshops, minimizing the risk of connection problems in the future", says Jakob Wingren, Head of Railcar X40 at SJ.

VR FleetCare has invested nearly EUR 10 million in the development of the Oulu project centre – the new paint shop and improved facilities create an excellent setting for various rolling stock modernisation projects. In future, the solution will make the transfer of foreign rolling stock to Finland smoother, more efficient and lower-emission.

India

Alstom secures 5-year maintenance service agreement for WAG-12B electric locomotives through its joint venture with Indian Railways (MELPL)

Alstom, global leader in smart and sustainable mobility, through its joint venture with Indian Railways (IR), Madhepura Electric Locomotive Private Limited (MELPL), has secured a contract to deliver maintenance activities for WAG-12B locomotives at IR's Sabarmati locomotive depot. Valued at €62m, this contract is awarded by Indian Railways to cover the maintenance of the balance of 300 electric locomotives still to be delivered from the original 800-unit contract awarded to Alstom in 2015.

The contract encompasses all activities required during scheduled and unscheduled maintenance to ensure strict availability and reliability targets are met, until February 2031. It includes material supply, locomotive washing, logistics, and remote diagnostics.

This contract complements the existing operations at the ultramodern depots in Saharanpur (Uttar Pradesh) and Nagpur (Maharashtra), which currently maintain the first 500 locomotives using the latest technologies to ensure high availability.

"It is an honour to be Indian Railways' partner of choice again, as it is reflective of the legacy established by MELPL and Alstom. Over the last decade we have worked collaboratively with the IR organization in supporting their freight revolution vision. We are thrilled to be trusted, for our remarkable maintenance capabilities and our reliability and availability track record", said Olivier Loison, Managing Director, Alstom India.

A specific set-up to provide fast and efficient support and minimise downtime

As part of Alstom's FlexCare Perform maintenance offering, the scope of work includes servicing of both the electric locomotives and the essential depot infrastructure as well providing for Prompt Response Teams (PRT). The PRTs will be stationed at strategic locations equipped with specialised tools and critical spares to provide fast and efficient support and minimise downtime. Alstom will also continue its extensive skill development programme, as a part of the contract. To date, over 22,000 Indian Railways staff have been trained.

A landmark contract, instrumental in India's Green and Digital mobility transition

The Prima T8 WAG-12B electric locomotives are built as a part of a landmark 2015 contract worth €3.5 billion awarded to Alstom to supply 800 fully electric, 12,000 HP double-section locomotives capable of hauling around 6,000 tonnes. These super-powered locomotives are a key element of India's Green and Digital mobility transition, significantly reducing carbon emissions compared to diesel counterparts while increasing freight capacity.

Switzerland

Waldenburg Railway becomes the first railway in Switzerland to launch semi-automated operation

BLT Baselland Transport AG is the first railway company in Switzerland to introduce semi-automated GoA2 operation on the Waldenburg Railway. In doing so, it is taking a decisive step towards automated rail operations. Modern signalling technology from Stadler has made this milestone possible.

The Swiss Federal Office of Transport (BAV) has approved semi-automated train operation for the Waldenburg Railway. This marks the premiere of this new mode of operation on the Liestal–Waldenburg line. Once again, BLT is demonstrating its role as a pioneer in digital, modern rail operations.

New development enables semi-automated operation

At the heart of semi-automated operation is the train protection system NOVA Pro. Stadler has completely redeveloped this communications-based train control (CBTC) system at its site in Wallisellen. It enables direct information exchange between the vehicles and the wayside safety equipment, thus forming the basis for fully digital train control.

A consistent focus on the future

With the comprehensive modernization of the Waldenburg Railway, BLT is consistently pursuing a modern and future-oriented approach to rail operations. Since the end of 2022, ten new Stadler trainsets manufactured in Valencia have been in service. In addition, BLT has completely renewed the 13-kilometre infrastructure of the Waldenburg–Liestal line – from new tracks and modernized stops to a new generation of signalling and control systems. A key step towards digitalized rail transport is the move away from conventional lineside signalling. In semi-automated GoA2 operation, the Stadler CBTC system manages the entire journey. Once the doors are closed and the driver has authorized departure, the journey runs fully automatically. The CBTC system controls speed, ensures compliance with permitted maximum speeds, optimizes the control of level crossings and automatically stops the train precisely at the next station. This relieves train drivers of routine tasks and improves punctuality. The driver supervises the journey and intervenes if necessary.

In parallel, BLT is planning to implement fully unattended vehicle manoeuvring in the newly built depot in Waldenburg from the end of 2026. This will achieve full automation within depot operations. With this step, the Waldenburg Railway is consistently continuing its path towards increasingly automated operations.

A decisive step into a digitalised future

«GoA2 represents a major step forward in automated rail operations. Train services will become more uniform, resource-efficient and energy-efficient. The Waldenburg Railway will operate with even greater punctuality. GoA2 helps reduce delays and prevent early departures from stations. This is a significant added value for our passengers», says Philipp Glogg, Chief Technical Officer of BLT.

«We are very proud to be implementing this forward-looking project together with the Waldenburg Railway. For Stadler Signalling, it represents an important milestone in the further development of modern, digital train control systems – and at the same time a significant step for automated rail transport in Switzerland», says Marc Trippel, Executive Vice President Division Stadler Signalling.

Romania

DB Cargo Romania - Key role on Europe's East-West axes

DB Cargo Romania connects Western Europe with Southeastern Europe and is growing to become a key player on Europe's East-West rail corridors.

DB Cargo Romania - Strategic growth driver on Europe's east-west corridors
From a single locomotive operation to a key player on Europe's most important east-west axes: DB Cargo Romania is today a prime example of the dynamic development of rail freight transport in south-eastern Europe. For more than 20 years, the company has been driving forward the expansion of efficient rail logistics - connecting Western Europe with the Balkans, the Black Sea region and, increasingly, Ukraine.

With over 800 employees, 76 locomotives and more than 2,700 freight wagons, DB Cargo Romania is now the second-largest private rail freight transport provider in the country. The service portfolio ranges from long-distance traction and switching services to terminal and port connections, making the company an indispensable partner for industry, trade and agriculture.

Management and strategic orientation
Eduard Iancu, CEO DB Cargo Romania,
The development of DB Cargo Romania is closely linked to Eduard Iancu's long-term strategy. A graduate of the Academy of Economic Studies in Bucharest with a degree in transport and construction management, he has been at the helm of the company as General Director since December 2008. Since 2021, he has also been responsible for DB Cargo's Southeast European business. In his current role, Eduard Iancu is also chairman of the administrative board of DB Cargo Romania. In this role, he oversees the company's business development and ensures the implementation of strategic measures in line with Group-wide objectives. Under his leadership, the company has succeeded in increasing its market share from 0.04 percent to over 12 percent and positioning DB Cargo Romania among the country's leading rail freight transport providers.

At the same time, the vehicle fleet was increased more than tenfold, a highly qualified workforce was built up and operational performance was continuously developed. The focus is on sustainable, profitable growth and customer-oriented service models - embedded in DB Cargo's pan-European network.

Networked in south-eastern Europe - strong on the international corridors
DB Cargo Romania is now part of a closely interlinked regional network that connects Romania with Bulgaria, Serbia, Greece, Moldova and Turkey. DB Cargo's Southeast Europe cluster moves around three million train kilometers annually and generates a turnover of around 100 million euros.

Central hubs such as Curtici, Giurgiulesti, the port of Constanța, Ruse and Varna/Burgas ensure efficient connections to international trade flows. DB Cargo Romania thus plays a key role in connecting Western Europe with the Black Sea region.

High-performance fleet for diverse requirements
With one of the most versatile fleets in the country, DB Cargo Romania is equipped for a wide range of transport tasks. Electric locomotives for cross-border corridors, diesel and hydraulic locomotives for shunting and industrial operations as well as a wide range of wagons enable flexible solutions for numerous industries.

Whether grain, building materials, metals, chemicals, intermodal transport or automobile transport - the technical bandwidth creates the basis for stable, scalable transport concepts along Europe's eastern corridors.

Backbone of European grain and transit logistics
As one of the most important agricultural countries in Europe and the largest export location on the Black Sea, Romania plays a central role in the international grain trade. DB Cargo Romania is deeply rooted here: with specialized grain wagons, a strong presence in the port of Constanța and efficient cross-border runs to Moldova and Ukraine.

In 2022 alone, over eight million tons of Ukrainian grain were transported through Romania - a clear signal of the importance of stable rail logistics in geopolitically challenging times.

Looking ahead: shaping the future of rail freight transport
In the coming years, DB Cargo Romania intends to further expand its role - along the Rhine-Danube Core Network Corridor with a stronger focus on intermodal transport, digitalization and energy efficiency (TEN-T - Trans-European Transport Network - is an EU-wide infrastructure project for better networking in the internal market and a certain degree of standardization of transport systems). The focus is on modernizing the traction fleet, interoperable locomotives and end-to-end logistics solutions as well as supporting regional industries in a volatile market environment.

With a strong operational foundation, a clear strategic focus and deep regional roots, DB Cargo Romania is ideally positioned to play an active role in shaping the future of rail logistics in south-eastern Europe.

Alstom to provide New Subway Train (NST) fleet for Toronto's subway

Alstom, global leader and Canada's national champion in smart and sustainable mobility, has reached an agreement valued at 2.3 billion CAD (approximately 1.4 billion euros)[1] with the Toronto Transit Commission to provide 70 New Subway Trains (NSTs) for the Toronto subway network. The contract includes options for up to 150 additional trainsets as needed.

Fifty-five of the 70 state-of-the-art, six-car Metropolis metro trains will replace the aging fleet on Line 2 of Toronto's subway system. The remaining 15 trains are planned to serve on the extension of Line 1 to Yonge North and the extension of Line 2 to Scarborough.

The NSTs will provide comfort, safety and accessibility with features including brighter, more spacious, interiors with open gangways and multi-purpose areas for wheel-chair users, strollers or bikes. Enhanced with energy-efficient lighting and smart technology like active levelling system and wireless smartphone charging, the NSTs will provide a modern passenger experience. The trains will be protected by the latest in cybersecurity technology. The NSTs will also incorporate eco-design features such as advanced propulsion, smart climate controls, and the use of virtual reality design tools that will collectively improve sustainability and reduce environmental impacts across the entire product lifecycle.

Metro trains designed and assembled in Canada
The trains will be designed and engineered in Canada, with final assembly at Alstom's manufacturing facility in Thunder Bay, Ontario. Alstom is also investing in its local production capabilities and leveraging its network of national suppliers, notably by using Canadian carbon steel and aluminium. This strategic work re-positioning will strengthen Canadian expertise in rail manufacturing and innovation, create hundreds of jobs Canada-wide, renew onshore industrial capabilities, and reinforce Canada's resilience against current and future trade disruptions. In total, this agreement is expected to generate up to 945 direct high-paying jobs in Canada, including over 600 at Alstom alone. Over 1,700 indirect jobs are expected to be created in Canada to support the project workforce.

"We thank the Toronto Transit Commission for their trust in Alstom to supply the new metro trains. These state-of-the-art trains will contribute to improving reliability and passenger's comfort" said Michael Keroullé, President of Alstom Americas. "This new fleet of metro trains will be designed and engineered here in Canada, assembled in our Thunder Bay site, supported by an expanded network of local suppliers, and tested in our Kingston site. With close to 1,000 Canadian jobs created, these NSTs set the bar for what it means to build in Canada, for Canadians".

"The TTC is grateful to all funding partners for their support for these new subway trains, and for their commitment to providing better transit for the hundreds of thousands of riders who use the TTC's Line 2 every day. We are also pleased that these trains will support Canadian jobs and content through Alstom in Thunder Bay," said TTC CEO Mandeep S. Lali.

The agreement between Alstom and the TTC is the result of a collaboration between the Government of Canada, the Province of Ontario and the City of Toronto. The goal is to ensure safe and reliable trains for the future of Toronto's growing subway system while supporting Canadian workers and quality manufacturing jobs within Ontario.

Metropolis metros keep your city breathing
Alstom's modern metro trains are serving the different needs of customers worldwide for over 60 years. Designed to fit new and existing infrastructure, Metropolis metro trains can be adapted to multiple capacity needs. With flexible configurations from 2-to-9-cars, small to large gauge profiles, different voltage systems, and individual interior designs, Alstom's metros can be operated manually or driverless. Metropolis metros feature low noise levels, high recyclability, and optimised energy-efficiency to minimise environmental impact. Over 35,000 metro cars have been ordered or are in operation in more than 70 cities in 40 countries.

A national champion in smart and sustainable mobility
With over 5,000 highly skilled Canadian employees, Alstom is the only rolling stock manufacturer in the country, and provides a full suite of signalling solutions, and operations and maintenance services for major rail projects in Canada. Alstom is Canada's national champion for urban rail mobility solutions and is proud to be at the centre of mobility projects across Ontario, including Toronto, Kitchener, Waterloo, Ottawa, as well as other Canadian projects in Edmonton, Montreal, Vancouver and soon, Quebec City.

[1] This order was booked in the 3rd quarter of Alstom's 2025/2026 financial year. It is one of the 3 orders referred to in the Note to Investors published on 5 January 2026 ("Alstom awarded three contracts for a total value of approximately €2.5bn").

Image: The design of the New Subway Train (NST) fleet that will replace the aging fleet on Line 2 of Toronto's subway system (Non-contractual design for illustrative purposes © ALSTOM SA 2026. Advanced & Creative Design | Metropolis™)

From the Archives

South Africa

Nos. 34-438 and 34-411 pull out of De Aar with a train for Cape Town on October 19th 1973. *John Sloane*

From the Archives

Spain

Hunosa No. 120 is photographed at Turon colliery on April 14th 1977 and is a local 1931 rebuild of a very much older Stephenson valve geared loco. *John Sloane*

From the Archives

Spain

FEVE No. 1025 arrives at Santander with a short ballast train on April 13th 1977.
John Sloane

From the Archives

Spain

RENFE Nos 141F-2256 and 141F-2259 await their next duties at Salamanca depot on August 5th 1974. *John Sloane*

From the Archives

Turkey

Former Prussian G8 0-8-0 No. 44071 rattles over the flat crossing at Izmir whilst working a local service from Alsancak to Buca on August 12th 1976.
John Sloane

From the Archives

Ukraine

No. P36.0050 is seen working a special charter train between Shepetovka and Gretchany on April 29th 1993. *John Sloane*

From the Archives

Ukraine

No. Te3-3942 rests in the strategic store of diesel and steam locos at Tcherny Ostrov on April 29th 1993. *John Sloane*