



Locomotives TRAXX are already on tracks ^[1]

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*Locomotives TRAXX are the new quality on Polish tracks. Thanks to using them along with the existing bidirectional double-decker carriages for the first time in Poland we will introduce push-pull trains. It will be an important step not only to improve the travelling conditions, but also to build new standards of passenger railway transport - said the Chairman of the Board of the company „Koleje Mazowieckie” - Artur Radwan. Adam Struzik, the Marshal of the Mazovia Voivodeship, who participated in the presentation of the fleet, admitted that the first self-government railway company is not only changing itself, but also it is the cutting edge of Polish railway. Vice Prime Minister and Minister of Economy - Waldemar Pawlak, who also participated in the receipt of locomotives emphasized that the changes introduced to the railway should be well-considered, so that not to influence negatively on passenger service. *The payment system of different railway companies should be normalized. It will simplify using the service of particular railway companies. A passenger buying a ticket for travelling from point A to B shouldn't consider whether the ticket is honoured by the particular company or not.* - he said. The new locomotives will be joined to the double-decker carriages which have been used for three years and which were also delivered by the company Bombardier. It will enable to take full advantage of their possibilities - double-decker carriages will be pulled or pushed by the locomotive, which will save time while changing the direction.*

From September new trains will go to Radom, Płock, Działdowo and Łukowo

The technical data of the locomotive Traxx P160 DC for KM:

- **Loading gauge:** UIC 505-1
- **Rated voltage:** 3 kV DC
- **Wheel arrangement:** Bo'Bo
- **The number of traction motors:** three-phase asynchronous motors
- **Maximum power:** 5,6 MW
- **Maximum traction power while starting:** 300 kN
- **Electric braking force:** 150 kN
- **Electric braking power:** 2,6 MW
- **Maximum velocity:** 160 km/h
- **Traction converter:** IGBT cooled by water
- **Pantographs:** 2
- **Distance between buffers:** 18 900 mm
- **Maximum width:** 2 977 mm
- **Diameter of a new wheel:** 1 250 mm
- **Diameter of a worn wheel:** 1 170 mm
- **Service weight:** around 84 t



Further information can be found on the website of the Local Government of the Masovian Voivodeship:

<http://www.mazovia.pl/aktualnosci/art,2880,nowe-lokomotywy-elektryczne-d...> [2]

Photoes:



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Links

[1] <https://www.mazowieckie.com.pl/en/locomotives-traxx-are-already-tracks>

[2]

<http://www.mazovia.pl/aktualnosci/art,2880,nowe-lokomotywy-elektryczne-dla-skladow-pietrowych-eksplloatowanych-na-mazowszu-przez-koleje-mazowieckie.html>

[3] https://www.mazowieckie.com.pl/sites/default/files/2012_04/ba3d5faa3f34e5ef757855f652e9a0cd.jpg

[4] <https://www.mazowieckie.com.pl/en/kategoria/inwestycje-w-tabor>