

**New DB double-deck IC coaches on test**

Running characteristics of two new double-deck coaches for DB Fernverkehr (mainline services) were measured on the Treuchtlingen – Donauwörth route in the second week of October 2014. Coupled between the new IC driving trailer and the middle coach was a further double-deck coach, but the DB Regio (regional traffic) version. The composition also included a measurement car and locomotive 120 501 (DB Systemtechnik). The train ran in “green wave mode” up to 176 km/h, at times in push-pull mode, at times with locomotive changeovers at the stations where trains reverse. (doll)



**Further ABeh 160 EMUs for Swiss Zentralbahn**

The Swiss metre-gauge, partly rack and pinion Zentralbahn (ZB) is purchasing another five three-coach Class ABeh 160 EMUs for CHF 53 million. They are to replace the two-coach modules (control-cab and middle coach) used on the Lucerne S-Bahn system. From the end of 2016 ZB will then have eleven so-called “Fink” (finch) trains which can operate on the entire network, when necessary in multiple traction with the seven-coach “Adler” (eagle) class units. (zb)



**ABB stops power electronic traction transformer development**

At the 2012 Innotrans trade fair, ABB for the first time presented the “Power Electronic Traction Transformer” (PETT) with reduced weight and volume. As a prototype ABB converted the SBB shunting locomotive Ee 934 560 to the Ee 933 001. SBB operated this PETT-equipped locomotive in Geneva at both 15 kV / 16.7 Hz and 1.5 kV DC voltages, but it was withdrawn in mid-2013. After its basic feasibility had been proven, ABB planned to develop the technology further for a first small series. As has only just emerged, this plan was unexpectedly given up in June 2014, however.

Economic considerations are likely to have been the deciding factor for ABB management to stop investing in the further development of PETT. Only a few vehicle manufacturers might be interested in the PETT technology, given that Bombardier, Siemens and Alstom want to sell their own products. Furthermore, the technology can only be operated at up to 15 kV overhead voltage and can in any case only be of benefit to EMUs: the development costs would probably have had to be apportioned to relatively few vehicles. There is the additional aspect that it is hardly possible to interest smaller railway companies with limited resources in a still immature technology, whereas larger railways generally don’t want to acquire small series and special construction types. (lüt)



Above: The DB measuring train with leading cab coach and pushing 120 501 loco on a run from Treuchtlingen to Donauwörth (photo: A. Dollinger, 7 October 2014).

Centre: The first complete double-deck IC train with locomotive 146 566 and five coaches during a test run from Kassel to Frankfurt (Main) on 26 November 2014 (photo: 5653).

Below: The PETT trial locomotive Ee 933 001 at Genève station. The on-board converter is visible on the platform (photo: Th. Stolz, 20 Februar 2013).