wascosa
eurotank
Edition no. 06 / October 2005
The infoletter for the tank car industry

Personal

Are we looking at MORA CH?

The reduction in car-load traffic, announced by SBB Cargo, reminds one of MORA C. With the rationalisation offensive Cargo" the DB cut off connecting lines and closed stations. The Government uses SBB Cargo as sole system manager for car-load traffic – competition is excluded. This is in contrast to those countries where, whilst the traditional railway company has reduced or discontinued services in car-load traffic, the railway network has, however, remained open for new companies entering the market. Together, communes, regions, the freight industry and private railway entrepreneurs have demonstrated how capillary networks can be kept viable.

One current example is the reactivation of four freight-traffic bodies in the Cologne/Bonn area through the Rhine-Sieg Railway. These are integrated into national and international rail-freight traffic with uniform settlement of individual cars, groups of cars and complete trains. When the US railway company Wisconsin Central Transportation (today Canadian National) took over the British Rail's entire rail-freight business, the first thing that the new managers did was to reactivate car-load traffic. Since then, they have been putting connecting lines into operation and opening railway stations for freight traffic, as was recently the case in Bristol.

Will history repeat itself through the run-down in car-load traffic, announced by SBB Cargo? This contradicts the transfer measures broadly supported by the public. Politicians and shippers are called upon to stand up to the management of SBB Cargo, in order to prevent a MORA CH.

Peter Jenny, Head of Administration
Member of the Company Management Board of Wascosa AG

Cargo Rail Europe – a new initiative committee

Protection of private investments through increased efficiency and competition, as well as increased efficiency despite liberalisation, are the objectives of the new initiative committee, founded at the beginning of 2005. Around 150 interested participants from various sectors took part in the first forum for private freight car owners, held under the motto "Economic requirements and legal framework".

Interested persons from various circles took part in the Cargo Rail Europe forum in Bonn at the beginning of June.

The editorial team of the EUROTANK infoletter talked to Dr. Frank Furrer, Managing Director of Cargo Rail Europe.

Editorial team
Mr. Furrer, what is the motive of Cargo Rail Europe?

Furrer
For Cargo Rail Europe, the interests of the shippers are at the forefront. Throughout Europe, there is a need for a structured reformulation of the common interests of the various parties with an interest in the railways, as a result of the liberalisation and Europeanisation of rail-freight traffic. As a stem cell of Cargo Rail Europe, AIEP/IVA no longer wishes to restrict itself to legal matters, but rather wishes to offer com-

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prehensive safeguarding of the interests of the shippers.

Editorial team
What objectives are being pursued by this newly-founded community of interests?

Furrer
Given the new Railway Law – in particular the new Car Law – it is a question of ensuring that an efficient rail system continues to exist in future, which both protects and uses the investments in rail-freight traffic, made over decades by the private sector. The contractual and liability structures must be simplified, in order that the competitiveness of rail-freight traffic is increased.

Editorial team
What interests does Cargo Rail Europe represent?

Furrer
With the opening out to Cargo Rail Europe, the International Association of Connecting Line Owners AIEP/IVA, which has looked after the interests of the shippers in the development of the international rail transport law since 1954, wishes to promote the interests of all customers. These include not only connecting line owners, but rather, in particular, small to medium-sized freight forwarders, terminal operators, combined operators, car owners etc. The aim of this bundling of interests is to offer the political bodies, the State Railways, international rail organisations and authorities a competent negotiating partner.

Dr. Frank Furrer,
Managing Director of Cargo Rail Europe

Editorial team
What subjects are at the forefront?

Furrer
Cargo Rail Europe wants competition in transport and in network access. It does not, however, seek competition in areas of contract structure, safety, controls by electric power companies,in-transit repairs etc. International rail transport must be made more simple for the shippers. This includes free access to the connecting lines for each electric power company, cars that can be used freely with each electric power company, uniform safety standards with all electric power companies, which are monitored by the infrastructure operators, and simpler, uniform contract and liability relations.

Editorial team
Who is behind this new community of interests?

Furrer
Initiators of Cargo Rail Europe are Blaise Hochstrasser, Holcim (Switzerland) AG, Eclépens, Philipp Müller, Wascosa AG, Zug, Marcel Ott, Crude Oil Association, Zurich as well as Prof. Kurt Spera, Logotrans Vienna.

Editorial team
Mr. Furrer, the first forum, which met with great interest in various circles, was held in Bonn on 09.06.2005 with the theme "Private freight cars - economic requirements and legal framework". What are the results of this first conference?

Furrer
All parties involved must act jointly and participate in a united manner in a new solution, in order that the common interests – efficient freight traffic by rail – can be assured even in future. It became clear that the shippers are called upon to make an active contribution, since, otherwise, no genuine freedom of choice with regard to means of transport will be guaranteed any more in the long term. Interested parties can download the results, as well as the presentation documents, from the Homepage www.cargoraileurope.com.

Matthias Raith; speaker on the subject of "Opportunities and risks for railway companies" in Bonn.

Editorial team
What do the changes mean for the hirers of tank cars? What must the shippers do or envisage?

Furrer
It is a question of clarifying from a contractual point of view whether thelessor or lessee assumes the role of owner with respect to third parties, since the General Agreement on the Use of Cars, AVV, and international transport law are not clear with regard to this matter. Likewise, for reasons of legal security, it is advisable to achieve clear contractual rulings regarding the obligations of the shippers /lessors as distinct from those of the EVU. Finally, the legal consequences for the shipper must be clear in the event of him handing over a car to an electric power company that is not a participant in the AVV.

Editorial team
What are the next steps as far as Cargo Rail Europe is concerned?

Furrer
The reactions of the shippers to the event and, above all, the aim of promoting their interests more forcefully with respect to the railway companies, authorities and politicians were exceptionally positive. It is now a question of winning over the shippers from the various European countries for active participation in the work ahead.

Editorial team
Mr. Furrer, thank you very much for this interview and we wish you continued success.

Noted

A look back at the past

This tank car from the 19th century is to be found on the premises of the cleaning facility CIMO SA (Compagnie industrielle de Monthey SA). The tank car, built in 1877, was built in Alsace and was used for transporting soda and intermediate products to the Basle factories. An interesting aspect: more than 128 years later, there are still similarities with the present-day tank cars.

The entire tank car has been processed with head-rivets from dome to undercarriage. The tank itself is situated on a wooden base and is held only by strap retainers. As a result, no saddle sheets were required.

The push-and-pull device from the year 1928 is very similar to the materials still used today. The particular aspect of the pulling device is that is was built on the basis of leaf bearing springs.

There are no compressed-air brakes. During operation, it was not possible to brake the individual car. For this, it has a securing brake that was only used for parking. The original spoked wheelset is from the KRUPP company. The second wheelset from 1905 was supplied by the company HB&HV.

The truck's suspension was ensured through 11-layer leaf bearing springs. An interesting aspect is that it was also possible to re-lubricate the wheelset bearings individually. A re-lubrication cover was attached to the wheelset bearing for this purpose. You can no doubt still recall the men with their traditional oil cans.

On our behalf

New appointment as Head of Technology at WASCOSA AG

We are pleased to be able to inform you that a well-known expert was appointed as new Head of Technology on 1st October 2005.

After studying machine engineering with the specialist subject production technology at the Technical University of Hanover, the new Head of Technology, Mrs. Irmhild Saabel, was awarded the title of Graduate Engineer.

Mrs. Saabel spent a good 10 years in various specialist and management functions at Deutsche Bahn. Following on from this, she was in charge of development, approval and Europe-wide sales of bogies, as well as other components, with a private company for approximately 5 years.

We extend a warm welcome to Mrs. Saabel at WASCOSA AG. Her appointment will lead to a major expansion of our current range of services. In this context, we look forward to also being able to offer you the broadly-based railway expertise that Mrs. Saabel will contribute.

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From everyday practice

Useful loads of tank cars

The useful load of a tank car is an important factor in the business management calculation of transport by rail. Amongst other things, an optimum useful load is one of the decisive factors in the choice of the means of transport. The actual useful load of a tank car is determined by the following factors:

1. The gross weight

The gross or overall weight is the maximum permissible weight of a loaded car, i.e. the tare weight of the car including load. The gross weight is determined by the wheelset load per axle.

In Europe, the maximum permissible wheelset load (with few exceptions) is currently 22.5t, so that the gross weight of a 4-axle tank car is a maximum of 90t or 45t for a 2-axle tank car. Nevertheless, there are currently still a large number of cars with a wheelset load of 20t (in individual cases even 20.5t) and, as a result, a gross weight of 80 (82)t.

2. Tare weight

The tare weight or unladen weight of the car (tare) varies depending on the type and structure of the car, and is therefore a determining factor for the useful load.

3. The tank volume

The useful load results from the difference between the gross and the tare weight. To enable this to be fully exploited, the size of the tank content is an important factor, which must be adjusted to the specific weight of the respective product. Tanks that are too small (no max. useful load) or too large (too much unnecessary tare weight) prevent an optimum load. Remember that the permissible filling level of tank cars that are used for different products can determine the maximum payload.

4. The mass per metre

The metre load is defined as the gross weight of the car, divided by the length of the car between the buffers in metres. It influences the useful load depending on the stretch travelled.

5. The classification of track sections

The railways' track sections are classified into the classes set out below in terms of the maximum permissible wheelset and metre load (see table I).

As a result, the maximum useful load can vary by several tonnes depending on the quality of the route travelled.

6. The travelling speed

The travelling speed when loaded is the last factor that determines the useful load, whereby the braking performance of the car is decisive in this context. In Europe, this is today based practically uniformly on 100 km/h (S).

Table I (the stretch classes)

Stretch class		Maximum permissible wheelset load	Maximum permissible metre load
A	A	16t	5,0 t/m
B	B1	18t	5,0 t/m
	B2	18t	6,4 t/m
C	C2	20t (20,5t for cars with load limit D or with special grid)	6,4 t/m
	C3	20t (20,5t for cars with load limit D or with special grid)	7,2 t/m
	C4	20t (20,5t for cars with load limit D or with special grid)	8,0 t/m
D	D2	22,5t	6,4 t/m
	D3	22,5t	7,2 t/m
	D4	22,5t	8,0 t/m

Example: A four-axle tank car with 22.5t wheelset load, i.e. 90t gross weight and a tare weight of 24t, can transport 14% or 8 t more on a D stretch (66t) than on a C stretch (58t).

From everyday practice

The marking of useful loads on the cars

The useful loads, as well as the tare weight and the tank content, are attached to the address plate as part of the car addresses. Tare weight and tank content are attached separately, the useful load in the form of a load limit grid.

Example:
4-axle tank car with tare weight 24t

	A	B	C	D	
S	40,0t	48,0t	58,0t	66,0t	★★
120	00,0t				

Explanation:

Stretch classes

Load in tonnes

Permissible speed

S = 100 km/h
120 = 120 km/h

Running suitability

The asterisks next to the load limit grid mean:

★ running suitability for 100 km/h when laden, with use of the load limits stated in the stretch classes, whereby the car's brake does not fully comply with the regulations of "S traffic". (No longer applies for international traffic, only for domestic traffic in exceptional cases)

★★ running suitability for 120 km/h when laden, with use of the load limits stated in the stretch classes, whereby the car's brake does not fully comply with the regulations of "SS traffic".

	Wheelset load with strech class	Rermissible overall weight	Max load
A	= 16,0 tonnes per wheelset	= 64,0 tonnes	= 40,0 tonnes
B	= 18,0 tonnes per wheelset	= 72,0 tonnes	= 48,0 tonnes
C	= 20,0 tonnes per wheelset 20,5 tonnes for D-compatible cars	= 80,0 tonnes 82,0 tonnes for D-compatible cars	= 56,0 tonnes 58,0 tonnes
D	= 22,5 tonnes per wheelset	= 90,0 tonnes	= 66,0 tonnes

Conclusion

The useful load of a tank car depends on various factors. The shipper himself can optimise these to the extent that he adjusts the gross weight, as well as the tank volume, of the car to be used, in accordance with the planned travelling stretch and the product to be transported.

Source: RIV / UIC / RID

Highlight

transport logistic 2005 – a review

WASCOSA AG exhibited for the second time at "transport logistic", held between 31st May and 3rd June 2005 in Munich. The motto of the company's presentation was "Moving jointly towards our objectives". A special chemical tank car for caprolactam was to be found in the open-air section and visitors to the stand were given an insight into the world of fittings.

The eye-catcher in the open-air section – chemical tank car for transporting caprolactam.

The mobile VIP Bar of WASCOSA AG at transport logistic 2005.

The international trade exhibition for logistics, telematics and traffic was held in Munich for the tenth time. This year too, there was a major increase in the number of exhibitors as well as in the number of professional visitors. "Once again, many international contacts were made and interesting discussions held", commented Philipp Müller, Business Manager of WASCOSA AG. Using section models provided, visitors were given an insight into the various fittings. Our technicians explained the functions and special aspects of the exhibits to the visitors. This enabled interested visitors to the stand to extend their personal knowledge in terms of fittings. The physical well-being of the guests was taken care of in the mobile VIP Bar where numerous, constructive discussions resulted. With a successful customer event, held on the first day of the exhibition, WASCOSA AG once again organised a successful event for its clientele. The winner of the main prize in our competition was informed personally.

Interesting discussions in the fittings tent.

transport logistic

The next transport logistic will be held in 2007 from 12th - 15th June in Munich.
For further information please visit www.transportlogistic.de.

News

The DB and the Federal investment funds

In the course of the current year, the Deutsche Bahn will not make full use of the federal investment funds available to it. The federal government now wishes to use 450 million EUR for road construction. This information stems from a report by the "Financial Times Deutschland".

As a result, a second instalment was returned – following the return of a first instalment in Spring 2005. The two instalments total more than 450 million EUR. The financial means not required by DB are now to be used for road construction. As early as the Spring, the Group had not used up the available infrastructure funds. At least 286 million EUR were transferred to the three following years. Critics accuse the company of holding back on necessary investments, in order to trim the balance sheet quickly into shape for the stock exchange. With building projects, DB must make an contribution from its own funds in addition to the funds allocated by the Federal Government. Depending on the nature of the project, this can be up to 20%.

Source: www.eurailpress.com

News

Trenitalia increases shareholding in TX Logistik AG to 51%

Trenitalia, a subsidiary of the Italian State Railway Ferrovie dello Stato (FS) is raising its shareholding in the private rail-traffic company TX Logistik AG from 15 to 51 percent. This agreement between Giuseppe Smeriglio, Director General at Trenitalia Logistika, and Raimond Stüer, Chairman of the Managing Board of TX Logistik AG, is subject to the approval of the cartel authorities in Rome.

Through the assumption of a majority shareholding, Trenitalia is aiming for a lasting presence in Central and Northern Europe. This will strengthen the position of TX Logistik in the German and European market.

Source: www.txlogistik.de

Interesting facts about tank cars – for professionals and amateurs

Did you know that...

- Each year, an average of around 20 percent of all imports of crude oil products reach Switzerland in block trains?
- The major share of the crude oil imported into Switzerland, today stems from North Africa, whilst the North Sea and Middle East countries have decreased in importance as countries of origin?
- That around 12 million tonnes of crude oil and crude oil products reach Switzerland each year from all over the world in ships, pipelines, railway trains and lorries?

Source: Crude Oil Association, Zurich

Feedback

Pass it on
Would you like to recommend our infoletter to somebody else? Simply forward the incoming e-mail. If this person would also like to continue receiving the infoletter in future, registration is possible at any time on our Homepage.

Questions, suggestions, tips
Please send us your questions, suggestions and tips to infoletter@wascosa.ch.

Change of address
You can notify us of any change of address via e-mail to infoletter@wascosa.ch.

Calendar of events

Exhibitions, trade fairs, congresses 2005 / 2006

18.10.2005 Vienna (A)	VPI Austria Annual General Meeting	Info: Verband der Privatgüterwagen - Interessenten Österreichs E-mail: Schwayer@kvg.at
22.-26.10.2005 Berlin (D)	EPCA Logistics Meeting The European Petrochemical Association	E-mail: meetings@epca.be Internet: www.epca.be
25.10.2005 Paris (F)	UIC/CER Workshop "Rail Freight Noise Abatement in Europe"	E-mail: bergendorff@uic.asso.fr Internet: www.uic.asso.fr
25.-27.10.2005 Barcelona (E)	IRF 2005 - International Rail Forum	Info : Foro del Ferrocarill y del Transporte E-mail: irf@montane.eu.com Internet: www.railforum.net
07.-09.11.2005 Dortmund (D)	rail # tec 2005	Info: rail # tec-Office, cp/compartner E-mail: railtec@cp-compartner.de Internet: www.railtec.de
21.-22.11.2005 Amsterdam (NL)	The Future of Rail Freight in Europe	Info: Adam Smith Institute's Inaugural Conference E-mail: smonck@marketforce.eu.com Internet www.marketforce.eu.com
01.-02.12.2005 Cologne (D)	1st International VDV Railway Congress	Info: VDV, Cologne E-mail: akademie@vdv.de
07.-09.12.2005 Basle (CH)	Railway Technology ET 05	Info: Mack Brooks Exhibitions E-mail: et@mackbrooks.co.uk Internet: www.et2005.com
2006		
30.01.-01.02.2006 Brussels (B)	EuroRail 2006	Info: Terrapinn Ltd., UK E-mail: danny.featherstone@terrapinn.com Internet: www.rail-world.com/2006/eurorail
14.-15.02.2006 Fulda (D)	8th Specialist Conference of EBA Experts	Info: VDEI Service GmbH E-mail: service.gmbh@vdei.de Internet: www.vdei.de
09.-15.03.2006 Hanover (D)	Cebit 2006	Info: Deutsche Messe AG E-mail: info@messe.de Internet: www.cebit.de
16.-18.05.2006 Turin (I)	EXPO Ferroviaria 06 Forum for railway experts from all areas of industry	Info: Mack Brooks Exhibitions E-mail: expoferroviaria@mackbrooks.com Internet: www.expoferroviaria.com
30.-31.05.2006 Bochum (D)	VDV Annual Conference 2006	Info: Verband Deutscher Verkehrsunternehmen (VDV) Internet: www.vdv.de
30.05.-01.06.2006 Cologne (D)	EuroCARGO	Info: EUROEXPO Messe- und Kongress-GmbH, Munich E-mail: eurocargo@euroexpo.de Internet: www.eurocargo-messe.de
09.06.2006 Bamberg (D)	VPI Annual General Meeting of Members Association of Private Freight-Car Interested Parties	E-mail: vpihamburg@t-online.de
19.-22.09.2006 Berlin (D)	InnoTrans 2006 International Trade Exhibition for Transport Technology Innovative Components, Vehicles, Systems	E-mail: central@messe-berlin.de Internet: www.messe-berlin.de
04.-06.10.2006 Dresden (D)	8th International Railway Vehicle Conference ''Wheel Rail''	Info: HTW Dresden, TU Dresden, Eurailpress E-mail: rad@mw.htw- dresden.de Internet: www.rad-schiene.de
01.-03.11.2006 Moscow (RUS)	exporail 2006	Info: Mack Brooks Exhibitions Ltd. E-mail: exporail@mackbrooks.co.uk Internet: www.exporail2006.com