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## ROLLING STOCK

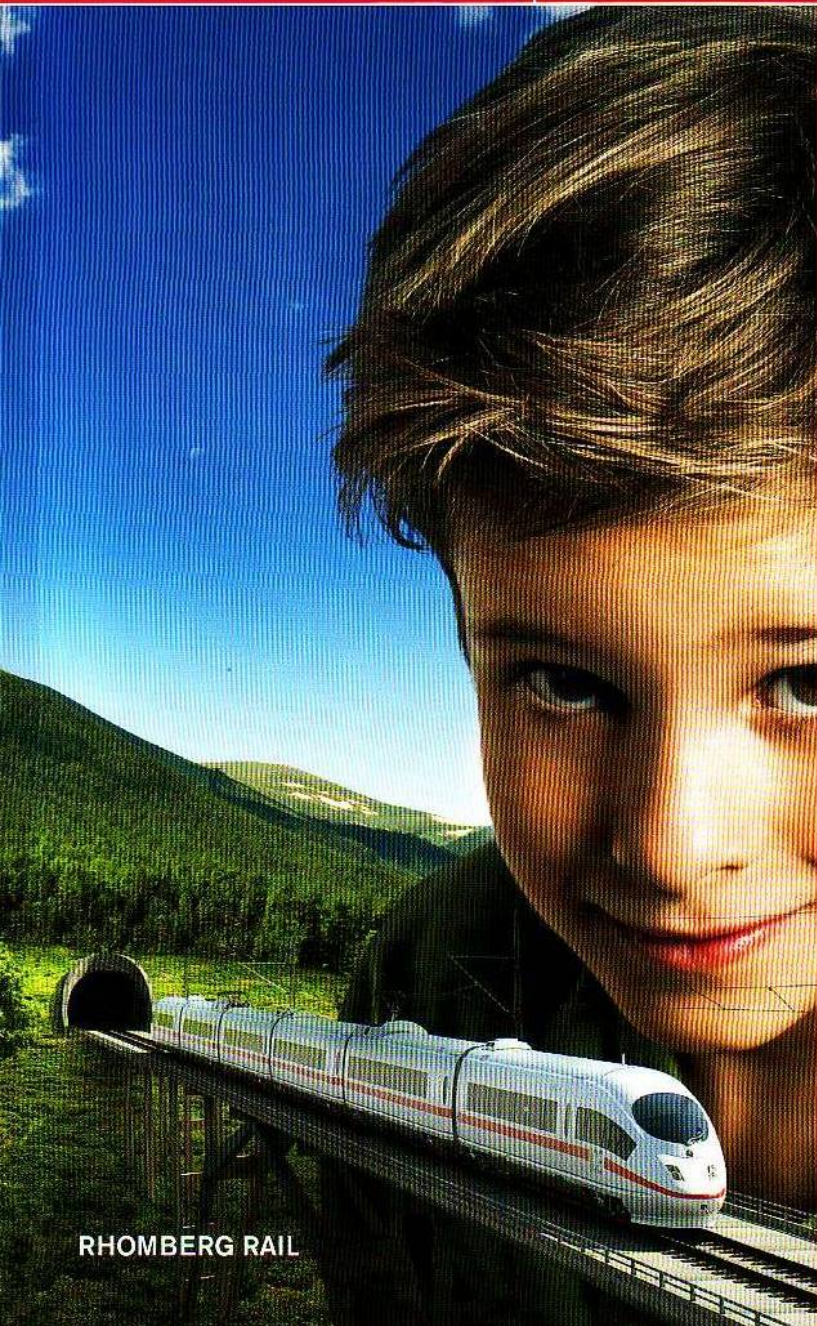
New diesel locomotives H3 by Alstom  
Bombardier's TRAXX DE ME,  
a multi-engine platform  
Availability of Siemens' Velaro HS  
trains

## INFRASTRUCTURE

Noise abatement by High Speed  
Grinding  
DB's experience with slab track  
Project management: Qatar,  
Gotthard and Himalaya tunnel

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■ Igralub

## Approval process for the railhead conditioning of tram line tracks

In order to obtain the approval for a railhead conditioning unit from the technical regulatory authority (TAB), the public transport company, Leipziger Verkehrsbetriebe (LVB) GmbH, commissioned DEKRA Industrial GmbH in Halle to undertake the necessary testing activities. The procedure took place in Leipzig in April 2012. LVB have obtained a series of Bombardier tram cars with mobile spray installations to condition the railhead of the company REBS Zentralschmiertechnik. LVB intends to use these cars to eliminate the rail squeaks on the bends of the entire rail network.

In addition to the usual braking tests and sound level measurements, a risk assessment was also carried out on two-wheeled cars with partial navigation of the treated rail in crossways or longitudinal transit. HeadLub, which has already been successfully implemented worldwide as a Friction Modifier (FM) by the company Igralub, in Switzerland, was used as the test lubricant.

The measured values for both the tram braking and the coefficient of friction were within the permissible range even with a 10 times single rail spraying. The deceleration attained with the motorcycle (with the same number of sprays) showed that the expansion caused by the tram wheels tended to be slightly better than before.

Even when the FM was directly applied on the tire tread, the deceleration was only reduced by 13% in comparison with the initial reference measurement. We can therefore conclude that when using a mobile spray system in tram cars, there is no risk to other road users when the railhead is conditioned with Headlub. (uh)

**info@igralub.ch**  
**www.igralub.ch**