

## CONTENTS

News	66
Operational hazards on the Simplon south ramp	75
What future for the direct trains between Zürich and Brussels?	77
Westbahn – successful start into a new railway era	78
NSB Flirt derailed due to excessive speed	80
Railpool and SBB locomotives now travel through to Sopron	82
Further Stadler double-deckers on the way	82
Wrocław and Poznań on the eve of the Euro 2012 football event	84
Stepwise commissioning of the new SBB Operational Control Centre at Zürich Airport	86
Zentralbahn looks forward to "Fink" and "Adler"	88
NTV ready to roll	89
More comfort on the "rolling highway" through Switzerland	90

## COVER

ABeh 160 001, the first of the new Stadler multiple units for the Swiss metre gauge Zentralbahn to operate on adhesion and rack and pinion routes during a test run along Lake Brienz (photo: U. Jossi, 27 February 2012).

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## News

## Rack-and-pinion giant under construction in Switzerland

In Bussnang, construction of the first rack-and-pinion locomotive for Brazilian cargo railway MRS Logistica is already well advanced. Two of these 120-tonne monsters with eight traction motors – four per bogie – and six power converters are to haul freight trains on the rack section of the line from the port of Santos to the São Paulo plateau (see RU 1-2/2011, p. 35). This section with gradients of up to 103% classifies the line as a mountain railway.

The first two locomotives must arrive in Santos on 20 August 2012 at the latest. They will be transported partially dismantled by road from the Stadler works at Bussnang to the Swiss Rhine port at Basel where they will be assembled at a special facility. From there they will be carried by river boat to Antwerp where a seagoing vessel will transport them to Brazil. (mr)

## Gmeinder insolvent

"Gmeinder celebrates its centenary in 2013. Celebrate with us!" Gmeinder Lokomotivfabrik GmbH announces on its website. But it's uncertain whether the company in Mosbach, Baden-Württemberg, will still be there to celebrate, since according to reports in the local press, at the end of February 2012 its management was obliged to initiate insolvency proceedings.

A Gmeinder speciality is the manufacture of shunting and main-line diesel locomotives in small production series. Recent customers have included the Zillertalbahn and the Salzburger Lokalbahn (Pinzgaubahn) in Austria and the port of Hannover. Gmeinder Getriebe- und Maschinenfabrik GmbH which is also headquartered in Mosbach is not affected by the insolvency. (mr)

## More and more Talent 2 units operating

After a long delay more and more Bombardier Talent 2 EMUs are now being certified for commercial operations in Germany. DB Regio had ordered several versions, in total 295 units. In the meantime the greater part of the 42 trains ordered initially for the S-Bahn Nürnberg is delivered, some of them firstly being used for staff training runs in other German regions. Two of the DB Regio Franken (S-Bahn Nürnberg) trains were seen in the Frankfurt (Main) region in January 2012. (mr)

## Postal TGV to London

Euro Cargo Rail Express – Euro Carex for short and established in France – is in the meantime an internationally linked pool with the goal to transport express freight on high speed lines. Hubs are planned to be established at Lyon, Paris-Roissy, London, Liège, Amsterdam, Köln (Cologne) and Frankfurt (Main). Start of operations is not to be expected before 2015. But Euro Carex organised a demonstration run on 20/21 March 2012 from Lyon to London using a French postal TGV to awaken public interest in this remarkable project. (mr)

Below: The first of seven rack-and-pinion locomotives for the MRS Logistica under construction in Bussnang (photo: J. Lüthard, 15 February 2012).

Right page:

Top: The S-Bahn Nürnberg Talent 2 units 442 253 and 442 264 on 16 January 2012 for staff training in Frankfurt (Main) Hbf (photo: 5085).

Bottom: Lacking the Channel Tunnel operational certification the postal TGV to London had to be hauled through the tunnel by two Eurotunnel diesel locomotives. The photograph shows the train on its return run near Rainham east of London (photo: A. Anderson).

