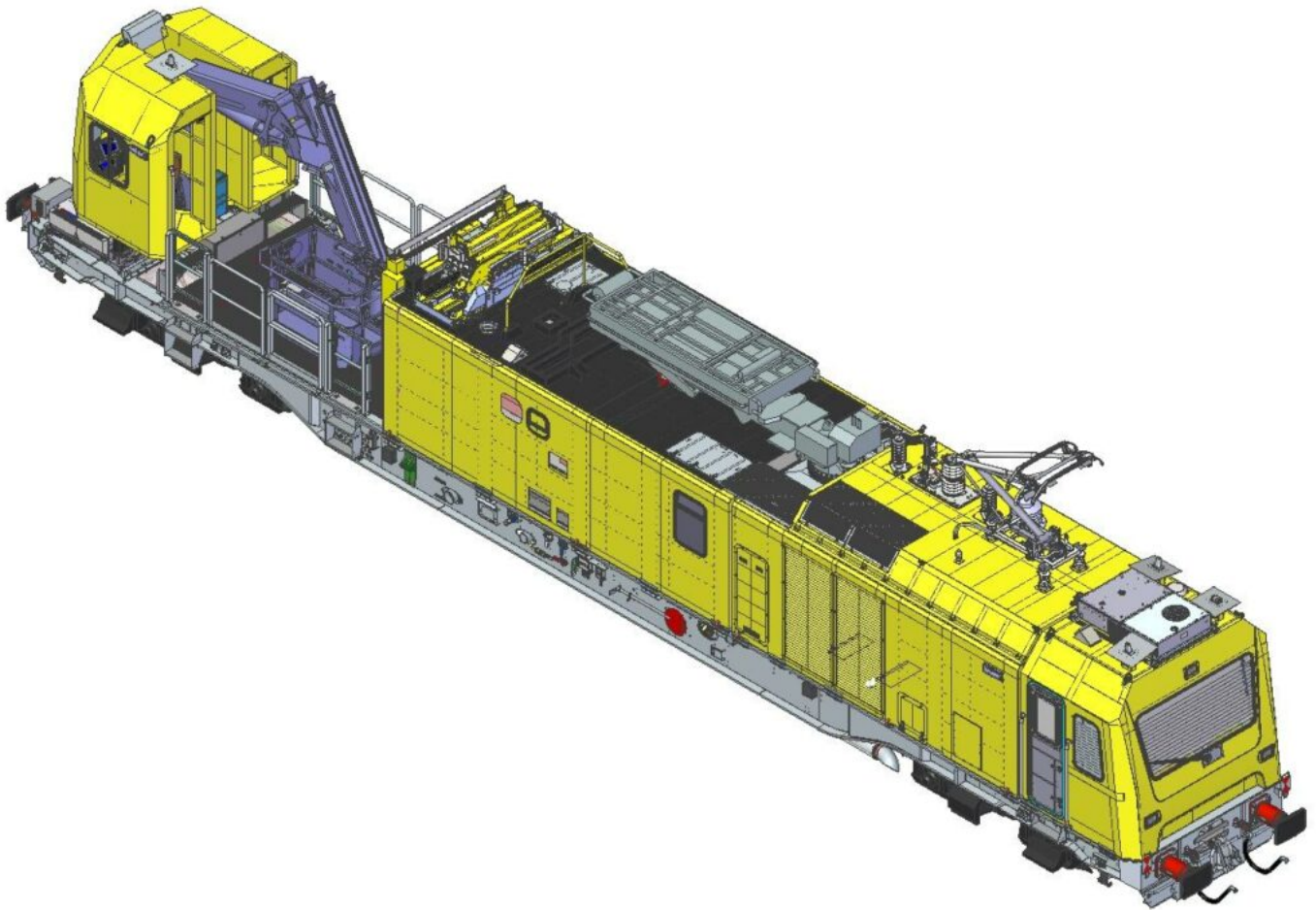


# Harsco Rail manufactures modern universal utility track vehicles for maintenance of Swiss Federal Railways overhead rail lines

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## ***The first of 59 vehicles to be delivered in 2019***

Harsco Rail has announced that vehicles built specifically by the Company for the maintenance of overhead rail lines will be used across the entire Swiss Federal Railways (SBB) network. The overhead catenary system vehicles are being finalized in close cooperation with the client, SBB.

The diesel electric locomotive is called a “universal locomotive” with the UIC vehicle number Xem 131, and is equipped with ETCS Baseline 3. The vehicles can run on electricity only, or on a mix of diesel and electricity. The Xems are also equipped with a crane, including a man riding basket and a lifting platform mounted on the roof, as well as state-of-the-art contactless laser measurement technology.

“This is another example of Harsco Rail’s commitment to partnering with our customers to solve the many unique challenges of maintaining railways around the world,” said Harsco Rail President Jeswant Gill. “We

are delivering on our Technology in Motion brand promise by providing our customers with a unique blend of state-of-the-art innovation, international experience, and customized product development and implementation.”

SBB’s live railway network currently covers 3,232 kilometres. The network is 100 percent electrified, resulting in thousands of kilometres of overhead lines throughout Switzerland, in extremely varied terrain. This new technology behind the fleet of maintenance vehicles will make it possible to service these areas more efficiently. The rail bound vehicles manufactured especially for SBB will be used in 22 locations alongside the maintenance vehicles already in operation.

The rail bound vehicles are based on a modular design, which makes it easier to equip them flexibly and allows for future modifications. Another important element of the fleet is a carrier wagon designed especially for this catenary system. This wagon is equipped with an engine, a cable reel holder, and a capstan. SBB has ordered eight of these wagons with the official designation XTmas 232. New prestressed contact wires are installed with the aid of a capstan system.

The fleet is completed by a motorised carrier wagon with a crane that includes a man riding basket and a 30-foot workshop unit (XTmas 236, of which SBB has ordered 28), and an engineless carrier wagon with a 50-foot workshop unit that has its own independent electricity supply (Xas 383, of which SBB has ordered twelve).

**Harsco Rail Europe GmbH** is a subsidiary of the Harsco Corporation, a group of American companies with 100 years of experience and leading in the development and construction of rail bound vehicles. The company’s product portfolio encompasses not only railway construction and maintenance vehicles but also aftermarket and services such as training, spare parts and a vehicle maintenance and repair service. Harsco Rail also develops its own vehicle monitoring and control systems as well as numerous products in the area of alert and safety technology.