Photo: Körfez Ulaştırma

Photo: HHPI

Körfez Ulaştirma Receives Its PowerHauls ...

Körfez Ulaştirma (KU) is now another operator of PowerHaul diesel locomotives. *On 29 July 2019 it was announced that the company had taken over the entire batch of five, KU-DE 0001 to KU-DE 0005, which it had ordered.* Körfez Ulaştirma is a subsidiary of Tüpraş, a privately owned Turkish petrochemical group, which provides KU with its freight.

KU was the first Turkish open access railfreight operator to receive approval for operation, but was beaten to the post by Omsan Logistics, which on 8 December 2017 became the first operator to actually run a commercial freight, just a few days before KU managed to do so. Both operators started their activities using motive power hired from TCDD Taşimacilik, the liberalisation rules set by the government making this possible.

The first batch of Type PH37ACmi PowerHaul diesels, for British operators (Class 70 locomotives), was built at GE Transportation's Erie works. The assembly of the continental European version, designated PH37ACai, was completed by Tülomsaş of Eskişehir, Wabtec's business partner. The European PowerHaul was first presented at InnoTrans 2012 (see R 6/12, pp. 34 - 35), and appeared there again in 2014 (see R 1/15, p. 36). Prior to KU ordering a batch, TCDD also ordered and took delivery of 20 of these machines.

Since its debut at InnoTrans 2012, attempts were made to secure a foothold for the PowerHaul design in continental Europe. German operator Heavy Haul Power International (HHPI), which specialises in heavy freights moving bulk consignments, planned to lease a few DE36000s, intending to use them to move trains of imported coal from Rotterdam and Amsterdam to Germany.

Nine locomotives were built at Eskişehir in 2013 and 2014, and HHPI designated them Class 29000, in line with its internal numbering scheme. They were granted authorisation for use in Belgium in 2014 and in Luxembourg in 2015, the EBA finally authorising them for use in Germany on 19 November 2018 (as Class 267). However, on account of the values of the quasi-static leading forces, which serve as a decisive parameter for causing rail wear when the locomotives are negotiating curves, DB Netz stipulated some provisos which could result in the bogies' design having to be modified and the machines' tractive effort to be limited. *The locomotives were stored at the DB Fahrzeuginstandhaltung establishment in Cottbus*.

According to information provided recently by Wabtec, HHPI was interested in leasing four of these PowerHauls, but at Cottbus there were certainly more of these machines stored wearing the HHPI livery, because the operator was initially interested in all nine of them. Wabtec did however inform that the contract conditions had now changed, and that another buyer had since been found for the locomotives. HHPI in the meantime decided to opt for Stadler EURODUAL locomotives, on hire from ELP. Wabtec now holds all the rights to the PowerHaul design, thanks to its merger with GE Transportation (see p. 45).

... And Orders EURODUALs

On 27 August 2019, Stadler announced that it had been awarded a contract by Körfez Ulaştirma for seven EURODUALs, with the first deliveries taking place in 2021. The agreement includes delivery of spare parts and an eight-year full service maintenance agreement. The single-voltage locomotives will be designed for 25 kV 50 Hz AC operation, with a power rating of 6,150 kW and a starting tractive effort of 500 kN, and will be equipped with Caterpillar diesel engines rated at 2,800 kW, enabling them to individually haul freights moving oil products with trailing weights of up to 2,000 t on steeply graded lines.

This order brings the number of Stadler València's new-generation Co'Co' locomotives ordered so far to 74 (see R 3/19, p. 14), this figure including some machines whose orders have not yet been officially published.

Petr Kadeřávek

SBB Presents Prima H4

On 17 July 2019 at Limmattal marshalling yard SBB arranged a presentation for the media of one of its new Class Aem 940 electrodiesel shunters. Aem 940 005, which was first exhibited at InnoTrans 2018 (see R 6/18, p. 38 for a full description), was present.

In 2015 SBB ordered 47 H4 machines for its SBB Infrastruktur sector, the contract being worth 175 million EUR. During summer 2019 the five pre-series locomotives were delivered and put in service. Batch construction is now in progress, with deliveries scheduled to start at the end of 2019. It is at present planned to allocate 37 machines for use by SBB Infrastruktur, while the other ten are to be used by SBB Cargo. The actual distribution between the two sectors may change depending on their requirements.

However, those machines allocated to SBB Cargo will have a few different features to those used by SBB Infrastruktur. They will, for instance, be equip-ped with automatic couplings, for shunting duties, and also with remote control for use on the shunting humps in the marshalling yards, control taking place from the signal box tower.

The H4s can weigh either 84 t (those for SBB Infrastruktur) or 90 t (those to be used by SBB Cargo, the higher weight facilitating hump shunting duties) with fuel tanks full. The extra ballast is easily added, using fork-lift trucks, and consists of four 1.5 t „T"-shaped blocks which are pushed under the underframe adjacent to the inner ends of the bogies. The adaptation of an Infrastruktur to a Cargo H4, and vice versa, can take place comfortably within a one-day shift, using a team of two people.

The control system enables the speed of the H4 to be maintained at a specific level, such as 5 km/h. This is required, for instance, when ballast is being poured onto the track from a rake of hopper wagons. As this takes place, the weight of the hauled wagons becomes gradually lighter, so the tractive effort required from the locomotive gradually decreases. Two 400 V sockets are fitted at each end of the locomotive, to enable various types of infrastructure equipment to be powered on site.

Petr Kadeřávek, Jürg Lüthard
Photos: Jürg Lüthard