Siemens lands its first order for the Vectron locomotive
Railpool buys new locomotives for use in Germany and Austria

Railpool, the locomotive leasing company based in Munich, Germany, is expanding its locomotive fleet and has chosen forward-looking technology. This is the first order that Siemens has received for its newly developed Vectron generation. The corresponding contracts for 6 locomotives were signed today by Dr. Walter Breinl, executive director of Railpool GmbH, Jörn F. Sens, Rolling Stock CEO at Siemens Mobility and Jens Chlebowski, head of locomotive sales at Siemens Mobility. Designed for a top speed of 200 km/h, these locomotives are to be used to haul passenger and freight trains in Germany and Austria. Railpool chose the Siemens locomotives because they can be deployed universally and offer many optional possibilities for the future. Delivery will begin in the middle of 2012.

Siemens Mobility has succeeded in entering the market just a few months after the world première of its first Vectron locomotive at the InnoTrans 2010 in Berlin. “We want to set our course into the future locomotive market with the Vectron. The demand for transportation will continue to grow in the medium and long term,” said Jörn F. Sens, Rolling Stock CEO at Siemens Mobility, on the occasion of the contract signing in the Siemens plant in Munich-Allach.

The privatization of Europe’s rail services and the rising flow of goods over longer distances have, above all, radically changed the international freight traffic market. Cross-border traffic in Central Europe and on the southeast corridor in particular is intensive and will continue to increase. This places high demands on the technical flexibility and commercial plannability of rail-bound traffic. Alongside the traditional state railway authorities, there are now a large number of private rail transport and leasing companies that are interested in buying small numbers of locomotives at economical prices.
“We are very pleased that a renowned company like Railpool has decided in favor of our Vectron. Railpool is the first customer to choose this modern, high-performance, reliable locomotive with its very wide range of possible applications. What pleases me in particular is that Railpool will enable other customers to be exposed to Vectron and also won over by its convincing qualities,” said Jens Chlebowski.

"For us as a leasing company involved in freight and passenger transportation throughout Europe, a high degree of flexibility in the various locomotive types is essential. The Vectron concept satisfies our requirements here", said Dr. Breinl.

Siemens has developed this generation of locomotives to meet the high requirements and transportation tasks in Europe. The various classes and voltage systems, with alternating and direct current (AC and DC), will not only allow Railpool to build up its Vectron fleet in line with its needs, but also maintain its flexibility for the future. Siemens will initially supply 6 AC locomotives with a maximum power rating of 6,400 kW, which will be used on cross-border freight and regional passenger routes in Germany and Austria. The four-axle vehicle weighs 87 metric tons. The locomotives will be built and finish-assembled in Siemens’ locomotive plant in Munich-Allach. The bogies will be supplied by the Siemens Mobility plant in Graz, Austria.

Many years of experience with locomotives

The Vectron has a new design tailored to meet current and future market needs. It combines the longstanding solutions from the Siemens Eurosprinter and Eurorunner locomotive series together with innovations that are systematically oriented toward customer benefit, high flexibility and cost-effectiveness. There are several electric versions of this new locomotive (multi-system, alternating and direct current) and one diesel-electric version. Its development benefited from the experience gained from over 1,600 Eurosprinters and Eurorunners. Their characteristics – such as tractive effort transmission via the bogie kingpins, a high traction power, and high traction utilization – were all incorporated into the Vectron. A special feature of the Siemens vehicle concept is the internal deformation zone, i.e. the front end. It has a detachable connection to the body, which makes it easy to replace in the event of an accident. The machine compartment layout provides three rack positions for installing train protection cabinets. The train protection cabinets are fully modularized to facilitate easy conversion and retrofitting of country-specific train protection systems. The components in the machine compartment are arranged to make the best possible use of space.

The energy consumption of the electric versions is reduced by the recovery of braking energy and by optimization of the system design. These vehicles are 98 percent recyclable. They are part of
the Siemens environmental portfolio that enabled the company to achieve sales of approximately 28 billion euros in fiscal 2010. This makes Siemens the world’s biggest supplier of environmentally clean railway technology.

With this latest order, Railpool has decided for the first time in its relatively young history in favor of locomotives made by Siemens. Railpool GmbH was founded as a joint venture by KfW IPEX-Bank and HSH Nordbank in 2008. It leases rolling stock, locomotives, as well as electric multiple units (EMUs) and diesel multiple units (DMUs) to rail operators – with or without full service.

You can access the press release in the Internet at: www.siemens.com/mobility/press/pressreleases

You will find a photo for this press release at: www.siemens.com/mobility-pictures/vectron-railpool

from left: Jens Chlebowski and Jörn F. Sens (Siemens), Dr. Walter Breinl and Thorsten Lehnert (Railpool)

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[http://www.siemens.com/industry](http://www.siemens.com/industry)
The Mobility Division (Berlin, Germany) is the internationally leading provider of transportation and logistics solutions. With its "Complete mobility" approach, the Division is focused on networking the various modes of transportation in order to ensure the efficient transport of people and goods. "Complete mobility" combines the company's competence in operations control systems for railways and traffic control systems for roadways together with solutions for airport logistics, postal automation, traction power supplies and rolling stock for mass transit, regional and mainline services, turnkey systems as well as forward-looking service concepts. With around 24,000 employees worldwide, Siemens Mobility posted sales of EUR6.5 billion in fiscal year 2010 (ended September 30). [www.siemens.com/mobility](http://www.siemens.com/mobility)