

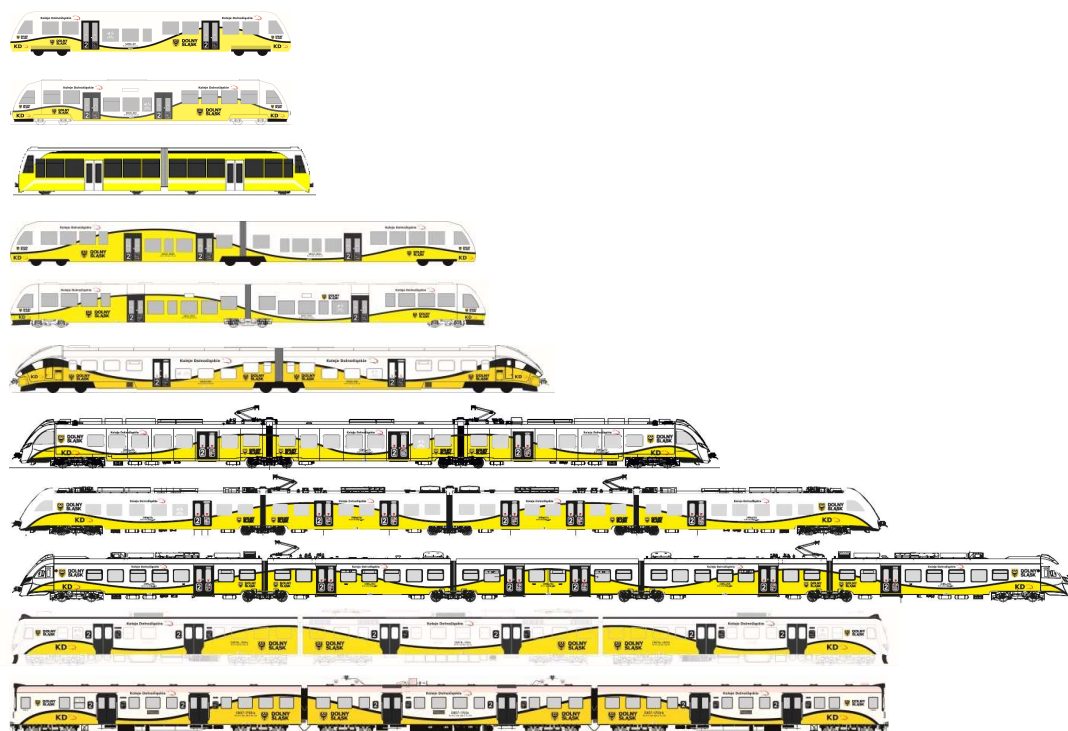
Rolling stock today and tomorrow



in Lower Silesia

The current electric and diesel Lower Silesian Railway fleet

Type/series	Type of route	Number Of cars	Number of pieces
SA106	diesel	1	1
SA135	diesel	1	9
SA109	diesel	2	2*
SA132	diesel	2	1
SA134	diesel	2	8
SA139	diesel	2	4
36WEa	electric	3	6
31WE	electric	4	10
45WE	electric	5	11
EN57A	electric	3	4
EN57	electric	3	1



* - close-down vehicles



Purchase of new rolling stock for the Lower Silesian Railway fleet

As part of the project “Agglomeration Lower Silesian Railway – purchase of rolling stock to support passenger traffic in the Wrocław functional area”, 11 vehicles were purchased.

DEDICATED LINES:

OLEŚNICA – WROCLAW GŁÓWNY – SIECHNICE – JELCZ-LASKOWICE

TRZEBNICA – WROCLAW GŁÓWNY – SOBÓTKA – ŚWIDNICA

WROCLAW GŁÓWNY – WROCLAW WOJNÓW – JELCZ-LASKOWICE

The Lower Silesian Railway fleet will increase by 20% and the number of passenger seats will increase by 24%

The following vehicles were purchased as part of the project:

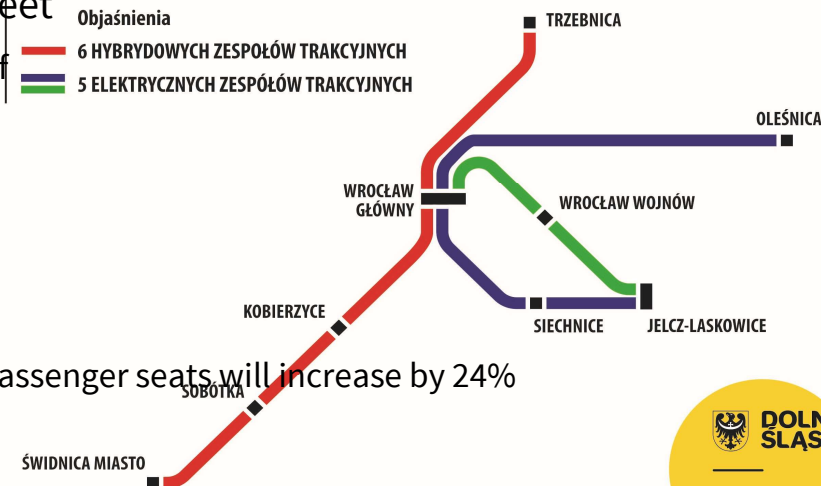
5 five-unit Elf 2 electric trains

Capacity: 540 passengers



6 three-unit 36WEh impulse II hybrid trains

Capacity: 315 passengers



Technical parameters of new rolling stock



PESA 48WEc – Elf 2

Track gauge	1,435 mm
Axle arrangement	Bo'2'2'2'2'Bo'
Overall length	90,530 mm
Width	2,840 mm
Height	4,300 mm
Floor height in the entrance area (from pgs)	760 mm
Doors per side/vehicle	8/16
Seating capacity	250
Maximum operating speed	160 km/h
ERTMS/ETCS Level 2	Yes
Number of toilets	2



Newag 36WEh – Impuls II

Track gauge	1,435 mm
Axle arrangement	Bo'2'2'Bo'
Overall length	59,300 mm
Width	2,841 mm
Height	4,210 mm
Floor height in the entrance area (from pgs)	760 mm
Doors per side/vehicle	3/6
Seating capacity	155
Maximum operating speed	120/160 km/h
ERTMS / ETCS Level 2	Yes
Number of toilets	1

Plans for the future

Having regard to continuous development of connections and the fact that the Marshal's Office of the Province of Lower Silesia has been taking over subsequent sections of railway lines, mostly routes of local importance, light and economical rolling stock will be needed.

As this type of vehicles is inaccessible because there are no manufacturers who would be able to supply it at the moment, the renovation and restoration of vehicles of the SA109 series is planned.

Considering the lack of new, light rolling stock, the Company will cooperate with entities operating in the rolling stock industry in order to develop the best possible rolling stock solutions for lines with a lower transport capacity.



THANK YOU

