AAE Pocket Wagon. Ahaus Alsatter Eisenbahn Holding AG

**Key Words:**
Access to transport networks, infrastructure and nodes; freight consolidation and transhipment; Innovative vehicles, vessels and equipment; B2B solutions, cooperation; Competitive aspects: collaboration (cooperation with competitors), prioritisation (priorities on infrastructure); Communication between businesses and authorities: coordination, consultation; Innovative operational solutions; Transport management, fleet management

**Description**
The new wagon design was developed in-house by AAE in response to identified growing needs for a flexible rail wagon able to readily accommodate standard tri-axle semi-trailers, containers and swap bodies without limitations. The new wagons will also accommodate longer trailers coming into service. AAE is a large wagon leasing company (recently acquired by VTG) and has an in-house design capability. The wagons offer a very versatile and flexible response to a variety of inter-modal traffic flows including trailers and swap bodies which can be transported easily by the new design in combination and either loaded or empty. It has been designed in response to identified market needs for versatility.

**Starting point/objectives/motivation:**
The purpose of the new wagon design was to maximise the versatility of the concept to allow containers, swap bodies and trailers to be moved freely on a common form of rail vehicle within most of the standard gauge rail network in Europe. Existing wagons were less versatile in relation to their ability to accommodate a mix of inter-modal modules. The new design has much greater versatility.

**Solution**
The main characteristics are the flexible and versatile design for a range of inter-modal technologies using a common rail vehicle design that is compliant with prevailing requirements for acceptance and certification. The new rail vehicle design will allow a combination of differing types of inter-modal equipment (containers, including 45' units, swap bodies and tri-axle semi-trailers) to be carried. This will endow flexibility in terms of response to traffic offers and units used without additional investment. The wagons have been rapidly accepted into service and planned for further service applications. There are no known or identified limits to the application into traffic of the new equipment.

The current applications are on the European standard rail gauge network. It may be possible to use alternative rail running gear/bogies for applications in Iberia and in Finland/E. Bloc countries. The use of flexible/telescopic axles to allow this sort of change to be made more rapidly is a possibility.
The wagons could be used in most European railway domains immediately for use by differing populations of wagon leasing companies, train operators and cargo interests with involvement in a mix of container, swap body and trailer traffic.

The wagons could be utilised in a mix of international and domestic applications. This could include collections and deliveries deep within urban areas, cities and towns. The inter-modal component, particularly for trailers is very important. The wagons are still being introduced into service and an evaluation of their potential and impact would be premature.

More information:

AAE TwinII web site. AAE-Ahaus Alstatter Eisenbahn AG
www.aae.ch

Transport mode or supply chain elements

Road/truck; Heavy rail

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