



Fire protection for rolling stock

Dear Ladies and Gentlemen,

“Corona pandemic” has been voted word of the year in Germany, which comes as no surprise. Our Austrian neighbours were more creative, who referred to the virus thematically with their much more charming choice for word of the year of “baby elephant”.

WAGNER Rail has used the time of contact restrictions to revolutionize its intake pipe system. This may not sound very spectacular at first, but it was rewarded by some train manufacturers with immediate implementation in their projects. Improving the system and not just focusing on high assembly quality was exactly the right approach.

The fact that the rail industry is still trying to defy the crisis is demonstrated by some of our most recent incoming orders from the regions of Egypt, Russia and Germany. The train manufacturers are once again relying on the proven fire protection from WAGNER for these projects. Thus the passengers can concentrate fully on the sights along the Nile, Volga and Rhine.

We hope you enjoy reading, and remember to keep your distance, exactly one “baby elephant” length away!

With the best pre-Christmas greetings

Markus Kock, General Manager WAGNER Rail GmbH

WAGNER RAIL REVOLUTIONIZES AIR INTAKE TECHNOLOGY FOR EARLY FIRE DETECTION SYSTEMS

Time savings of up to 50 percent during installation possible

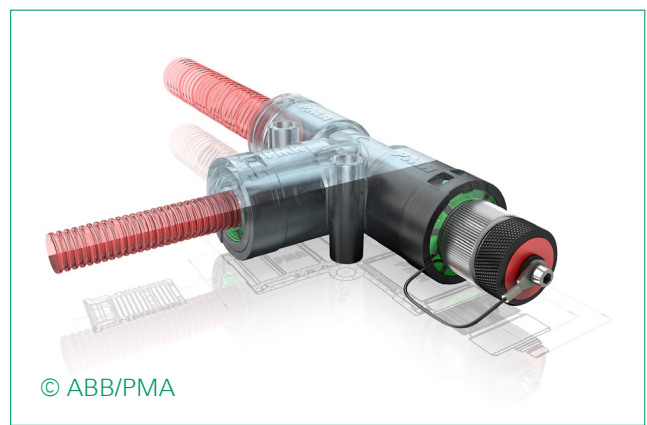
WAGNER Rail has designed a modular system for the intake pipe system of early fire detection in trains: the TITANUS® C-Pro series. This offers many advantages for both installation and maintenance, including time savings of more than 50 percent.

The intake pipe system of the TITANUS® active early fire detection system is now available as a modular system: the C-Pro Series. This allows installation times to be reduced and maintenance to be carried out safely. And: The air intake system is guaranteed to be leak-proof!

TITANUS® C-Pro consists of about 20 different components: Corrugated pipes, connecting elements, air sampling openings/reducers, adapters, filter techniques and other accessories. These can be combined in different ways depending on project requirements. By using these modular elements, the early fire detection system can be clearly identified as such, which is helpful during maintenance. In addition, the installation times of the air intake system can be reduced by up to 50 percent. Service-friendly accessories and extensive special tools are also available for maintenance.

The modular system enables high assembly safety, simple product handling and eliminates leaks that can occur if the product is not assembled properly.

The system is already being used successfully in projects in Germany and other European countries. These include the following projects: the Wurzeralm Railway by Carvatech or the Viaggio type train cars of Czech Railways České dráhy (ČD). ■



Faster assembly and maintenance thanks to clear labeling: the TITANUS® C-Pro series.

DB INVESTS IN NEW ICE TRAINS – WAGNER RAIL SUPPLIES FIRE PROTECTION

WAGNER Rail installs TITANUS® with an intake pipe system specially developed for railroad operation

Deutsche Bahn is investing one billion euros in its future and is relying on new ICE trains of the Siemens Velaro type. The train builder in Krefeld will produce 30 of them in the coming years. For fire protection Siemens relies on early fire detection with TITANUS® from WAGNER Rail. The trains will be running on the lines between North Rhine-Westphalia and Munich in the future. Further approvals for the eight-car trains exist for the Netherlands and Belgium.

The new Velaro series is faster than the current ICE (Velaro 3 series) and reaches top speeds of up to 320 km/h.

Passengers will find comfort and improved mobile phone reception on 440 seats. In addition, as another new customer offer, there are bicycle stands on every train. With these innovations in mind, a fire protection system was also needed that offered the best possible protection and met the required railway standards. Thus WAGNER Rail supplies 420 TITANUS® air sampling smoke detectors of the *MICRO·SENS*® type. These are used according to the so-called stand-alone principle and communicate with the train computer. A special feature of this very early fire detection system is the use of an aspiration pipe system specially developed for railway operations. When this connection technology is used, the pipe and connection elements of the intake system are reliably sealed, even when taking into account the environmental conditions prevailing on the railway (shaking and shaking movements), and this with simple and time-saving installation. For the same reason, the experts at WAGNER Rail supply the main system components (TITANUS *MICRO·SENS*®, air filter and a service adapter) preassembled on a mounting plate.

From 2022, the new ICE trains will then be running through Germany. ■



FIRE PROTECTION FOR TALGO TRAINS – USE FROM 2021 ON

Egyptian state railroad receives six new regional trains – with fire detection technology “made in Germany”

The Spanish train manufacturer Talgo is supplying six new trains to Egypt. The 17-car trains are being fitted with fire protection from WAGNER Rail. The regional trains will run on the line from Alexandria to Aswan in order to increase the frequency of the Egyptian state railway ENR.

The Egyptian State Railways ENR is to receive six new diesel-electric regional trains of the Vittal platform from the Spanish train manufacturer Talgo. These are to support the country's main line: from Alexandria on the Mediterranean via the capital Cairo to the southern city of Aswan. More than 1000 kilometres lie between the starting point and the destination. The delivery of these trains is a building block for strengthening local public transport throughout Egypt in the coming years. The appropriate fire protection comes from the experts at WAGNER Rail.



Talgo's diesel-electric trains are 17-car trains that will run across Egypt starting in 2022.

The trains consist of 16 cars plus locomotive. In addition to 14 passenger coaches, which can accommodate 500 passengers, a technical carriage and a railcar are also part of the train. There will be first and second class, a cafeteria and rooms specially designed for passengers with reduced mobility. The maximum speed of the trains is 160 km/h. In order to generate fire protection that responds in the best possible way to personal protection as well as the trains themselves, WAGNER Rail is supplying optical fire detectors that are used on a stand-alone basis.

Delivery of the new trains is planned for 2021/22. ■

RUSSIAN RAILWAYS MODERNIZES FLEET WITH NEW VELARO TRAINS

The success story of Siemens and RZD continues – with suitable fire protection from WAGNER Rail

Siemens train builders are supplying Velaro trains to Russian Railways (RZD) for the third time to expand the fleet on the Moscow – St. Petersburg line. As with the two previous batches in 2006 and 2011, WAGNER Rail is supplying the perfect fire protection solution, consisting of fire detection and gas extinguishing.

The order volume of around 1.1 billion euros also includes the maintenance costs for the fleet over a period of 30 years. RZD has already received a total of 16 Velaro trains in 2006 and 2011. The fleet will be expanded with the 13 new ten-car trains. As with the predecessors, the fire protection solution consists of fire detection and extinguishing technology and is supplied by the fire protection expert WAGNER Rail.

The Moscow – Saint Petersburg line is one of the most efficient high-speed lines in the world. The Velaro trains travel at speeds of up to 250 km/h and can withstand a temperature range of -50° to +75° Celsius – ideal for the extreme temperatures that can prevail in Russia. The 650 km long line has the highest passenger volume in Russia and demand is growing. Each train can accommodate up to 550 passengers. Fire protection must therefore meet the highest safety standards.

The Rail 138 fire alarm control panel and multisensor fire detectors are installed in the passenger area. In the technical area, a gas extinguishing system is used in case of emergency. A heat-sensitive hose is installed in the corresponding protection areas. Above a certain temperature, the hose opens and becomes a nozzle. In this way, the extinguishing gas can escape at the exact point of the danger zone.

The use of the third Velaro generation will improve passenger comfort and optimize availability. WAGNER Rail's fire protection supports this project with reliable safety. ■

