

M2O D3.1

TrainDy Simulations



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Number **826087**



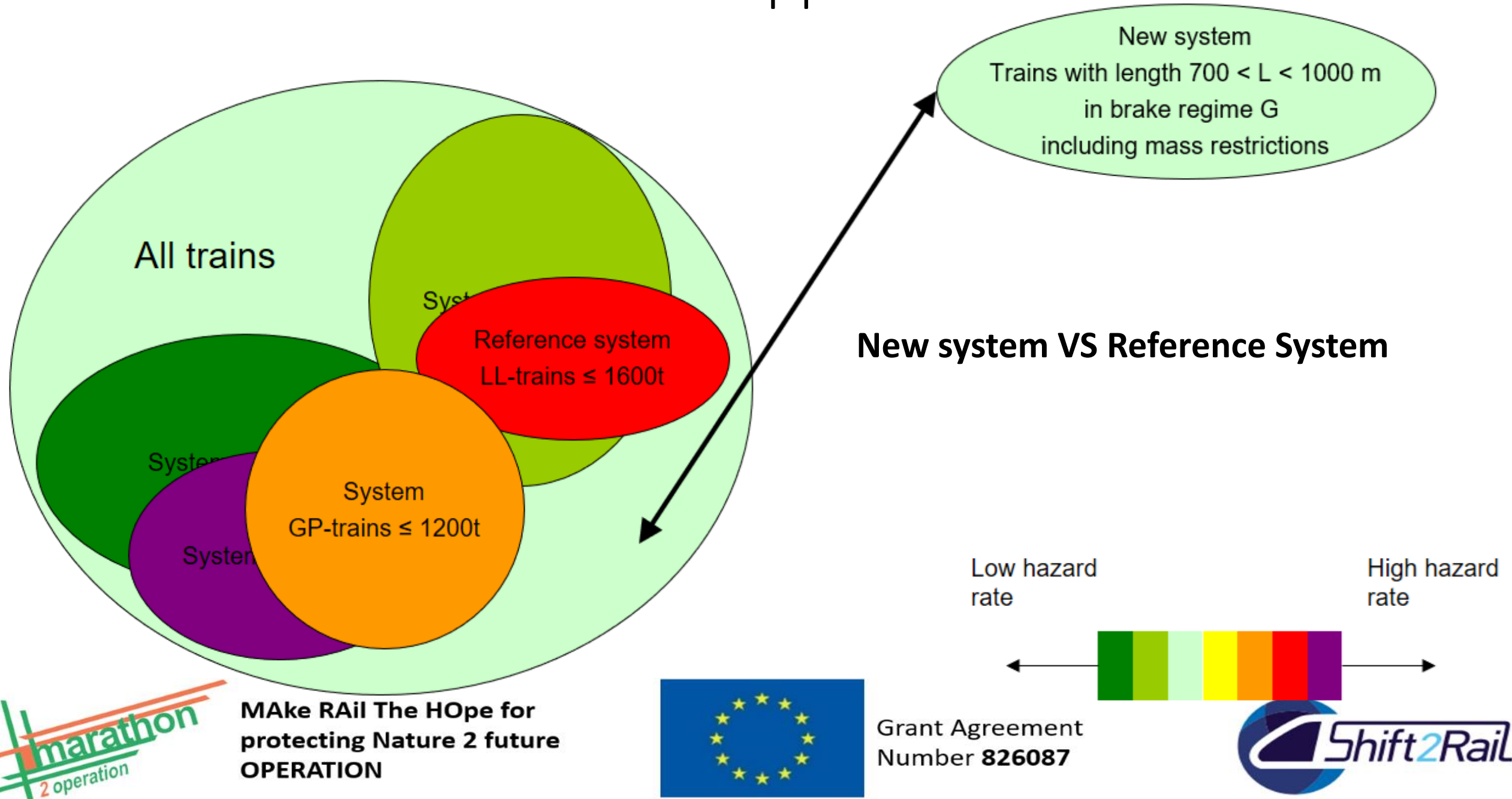
Purpose

- Answer to the question what is the maximum train length or train hauled mass according to the different “technology” employed?
- “Technology” means not only the type of radio (GSM-R, LTE, 5G), but also:
 - the brake regime of the wagons,
 - the number of Traction Units and their position
 - the way to handle the degraded mode
- Trains are considered formed by sub-trains.
- Trains are built statistically, according to the Leaflet UIC 421.
- Inputs for the statistical engine are taken from real-world-trains running in Germany.
 - Sub-train mass distribution, wagon type distribution, payload distribution for each wagon.

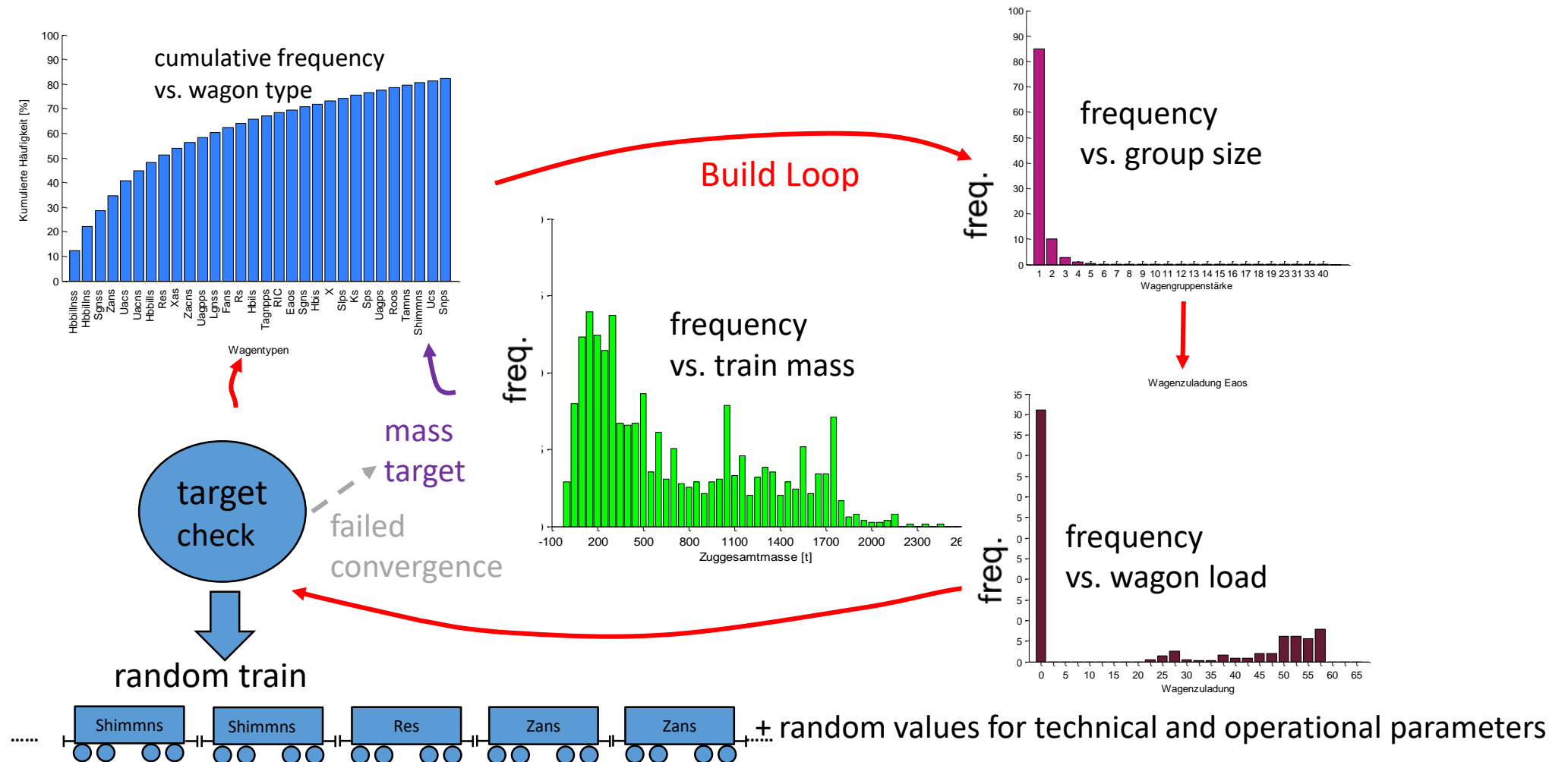
Example of label

BR187400_300_G_LL_3_2_4_0_1_5_0_0_1_70_5

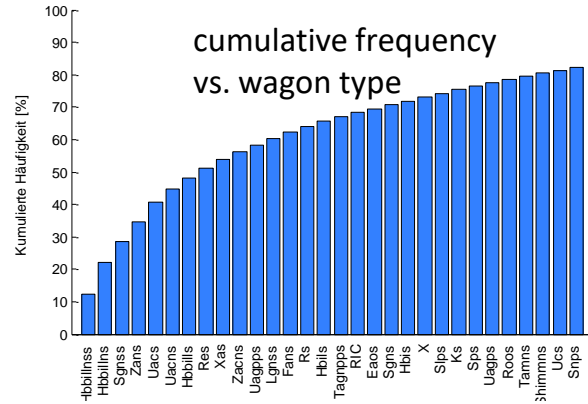
Statistic approach



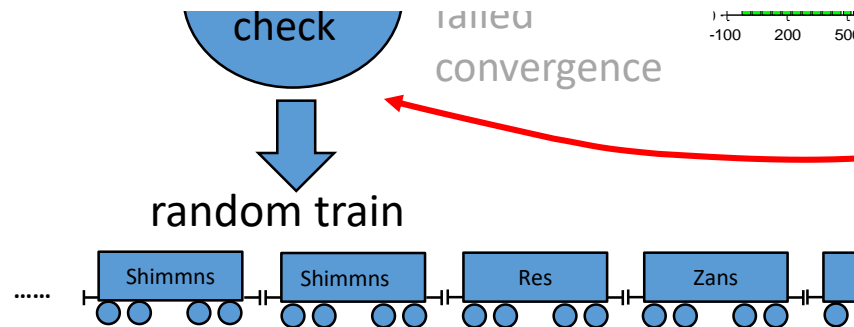
Statistic approach



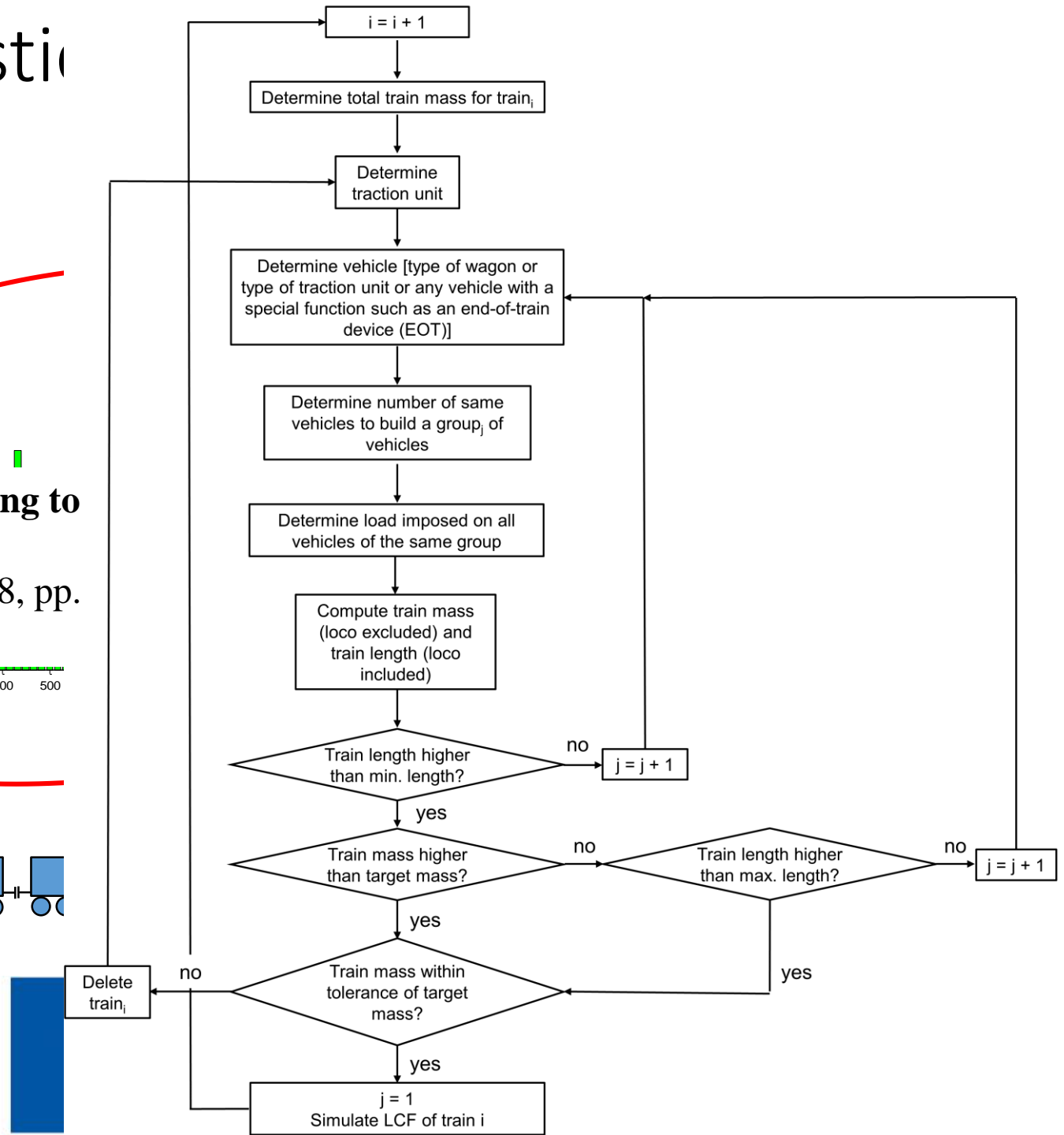
Statistic



L. Cantone, “**New Random Trains Generation According to UIC Code 421**”, International Journal of Mechanical Engineering and Technology, Vol. 9, no. 10, October 2018, pp. 890-899.



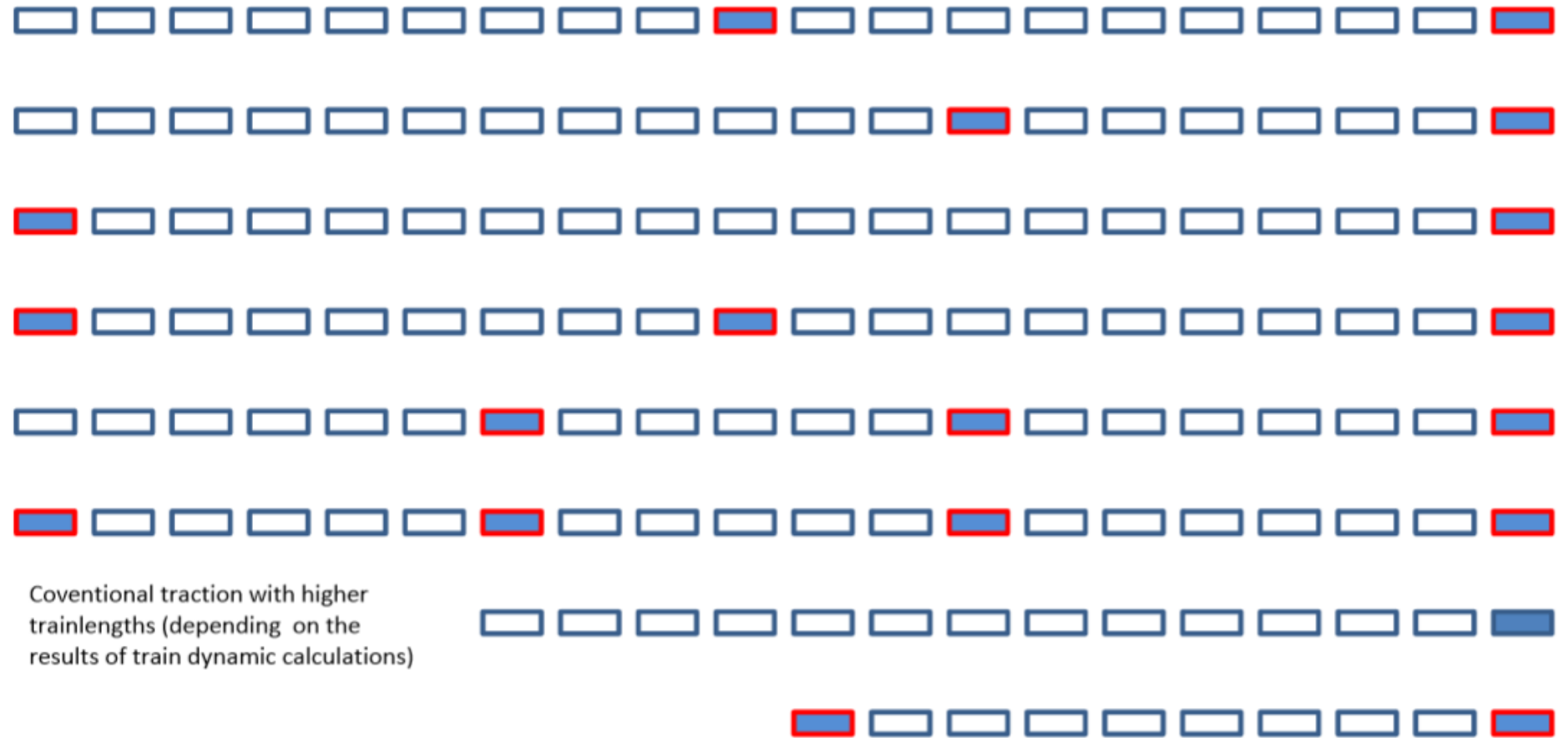
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Examples of trains

System configuration 2: target system

direction



Coventional traction with higher
trainlengths (depending on the
results of train dynamic calculations)



trainlength

1.500 m

1.000 m

740 m

0 m

Locomotive

Status Quo



System configuration 1:



740 m

(up to 835 m on relation Maschen-
Padborg possible)



Inputs from Sensitivity Analysis

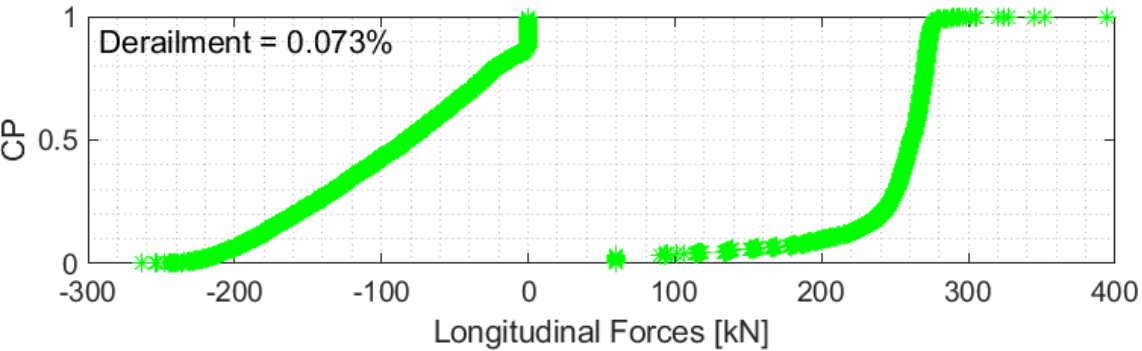
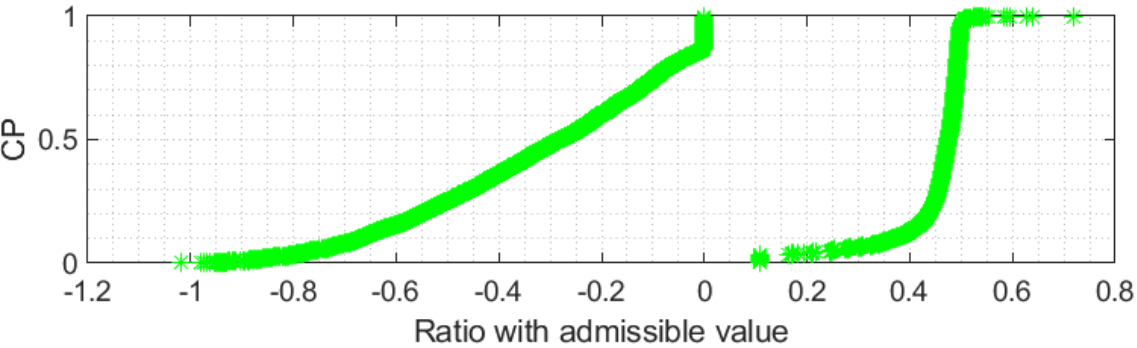
- Deliverable D2.2
 - [https://www.marathon2operation.eu/web/pdf/D2.2 TrainDy Sensitivity Analysis.pdf](https://www.marathon2operation.eu/web/pdf/D2.2%20TrainDy%20Sensitivity%20Analysis.pdf)
 - [https://www.marathon2operation.eu/web/pdf/M2O D2.2 Extended results.pdf](https://www.marathon2operation.eu/web/pdf/M2O%20D2.2%20Extended%20results.pdf)
- Main results: among all technical parameters, the most relevant are:
 - Time needed to fill the braking cylinder at 95% [\pm 25%];
 - Pressure in brake cylinder for “in-shot function” phase [\pm 10%];
 - Mean efficiency of the rigging [\pm 8%];
 - Delay scatter in GSM-R communication [\pm 30%]
 - 1000 is an appropriate size for the statistic sample
- From the S2R tests of May:
 - Gap between buffers: 40 mm
 - Performance of Traction Units Driver’s brake valves (nominal and degraded mode)

Terminology

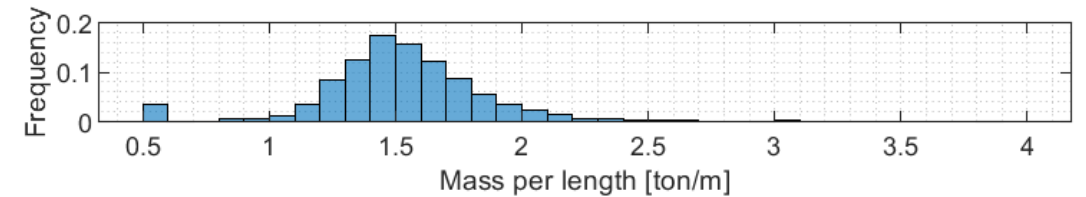
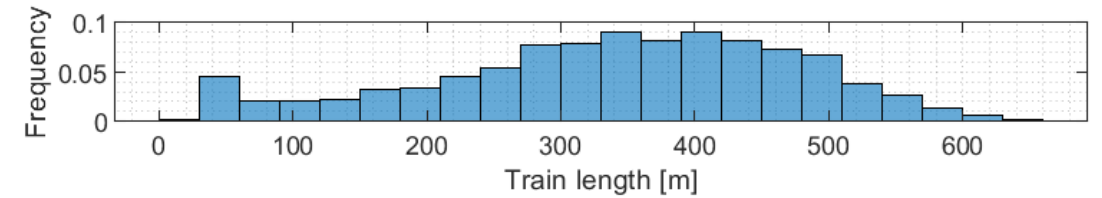
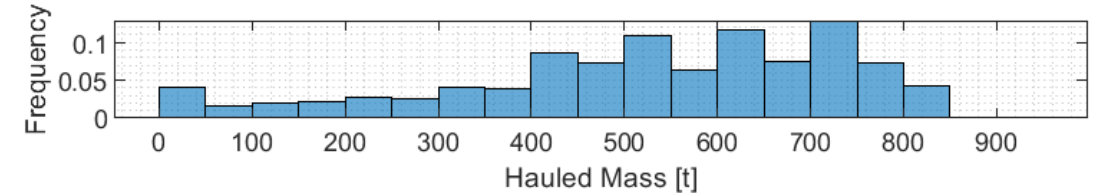
- Following results employs some symbols to shorten the notation:
 - 1T (2T, ...) means that the train is made of 1 (2, ...) sub-trains, i.e. 1T is a classic train
 - SW means that there is one loco at the end of the train
 - P, GP, LL, G are the brake modes according to the UIC 421; GH is a brake mode G but applied to almost uniformly loaded wagons (trains have mass between 2501 and 5500 ton)
 - Above brake modes define the hauled mass of the sub trains, implicitly; e.g. a GP sub-train has an hauled mass between 1201 and 1600 ton.
 - Please consider that, in many cases, the overall train runs in brake position G, but there are some simulations where the brake modes of the sub-trains are kept when they are connected.
 - EB is Emergency Braking, T-EB is full Traction up to 30 km/h followed by an EB. Speed is 30 km/h.
- All results refer to GSM-R and in Nominal mode
- Labels “derailment” and “disruption” have the meaning of “virtual derailment” and “virtual disruption”, since the simulations refer to virtual trains statistically generated from real trains.

Results – 1T

1T with loco BR187
having length 0-740, and mass 0-800,
running in P brake mode and performing a T-EB

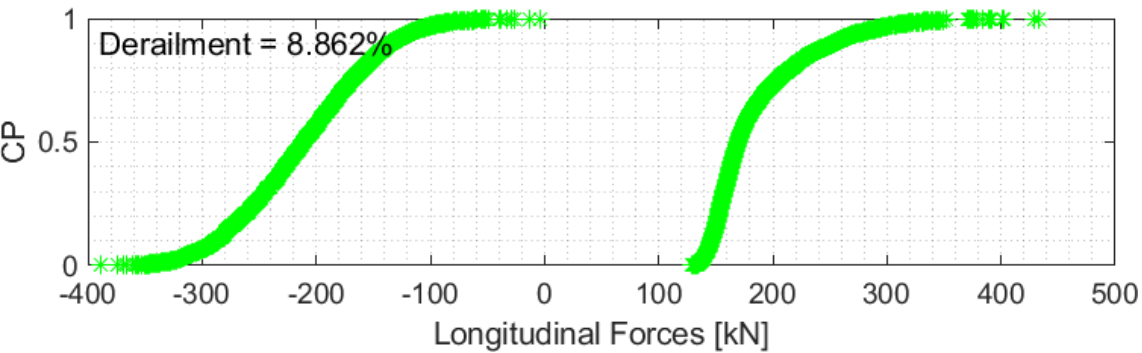
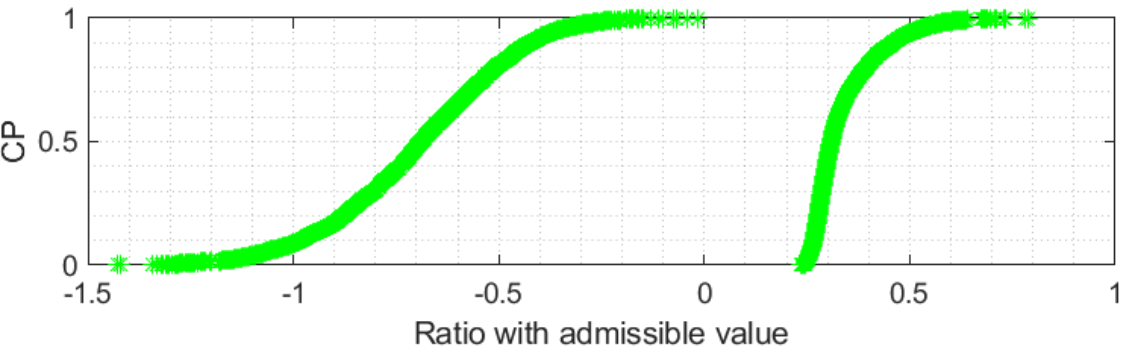


1T with loco BR187
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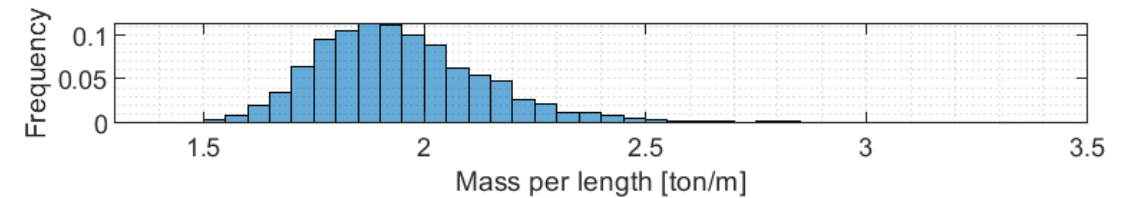
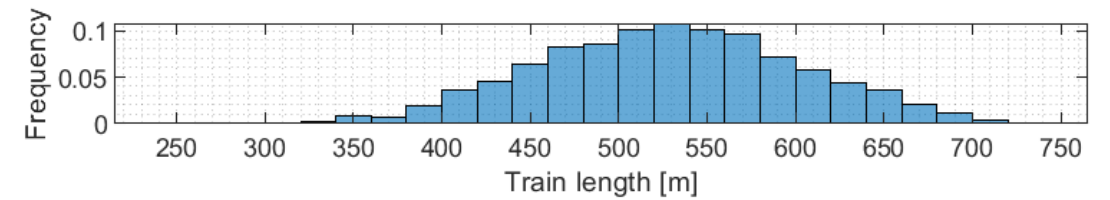
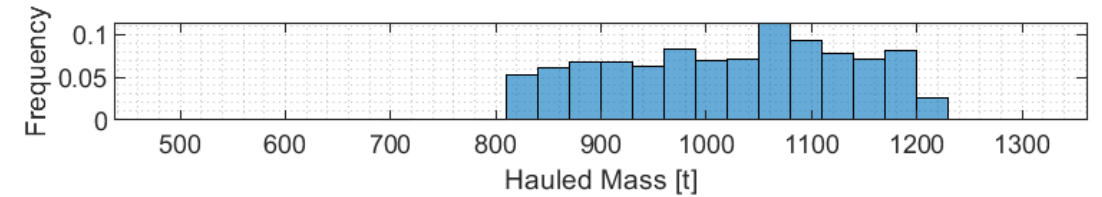


Results – 1T

1T with loco BR187
having length 0-740, and mass 801-1200,
running in GP brake mode and performing an EB

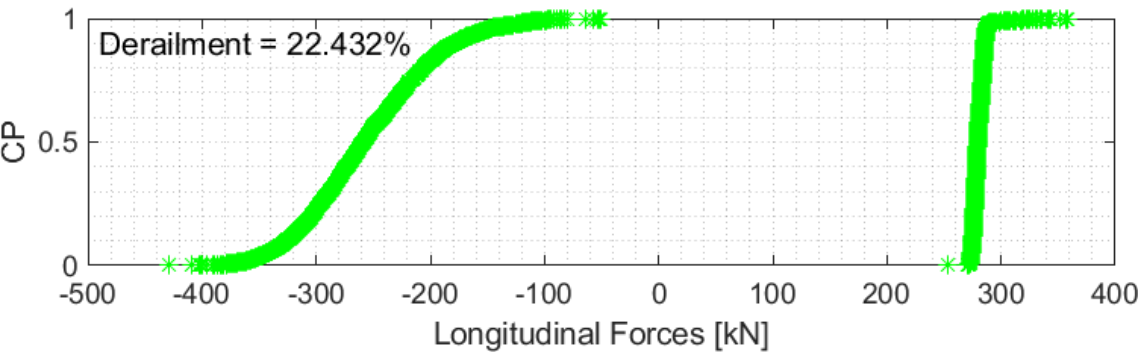
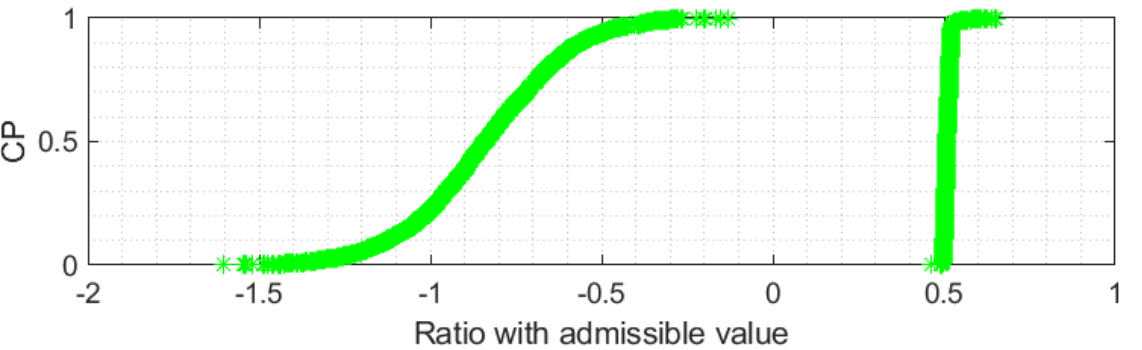


1T with loco BR187
having length 0-740, and mass 801-1200,
running in GP brake mode and performing an EB

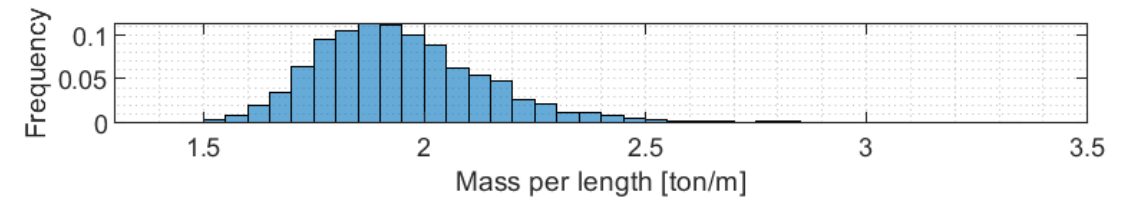
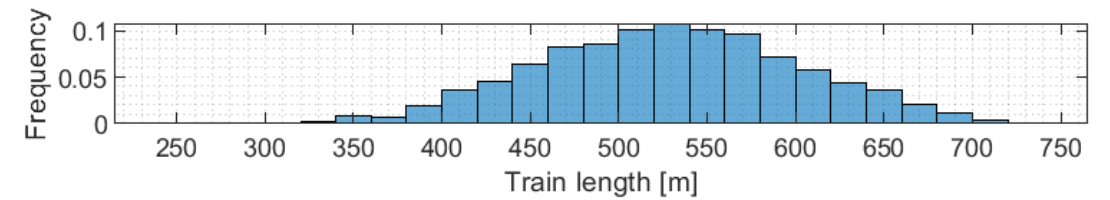
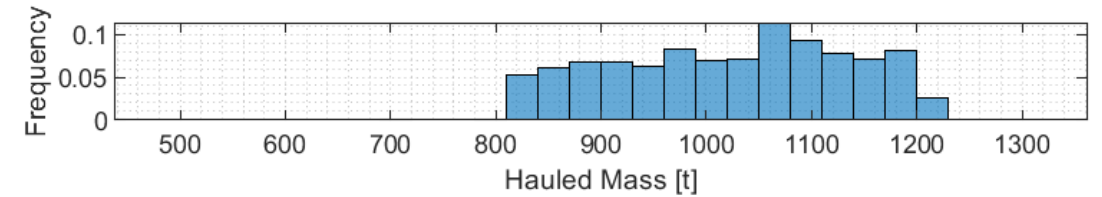


Results – 1T

1T with loco BR187
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running in GP brake mode and performing a T-EB



1T with loco BR187
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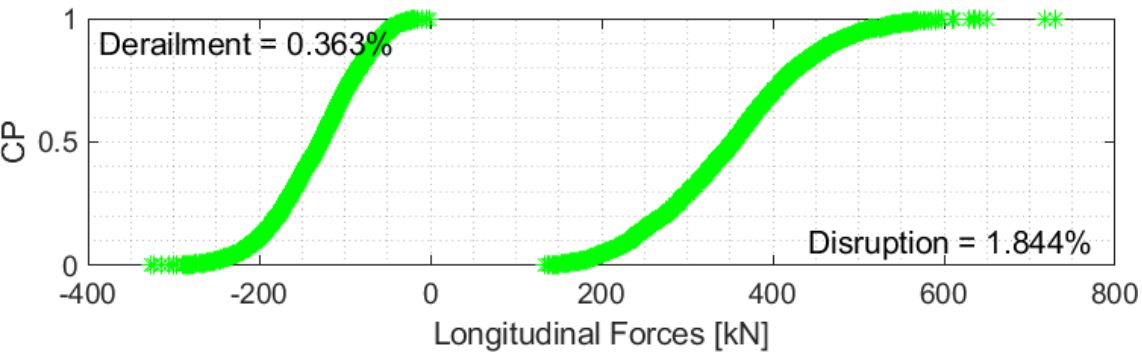
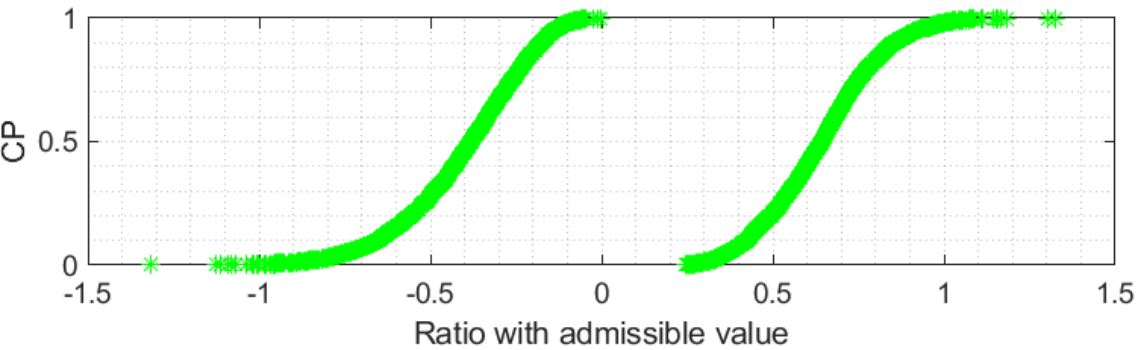


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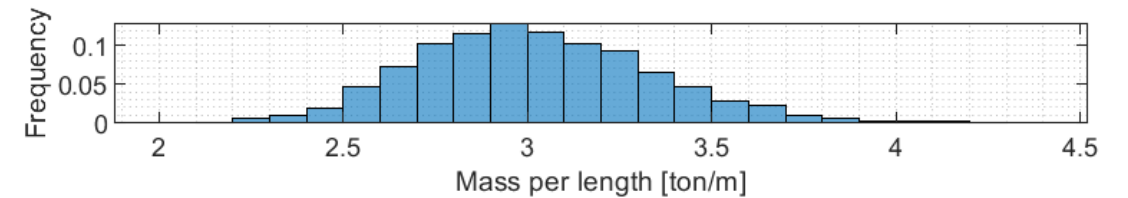
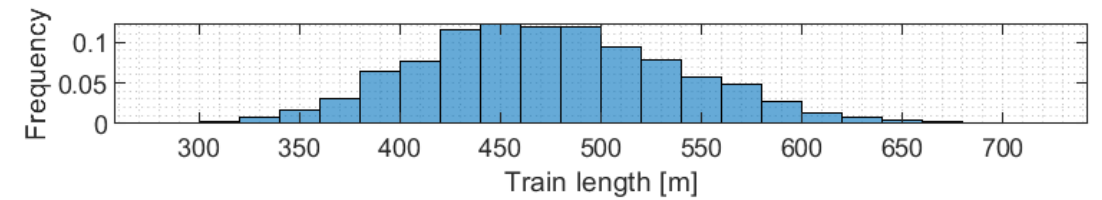
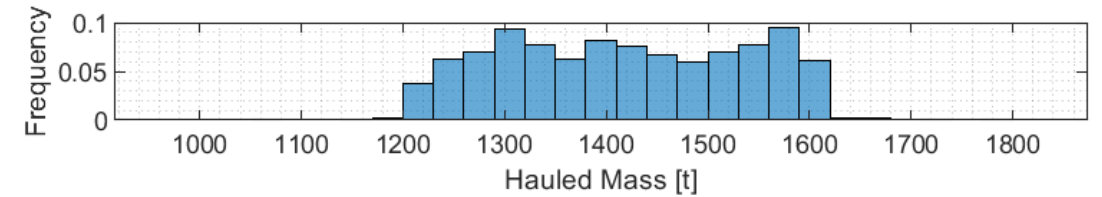


Results – 1T

1T with loco BR187
having length 0-740, and mass 1201-1600,
running in LL brake mode and performing an EB



1T with loco BR187
having length 0-740, and mass 1201-1600,
running in LL brake mode and performing an EB



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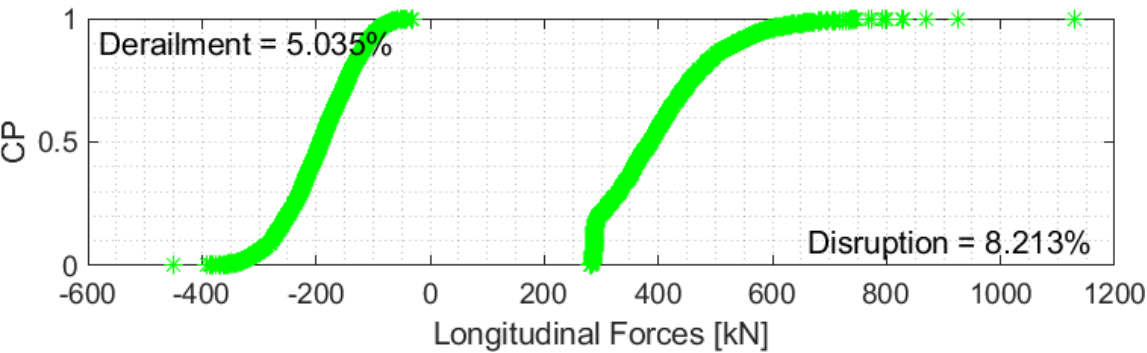
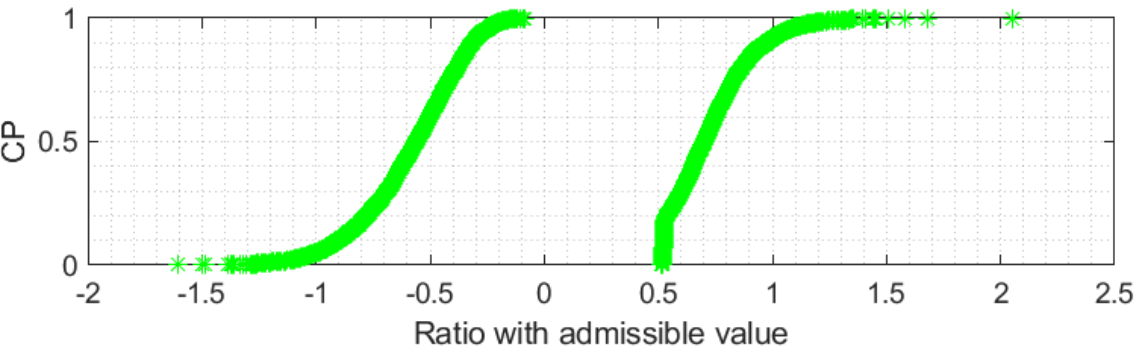


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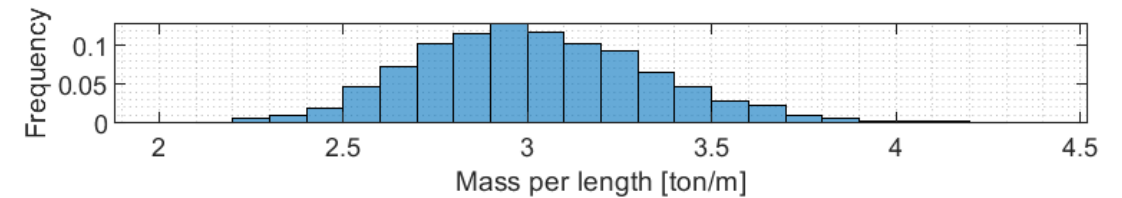
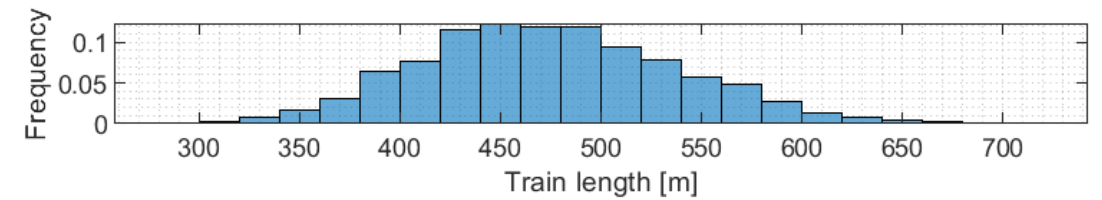
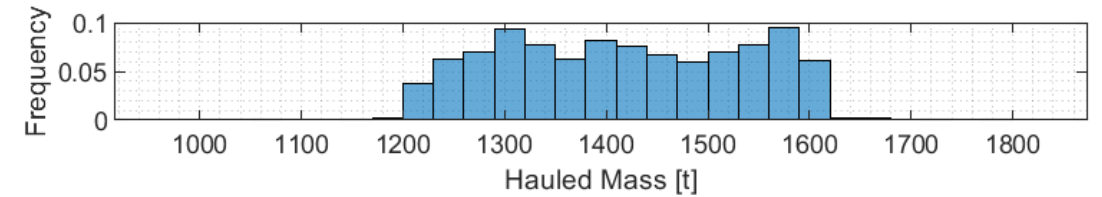


Results – 1T

1T with loco BR187
having length 0-740, and mass 1201-1600,
running in LL brake mode and performing a T-EB



1T with loco BR187
having length 0-740, and mass 1201-1600,
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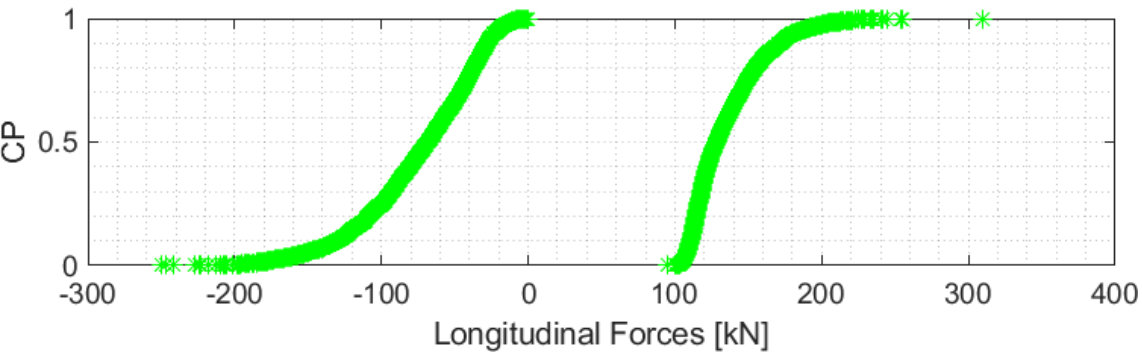
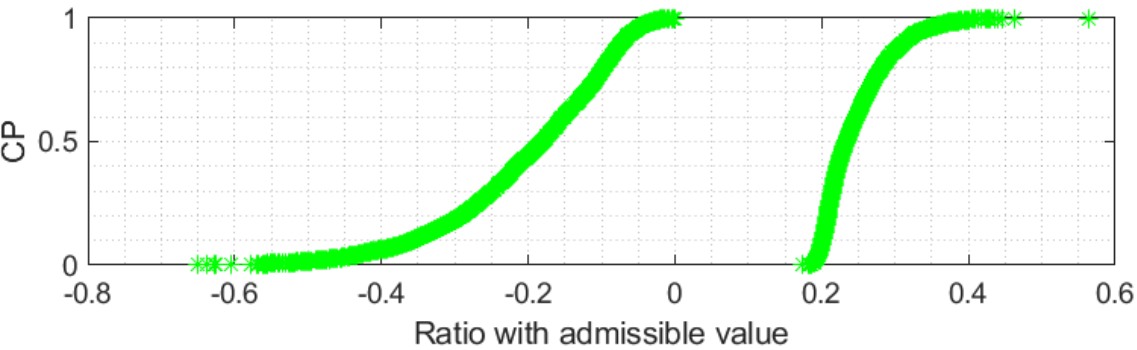


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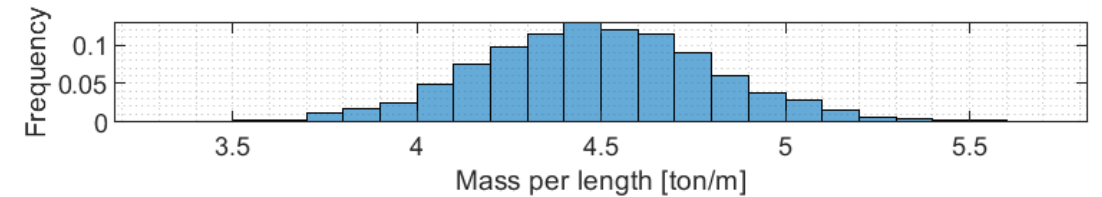
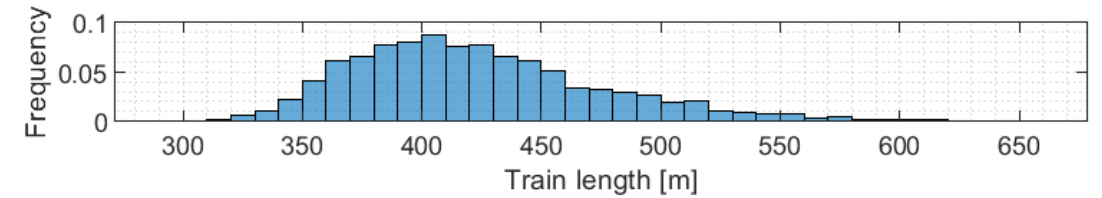
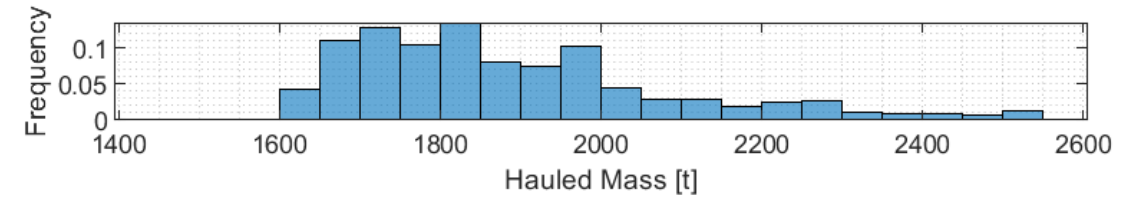


Results – 1T

1T with loco BR187
having length 0-740, and mass 1601-2500,
running in G brake mode and performing an EB



1T with loco BR187
having length 0-740, and mass 1601-2500,
running in G brake mode and performing an EB



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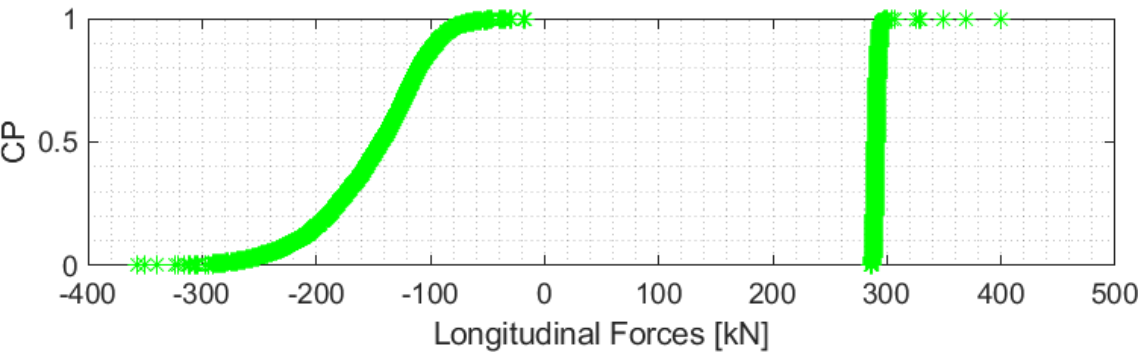
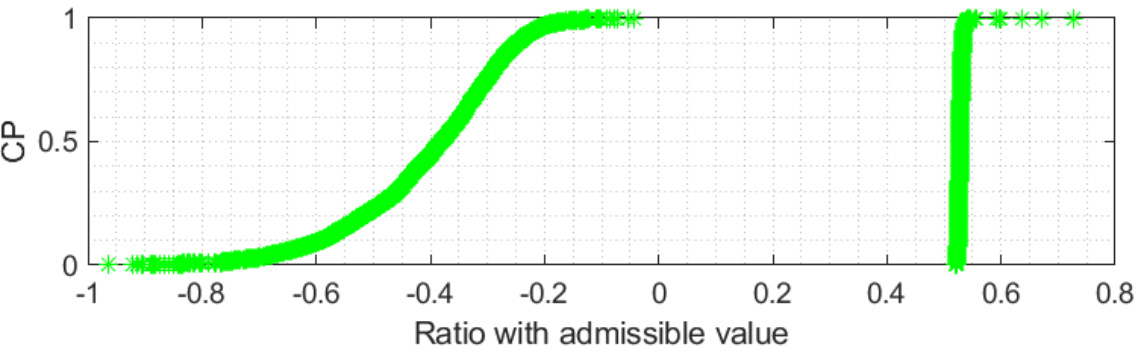


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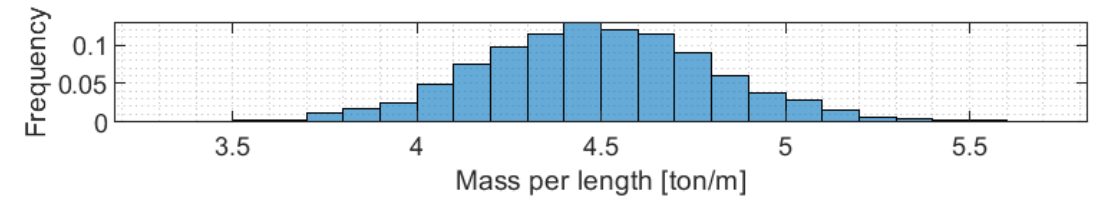
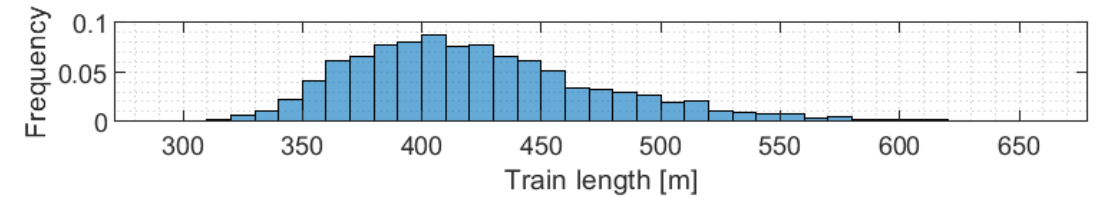
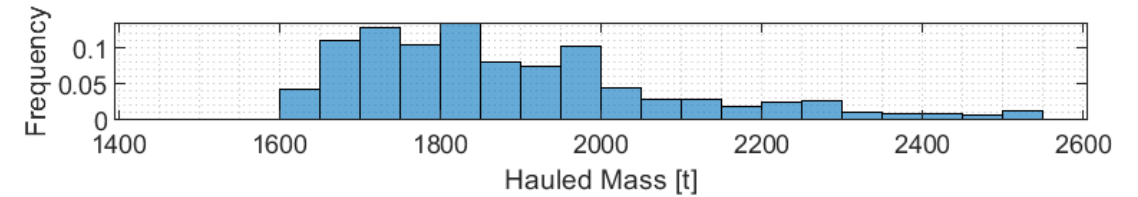


Results – 1T

1T with loco BR187
having length 0-740, and mass 1601-2500,
running in G brake mode and performing a T-EB

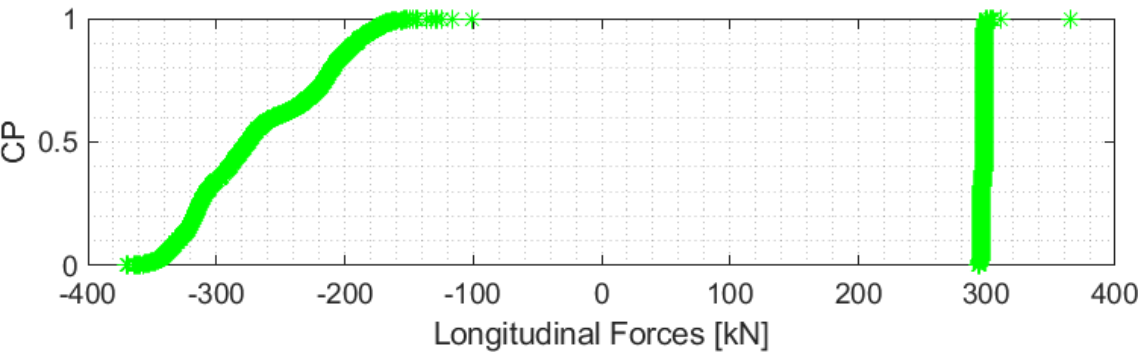
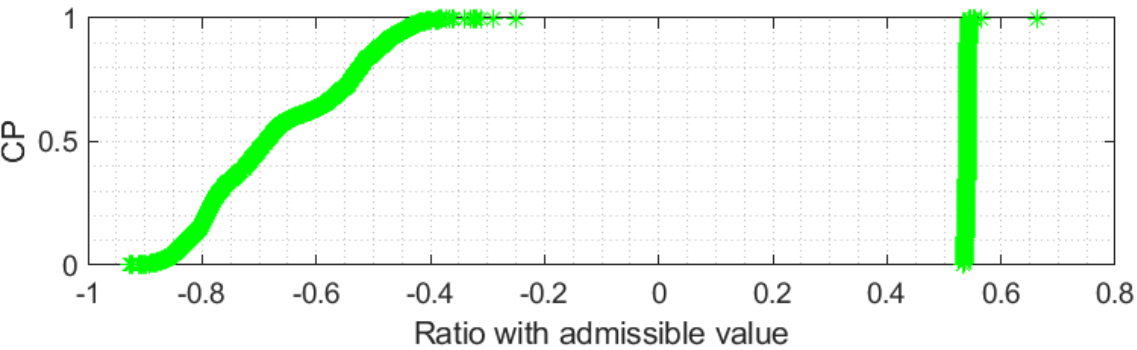


1T with loco BR187
having length 0-740, and mass 1601-2500,
running in G brake mode and performing a T-EB

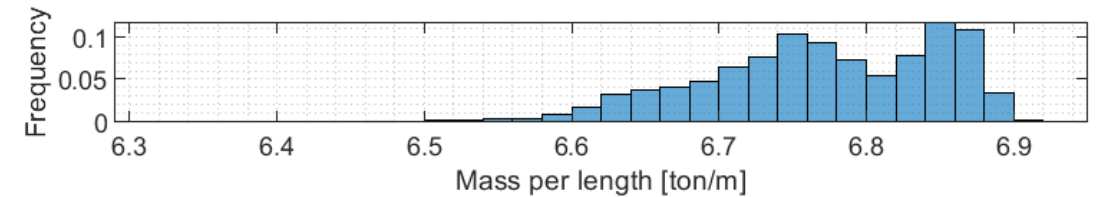
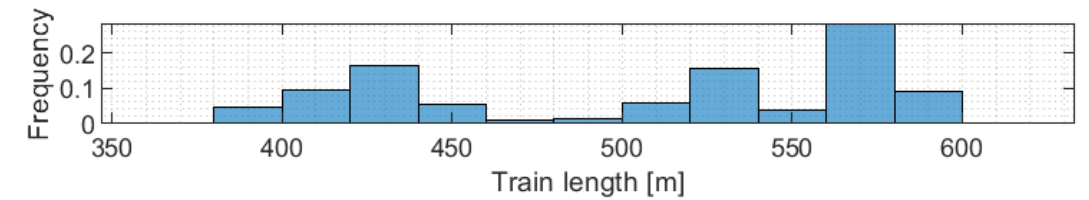
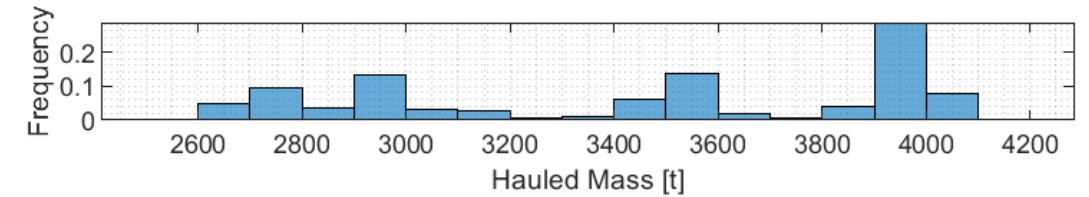


Results – 1T

1T with loco BR187
having length 0-740, and mass 2501-4000,
running in G brake mode and performing a T-EB



1T with loco BR187
having length 0-740, and mass 2501-4000,
running in G brake mode and performing a T-EB



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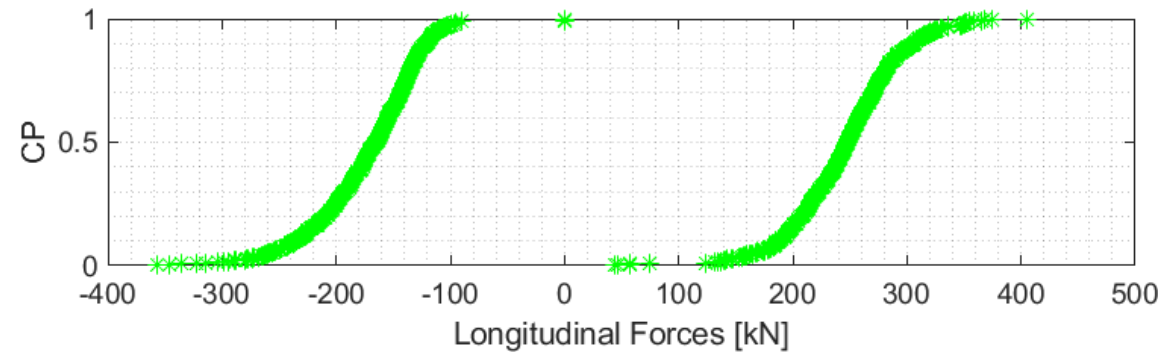
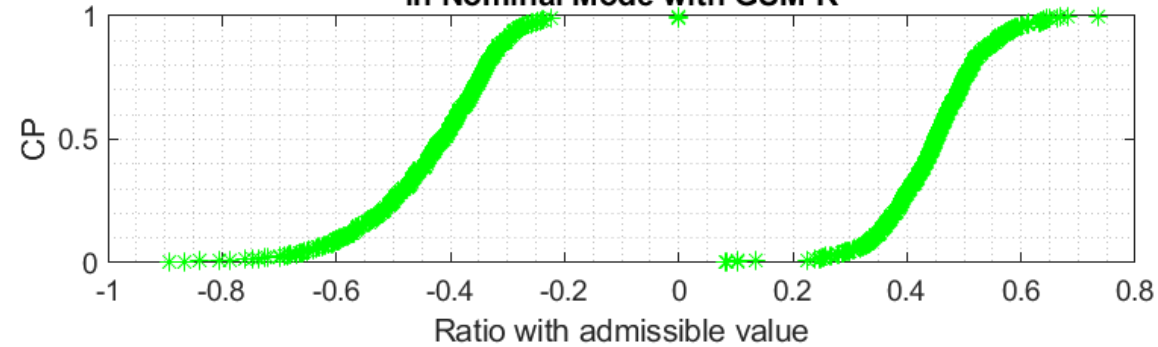


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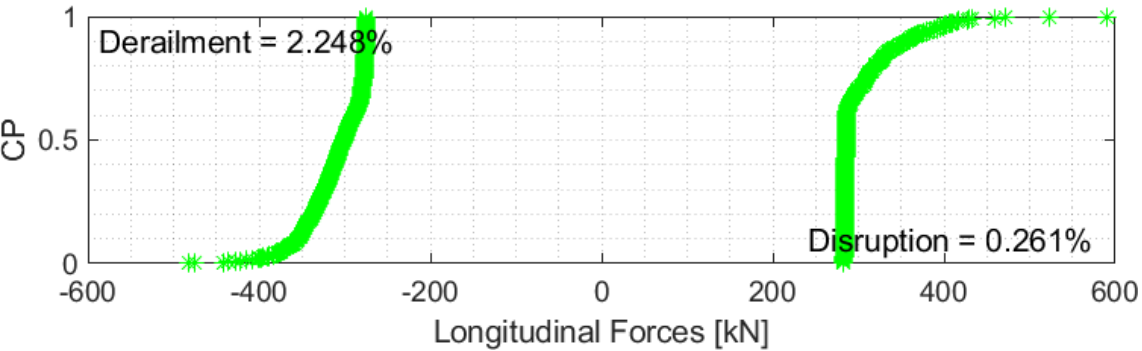
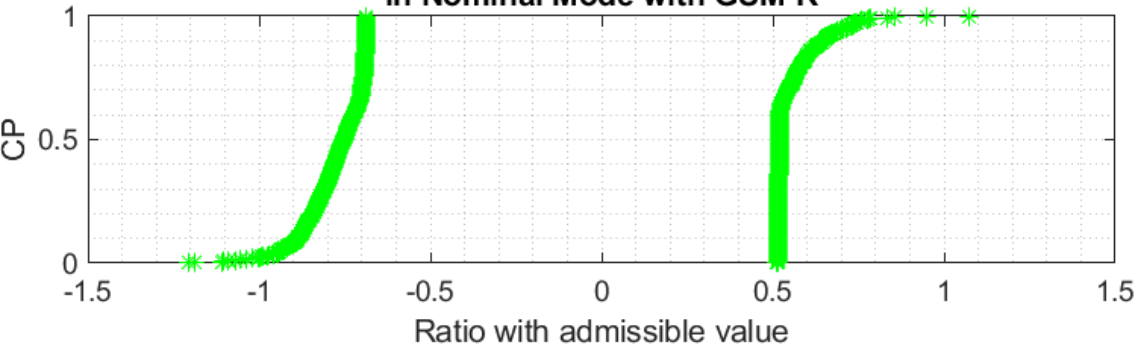
Results – 1T-SW

1T-SW with loco BR187
having length 0-500, and mass 2501-5500,
running in P brake mode and performing an EB
in Nominal Mode with GSM-R

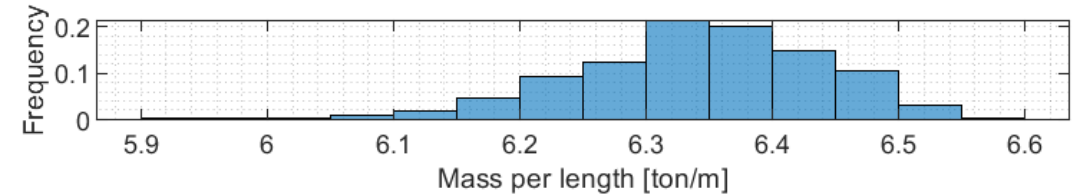
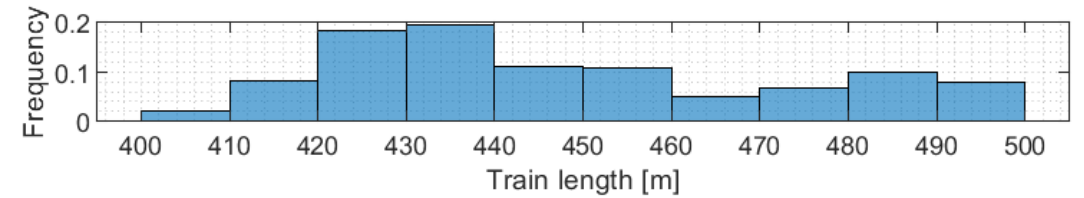
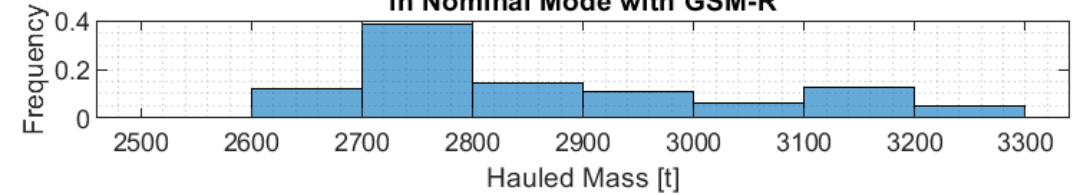


Results – 1T-SW

1T-SW with loco BR187
having length 0-500, and mass 2501-5500,
running in P brake mode and performing a T-EB
in Nominal Mode with GSM-R



1T-SW with loco BR187
having length 0-500, and mass 2501-5500,
running in P brake mode and performing a T-EB
in Nominal Mode with GSM-R



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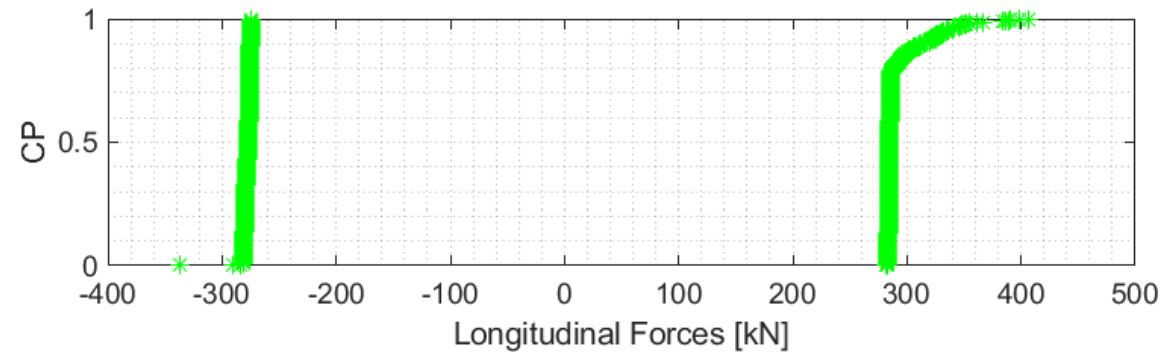
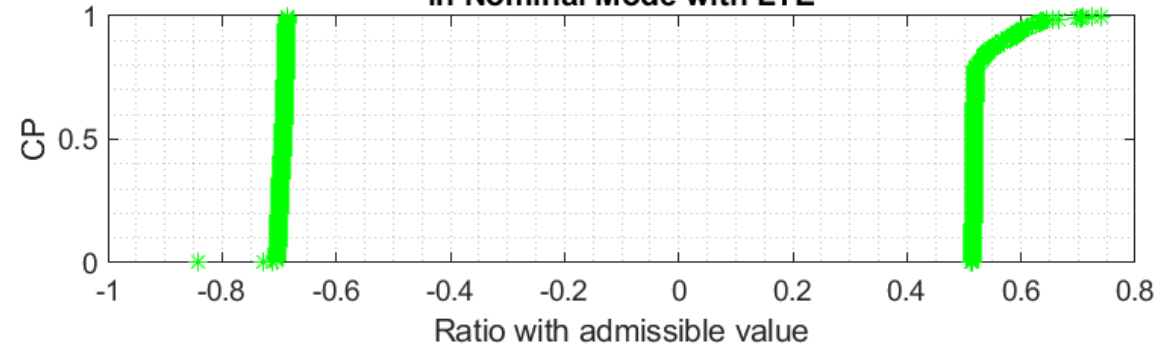


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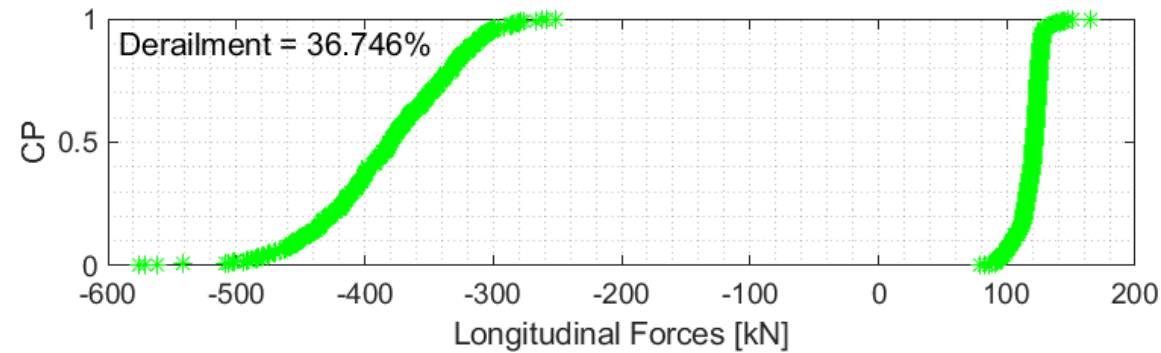
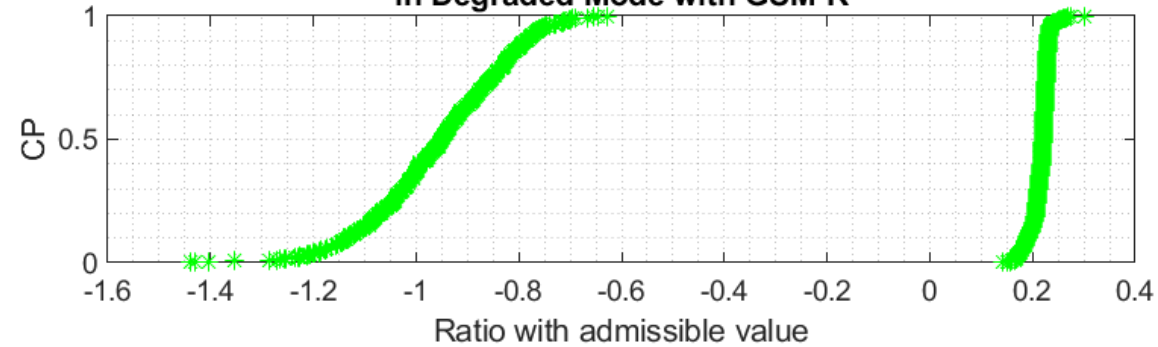
Results – 1T-SW

1T-SW with loco BR187
having length 0-500, and mass 2501-5500,
running in P brake mode and performing a T-EB
in Nominal Mode with LTE



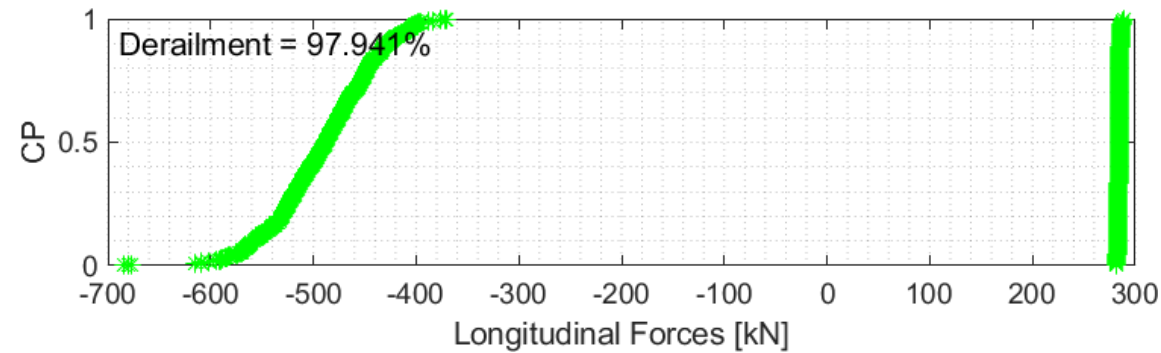
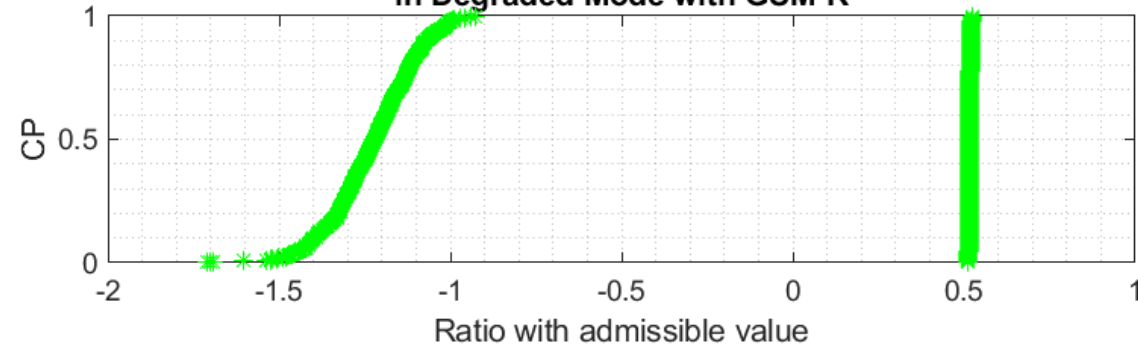
Results – 1T-SW

1T-SW with loco BR187
having length 0-500, and mass 2501-5500,
running in P brake mode and performing an EB
in Degraded Mode with GSM-R



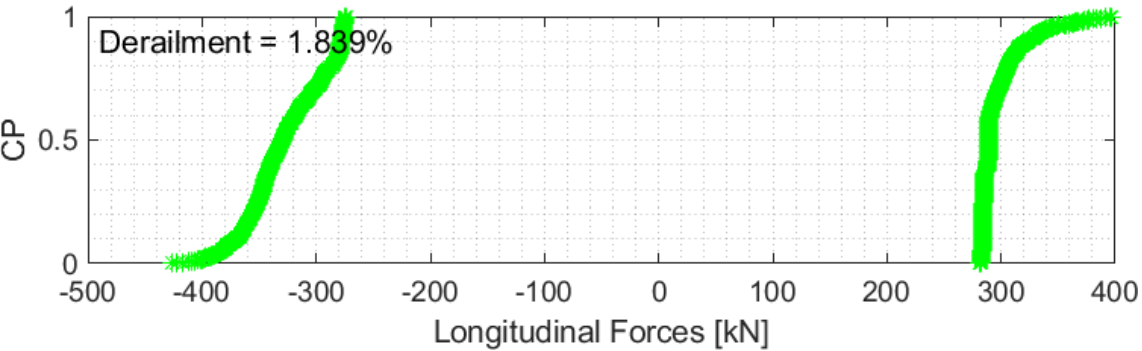
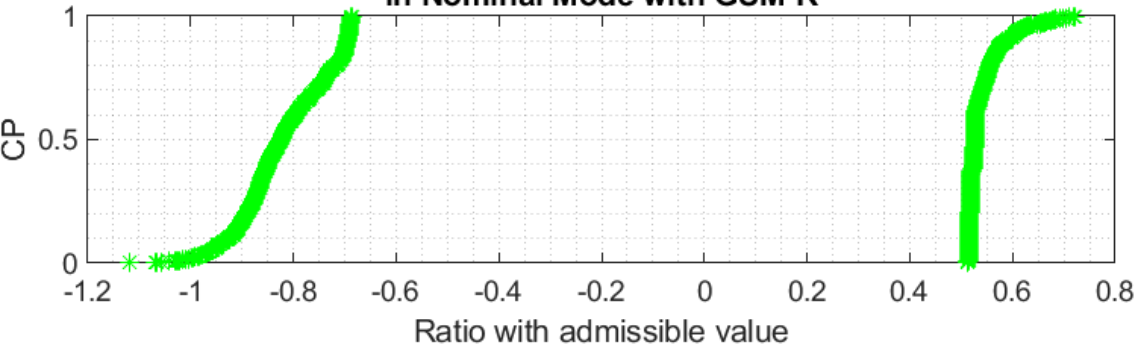
Results – 1T-SW

1T-SW with loco BR187
having length 0-500, and mass 2501-5500,
running in P brake mode and performing a T-EB
in Degraded Mode with GSM-R

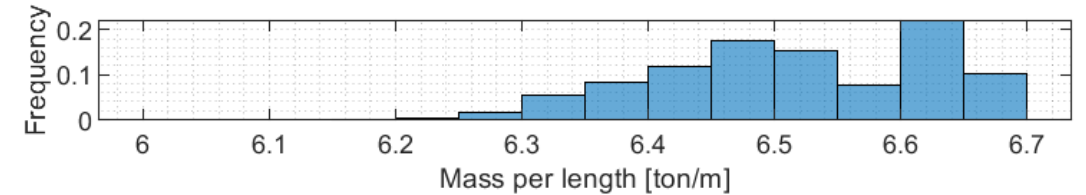
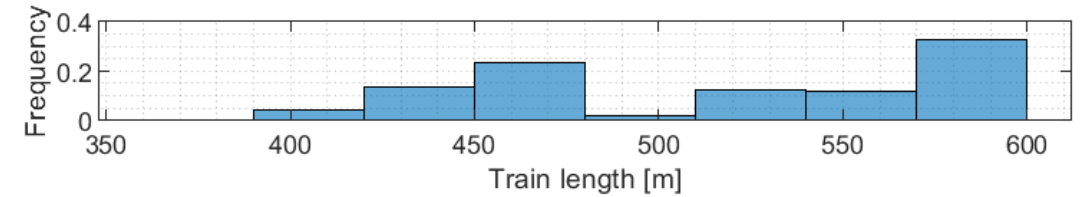
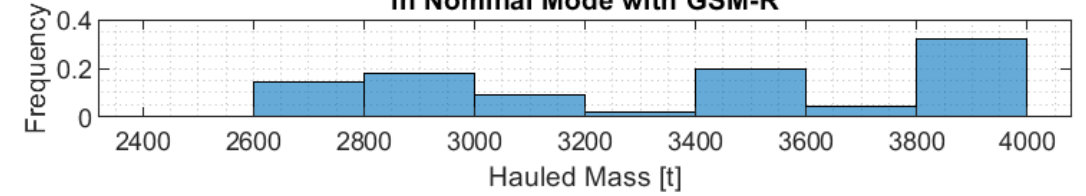


Results – 1T-SW

1T-SW with loco BR187
having length 0-590, and mass 2501-5500,
running in GP brake mode and performing a T-EB
in Nominal Mode with GSM-R



1T-SW with loco BR187
having length 0-590, and mass 2501-5500,
running in GP brake mode and performing a T-EB
in Nominal Mode with GSM-R



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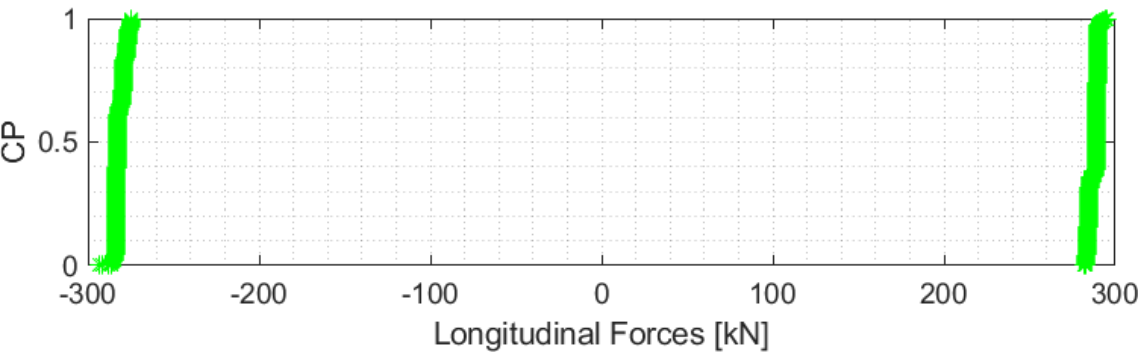
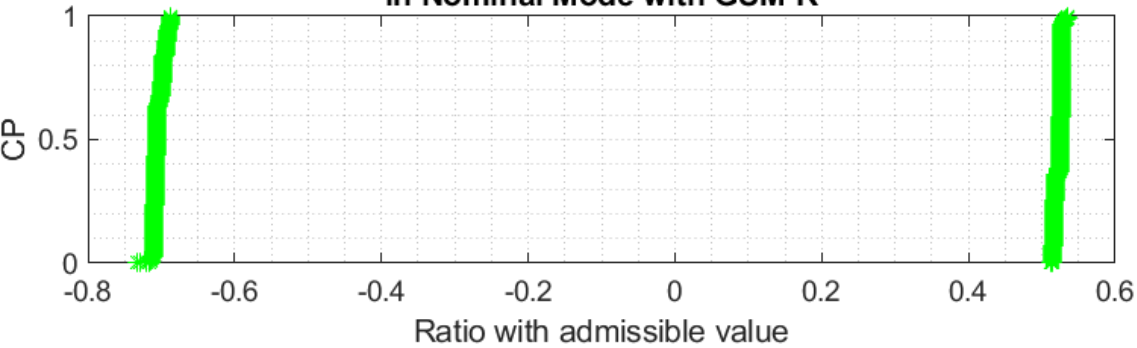


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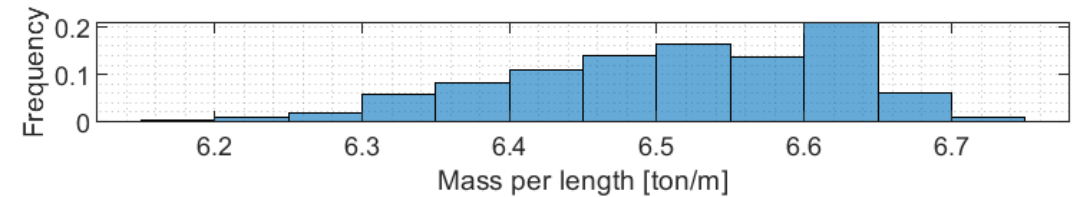
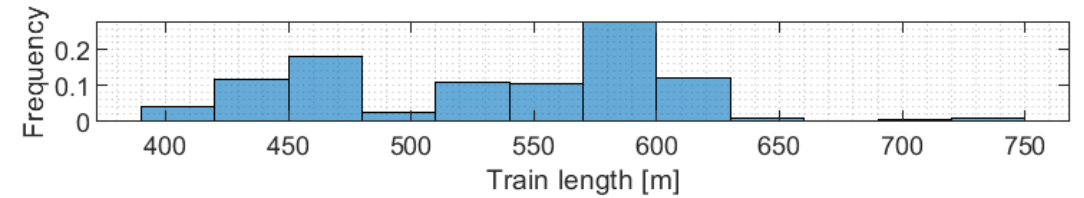
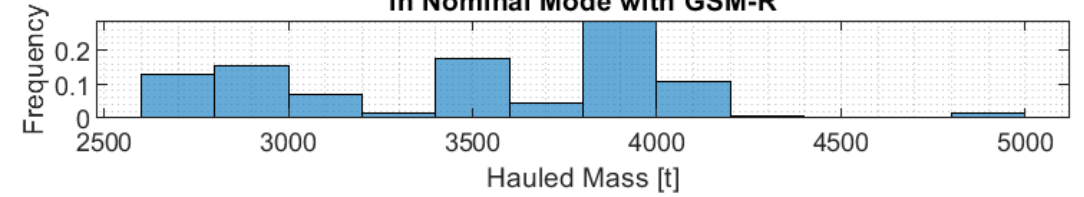


Results – 1T-SW

1T-SW with loco BR187
having length 0-740, and mass 2501-5500,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



1T-SW with loco BR187
having length 0-740, and mass 2501-5500,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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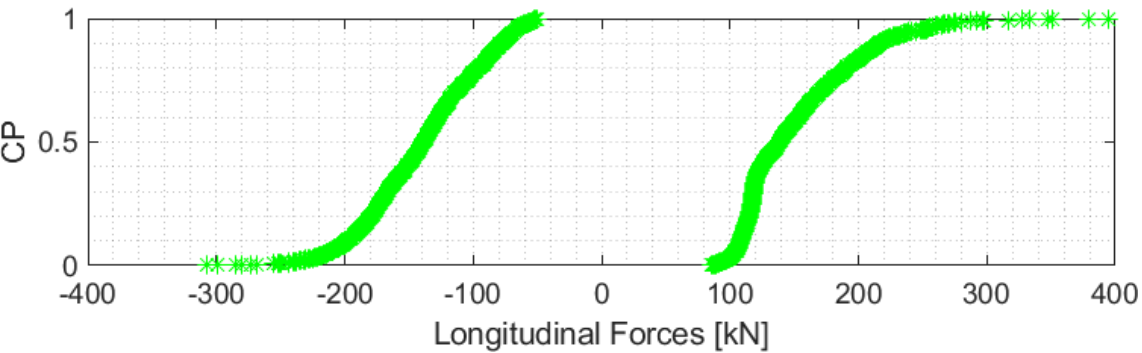
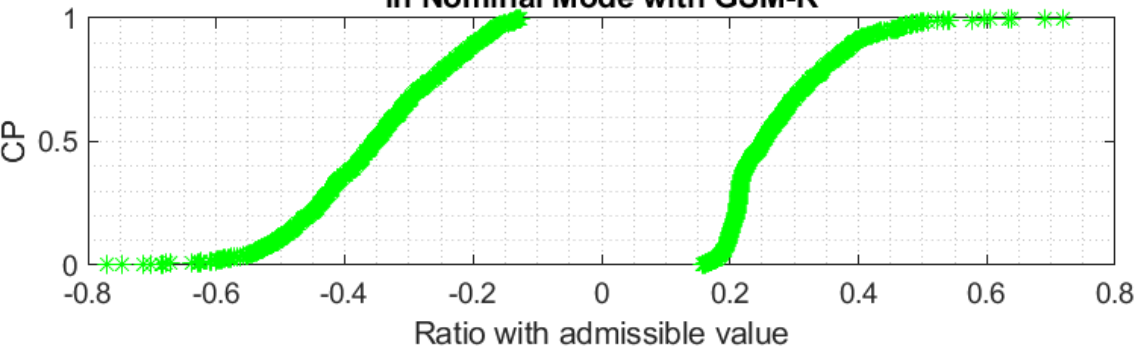


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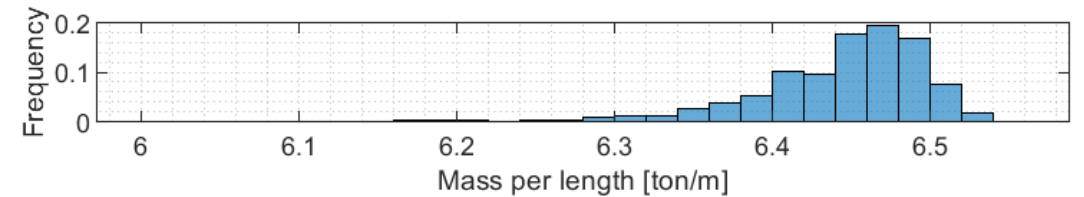
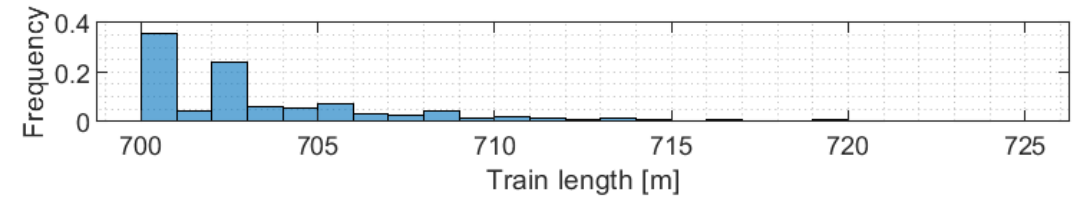
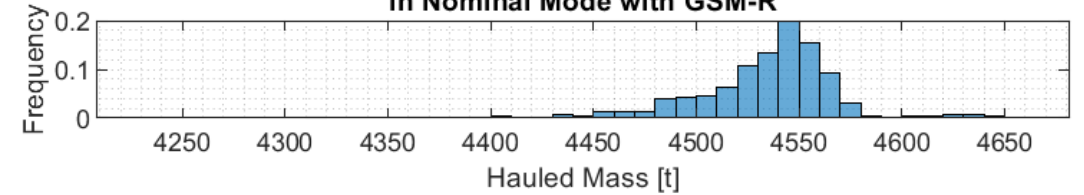


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 700-740, and mass 4000-4500,
running in G brake mode and performing an EB
in Nominal Mode with GSM-R

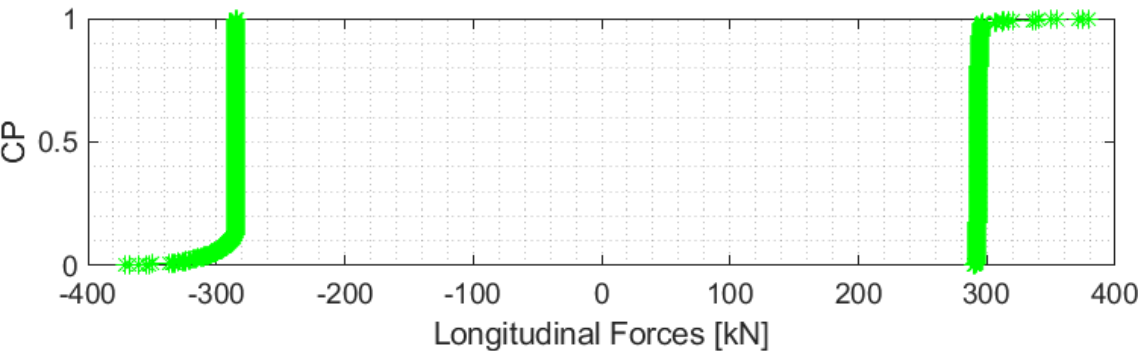
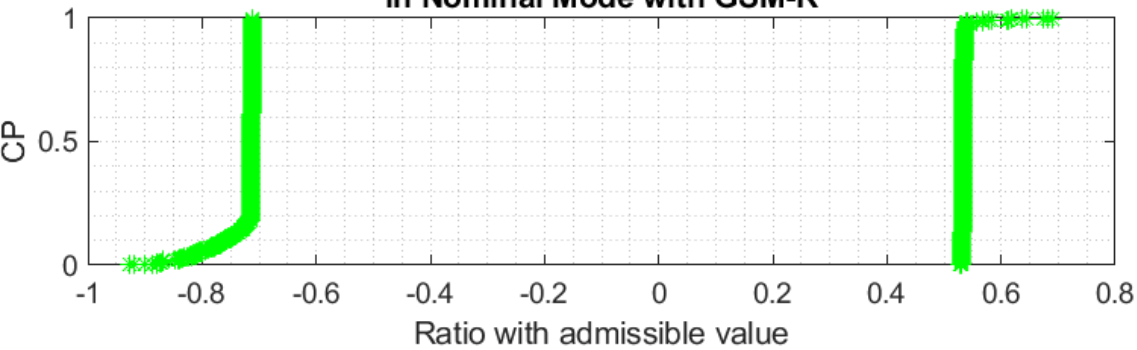


1T-SW with loco BR187
having length 700-740, and mass 4000-4500,
running in G brake mode and performing an EB
in Nominal Mode with GSM-R

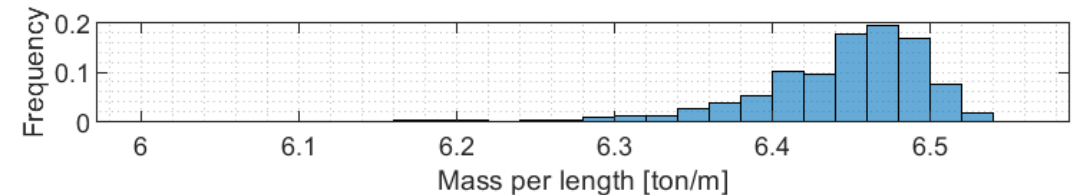
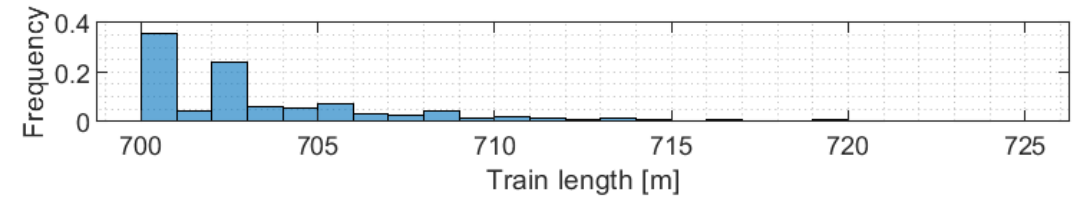
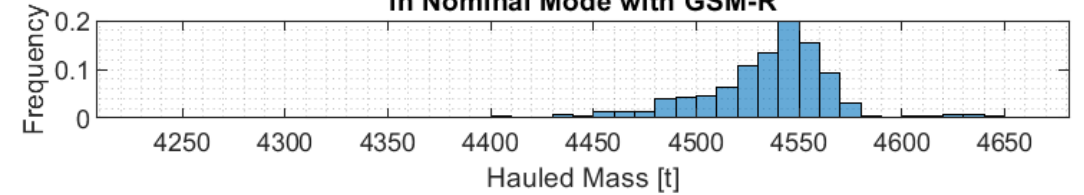


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 700-740, and mass 4000-4500,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



1T-SW with loco BR187
having length 700-740, and mass 4000-4500,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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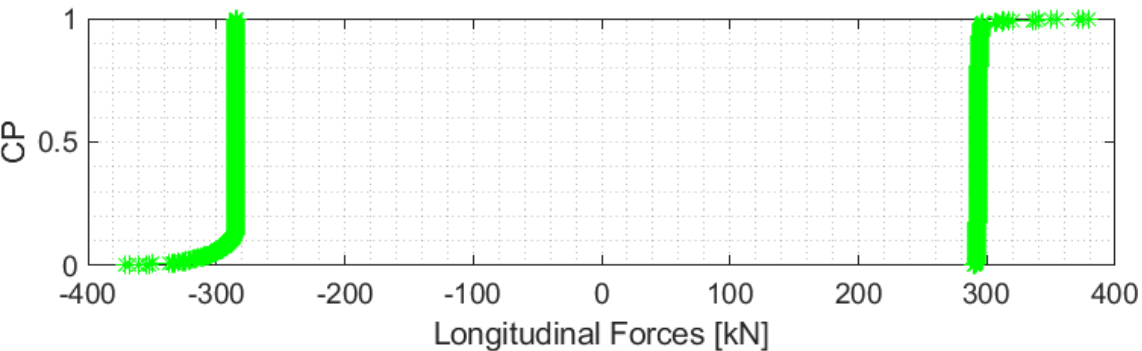
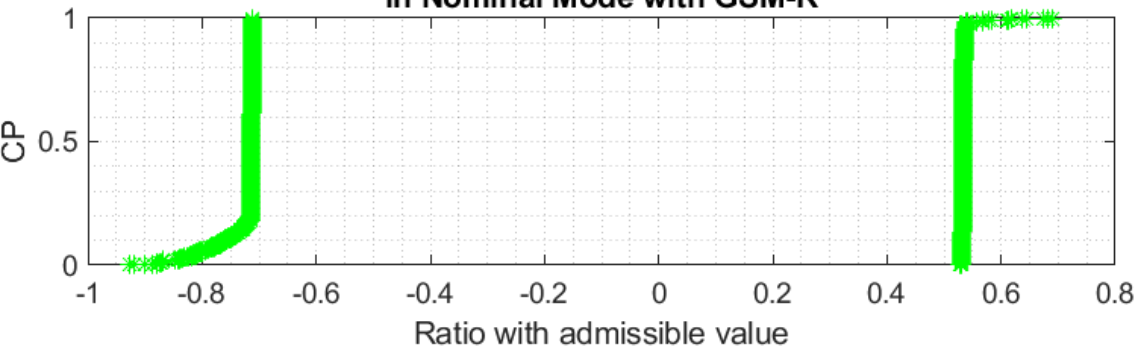


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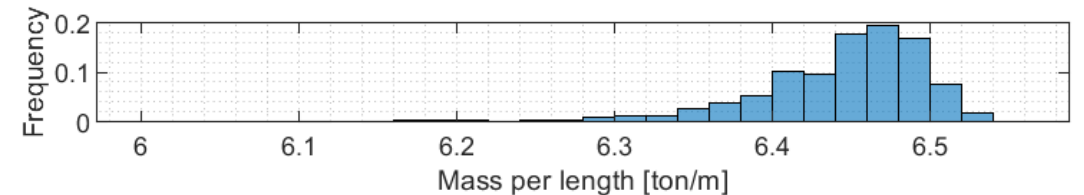
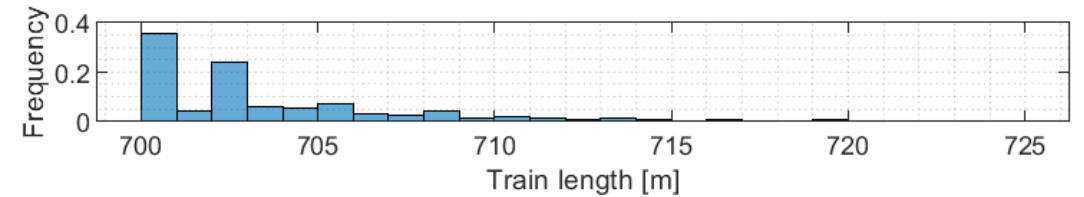
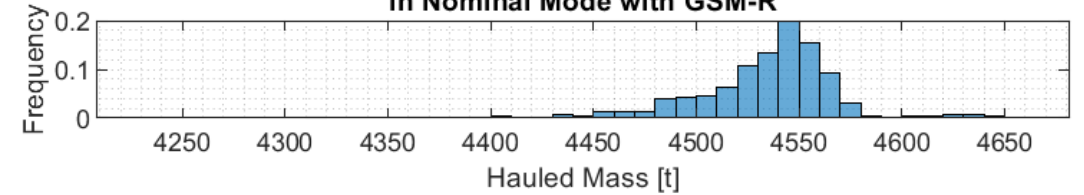


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 700-740, and mass 4000-4500,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



1T-SW with loco BR187
having length 700-740, and mass 4000-4500,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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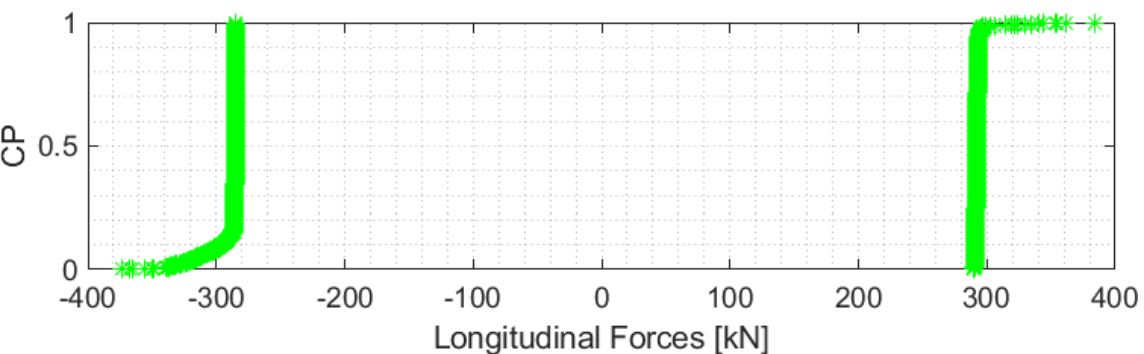
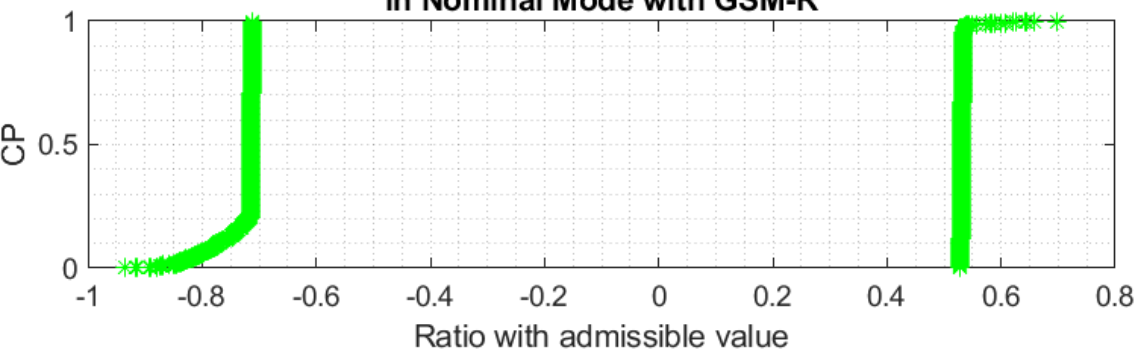


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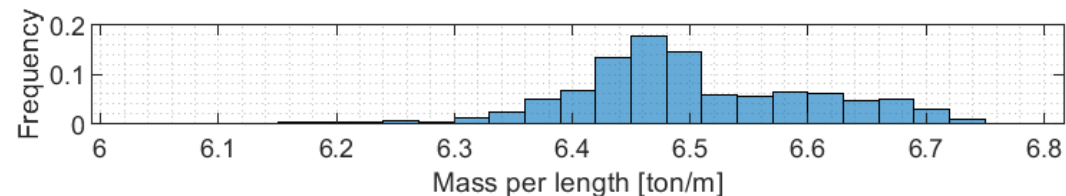
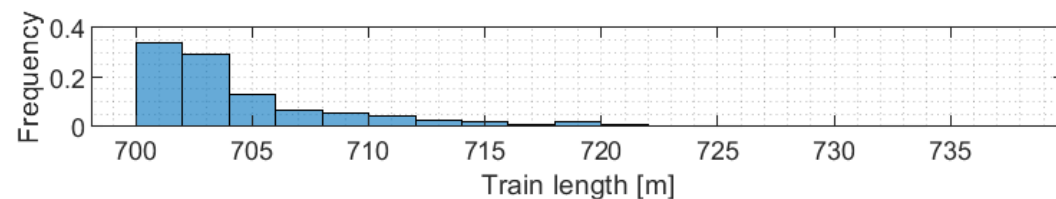
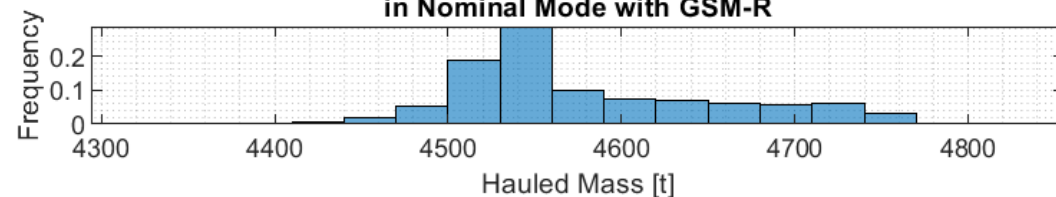


Results – 1T-SW "fixed mass"

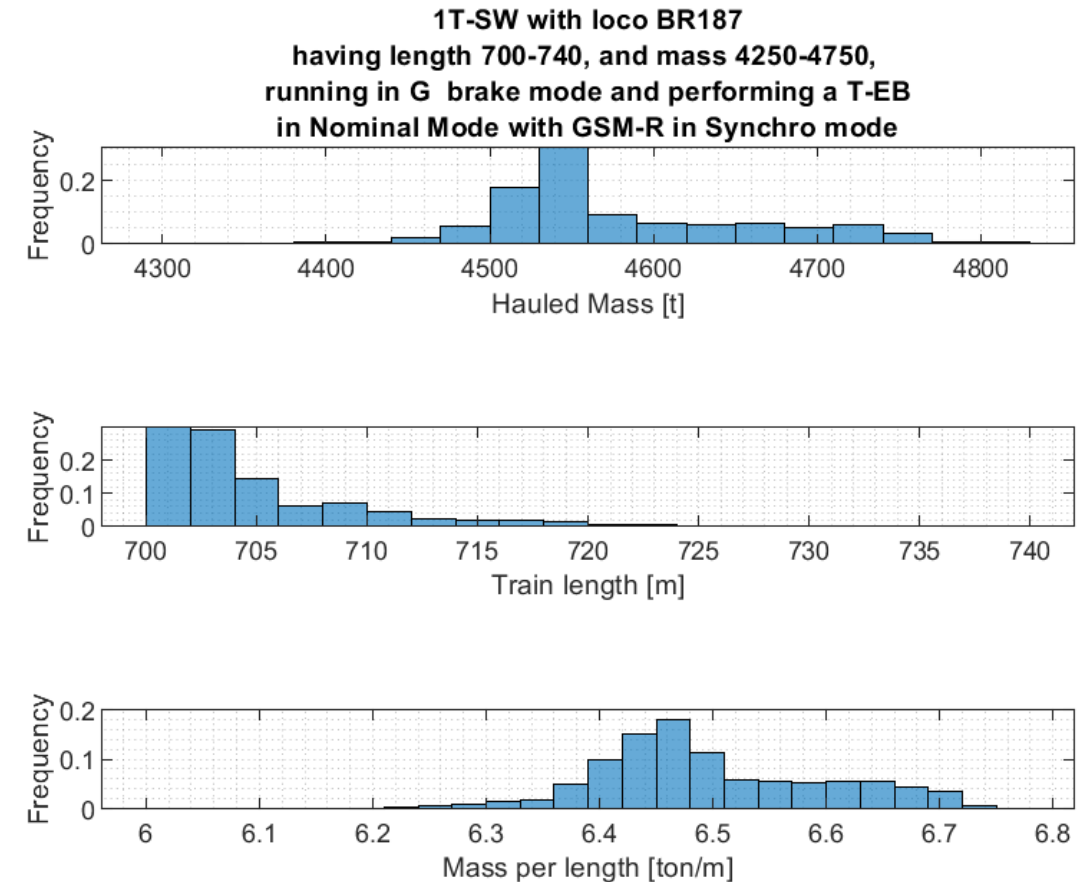
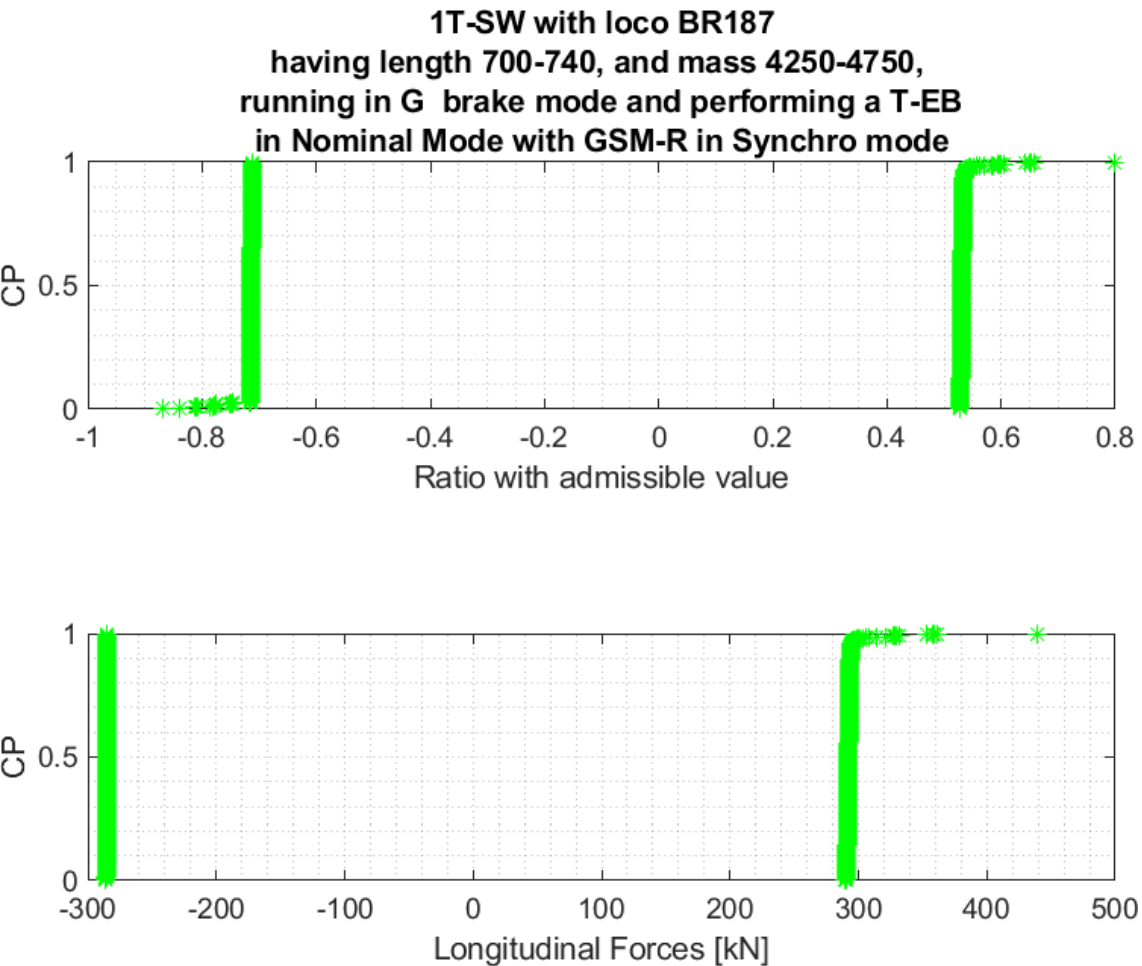
1T-SW with loco BR187
having length 700-740, and mass 4250-4750,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



1T-SW with loco BR187
having length 700-740, and mass 4250-4750,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

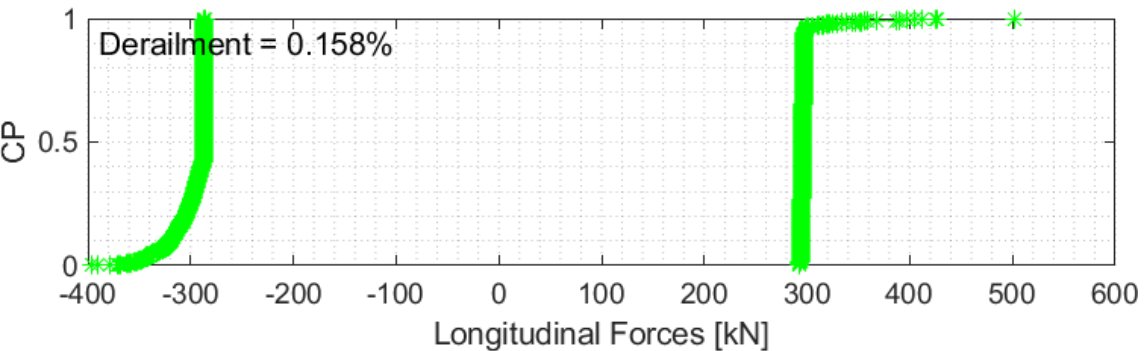
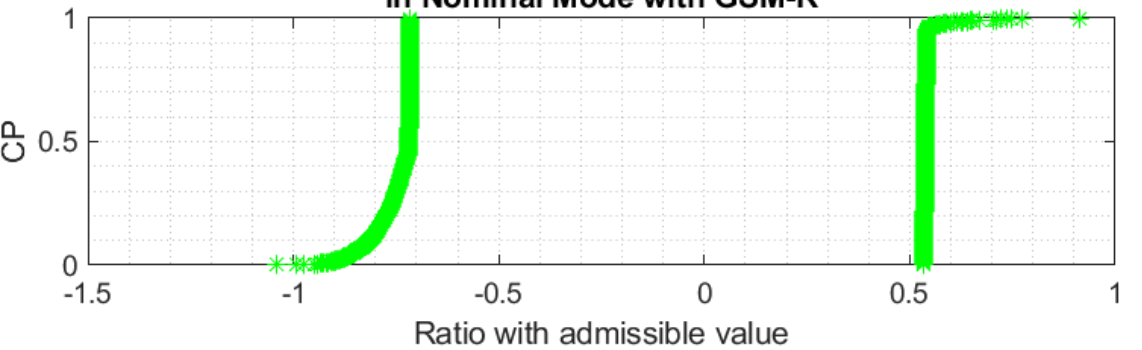


Results – 1T-SW "fixed mass"

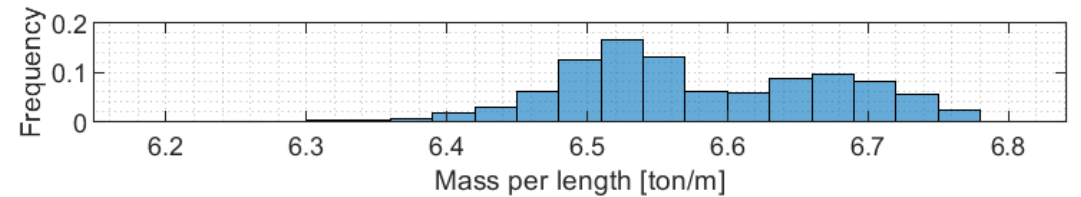
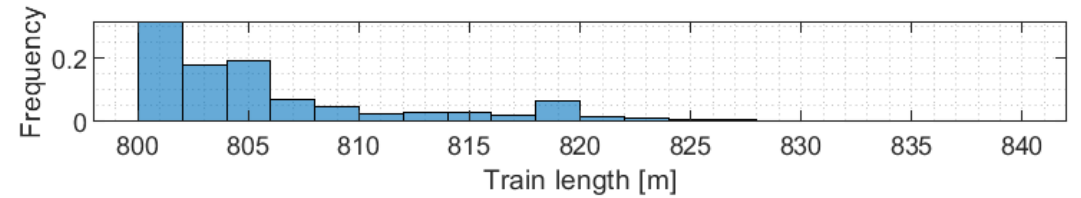
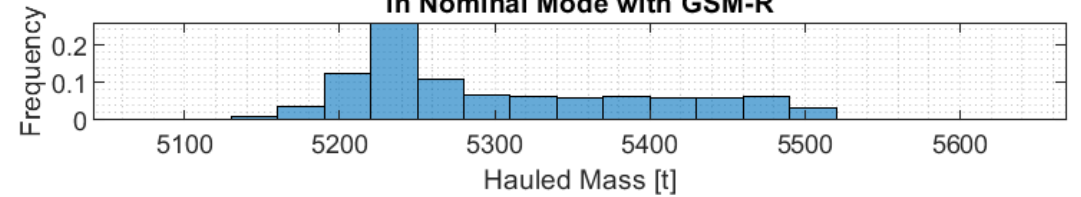


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 800-840, and mass 5000-5500,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



1T-SW with loco BR187
having length 800-840, and mass 5000-5500,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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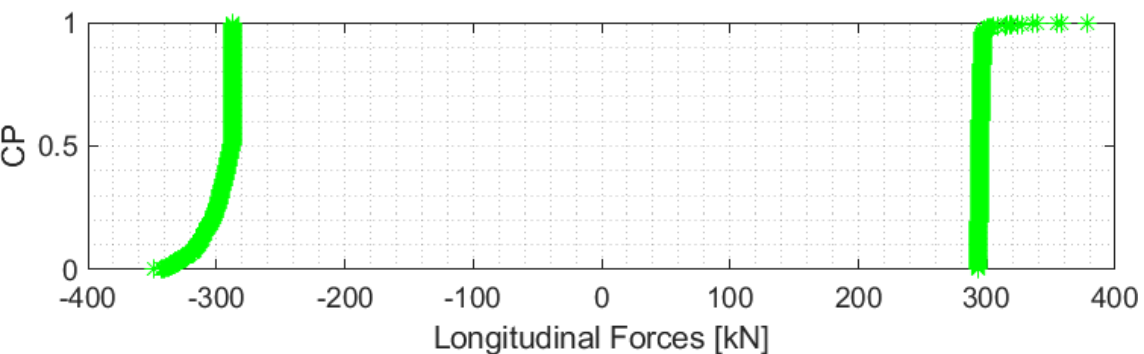
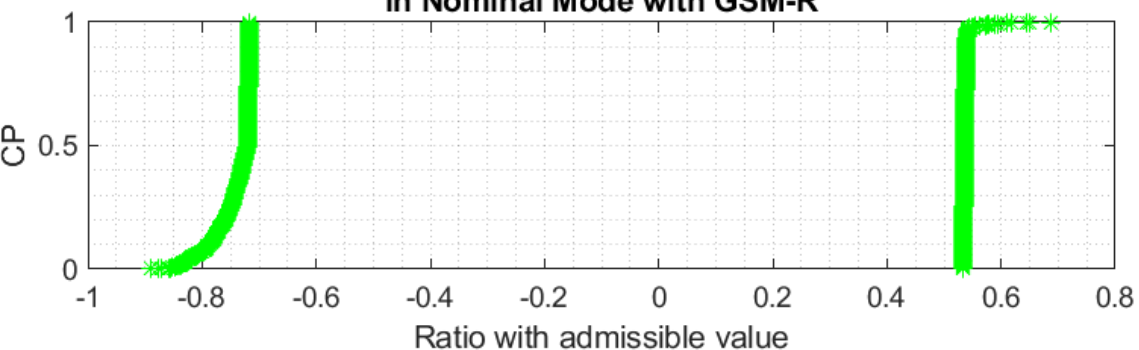


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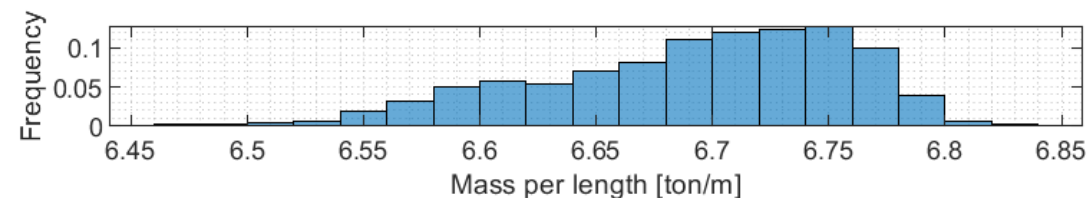
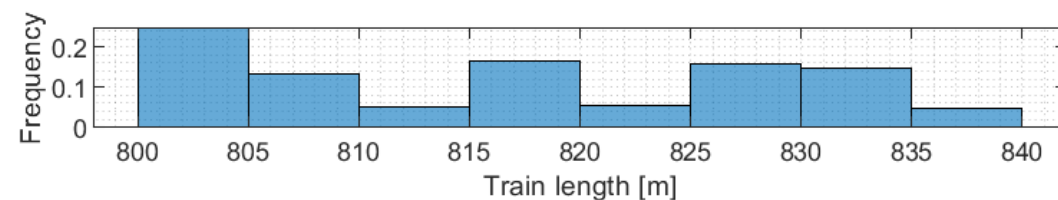
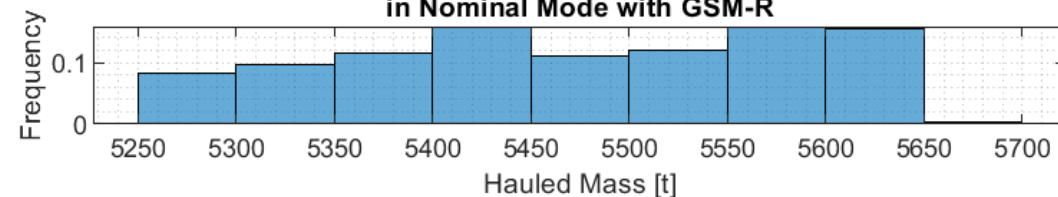


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 800-840, and mass 5250-5750,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

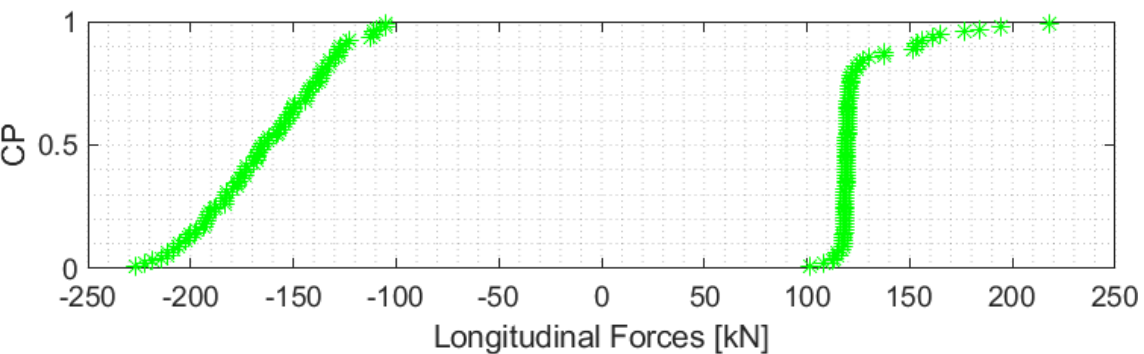
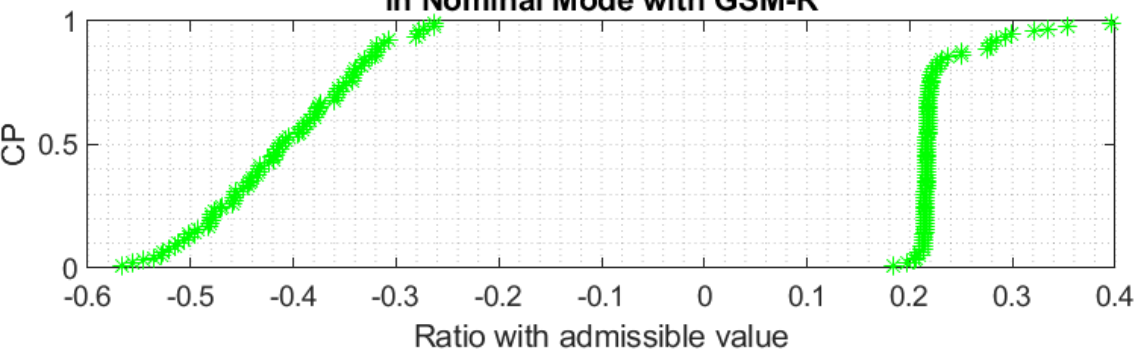


1T-SW with loco BR187
having length 800-840, and mass 5250-5750,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

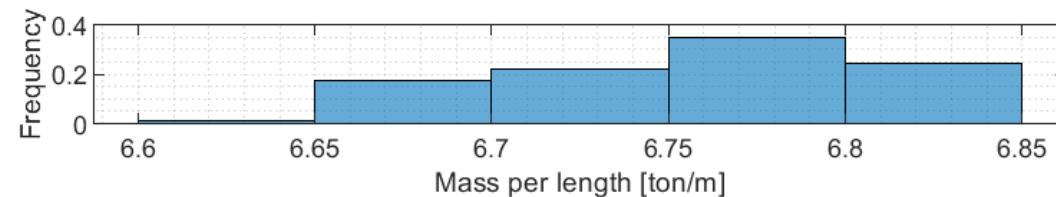
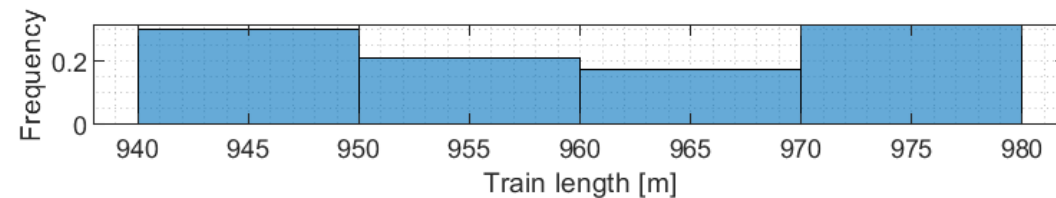
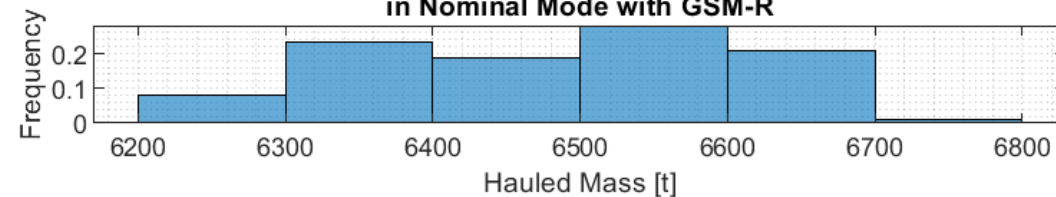


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing an EB
in Nominal Mode with GSM-R



1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing an EB
in Nominal Mode with GSM-R



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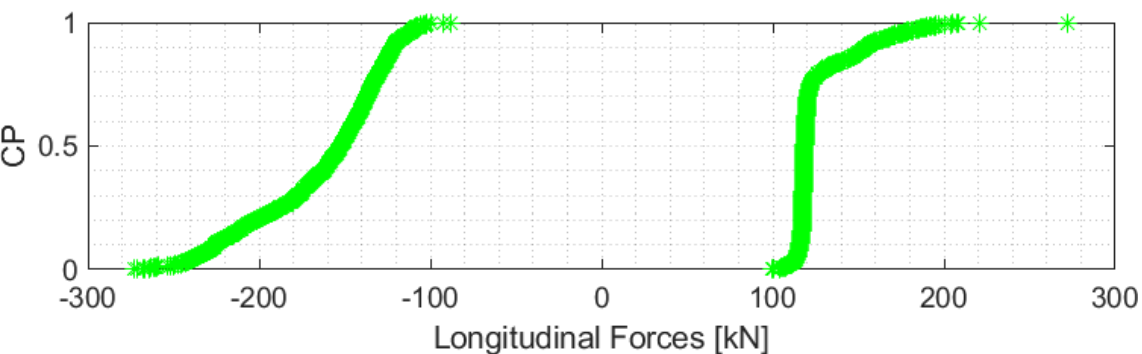
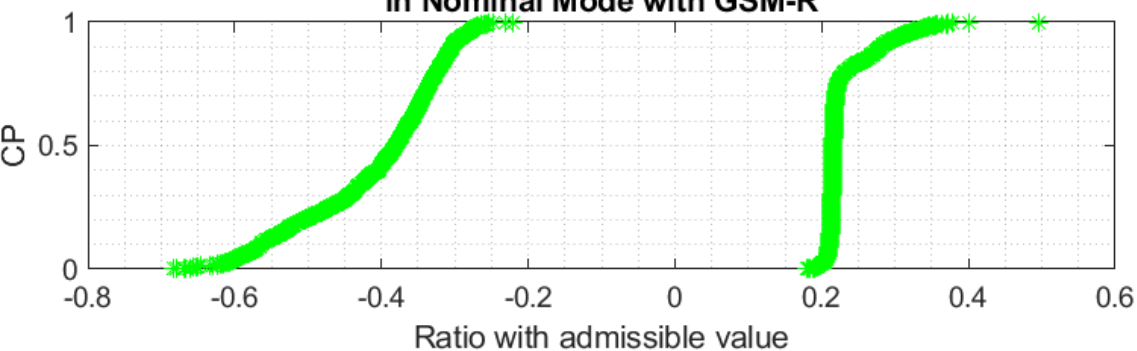


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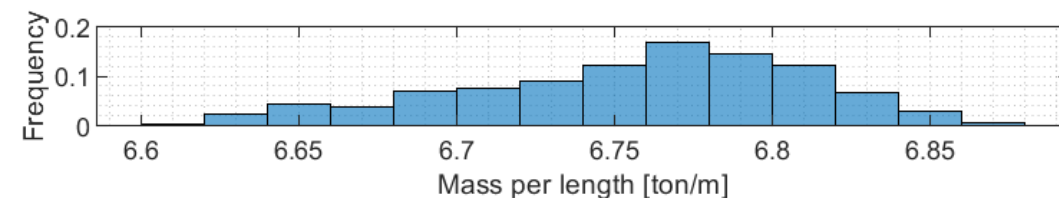
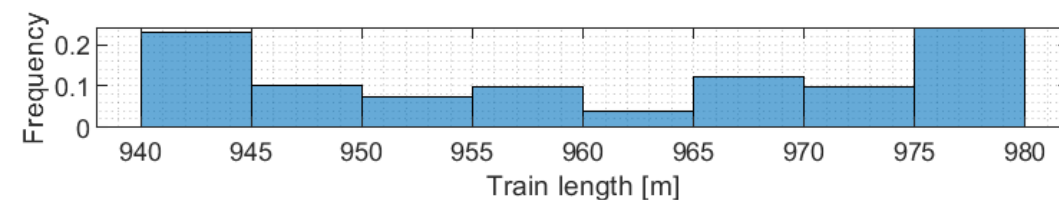
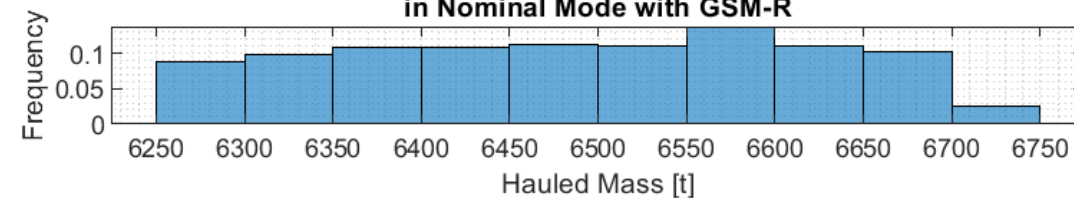


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing an EB
in Nominal Mode with GSM-R



1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing an EB
in Nominal Mode with GSM-R



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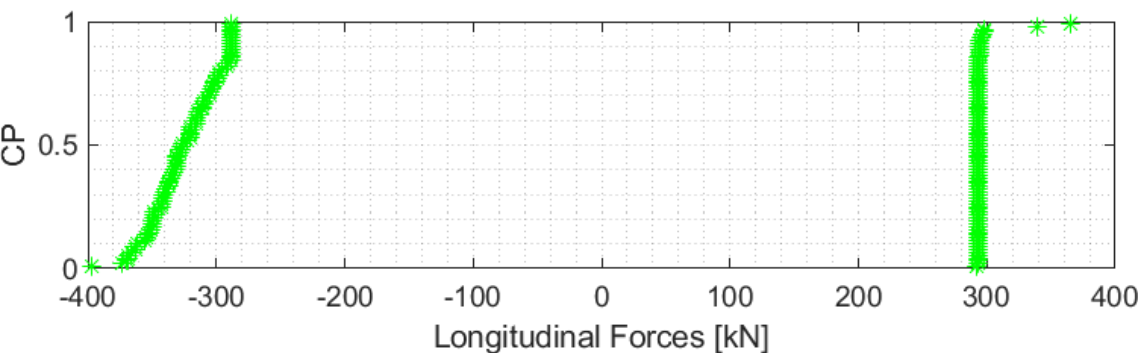
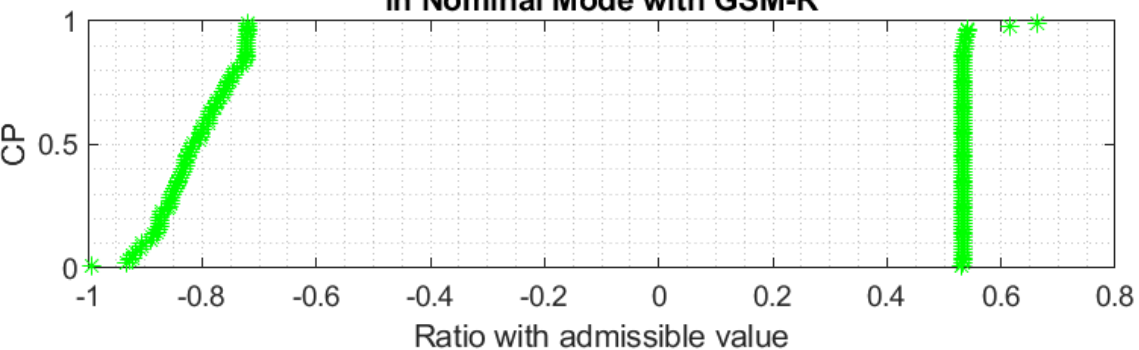


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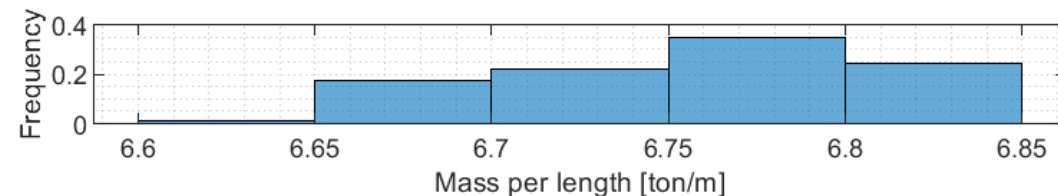
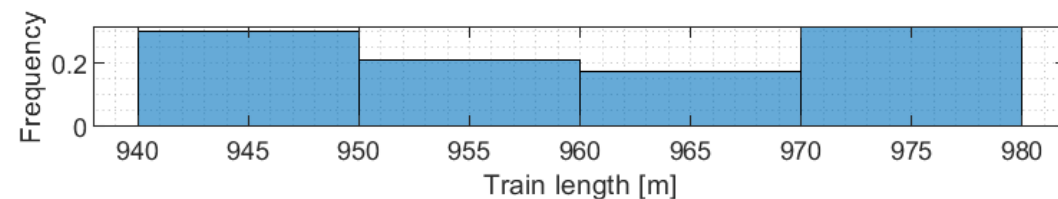
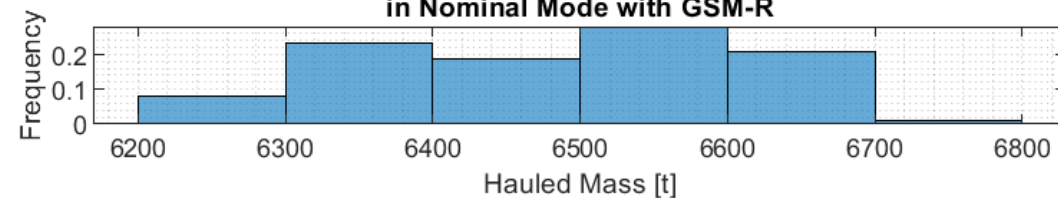


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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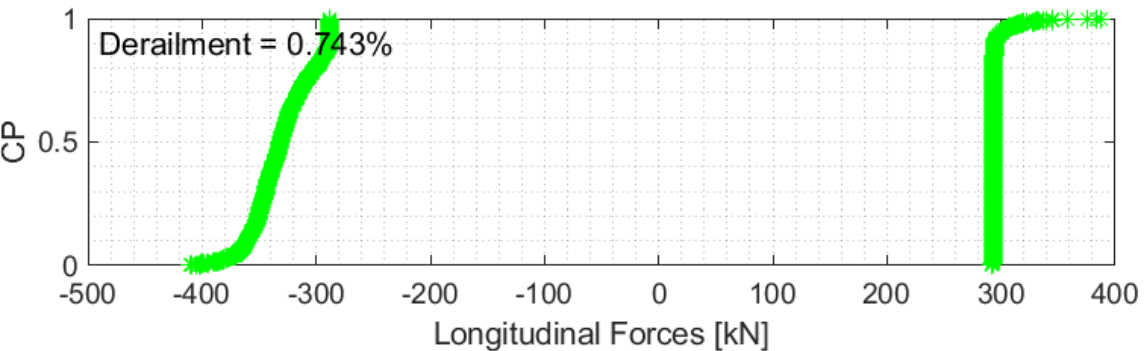
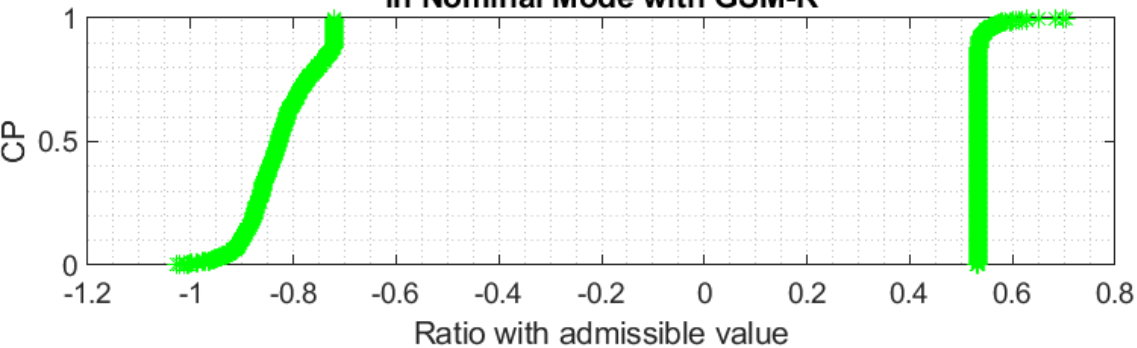


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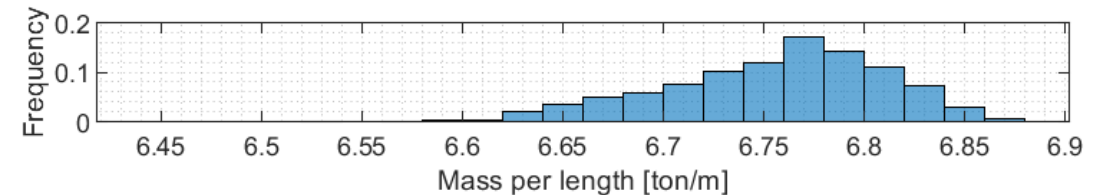
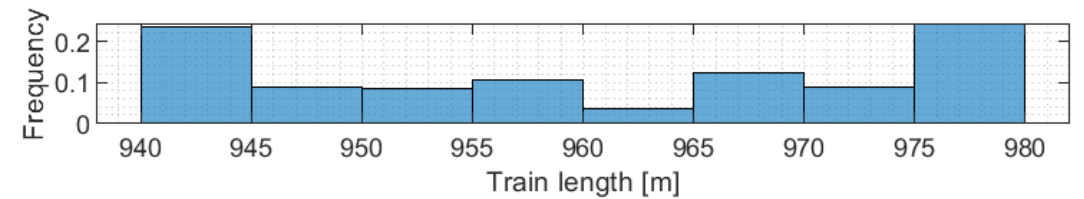
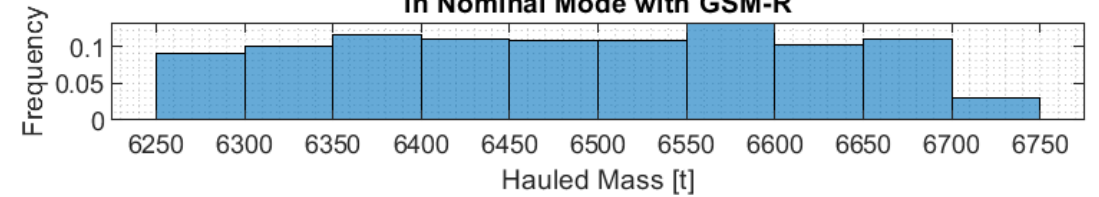


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

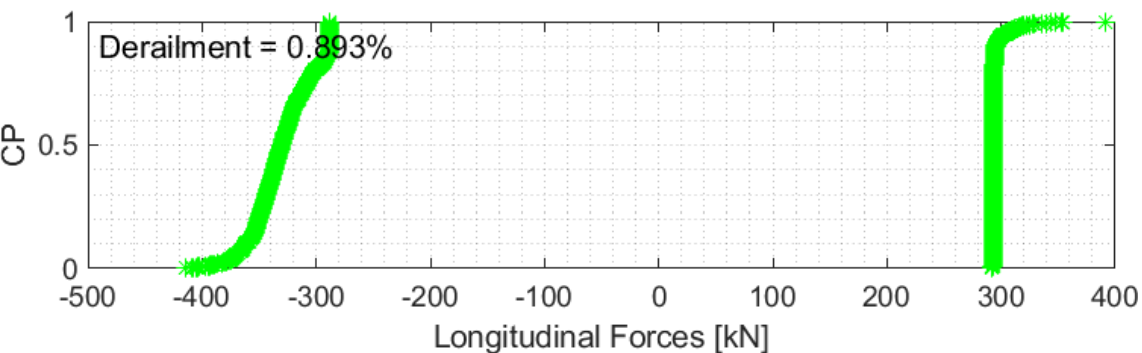
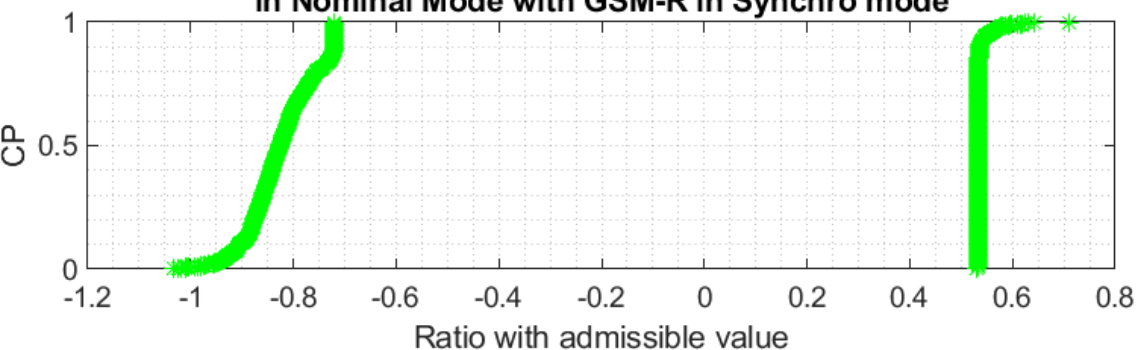


1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

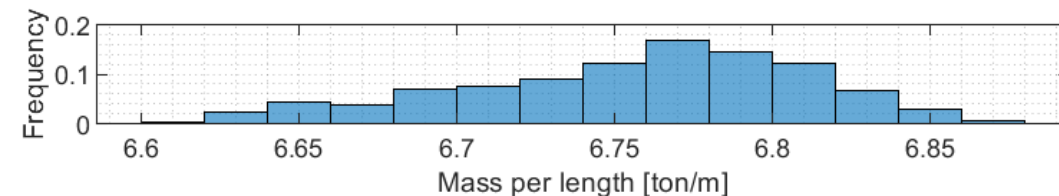
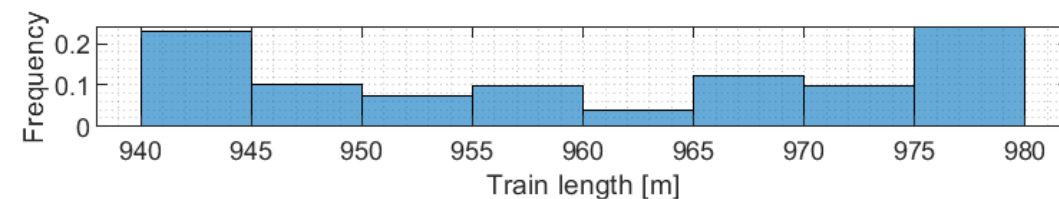
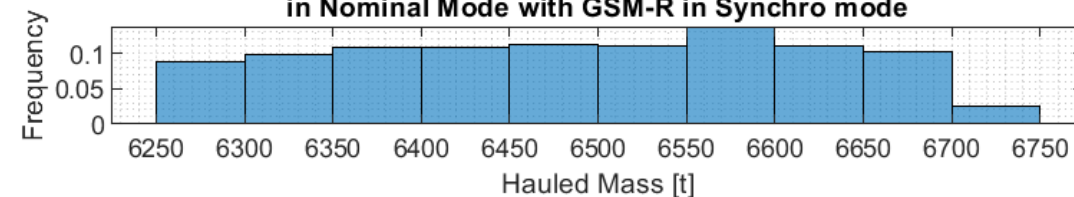


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



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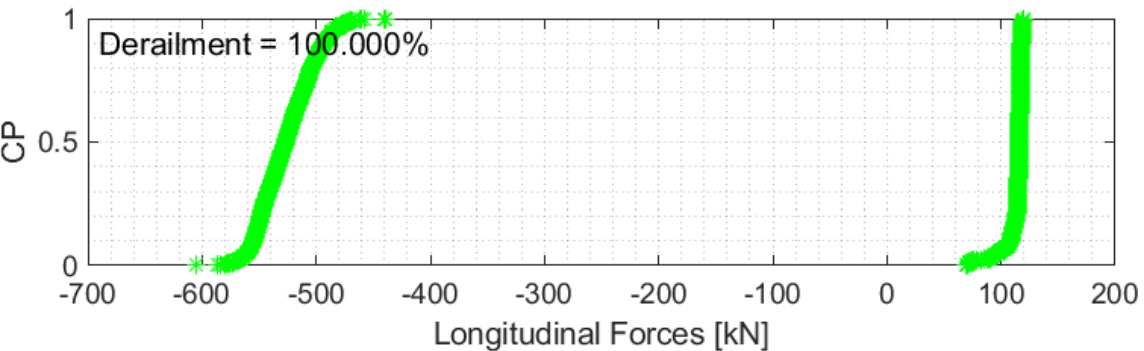
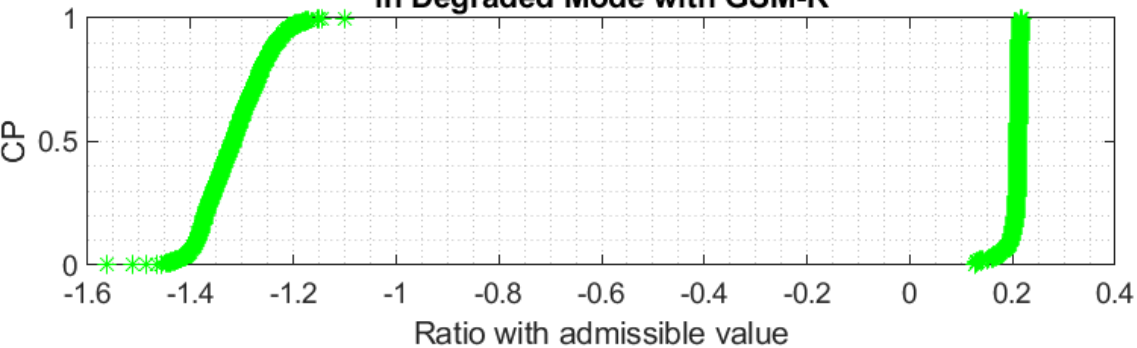


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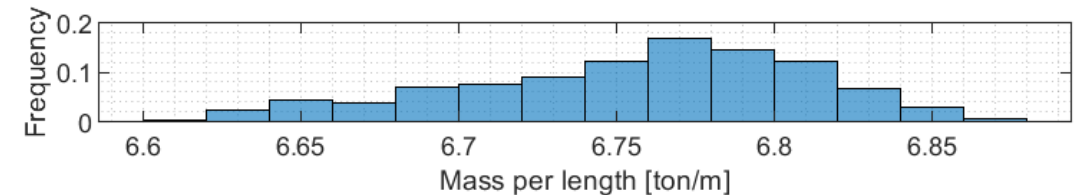
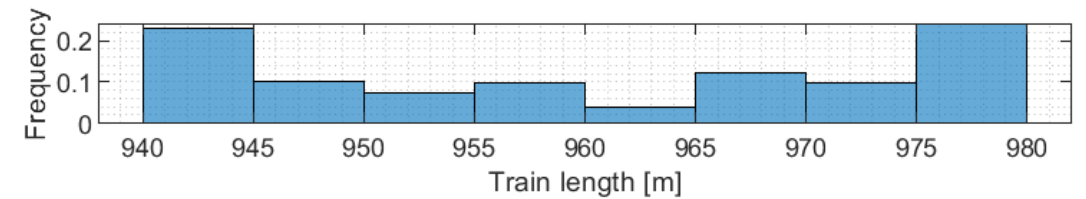
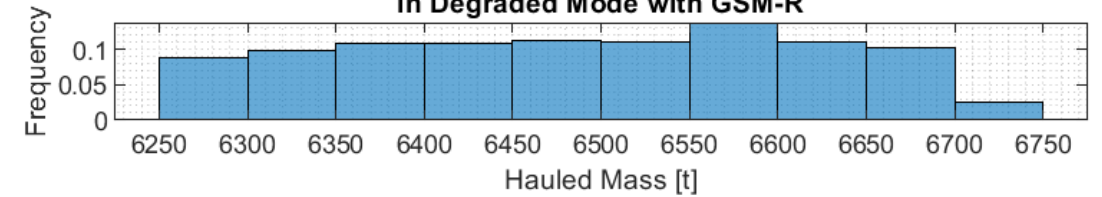


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing an EB
in Degraded Mode with GSM-R



1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing an EB
in Degraded Mode with GSM-R



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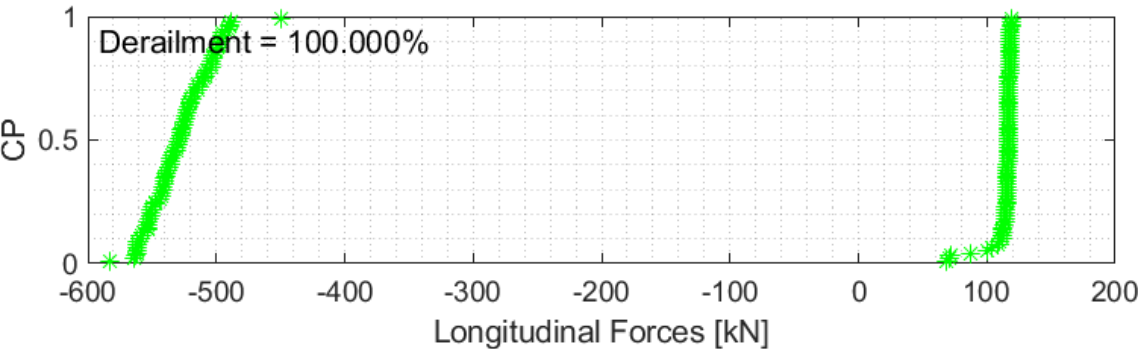
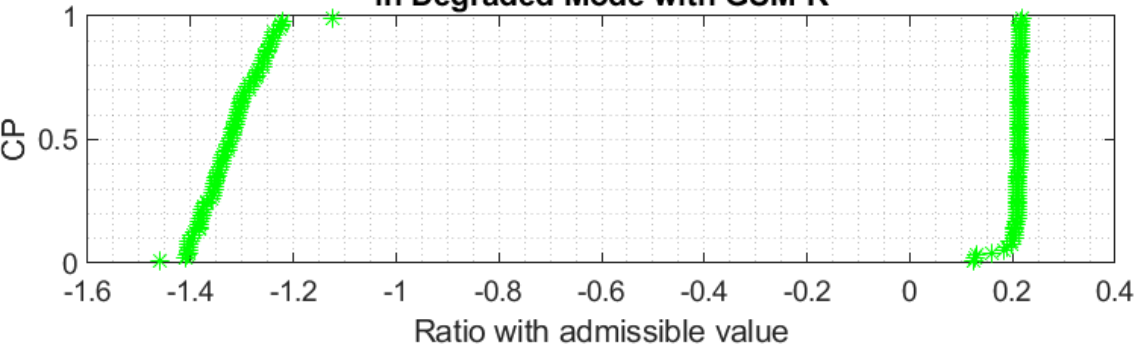


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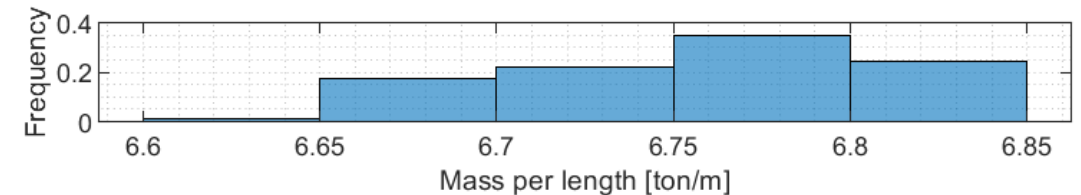
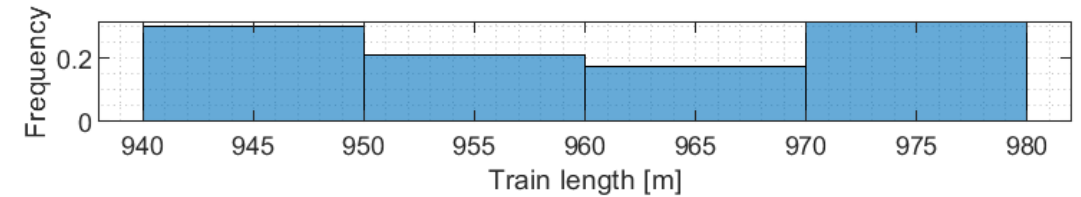
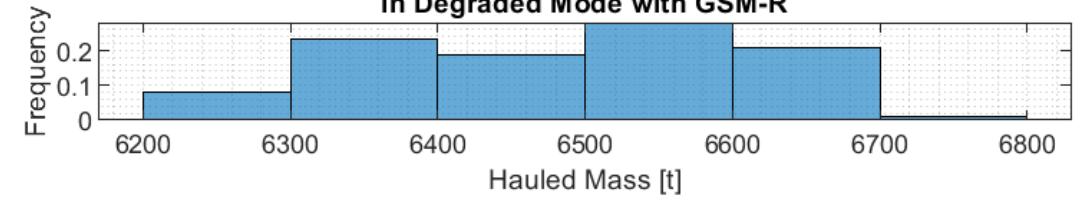


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing an EB
in Degraded Mode with GSM-R



1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing an EB
in Degraded Mode with GSM-R



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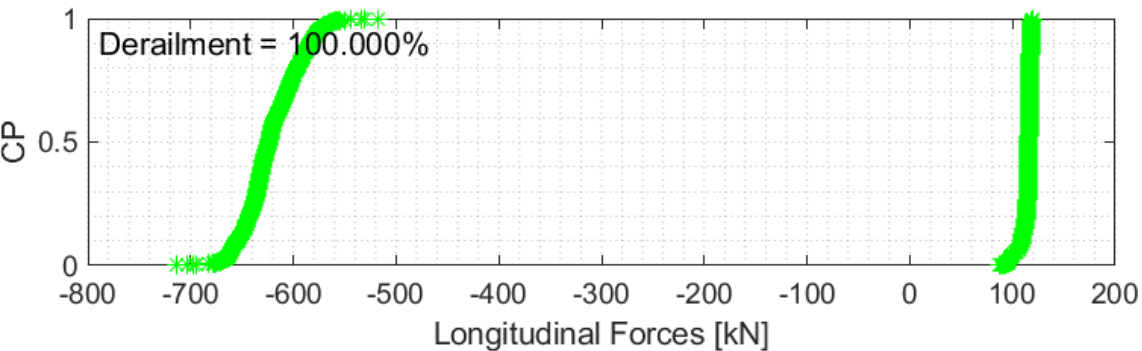
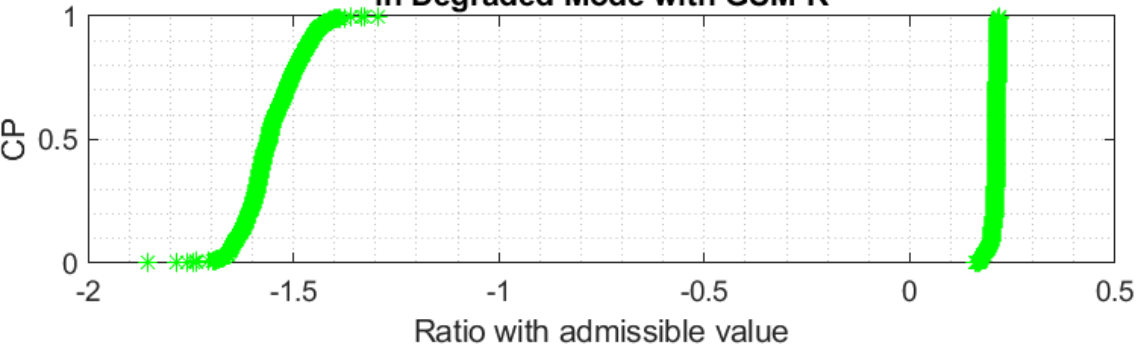


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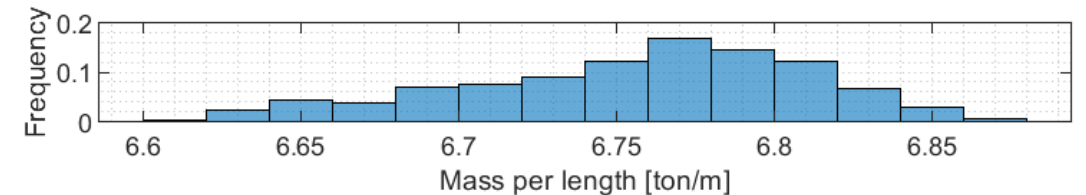
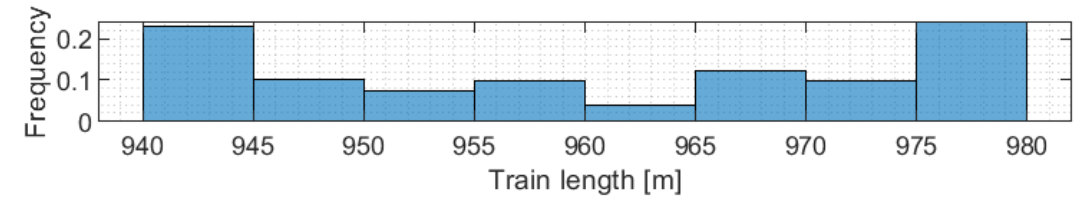
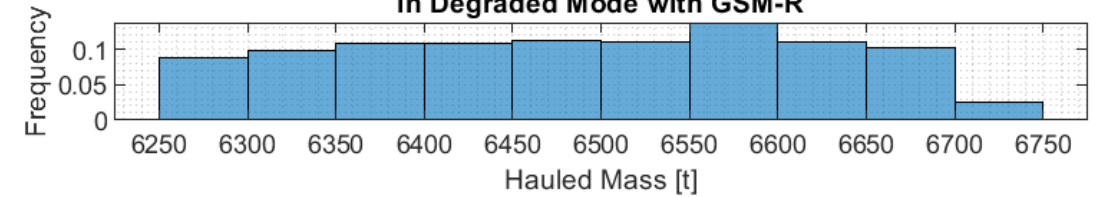


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing an EB
in Degraded Mode with GSM-R

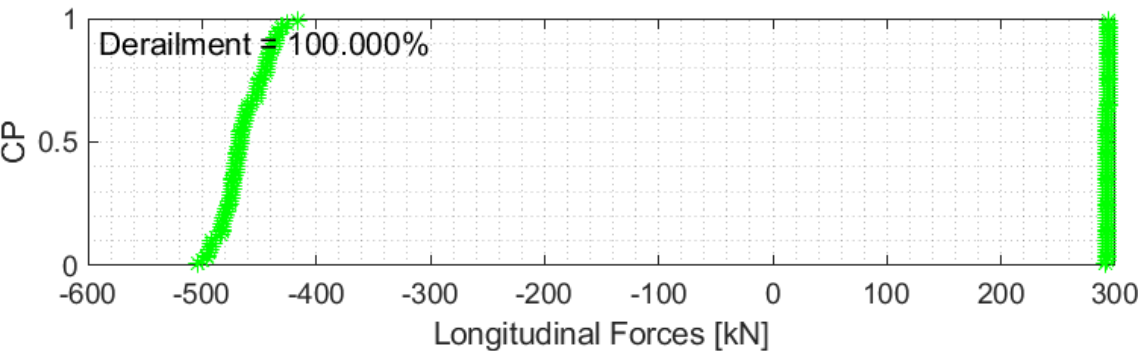
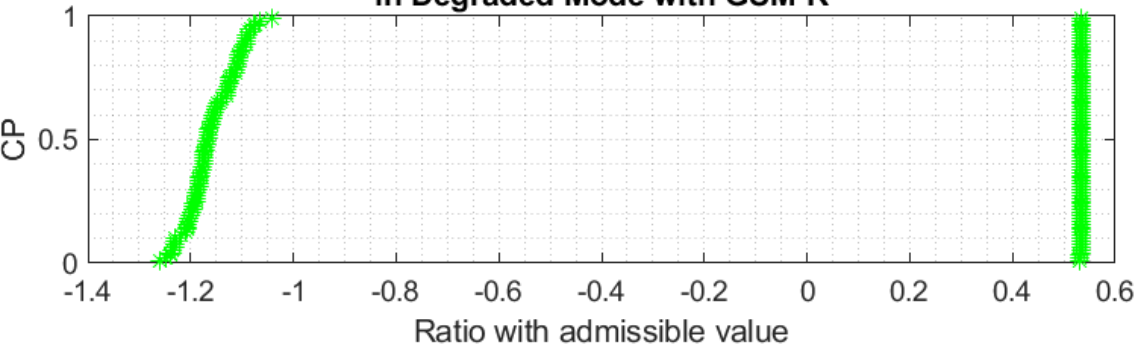


1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing an EB
in Degraded Mode with GSM-R

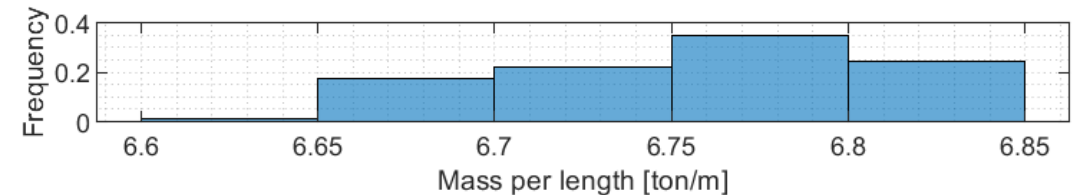
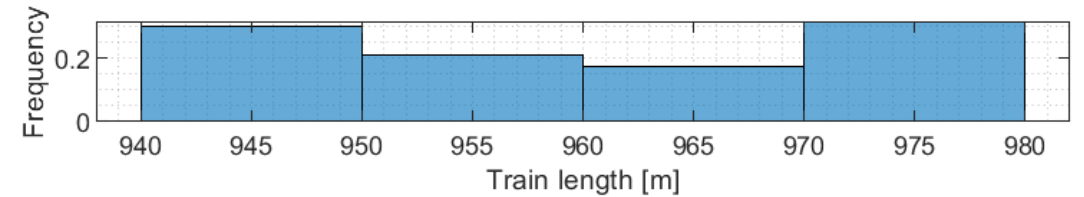
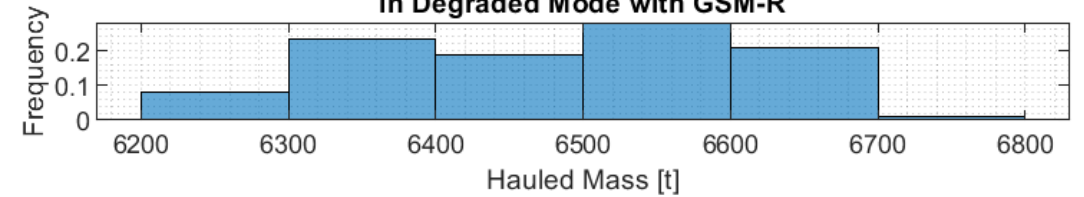


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing a T-EB
in Degraded Mode with GSM-R

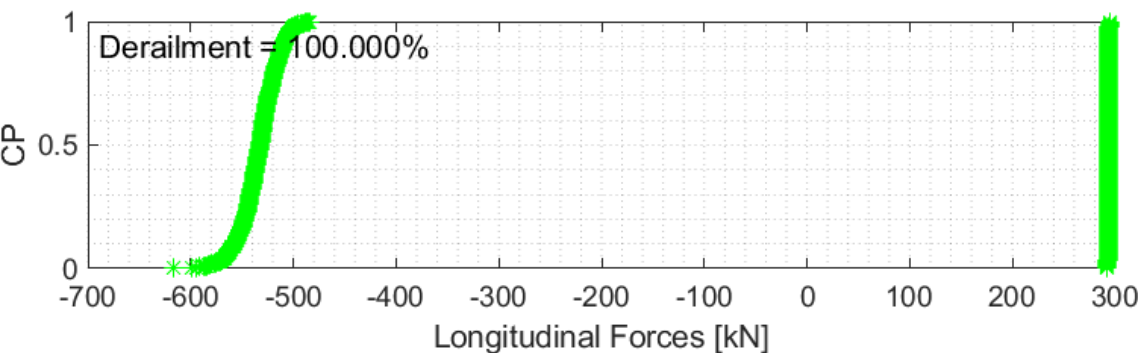
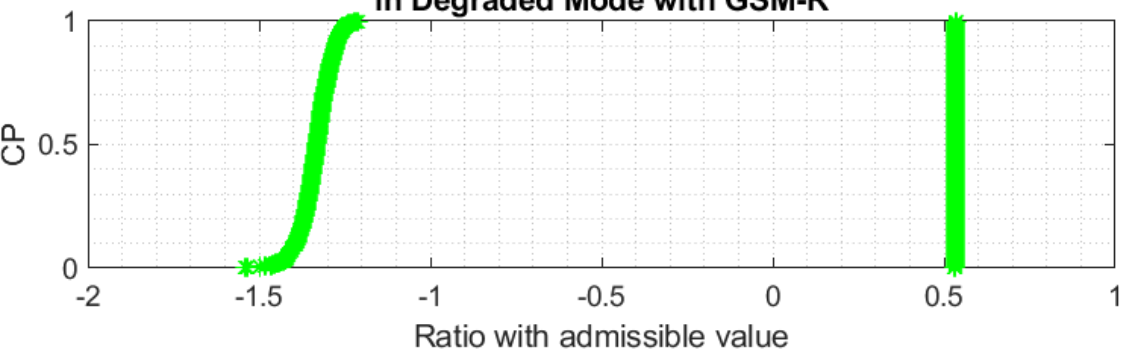


1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing a T-EB
in Degraded Mode with GSM-R

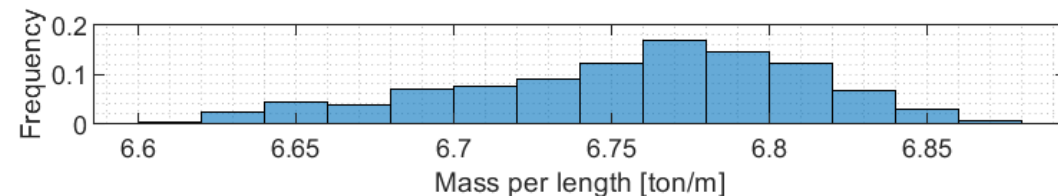
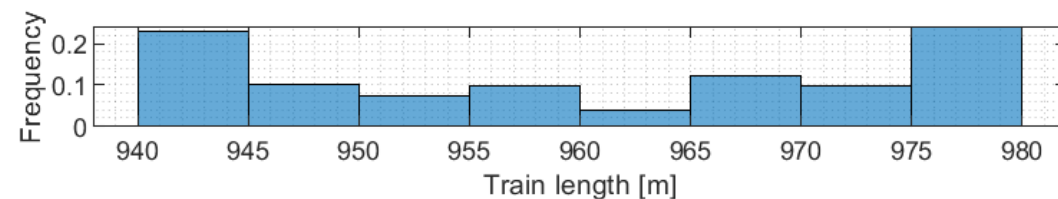
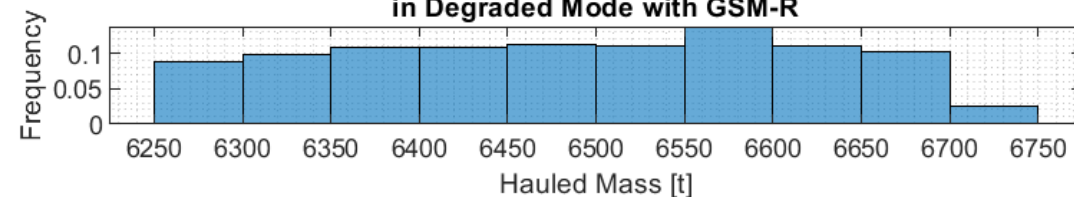


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing a T-EB
in Degraded Mode with GSM-R



1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing a T-EB
in Degraded Mode with GSM-R



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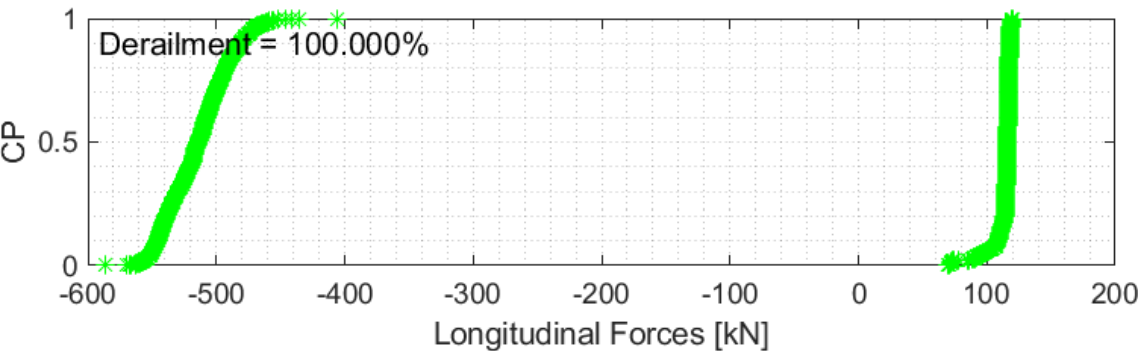
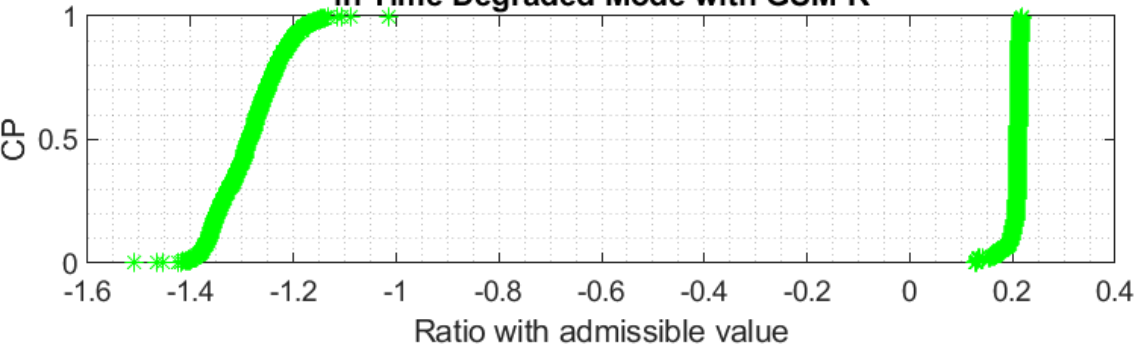


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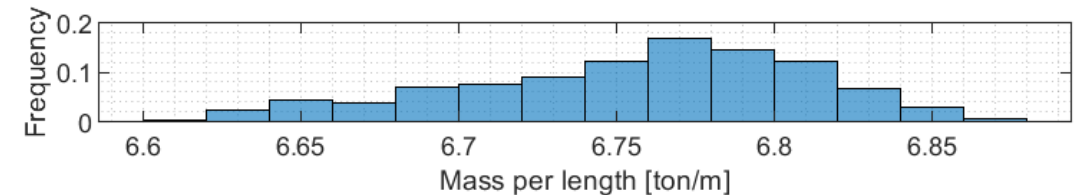
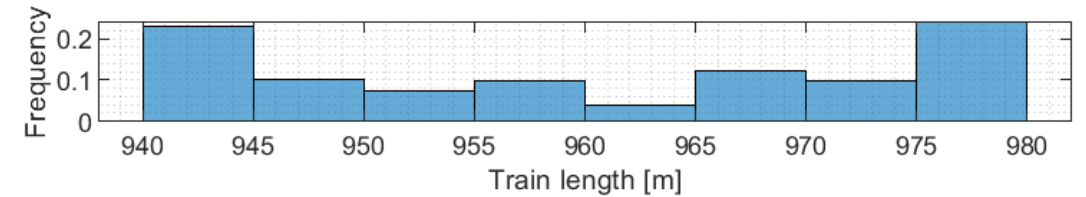
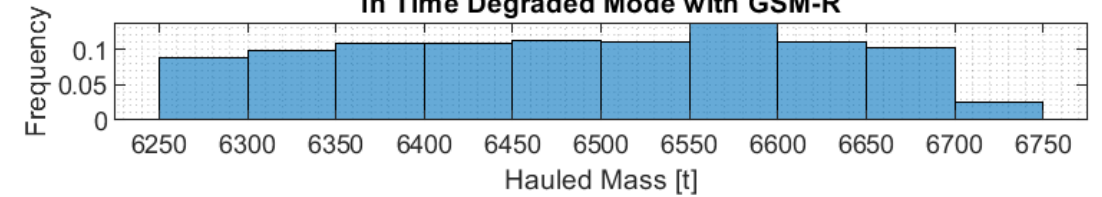


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing an EB
in Time Degraded Mode with GSM-R



1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing an EB
in Time Degraded Mode with GSM-R



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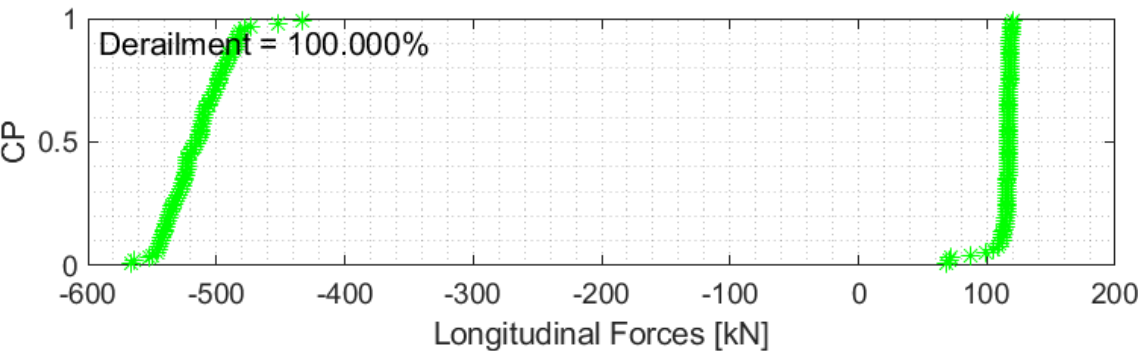
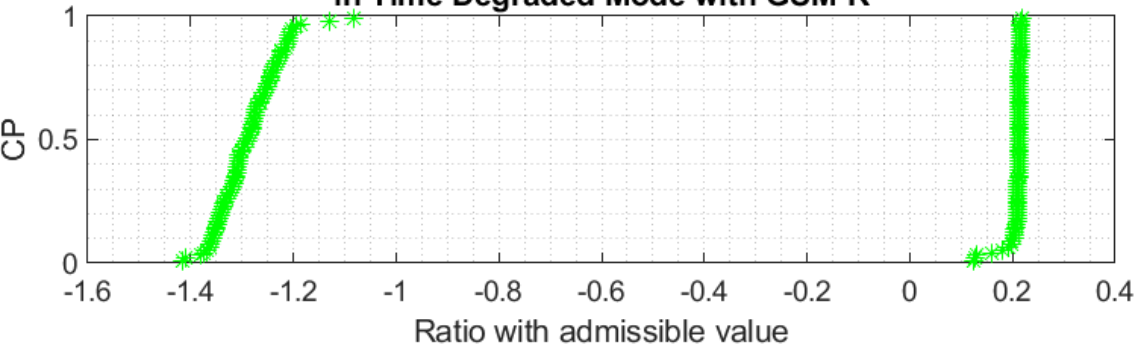


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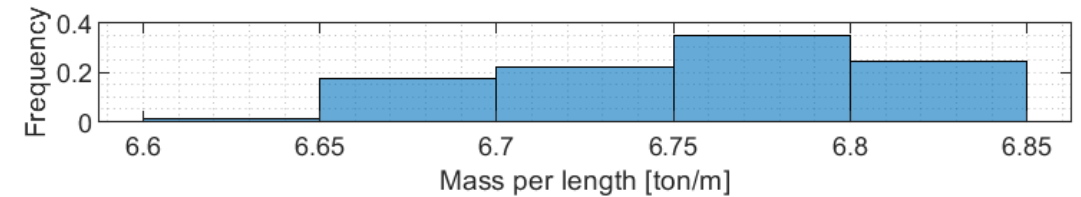
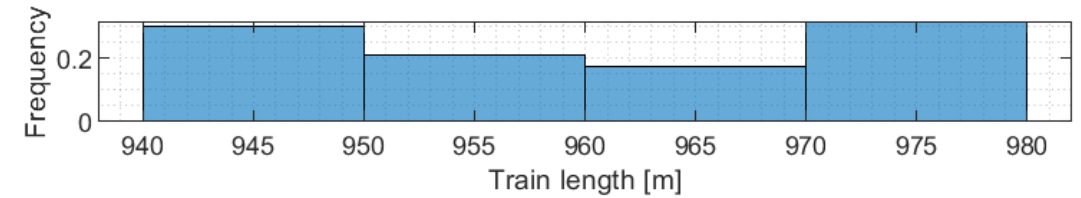
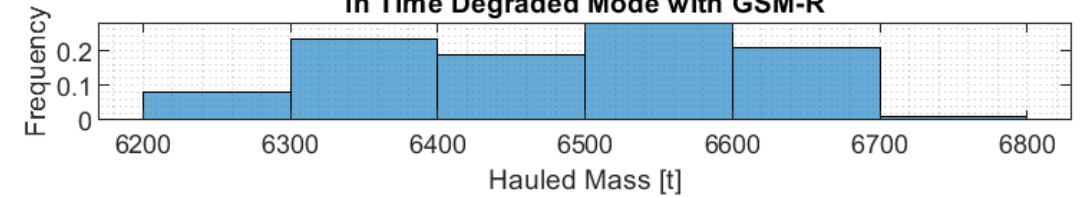


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing an EB
in Time Degraded Mode with GSM-R



1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing an EB
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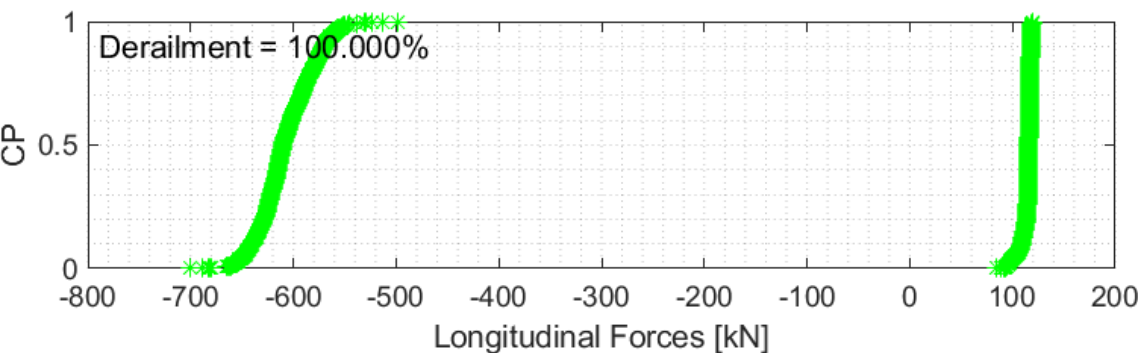
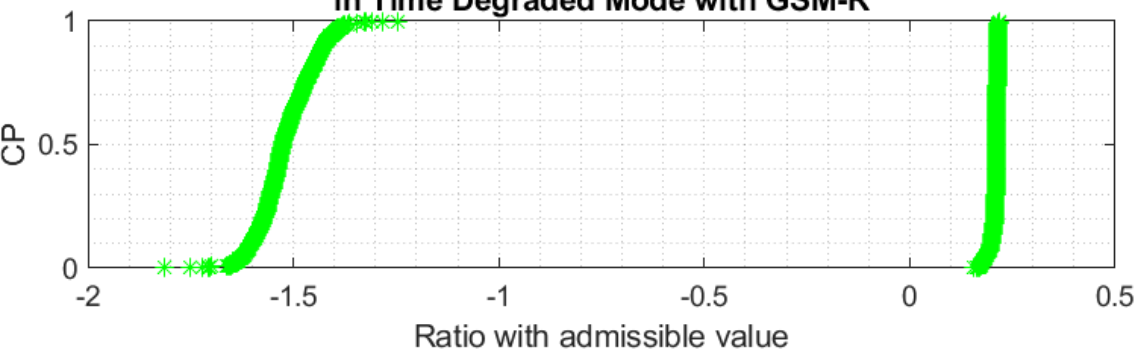


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Number **826087**

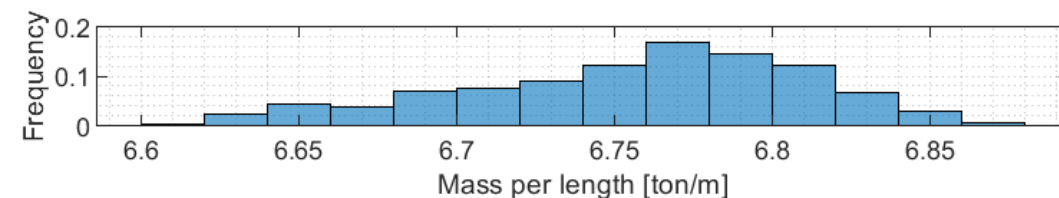
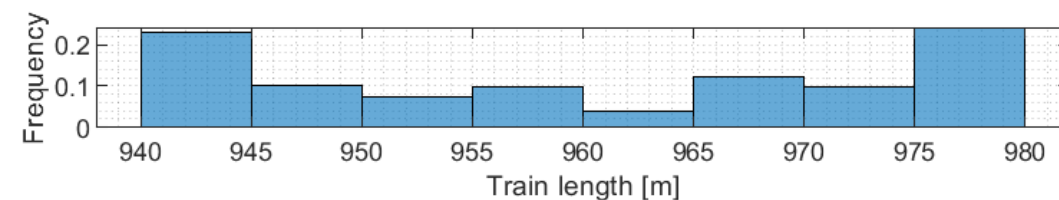
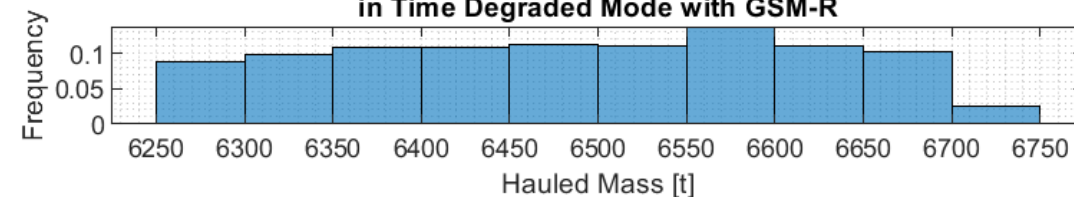


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing an EB
in Time Degraded Mode with GSM-R



1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
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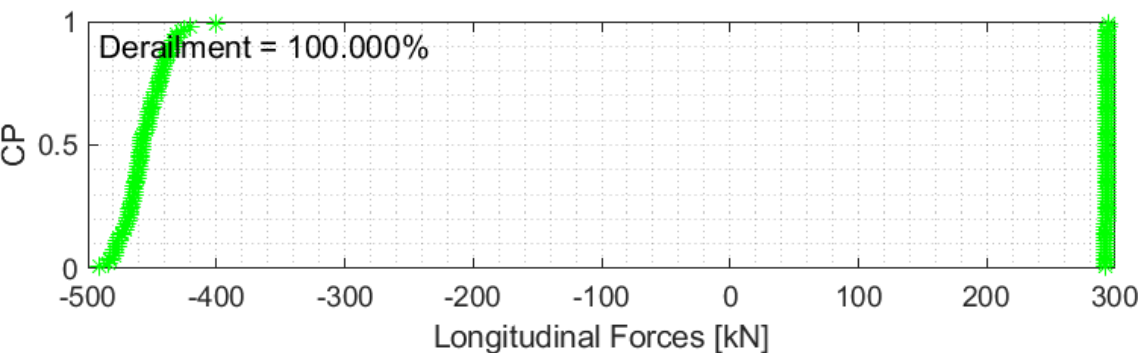
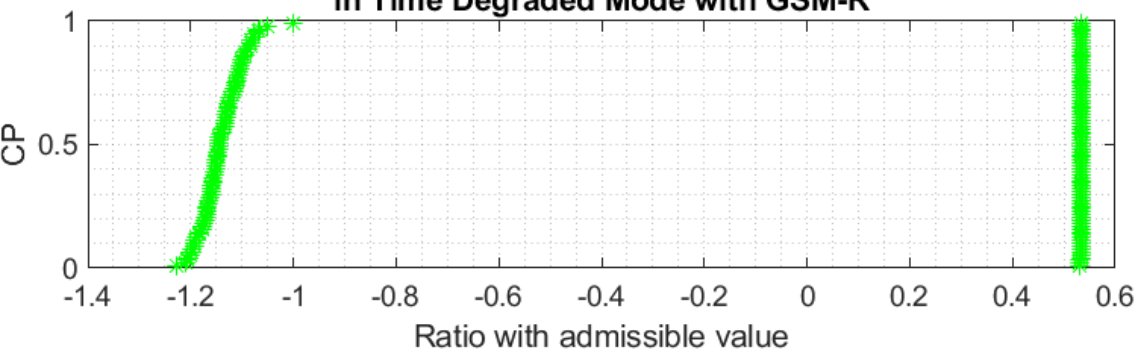


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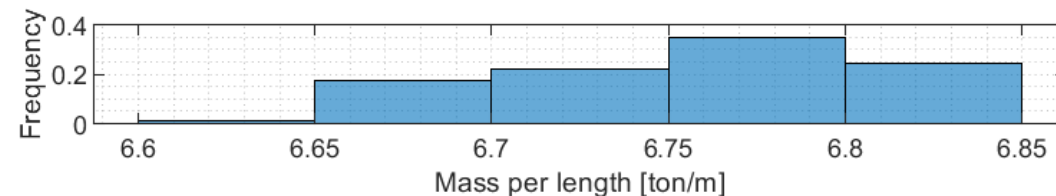
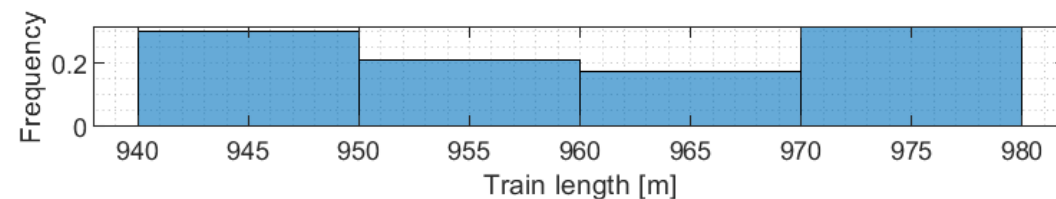
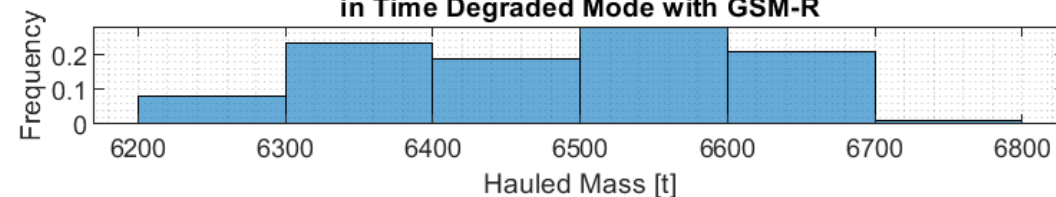


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing a T-EB
in Time Degraded Mode with GSM-R



1T-SW with loco BR187
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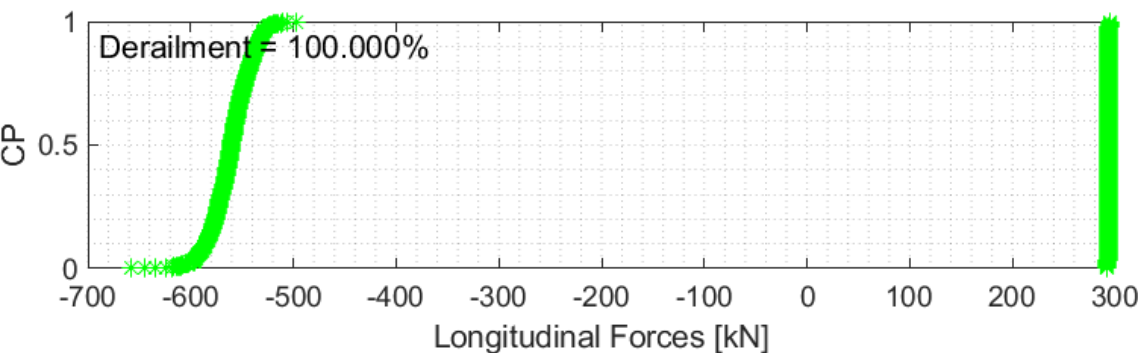
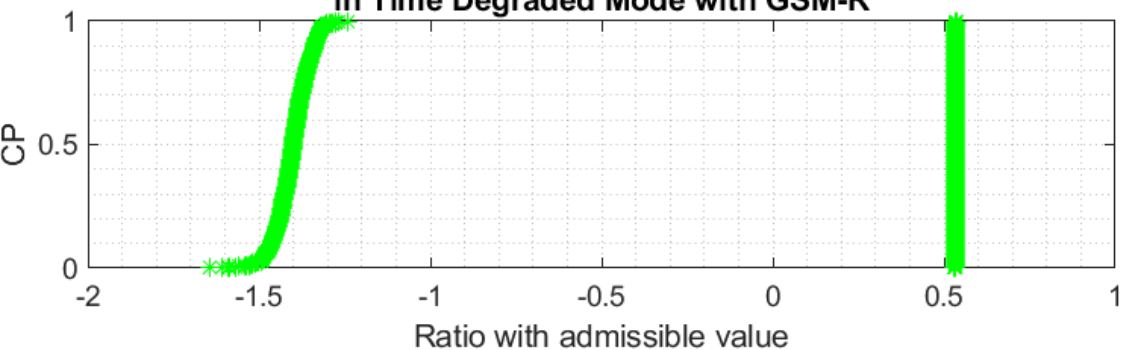


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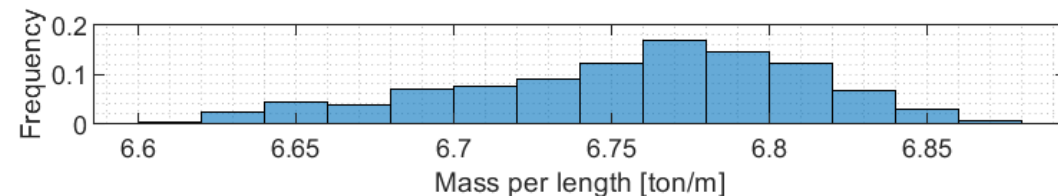
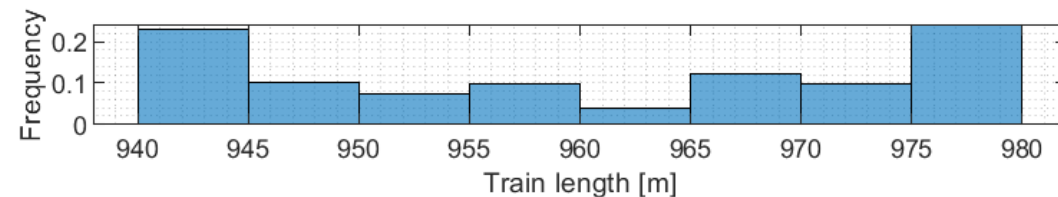
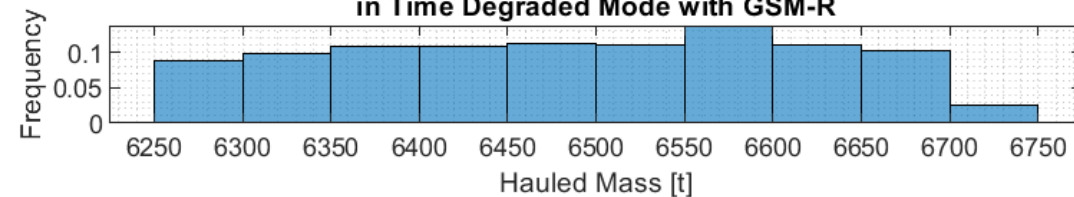


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 940-980, and mass 6250-6750,
running in G brake mode and performing a T-EB
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1T-SW with loco BR187
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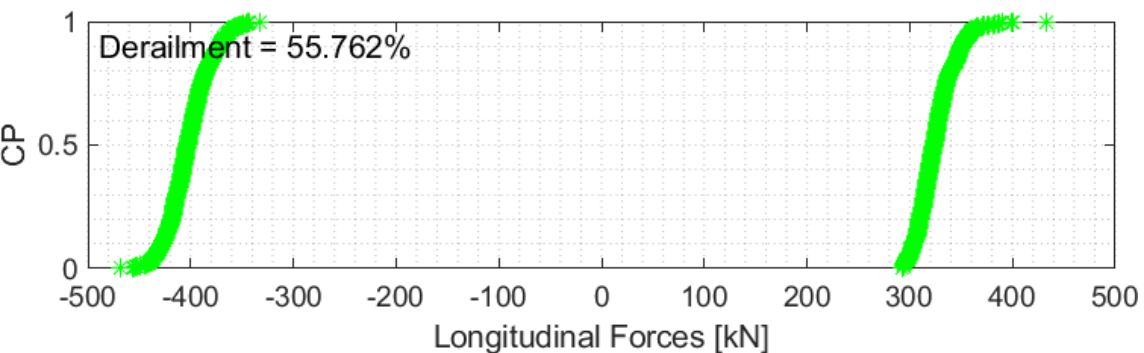
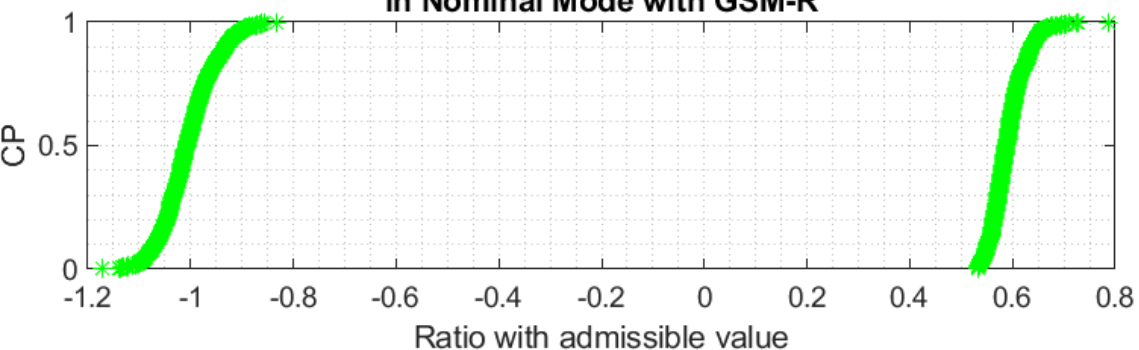


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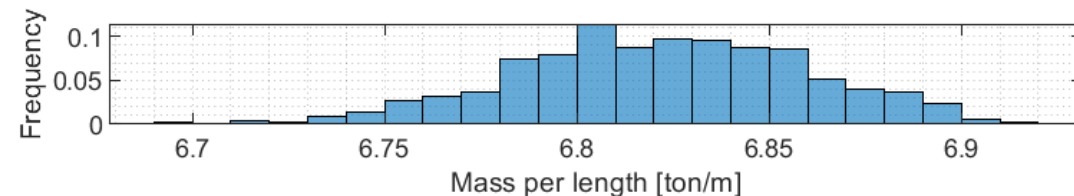
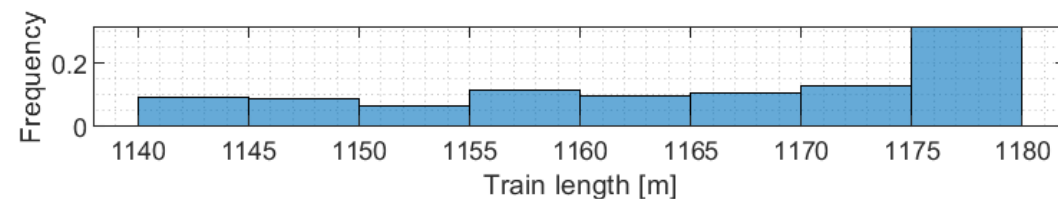
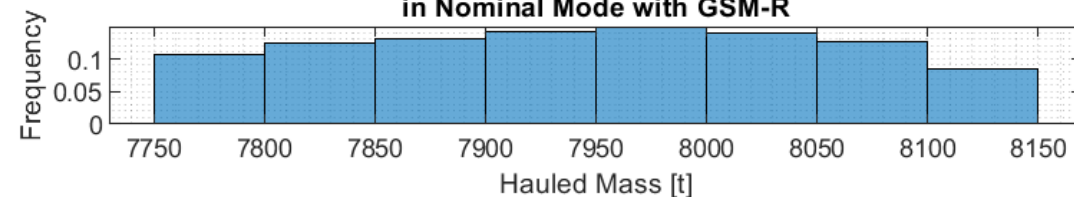


Results – 1T-SW "fixed mass"

1T-SW with loco BR187
having length 1140-1180, and mass 7750-8250,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



1T-SW with loco BR187
having length 1140-1180, and mass 7750-8250,
running in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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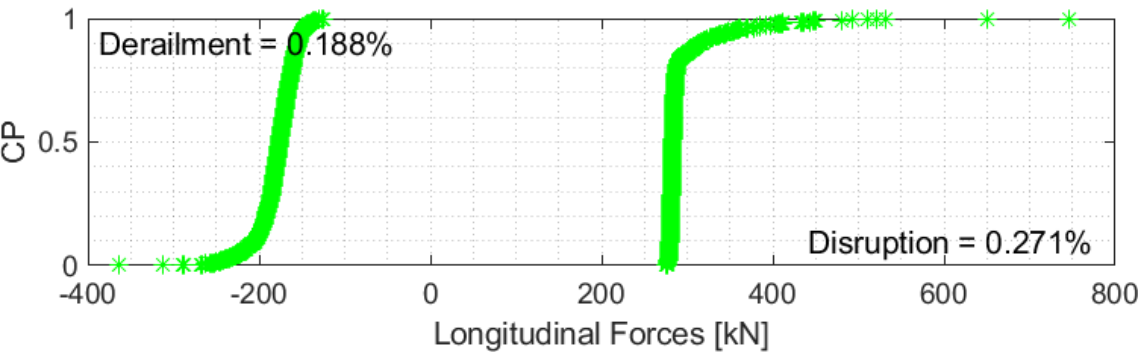
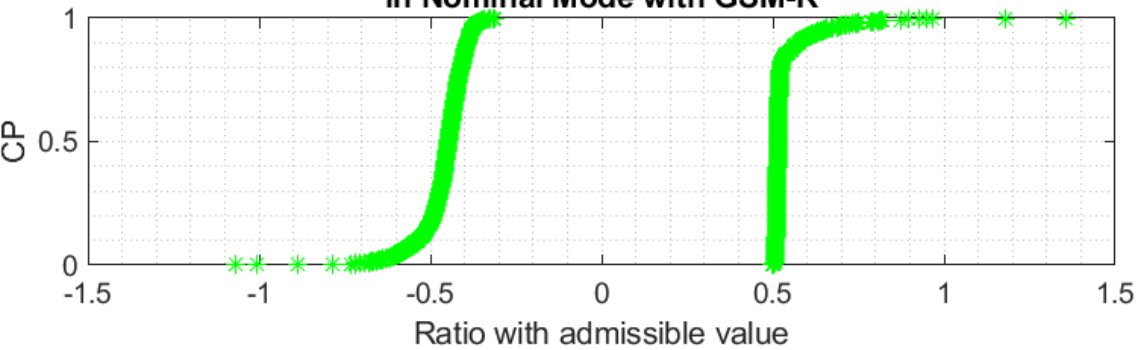


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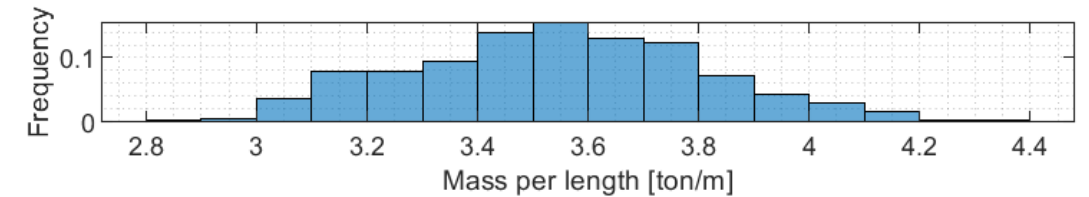
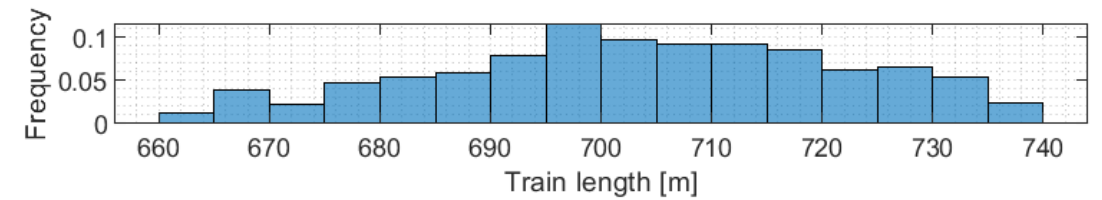
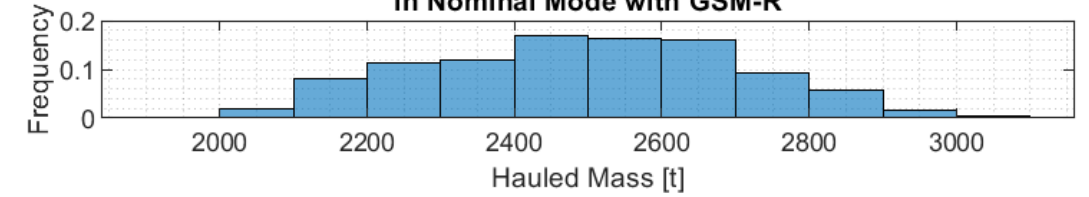


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 380-420, 280-320, and masses of 1601-2500, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 380-420, 280-320, and masses of 1601-2500, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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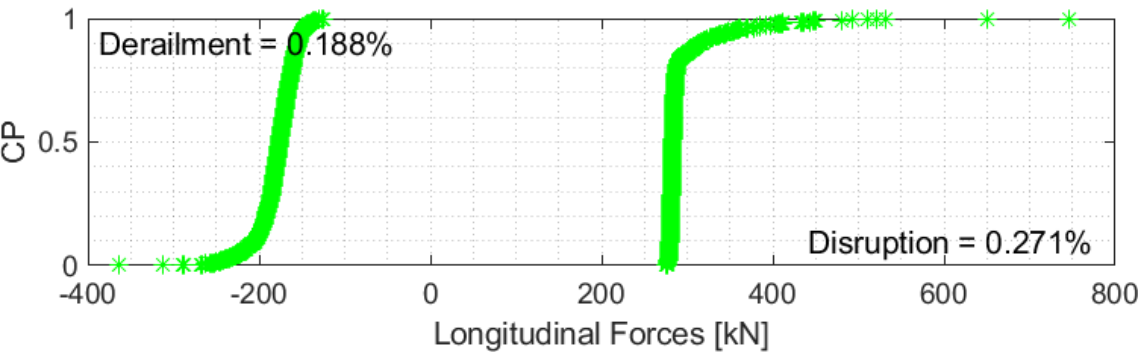
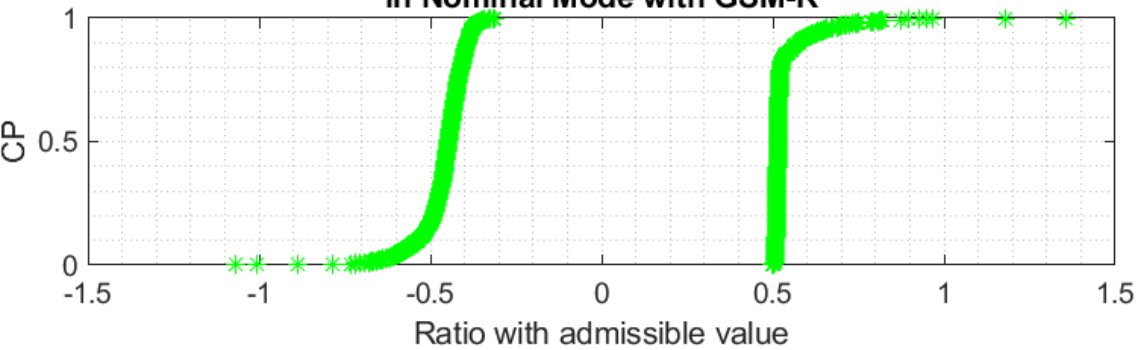


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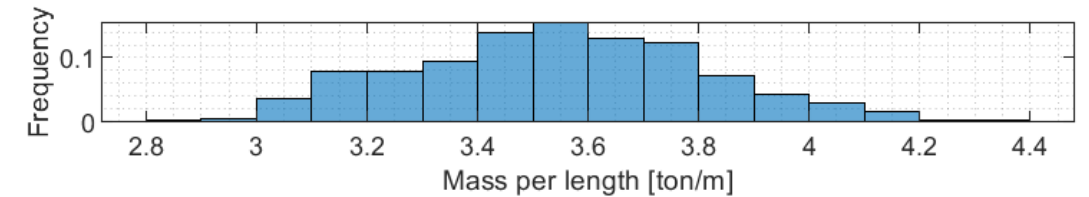
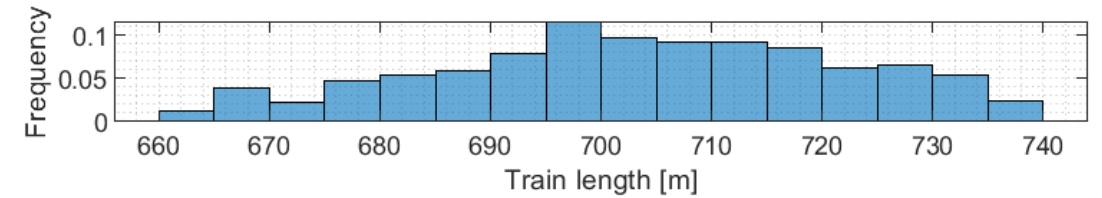
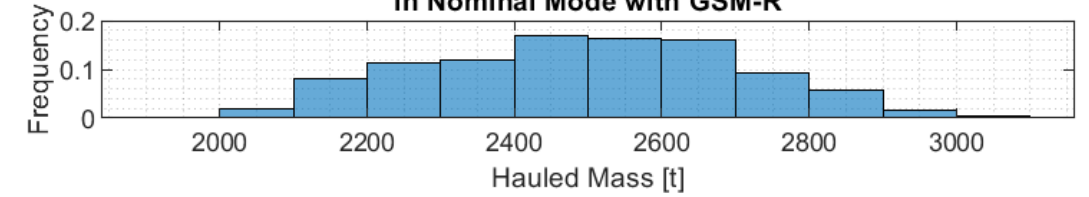


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2T with loco BR187 formed by connection of 2 trains
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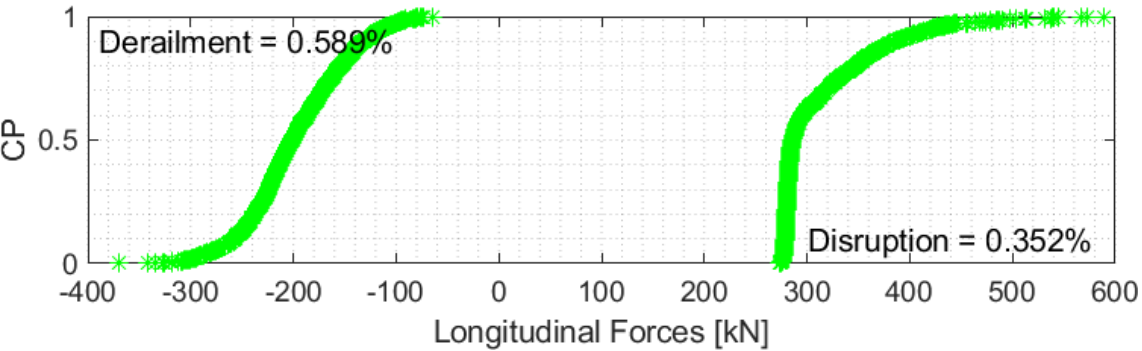
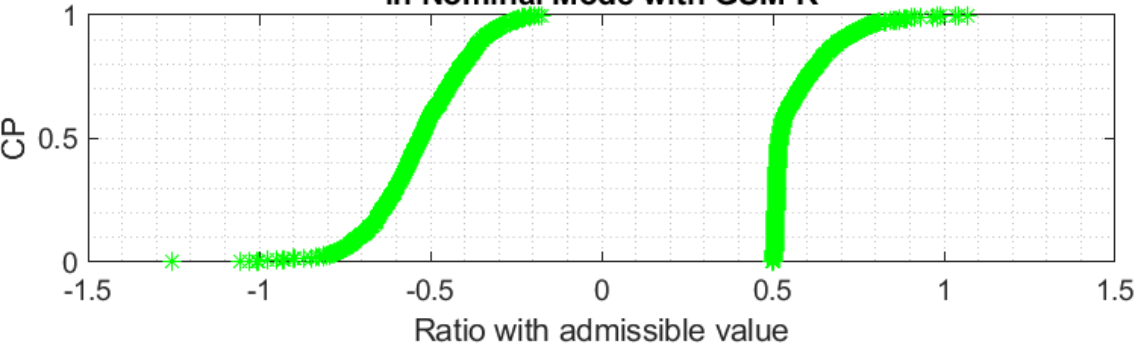


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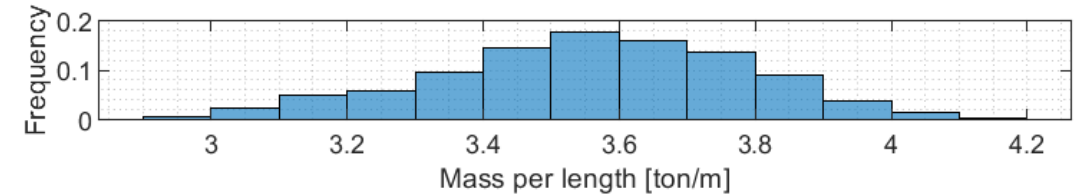
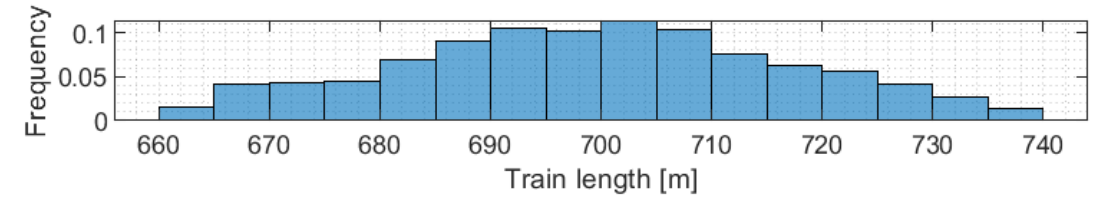
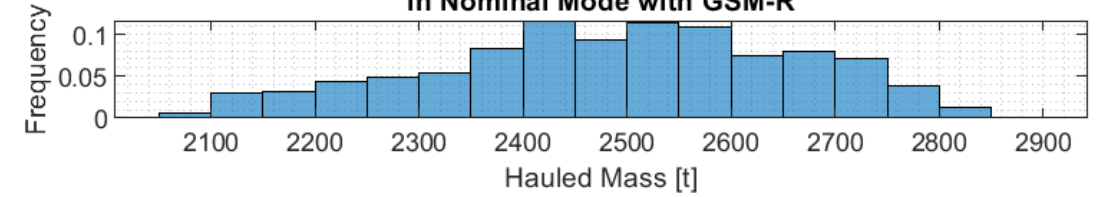


2T - 740 m

2T with loco BR187 formed by connection of 2 trains having lengths of 380-420, 280-320, and masses of 1201-1600, 801-1200, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains having lengths of 380-420, 280-320, and masses of 1201-1600, 801-1200, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R



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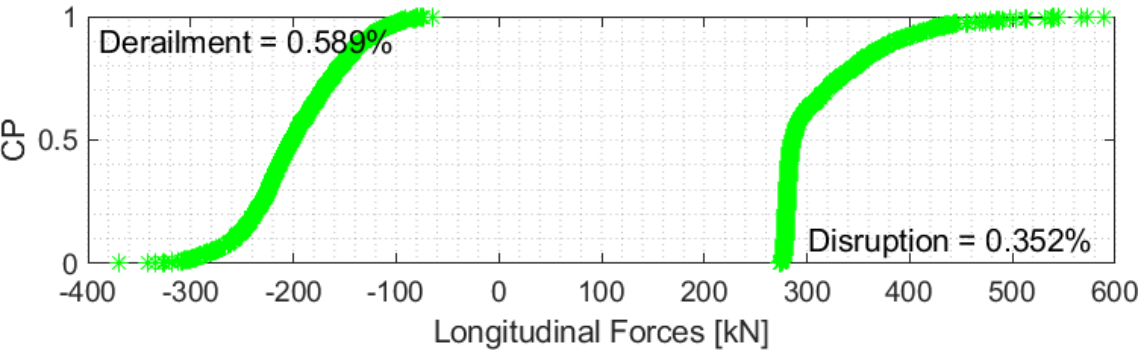
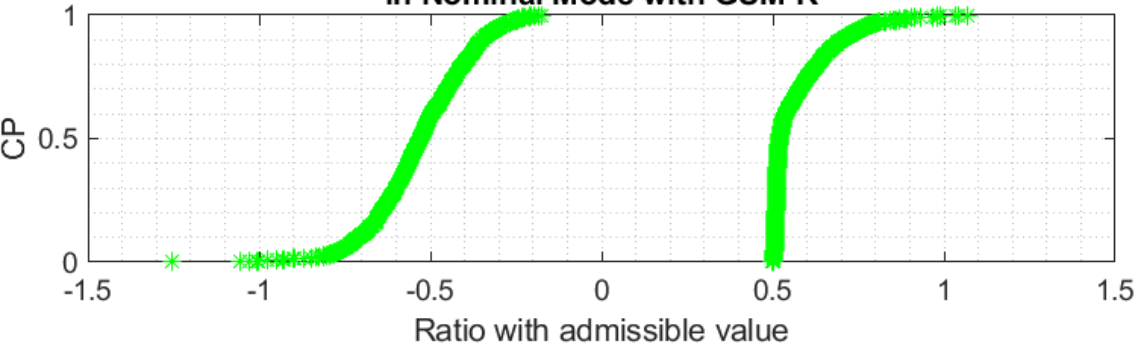


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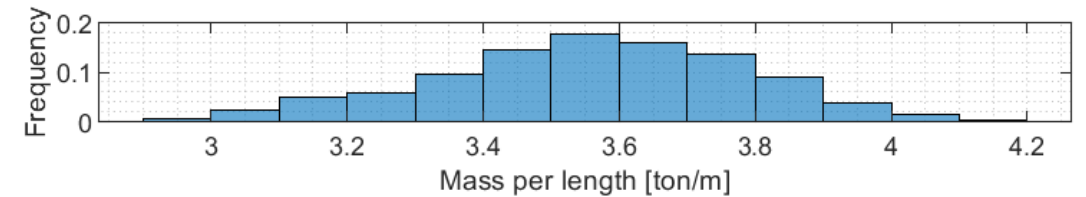
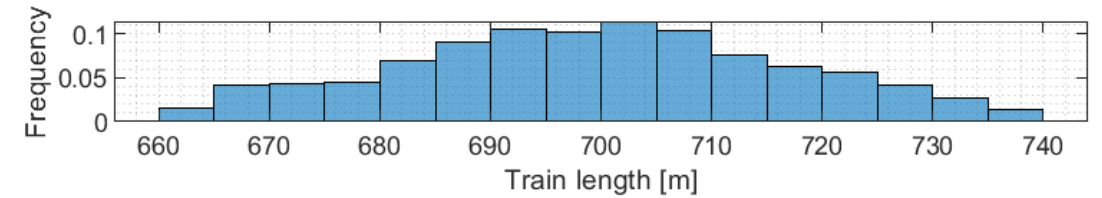
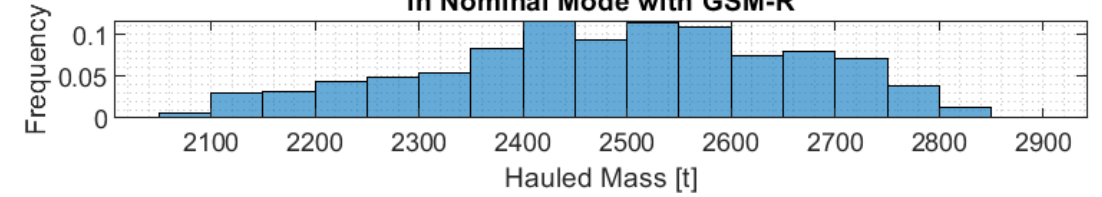


2T - 740 m

2T with loco BR187 formed by connection of 2 trains having lengths of 380-420, 280-320, and masses of 1201-1600, 801-1200, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains having lengths of 380-420, 280-320, and masses of 1201-1600, 801-1200, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R



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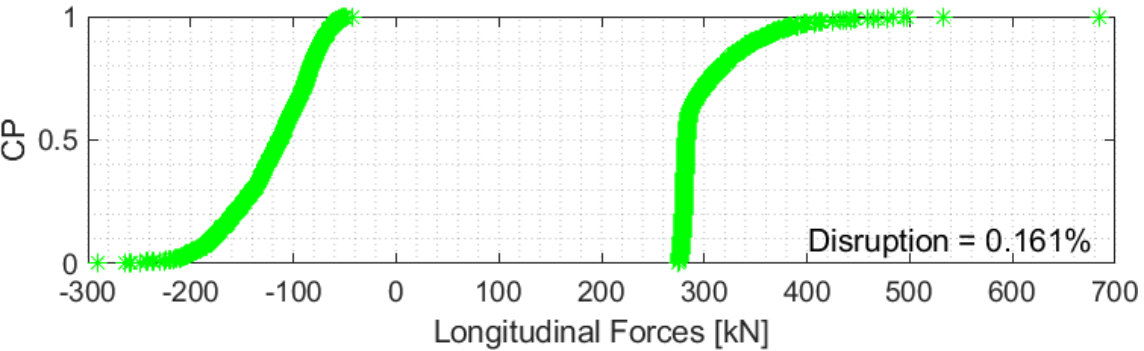
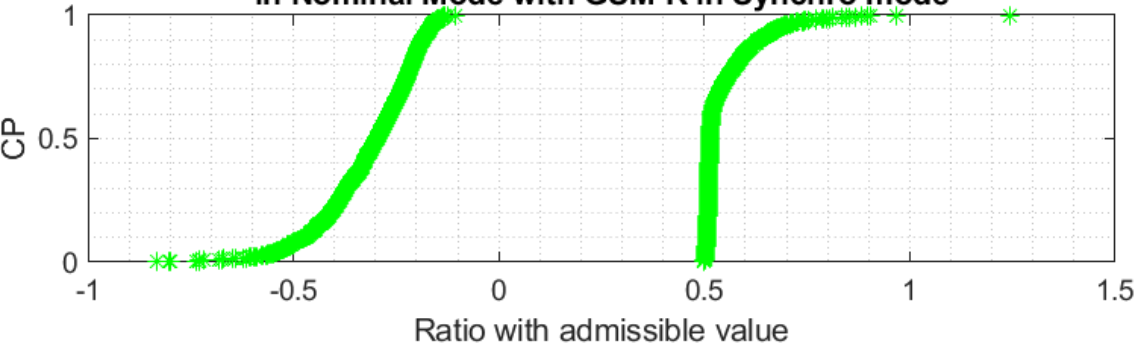


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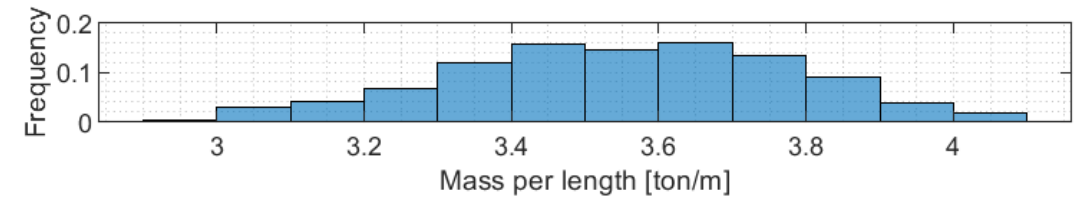
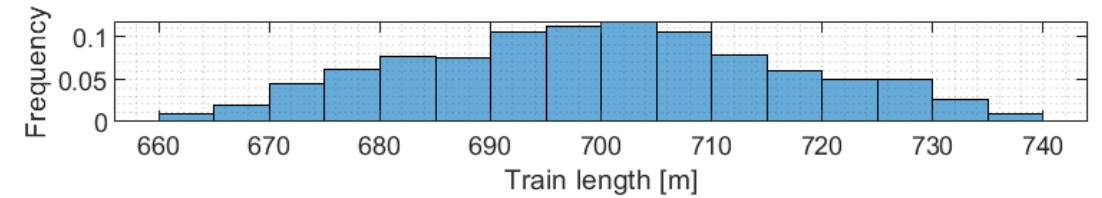
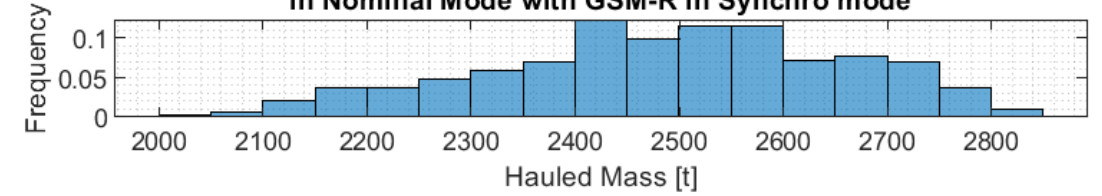


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 380-420, 280-320, and masses of 1201-1600, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



2T with loco BR187 formed by connection of 2 trains
having lengths of 380-420, 280-320, and masses of 1201-1600, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



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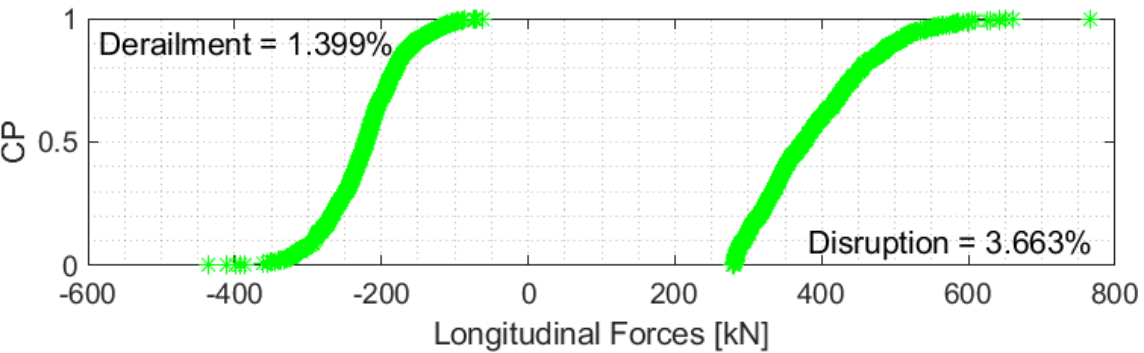
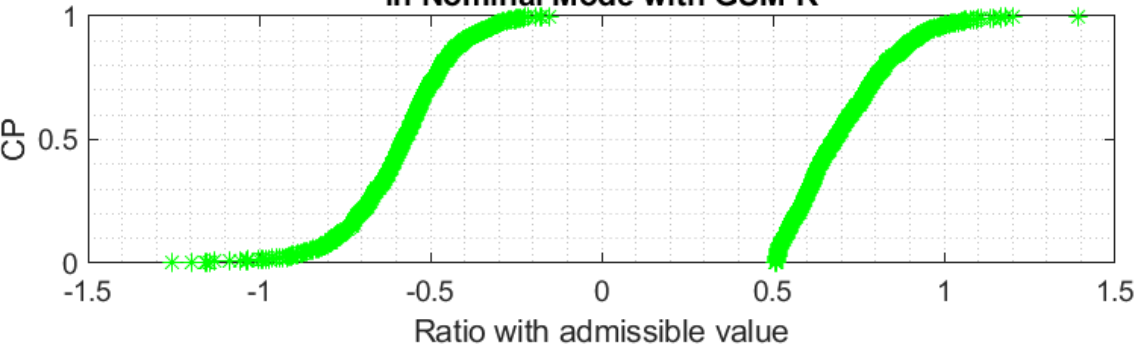


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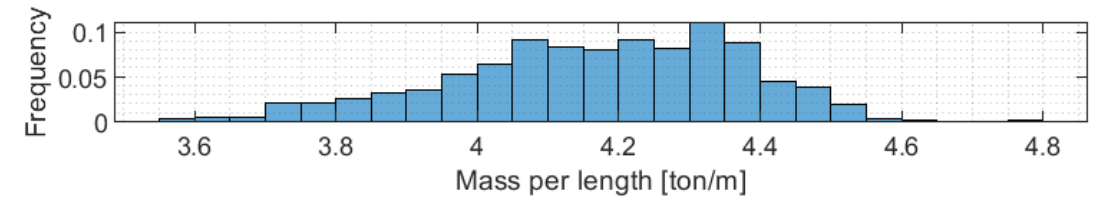
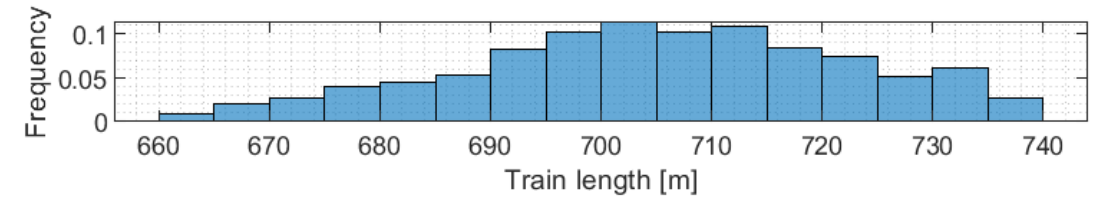
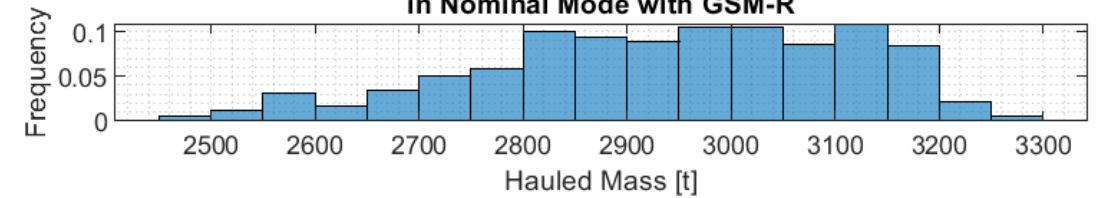


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 380-420, 280-320, and masses of 1201-1600, 1201-1600,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
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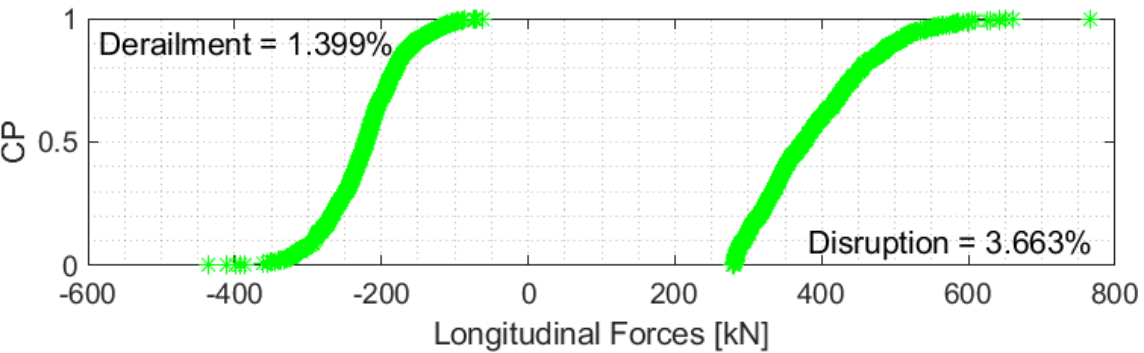
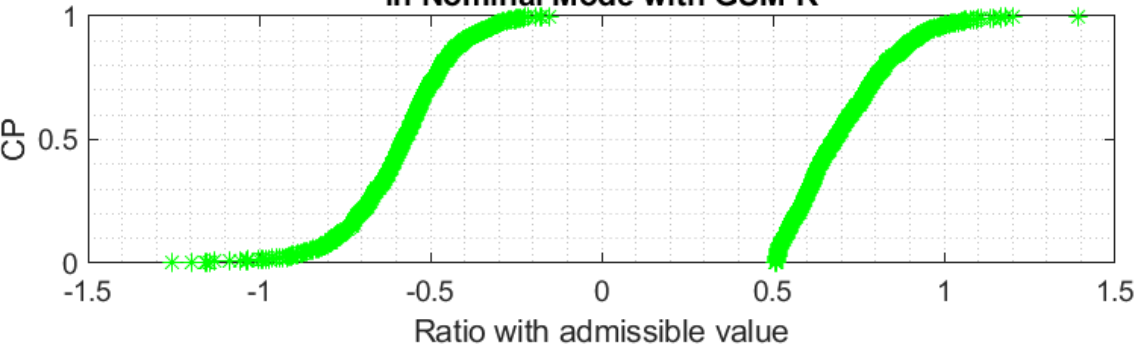


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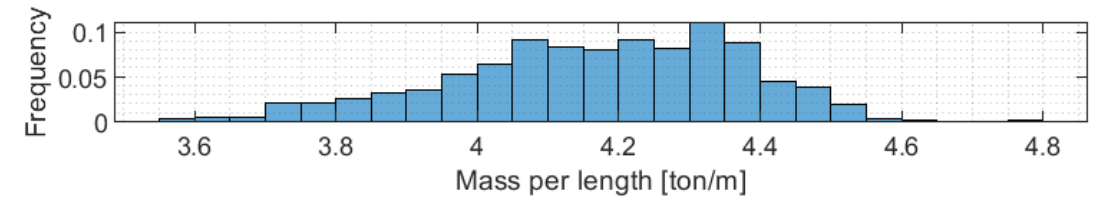
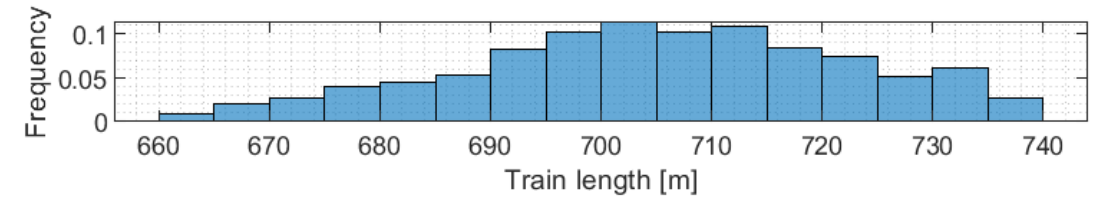
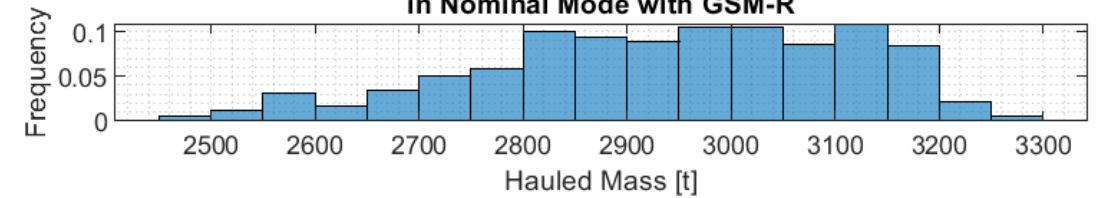


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 380-420, 280-320, and masses of 1201-1600, 1201-1600,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 380-420, 280-320, and masses of 1201-1600, 1201-1600,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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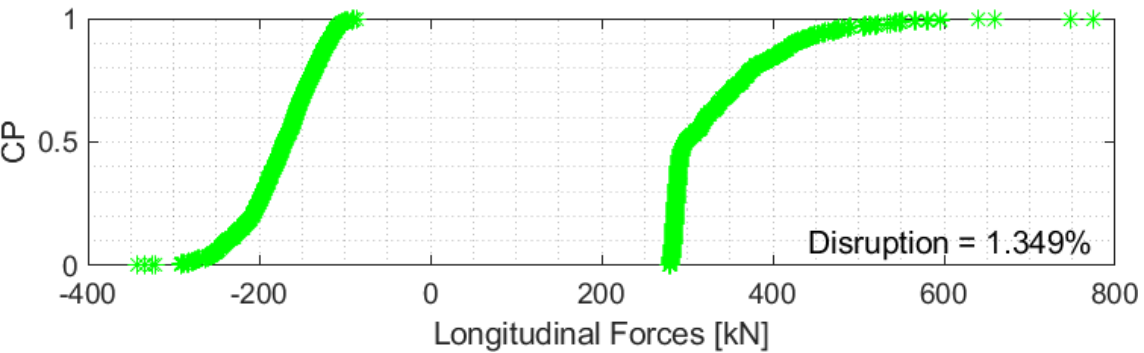
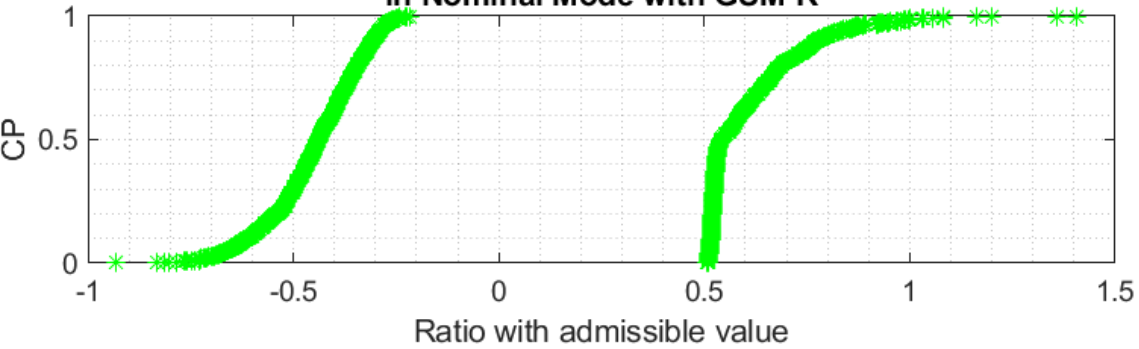


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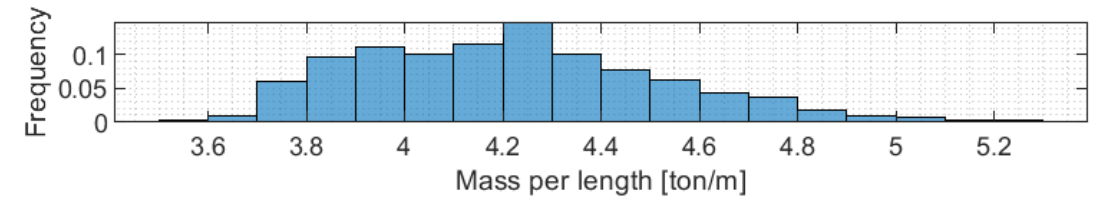
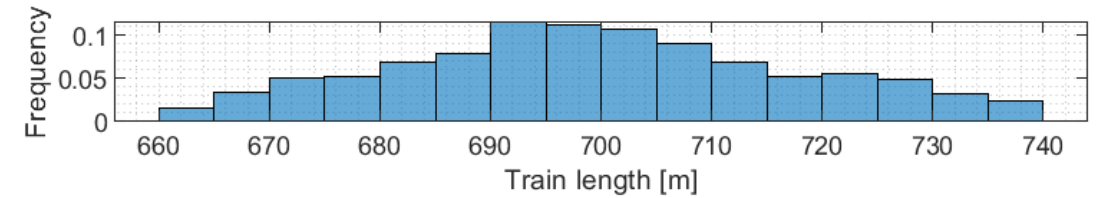
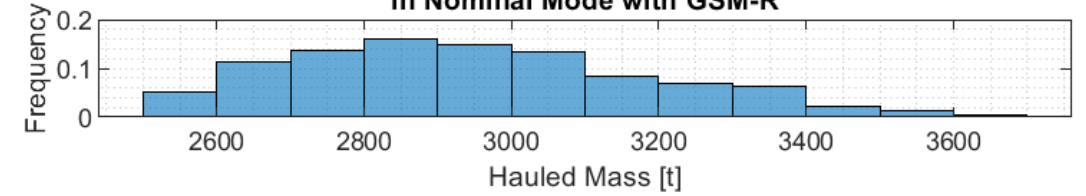


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 430-470, 230-270, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 430-470, 230-270, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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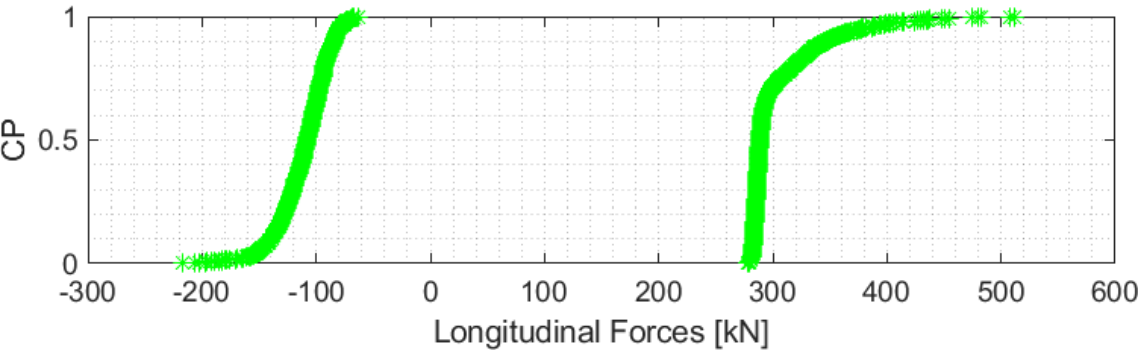
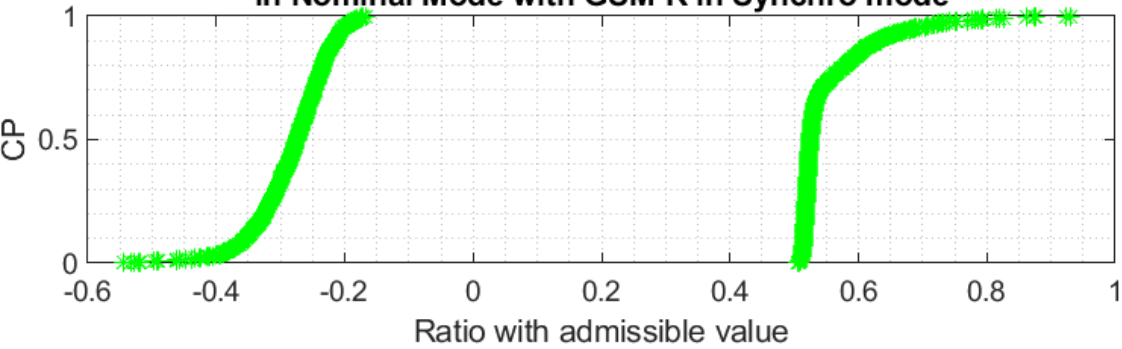


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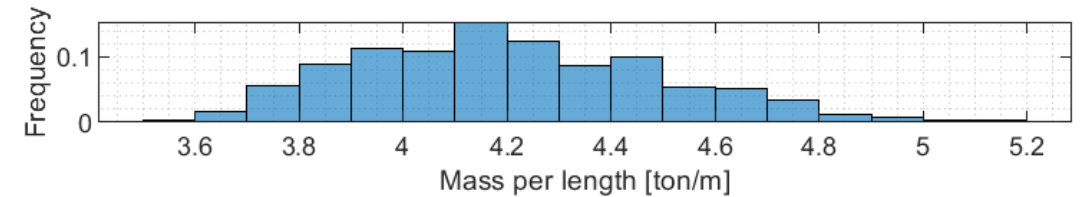
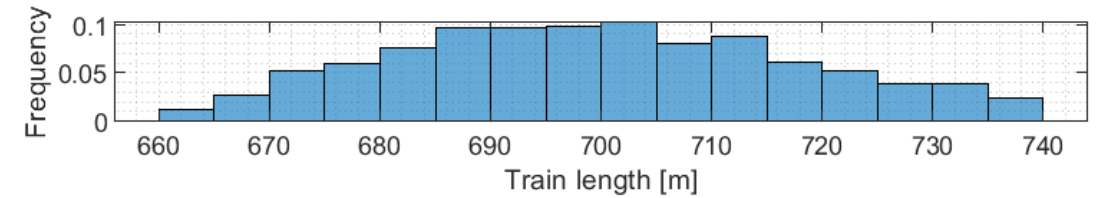
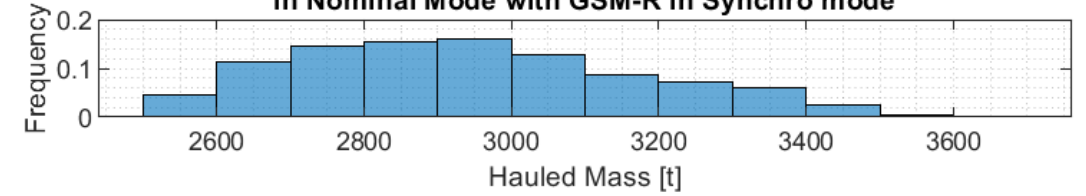


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 430-470, 230-270, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



2T with loco BR187 formed by connection of 2 trains
having lengths of 430-470, 230-270, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



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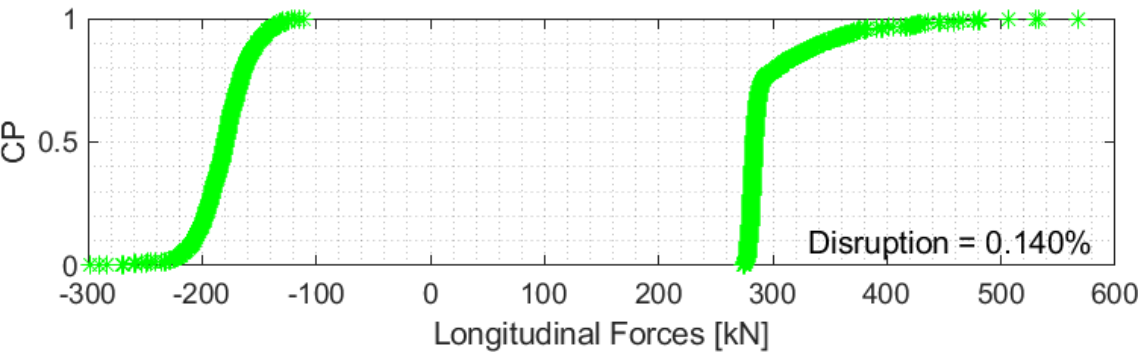
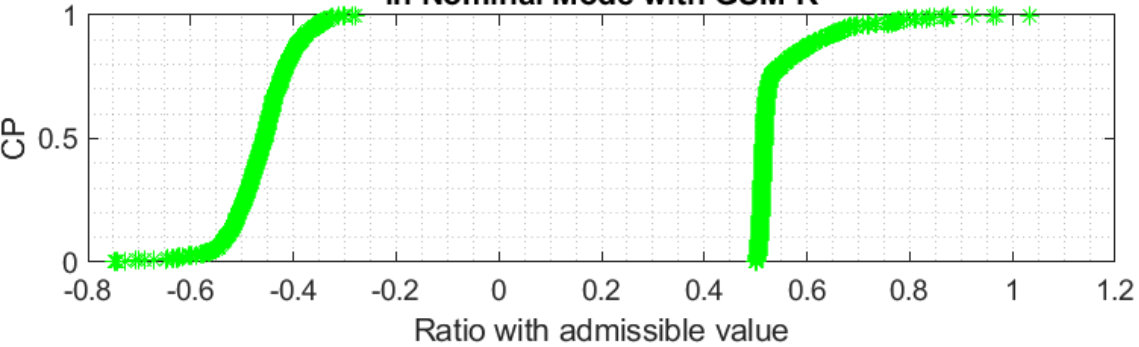


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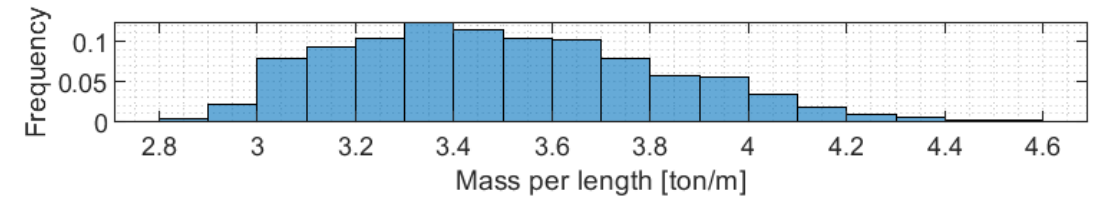
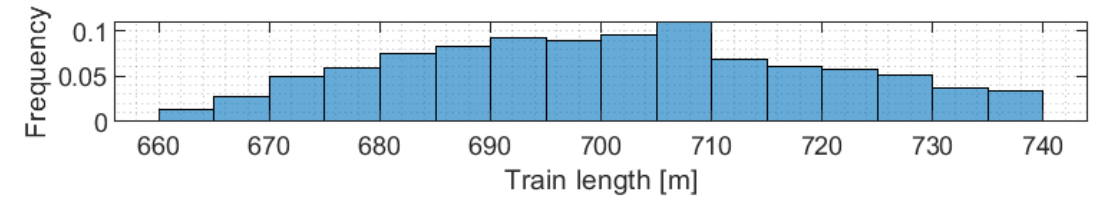
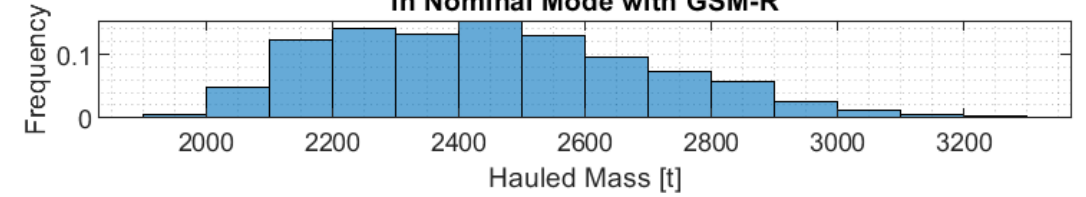


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 430-470, 230-270, and masses of 1601-2500, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 430-470, 230-270, and masses of 1601-2500, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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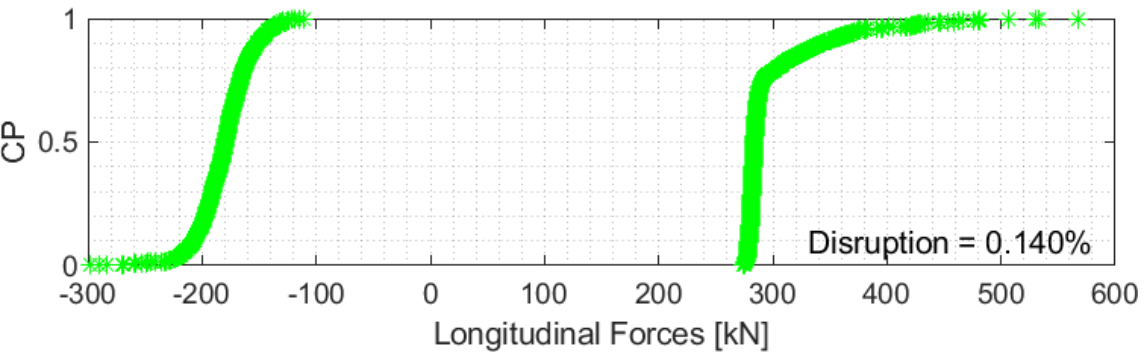
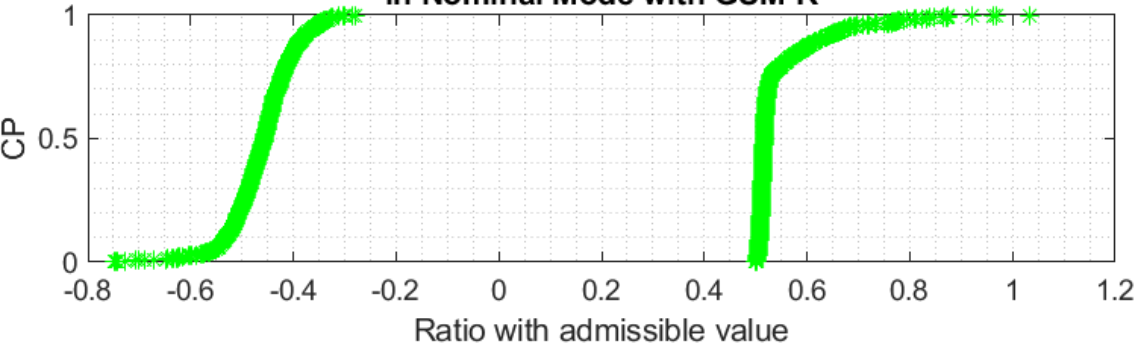


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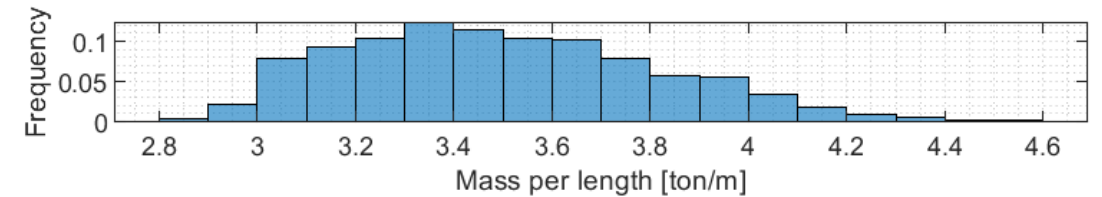
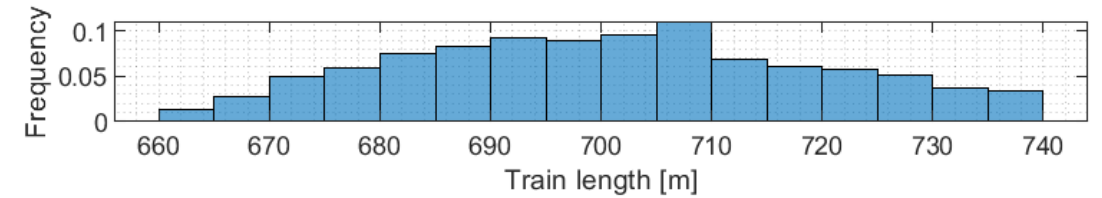
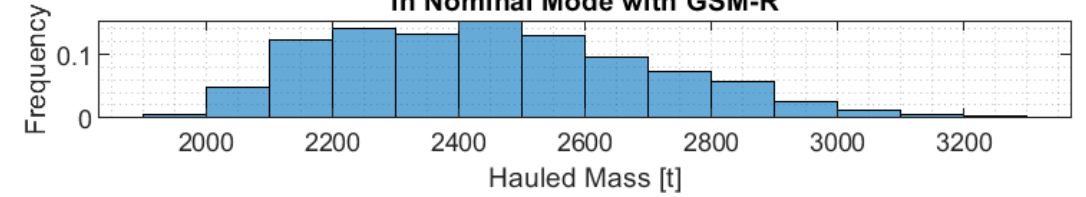


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
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in Nominal Mode with GSM-R



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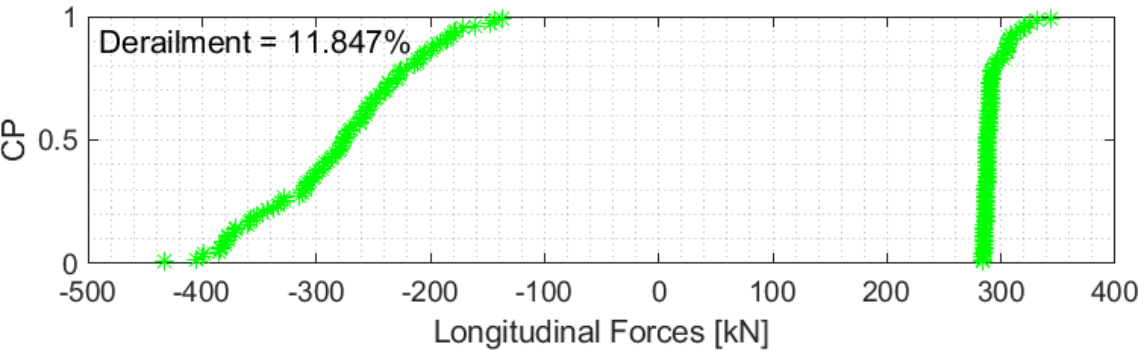
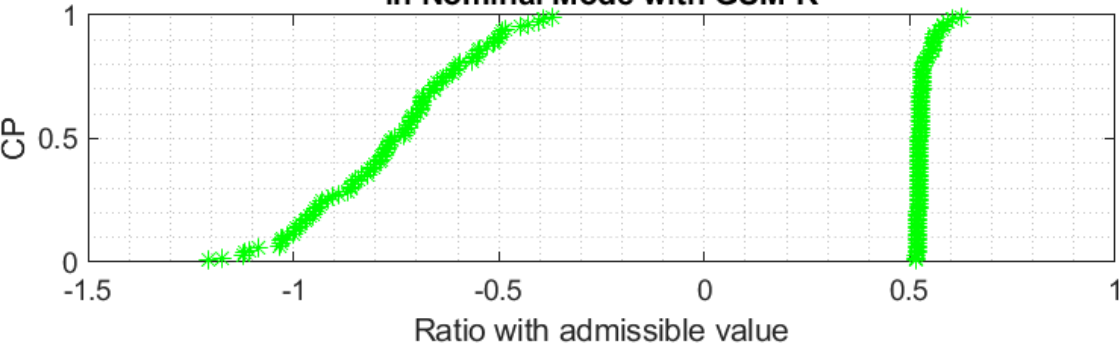


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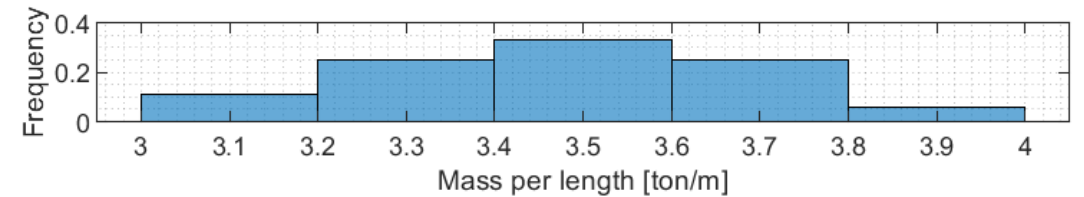
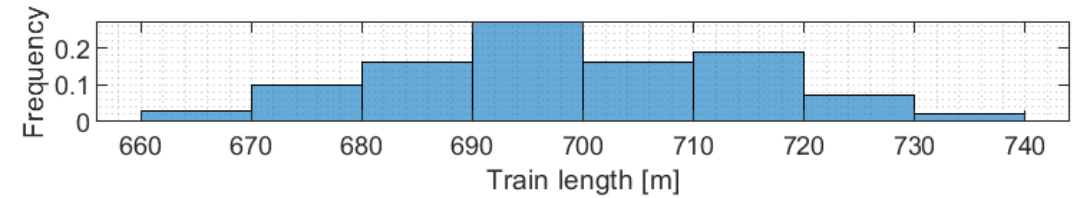
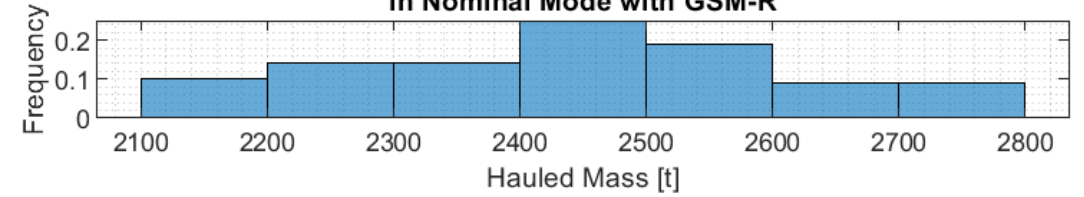


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 430-470, 230-270, and masses of 1201-1600, 801-1200,
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in Nominal Mode with GSM-R



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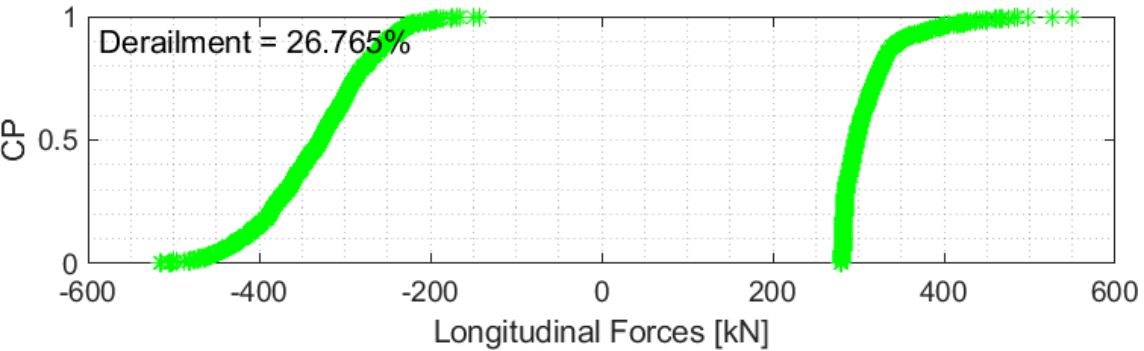
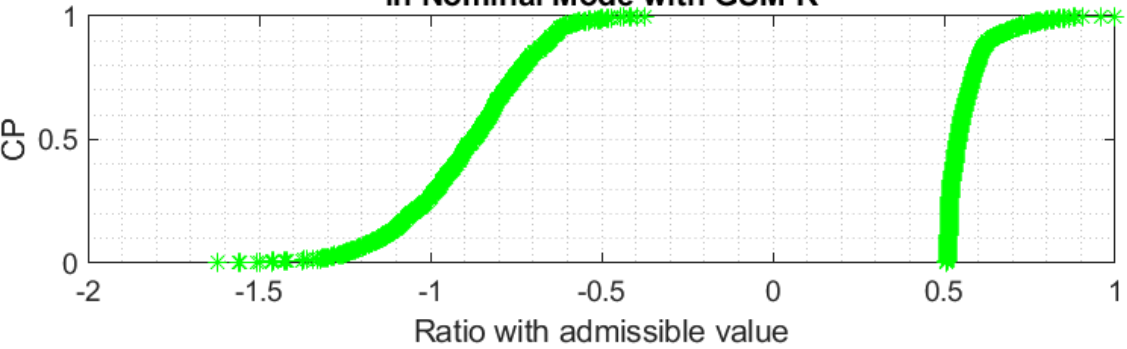


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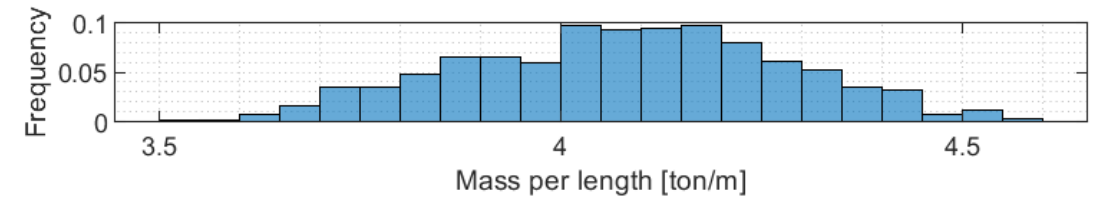
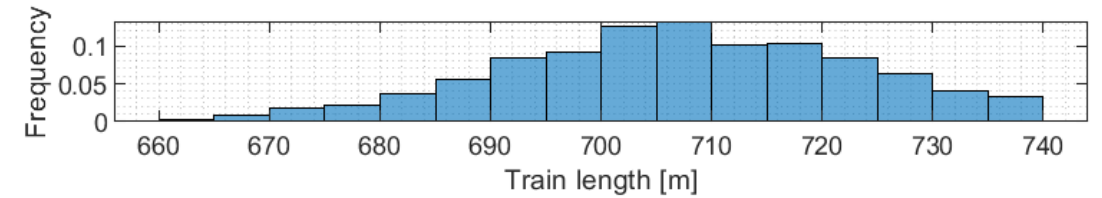
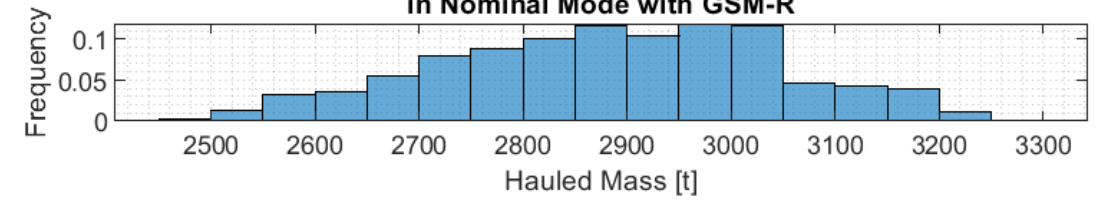


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
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running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
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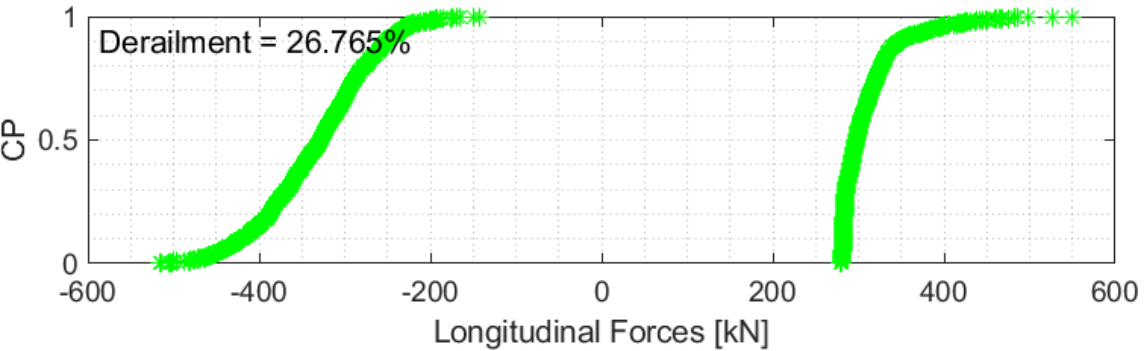
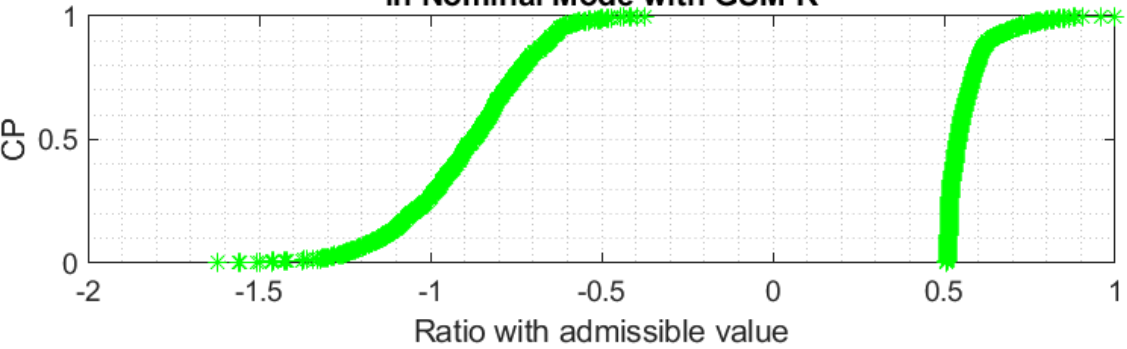


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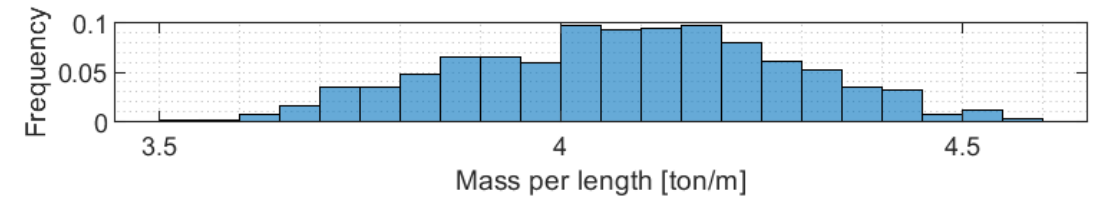
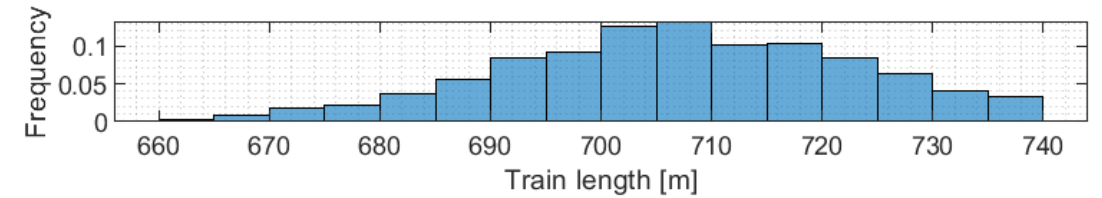
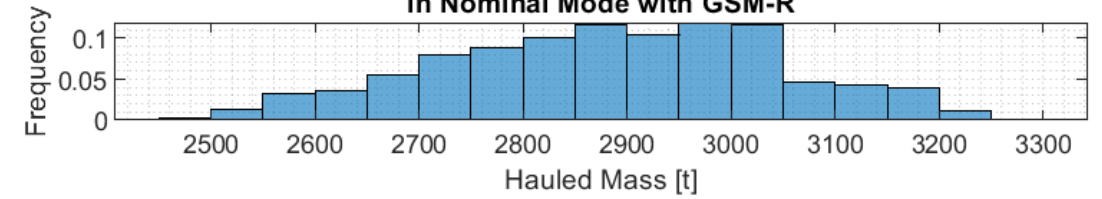


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
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in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
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in Nominal Mode with GSM-R



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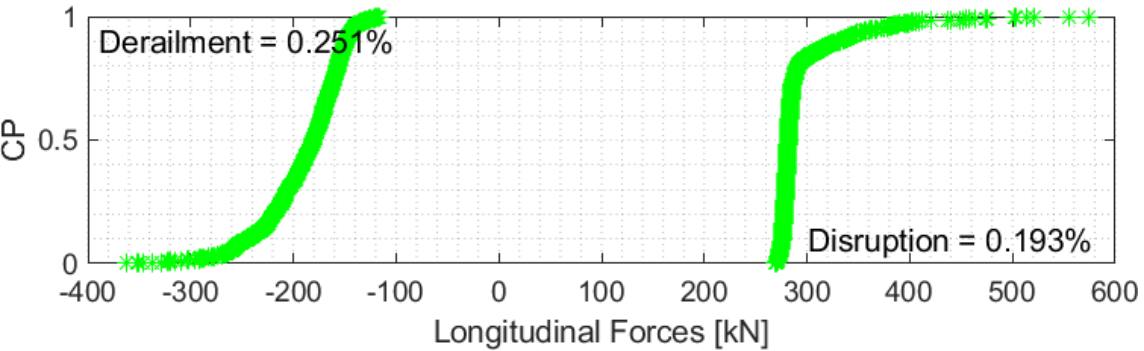
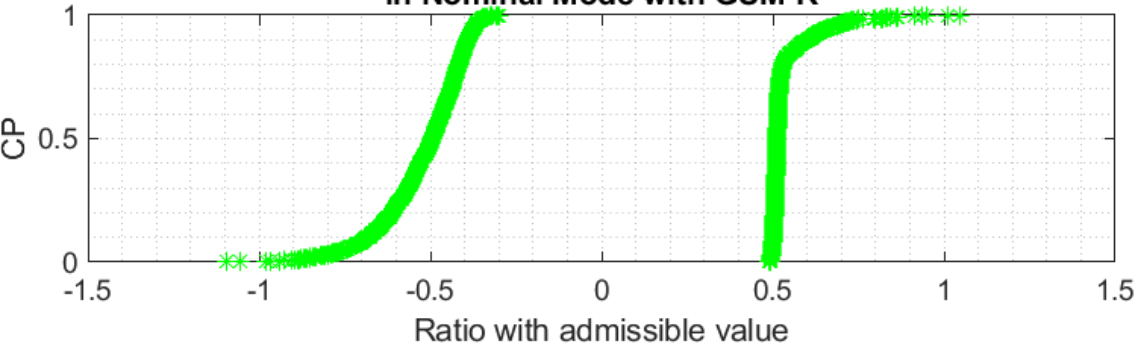


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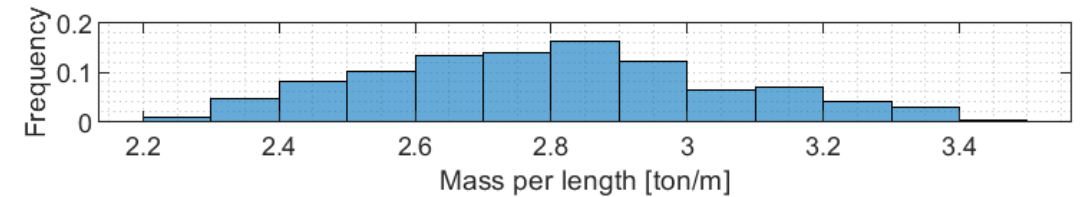
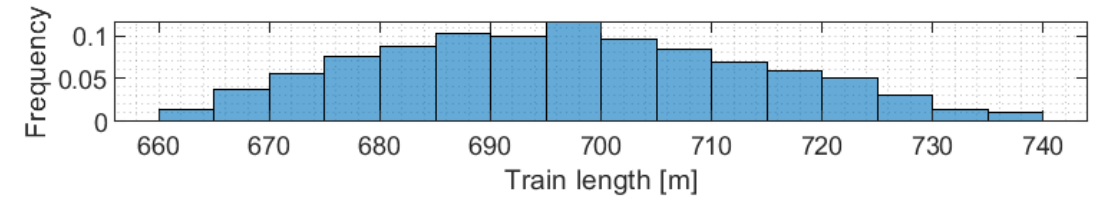
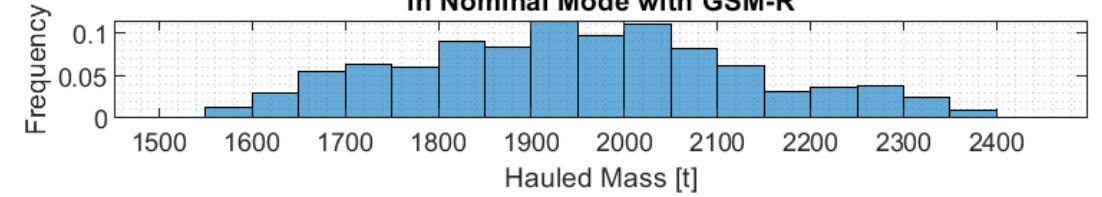


2T - 740 m

2T with loco BR187 formed by connection of 2 trains having lengths of 430-470, 230-270, and masses of 1201-1600, 0-800, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains having lengths of 430-470, 230-270, and masses of 1201-1600, 0-800, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R



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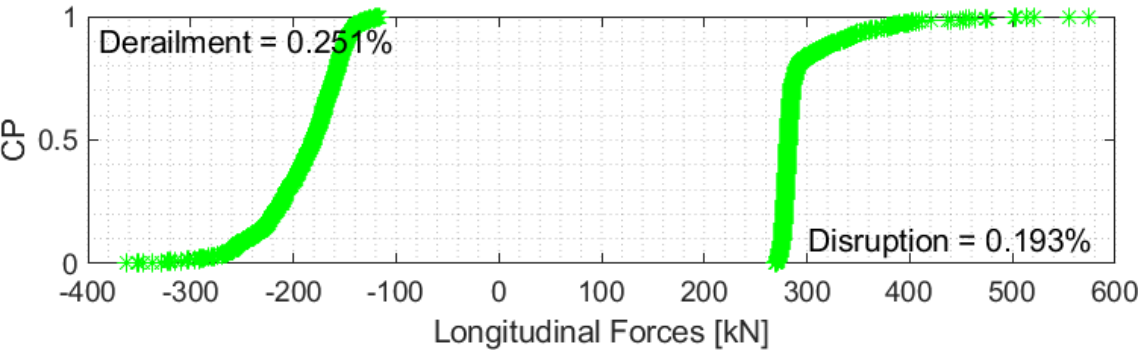
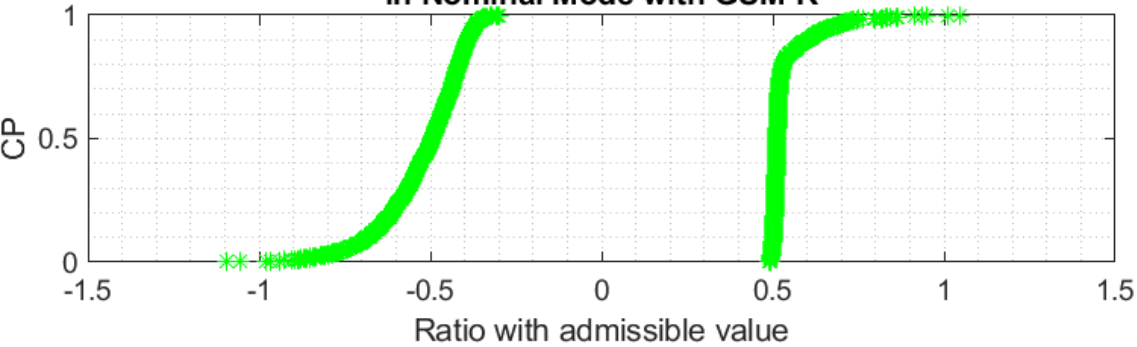


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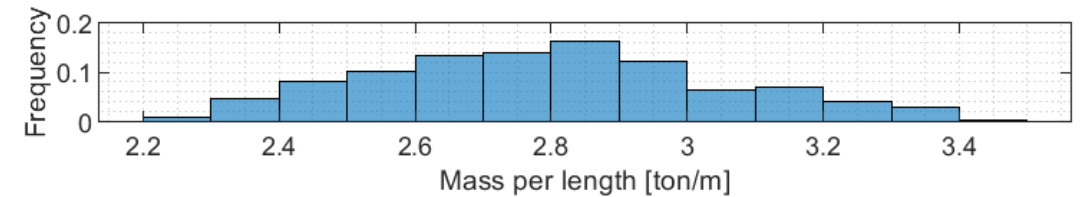
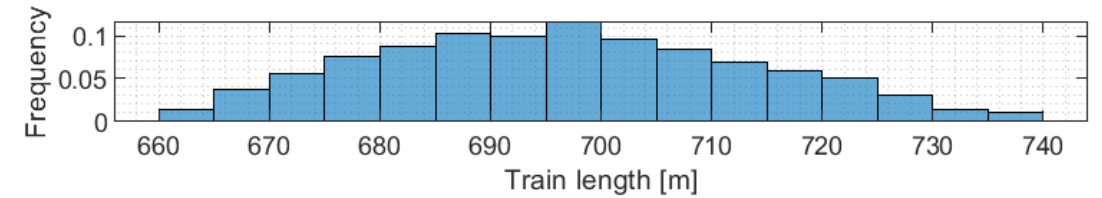
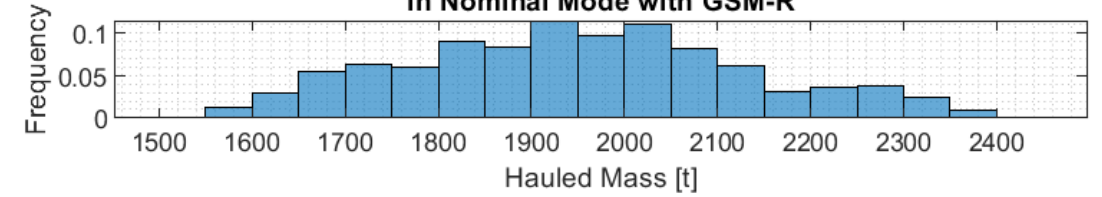


2T - 740 m

2T with loco BR187 formed by connection of 2 trains having lengths of 430-470, 230-270, and masses of 1201-1600, 0-800, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains having lengths of 430-470, 230-270, and masses of 1201-1600, 0-800, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R



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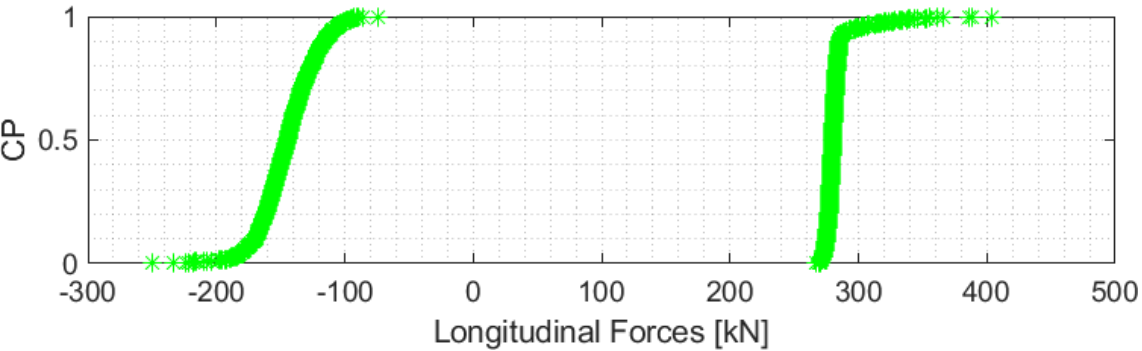
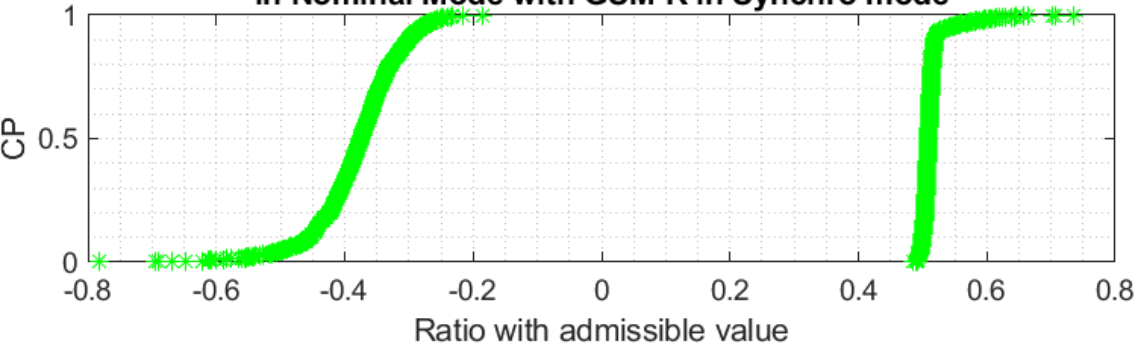


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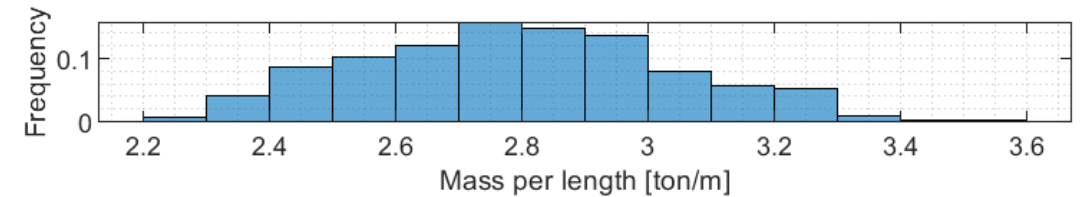
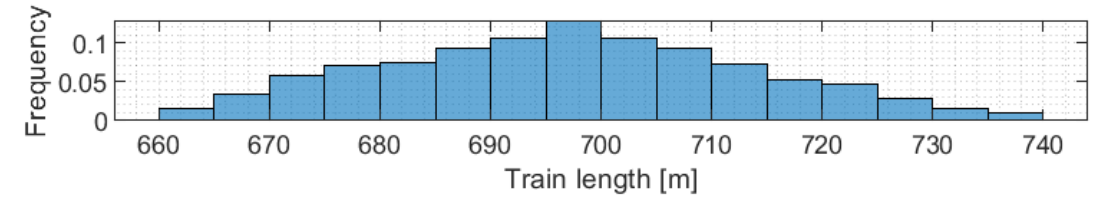
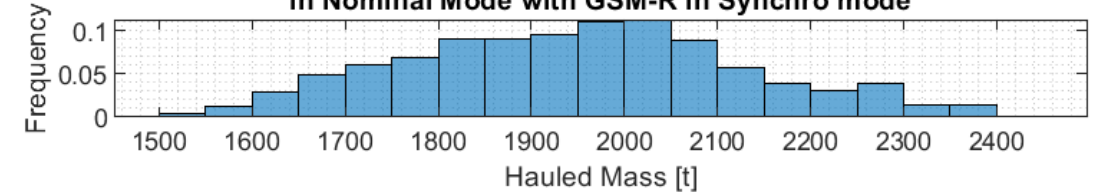


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 430-470, 230-270, and masses of 1201-1600, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



2T with loco BR187 formed by connection of 2 trains
having lengths of 430-470, 230-270, and masses of 1201-1600, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



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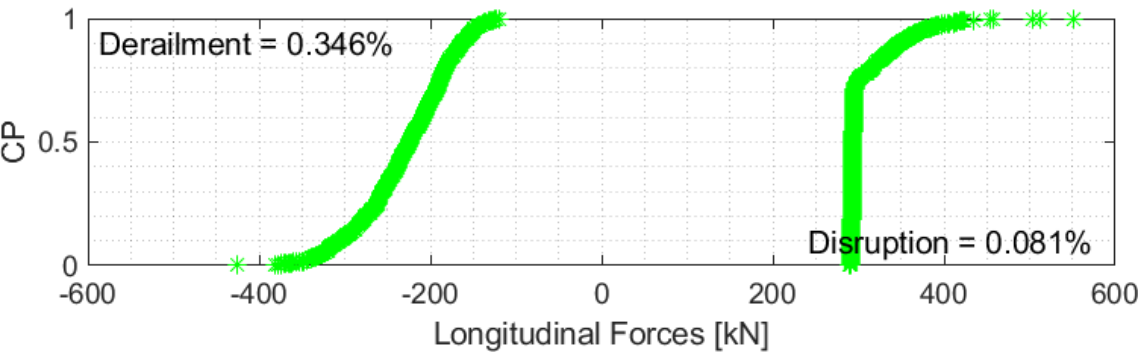
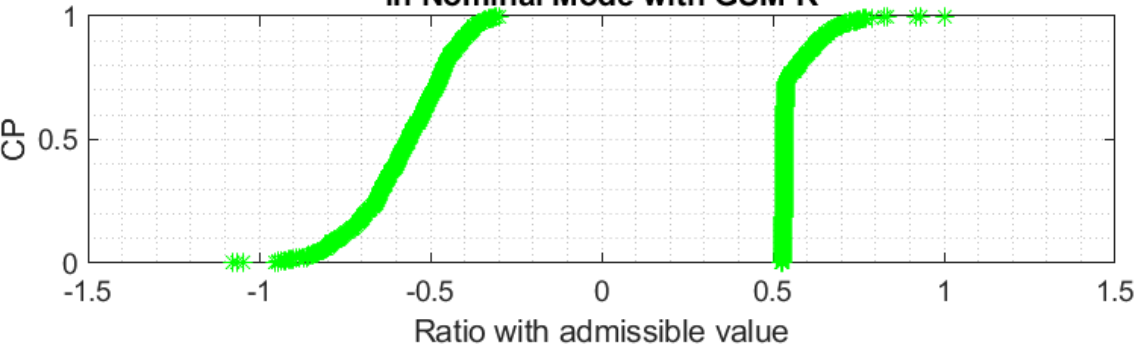


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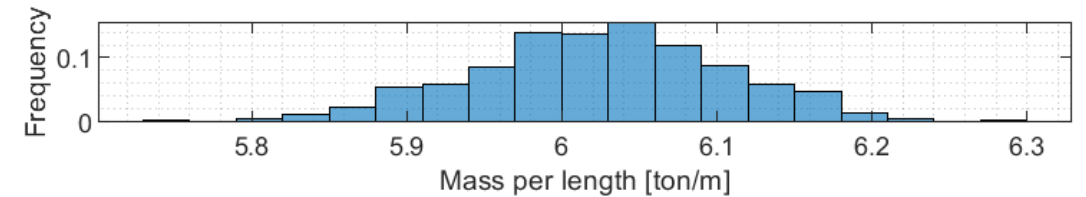
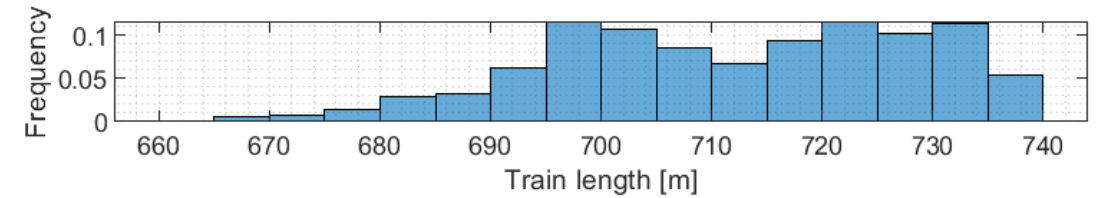
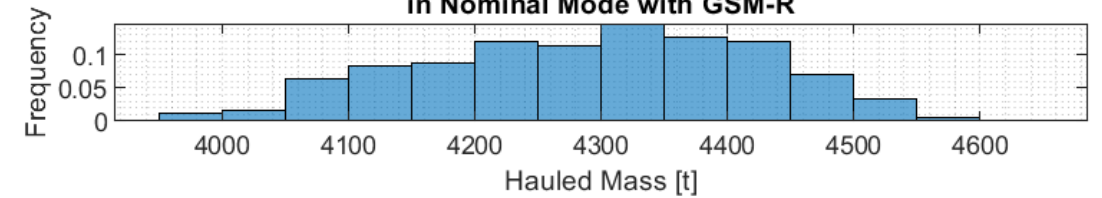


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 2750-3250, 1201-1600,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 2750-3250, 1201-1600,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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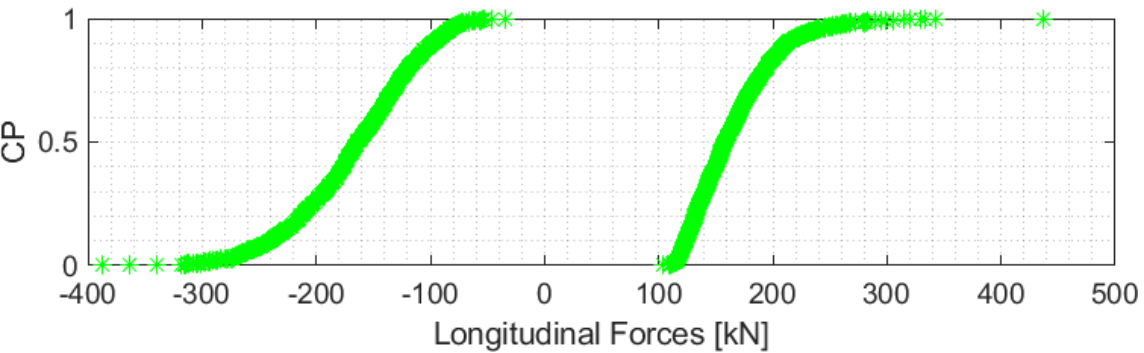
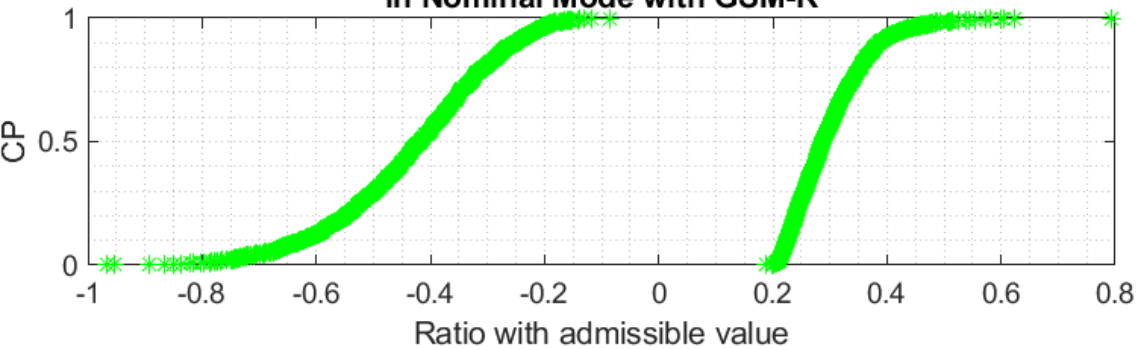


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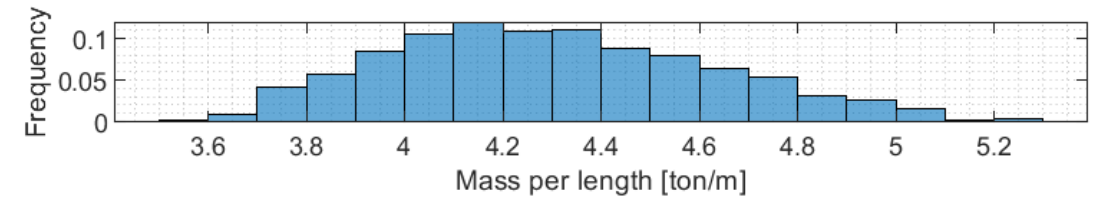
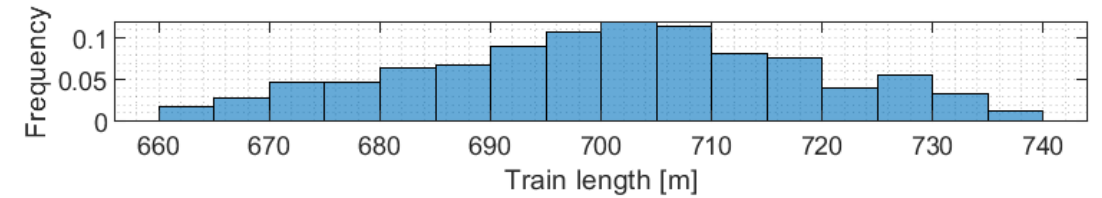
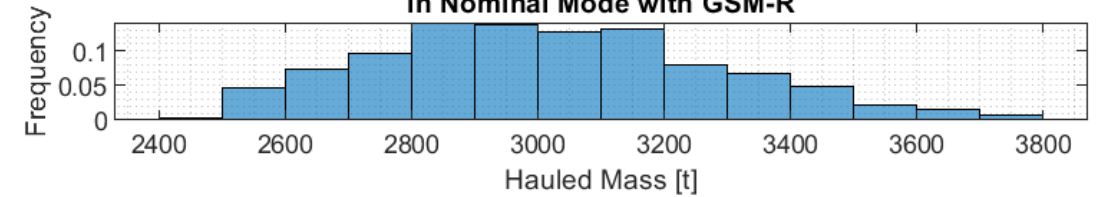


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing an EB
in Nominal Mode with GSM-R



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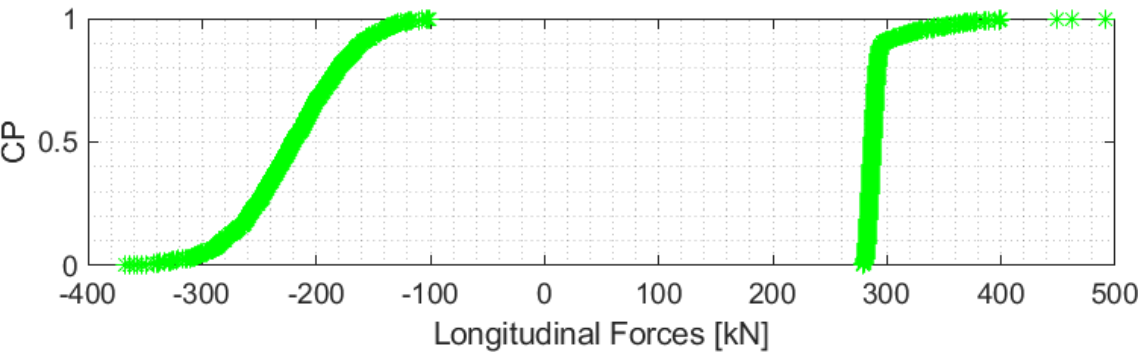
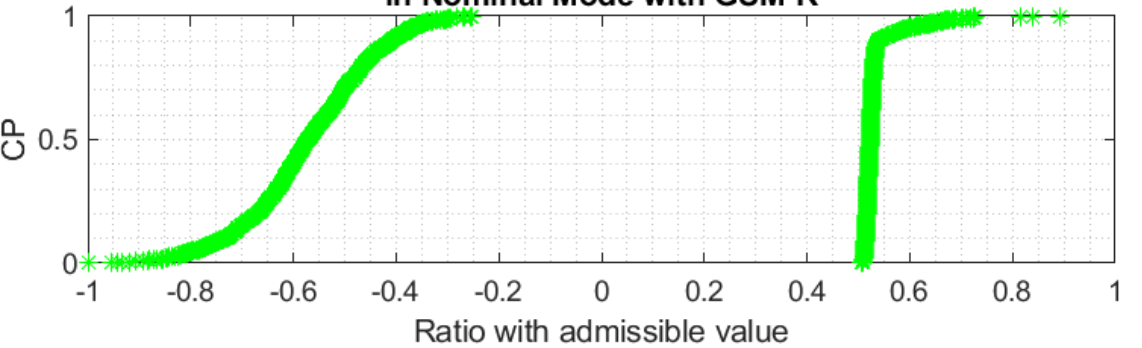


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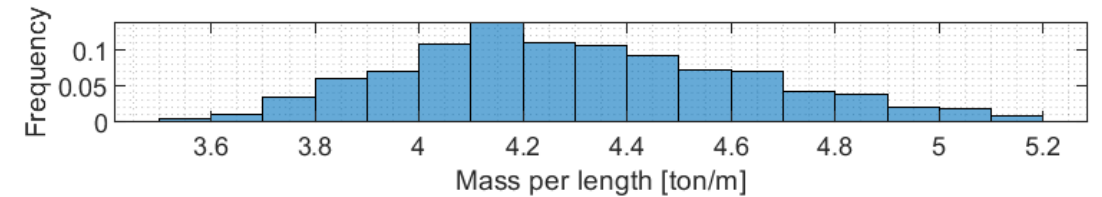
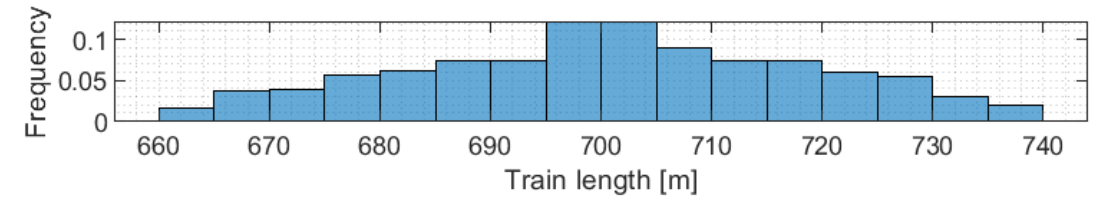
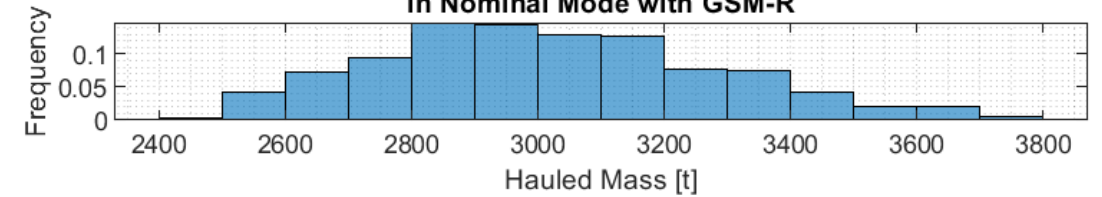


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
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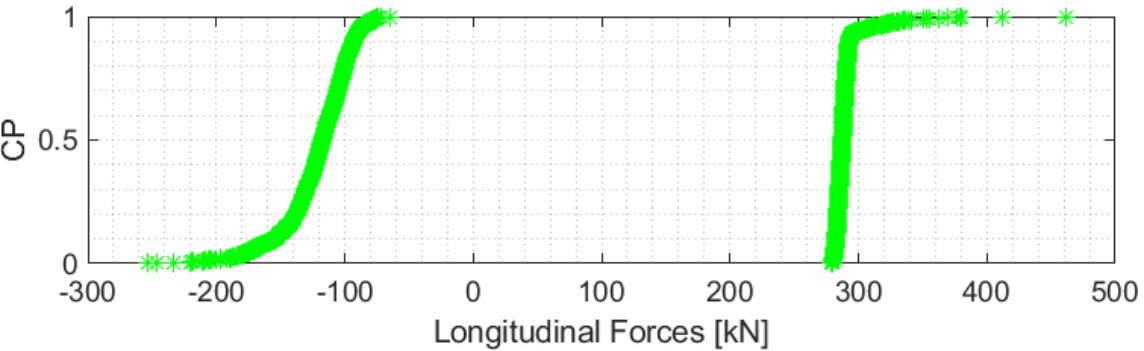
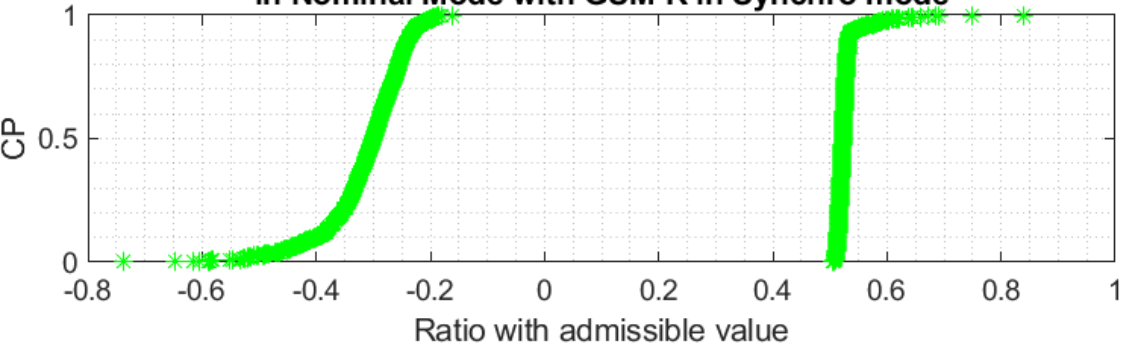


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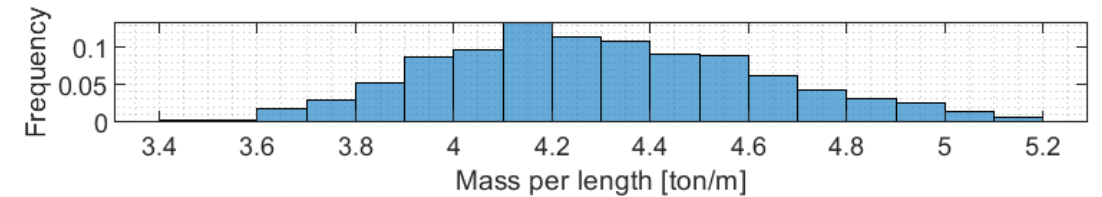
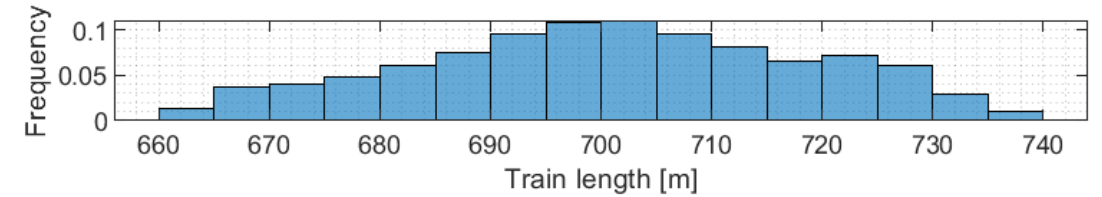
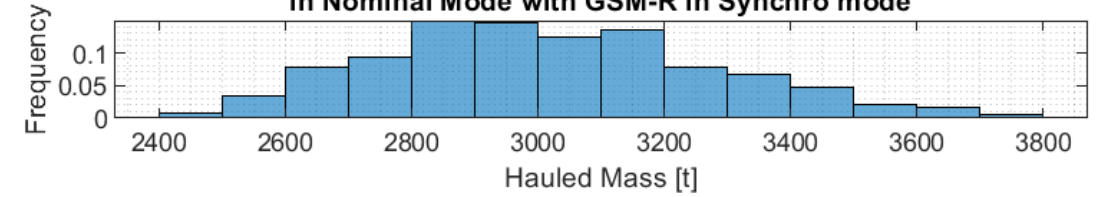


2T - 740 m

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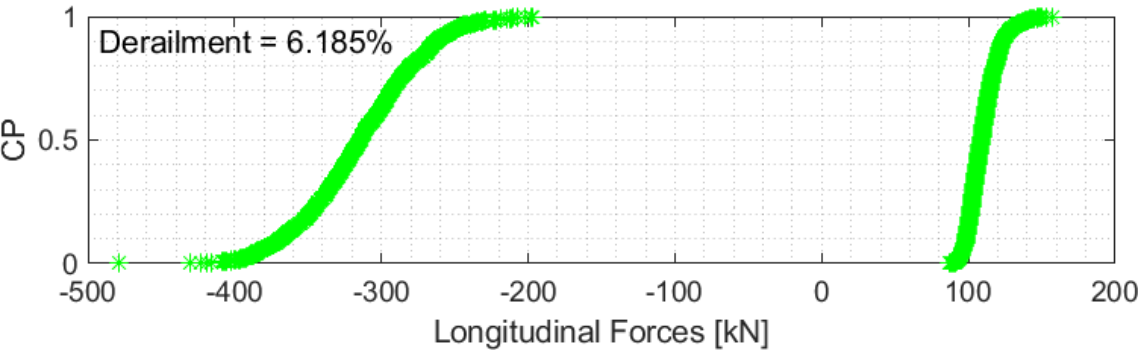
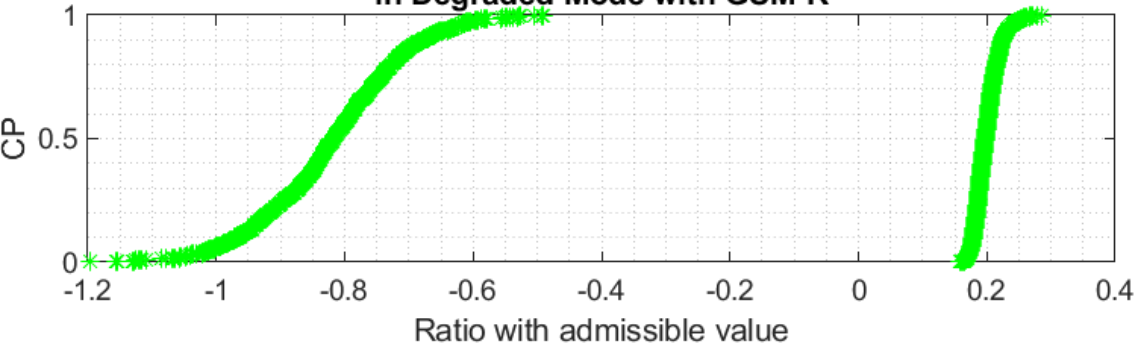


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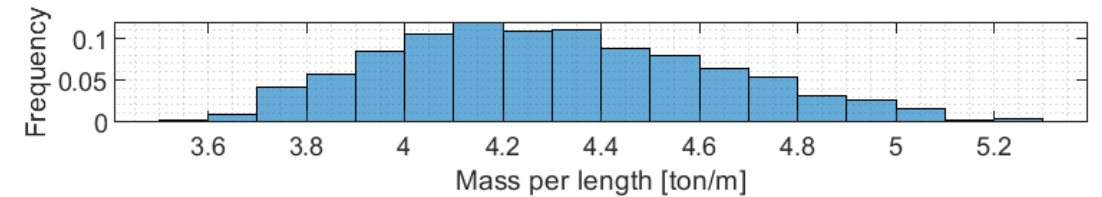
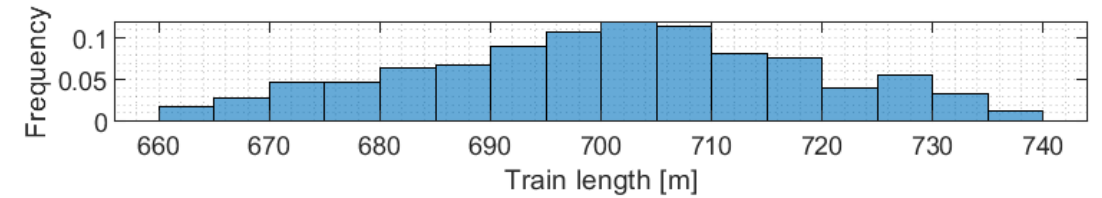
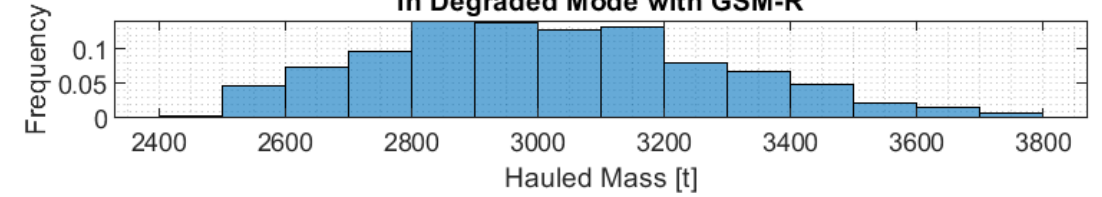


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing an EB
in Degraded Mode with GSM-R

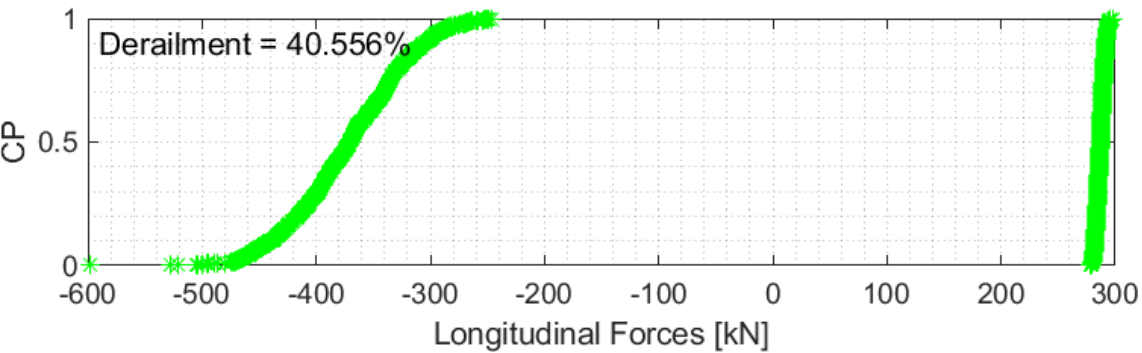
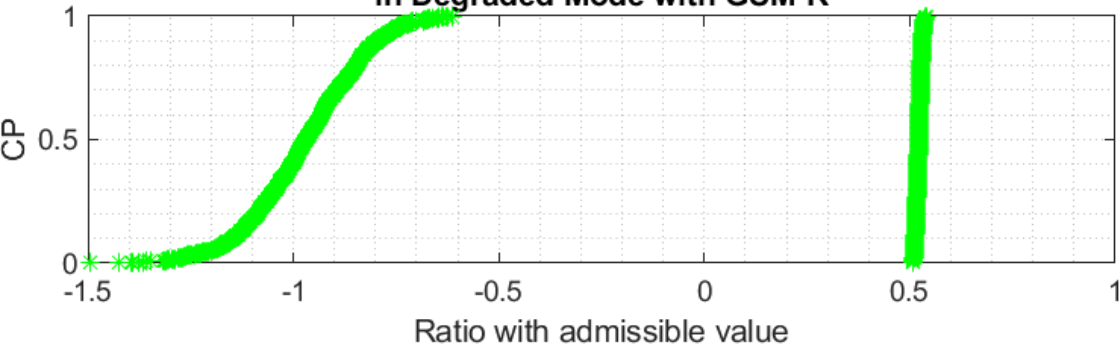


2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing an EB
in Degraded Mode with GSM-R

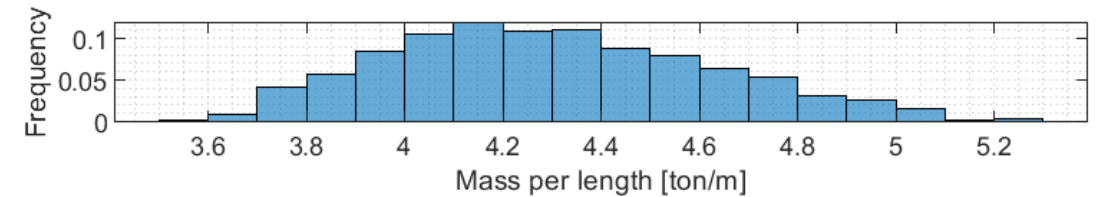
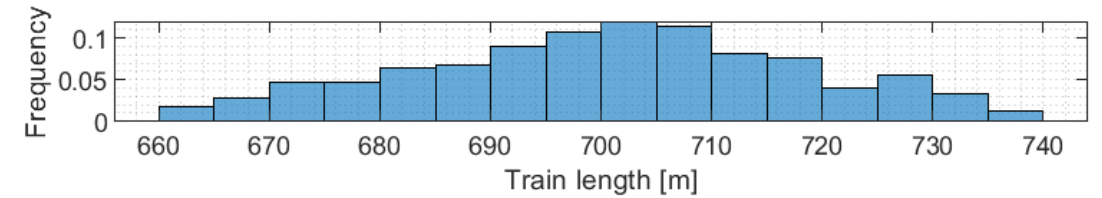
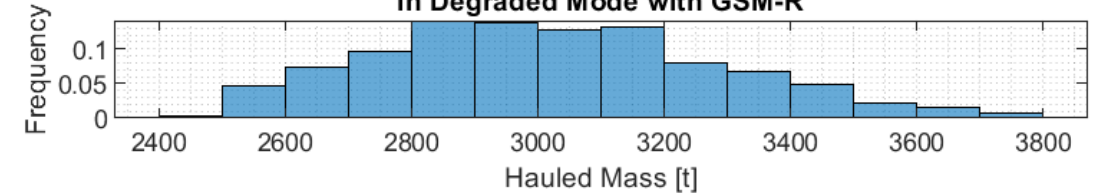


2T - 740 m

2T with loco BR187 formed by connection of 2 trains having lengths of 480-520, 180-220, and masses of 1601-2500, 801-1200, running all in G brake mode and performing a T-EB in Degraded Mode with GSM-R

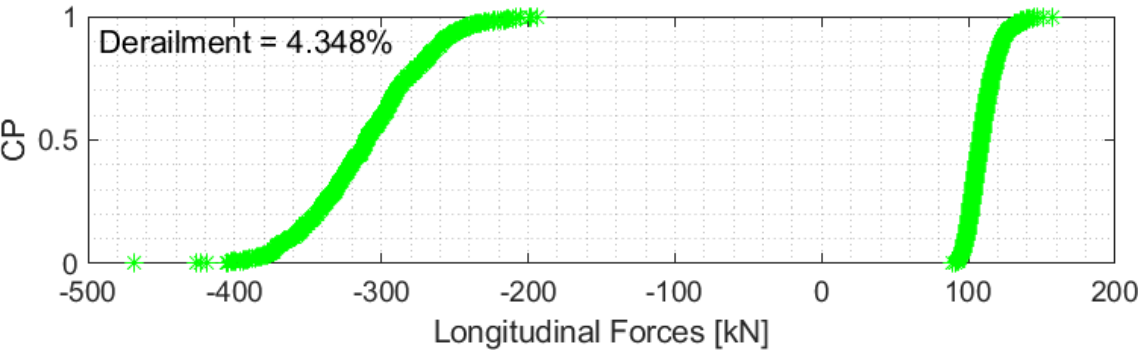
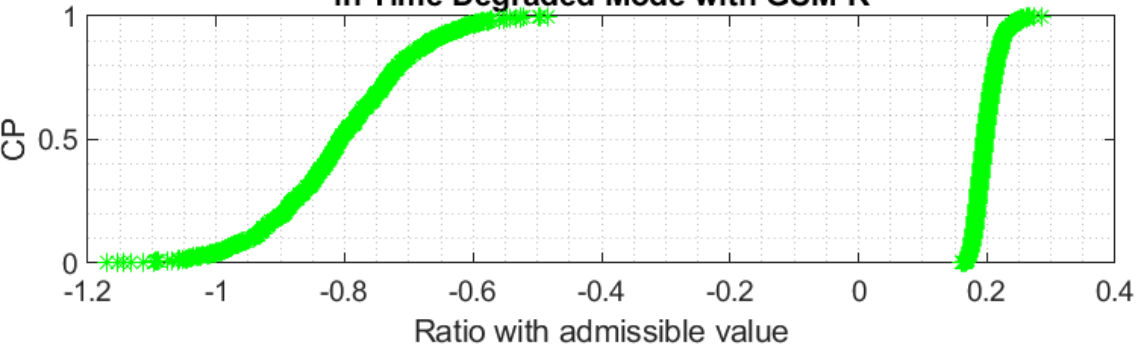


2T with loco BR187 formed by connection of 2 trains having lengths of 480-520, 180-220, and masses of 1601-2500, 801-1200, running all in G brake mode and performing a T-EB in Degraded Mode with GSM-R

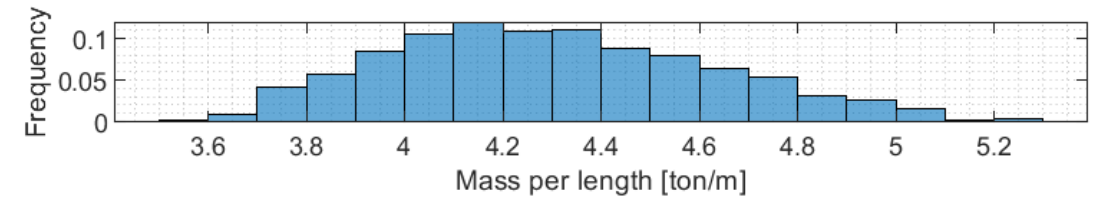
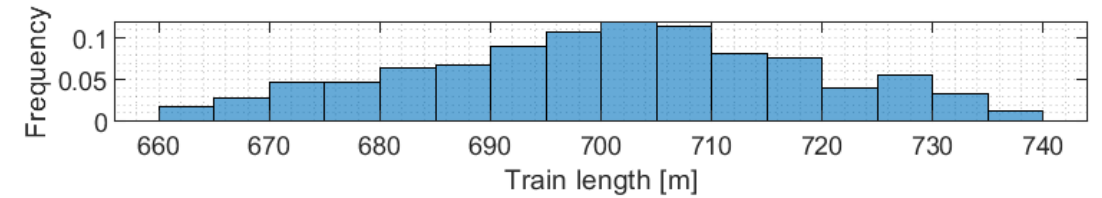
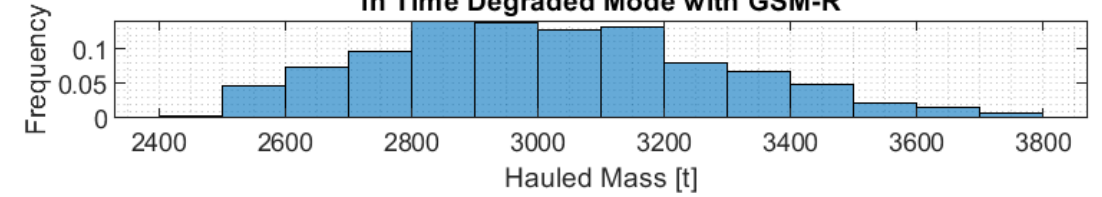


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing an EB
in Time Degraded Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing an EB
in Time Degraded Mode with GSM-R



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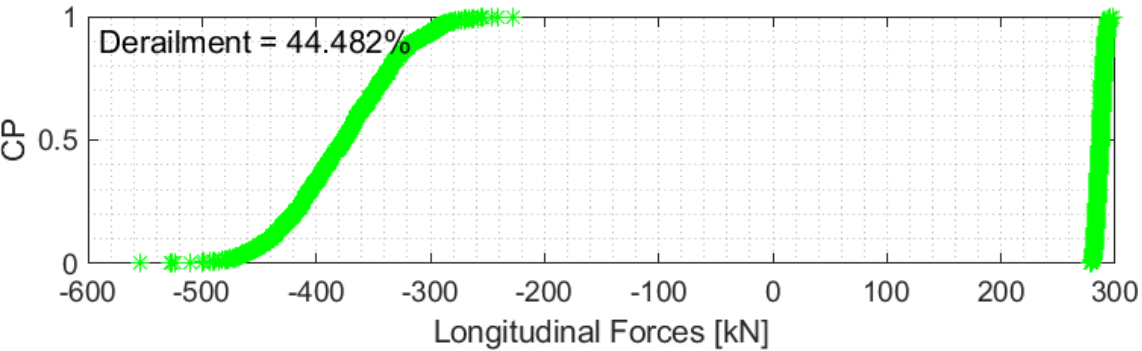
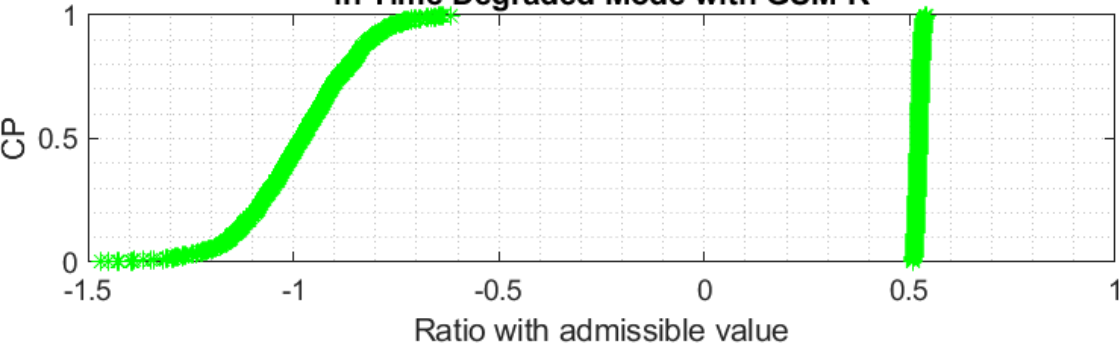


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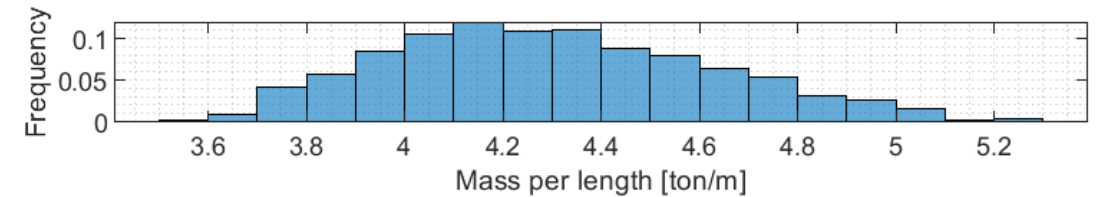
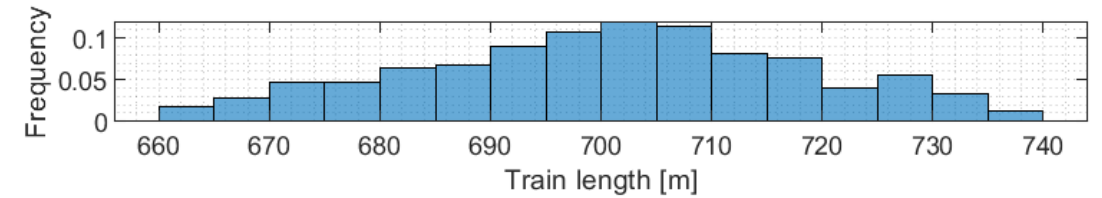
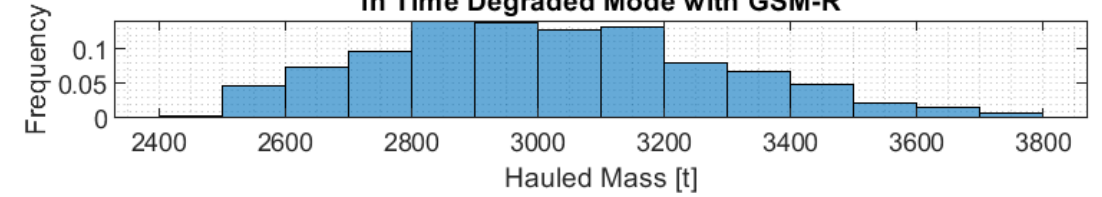


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Time Degraded Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Time Degraded Mode with GSM-R



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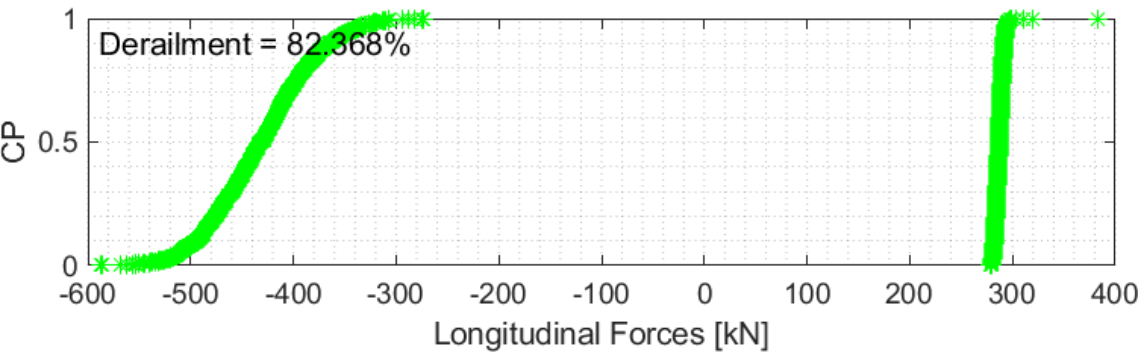
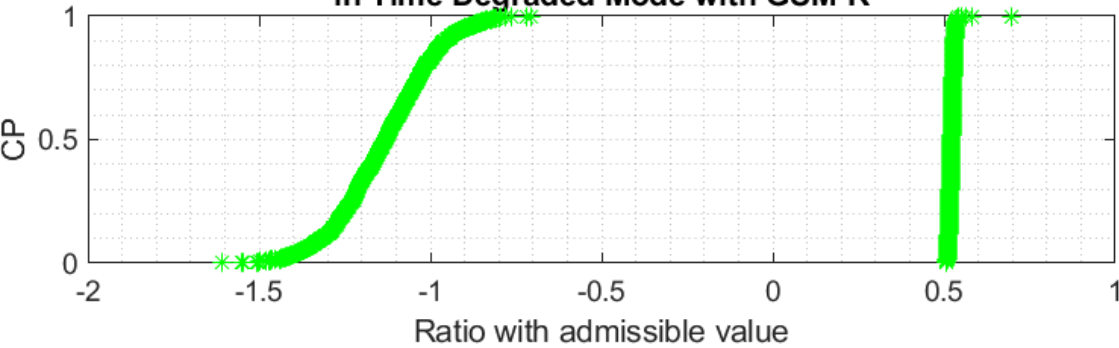


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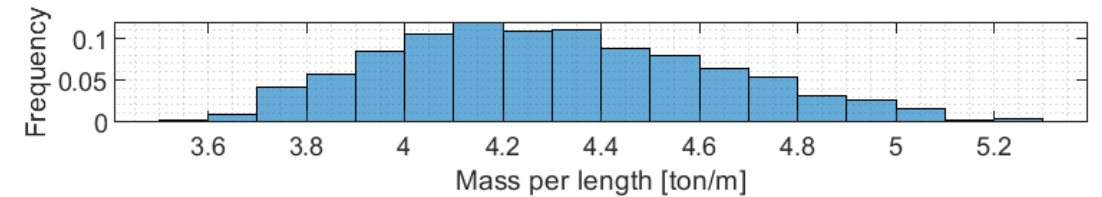
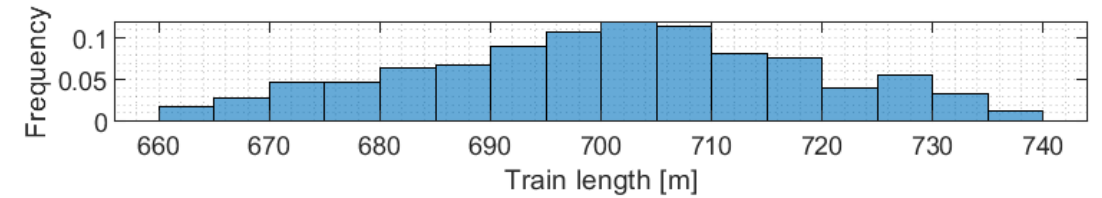
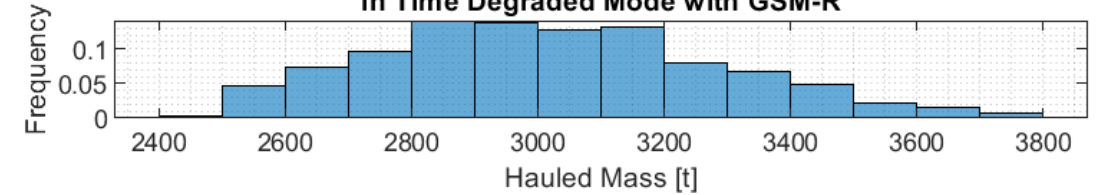


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Time Degraded Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Time Degraded Mode with GSM-R



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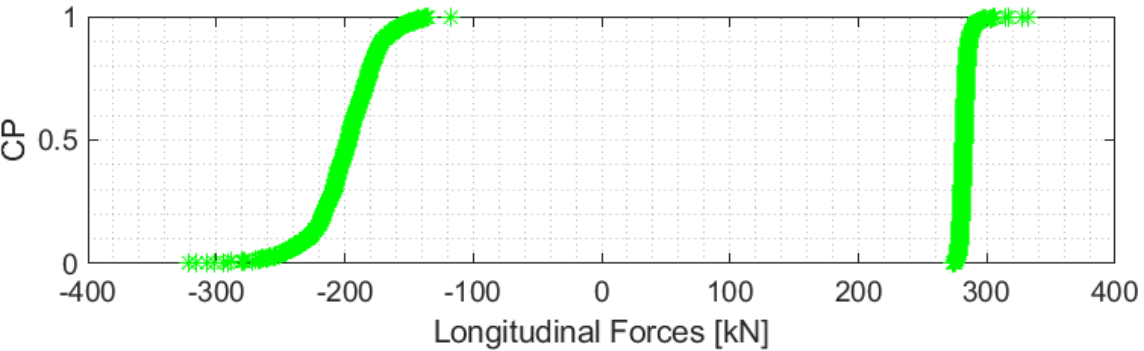
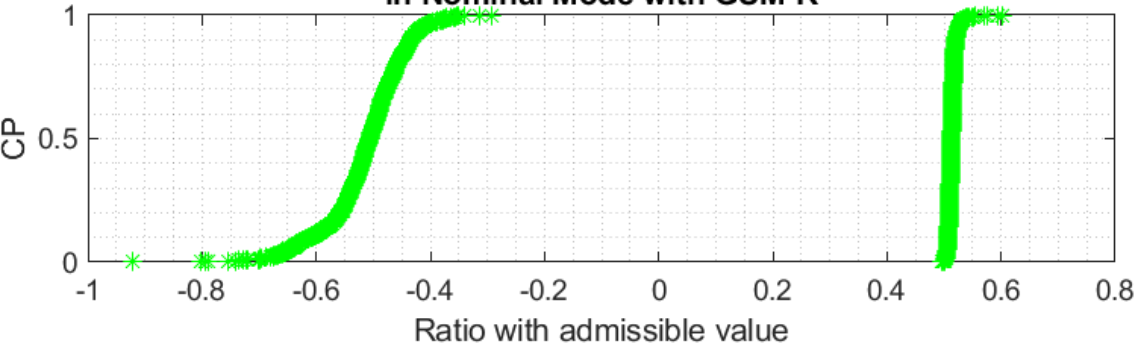


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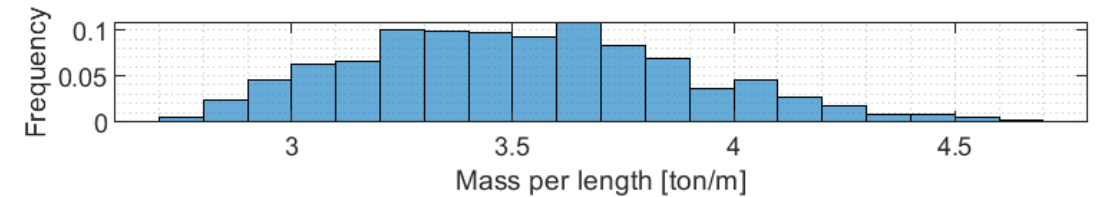
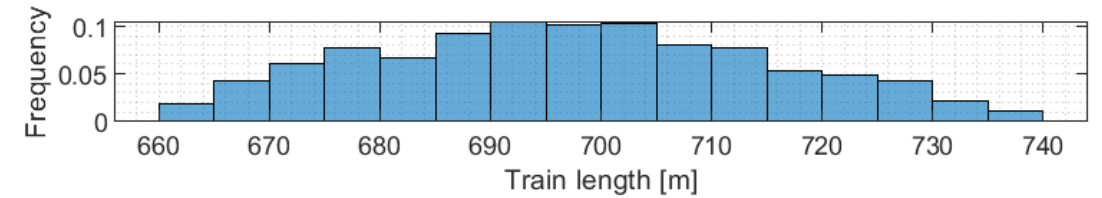
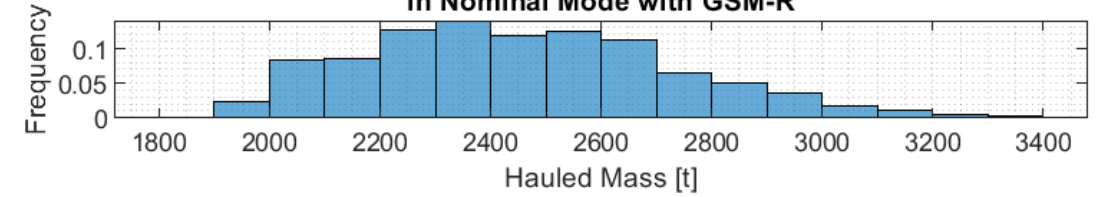


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1601-2500, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1601-2500, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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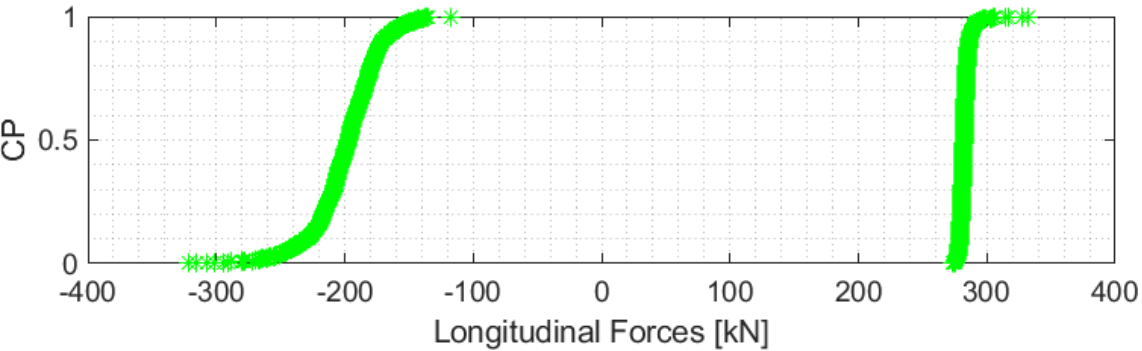
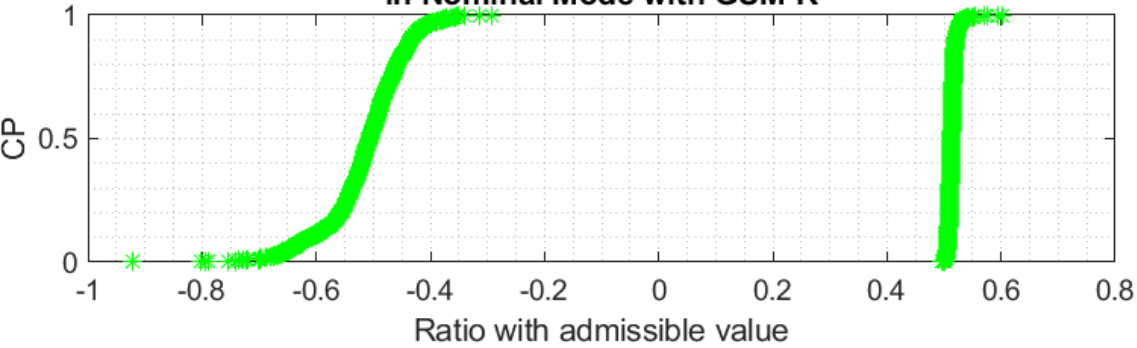


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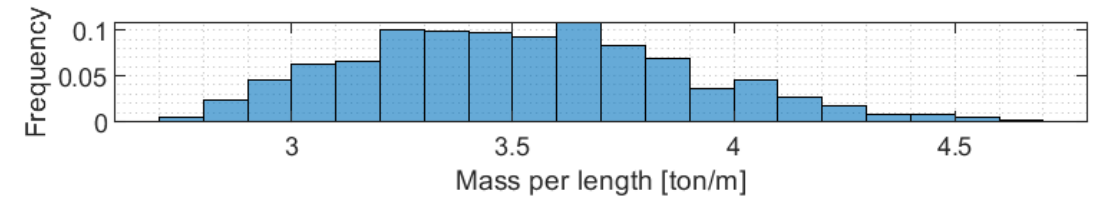
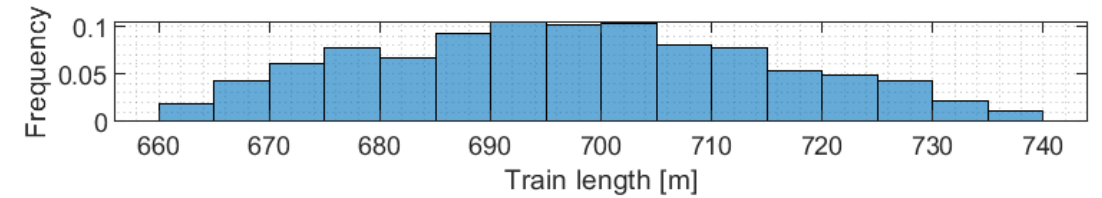
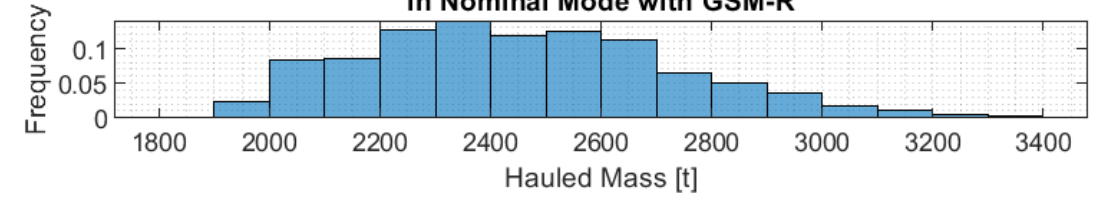


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1601-2500, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1601-2500, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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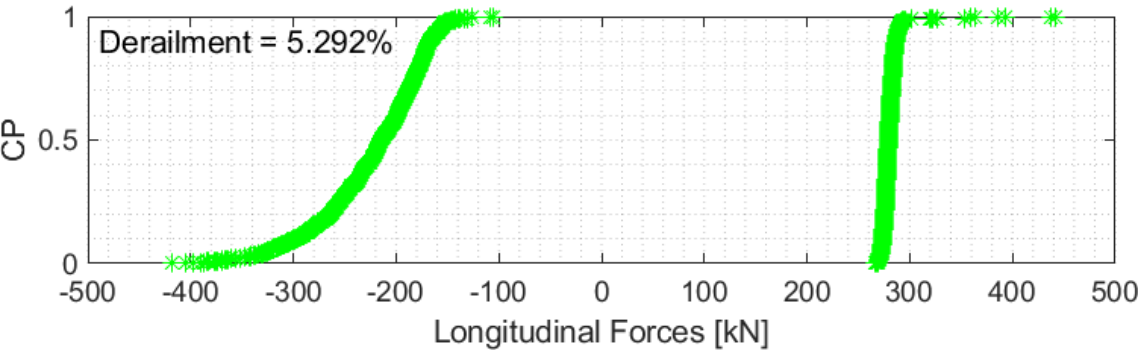
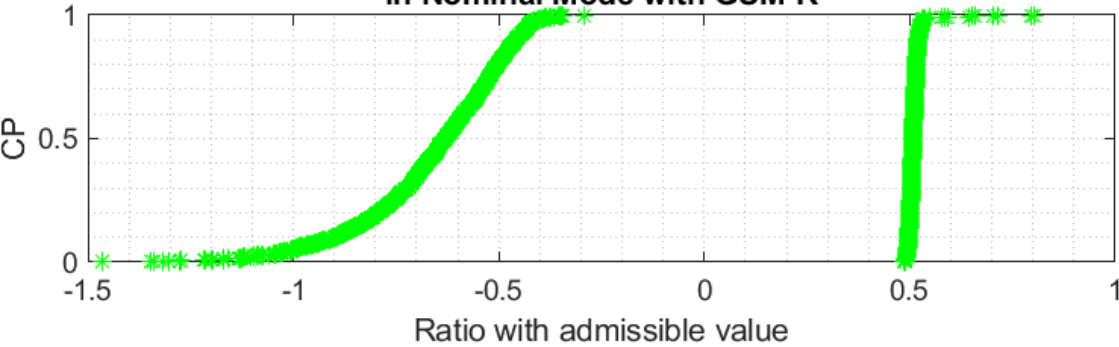


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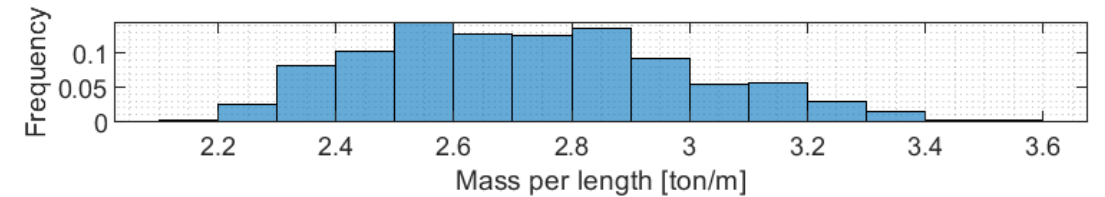
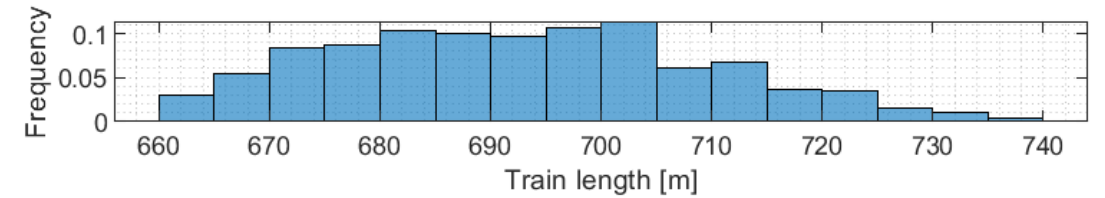
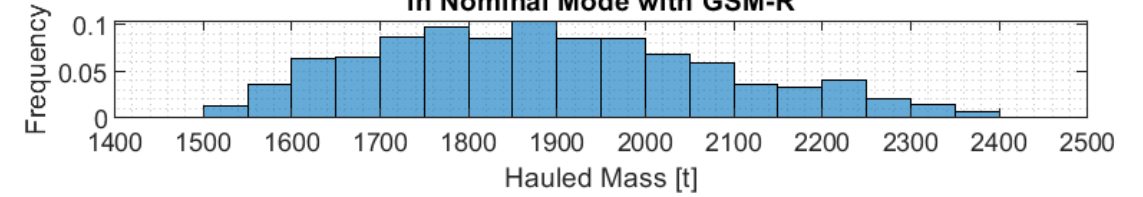


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1201-1600, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1201-1600, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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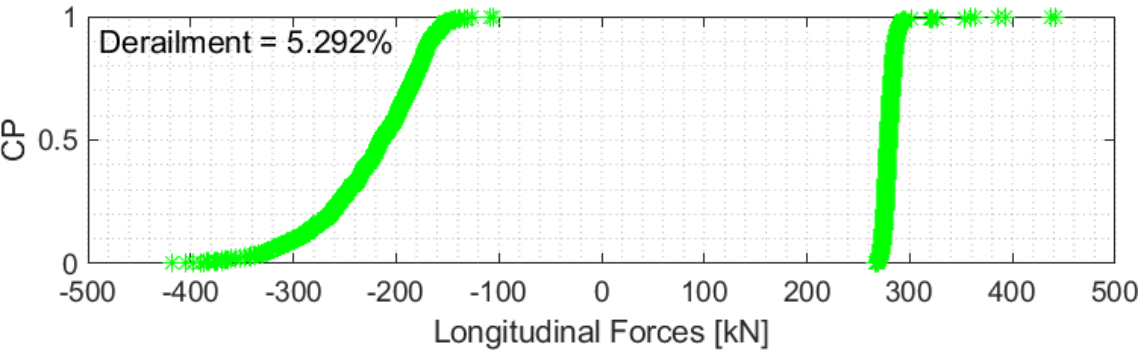
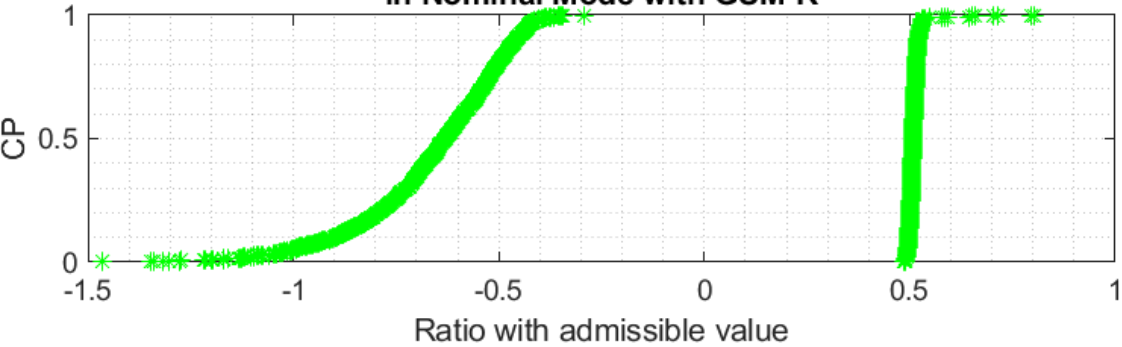


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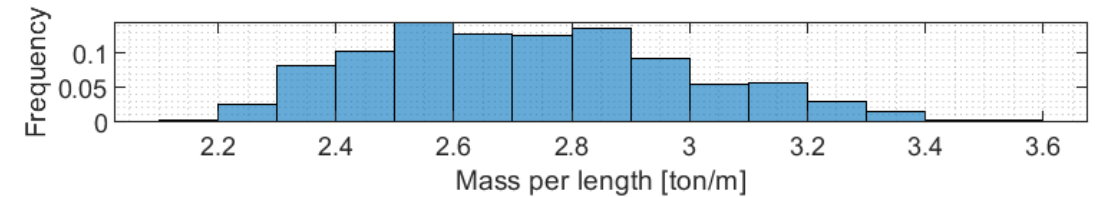
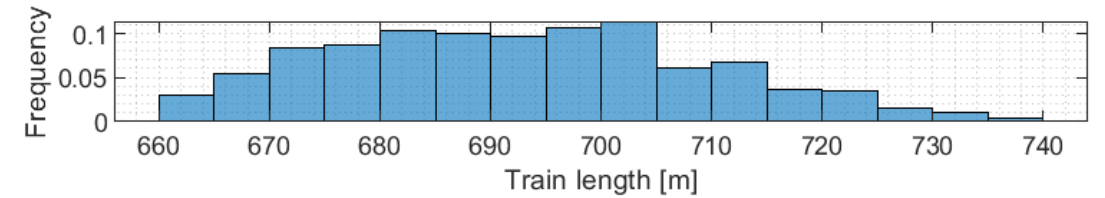
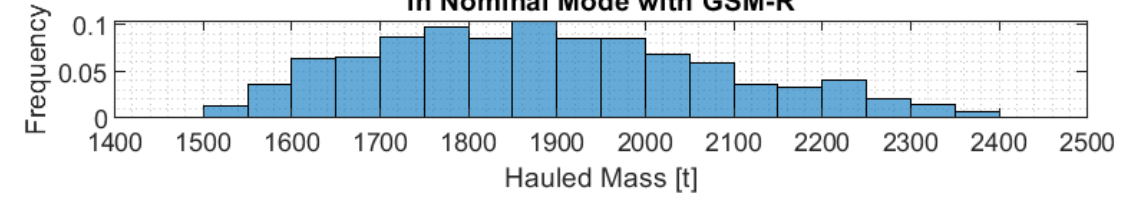


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1201-1600, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1201-1600, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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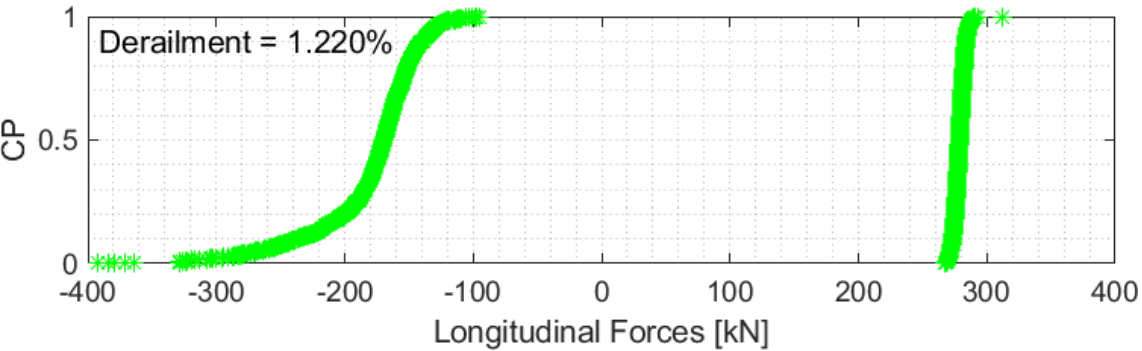
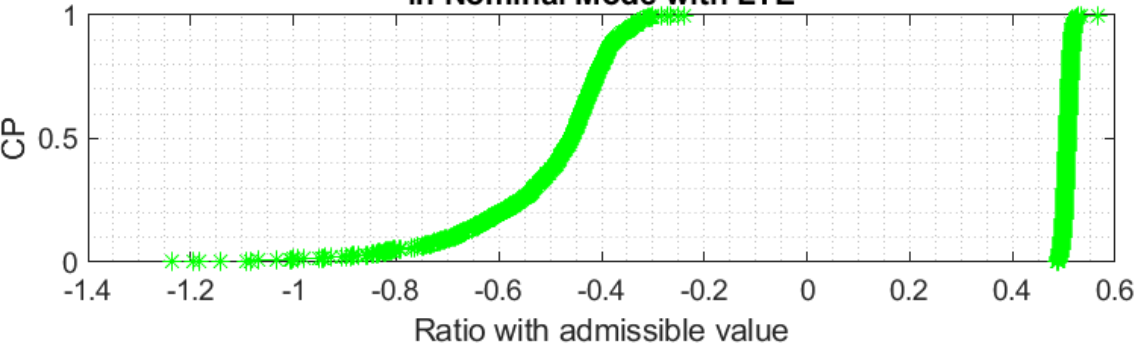


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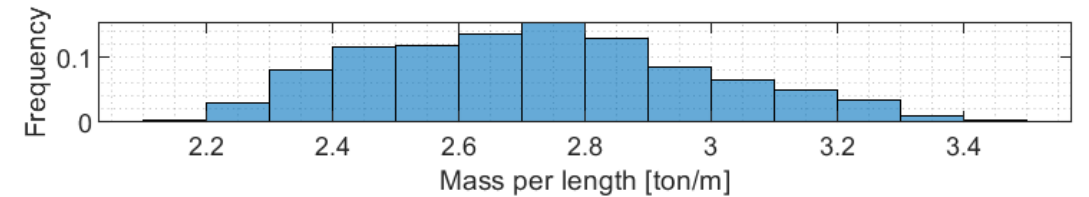
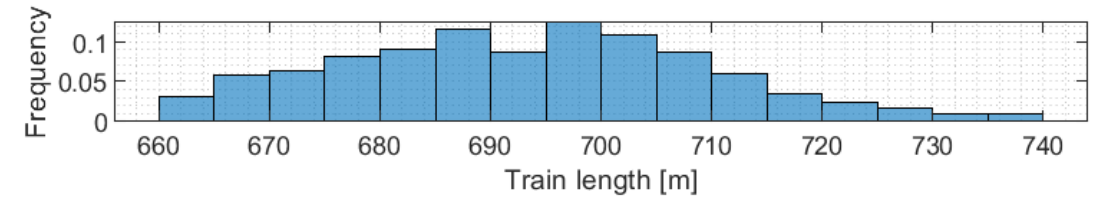
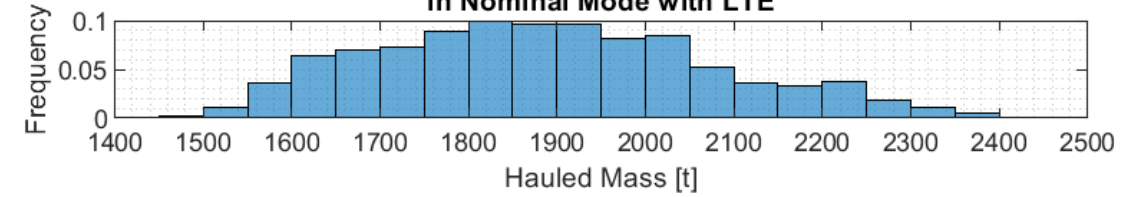


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1201-1600, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with LTE



2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1201-1600, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with LTE



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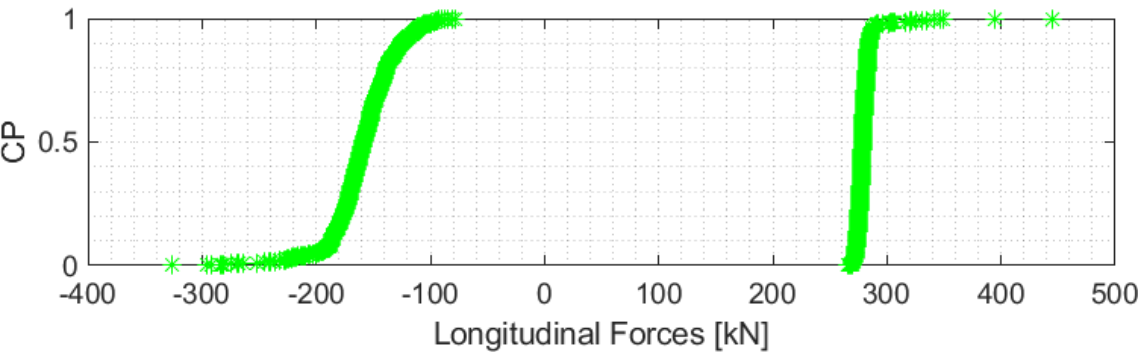
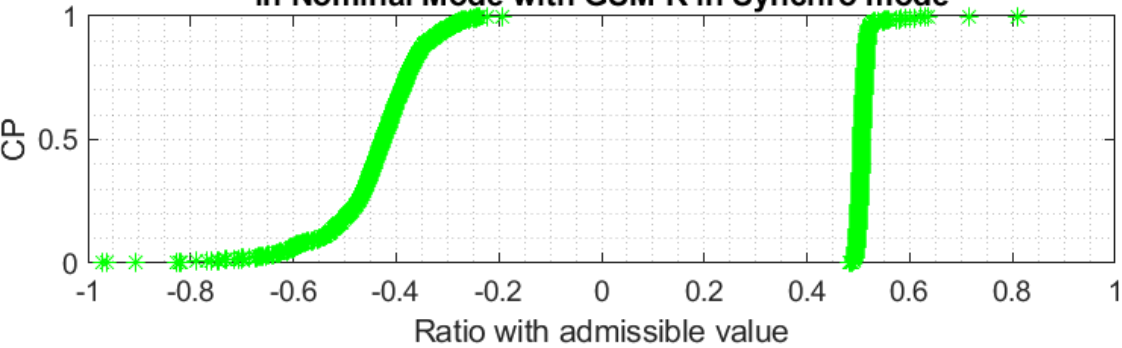


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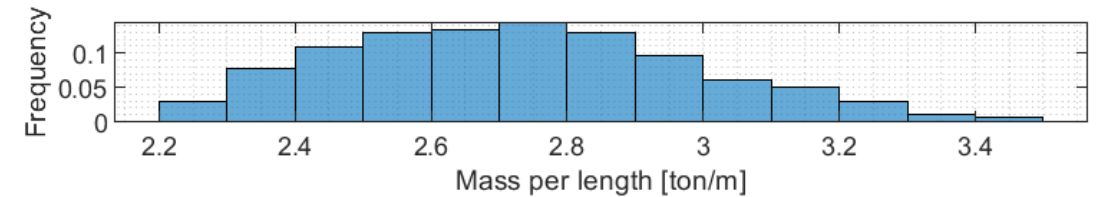
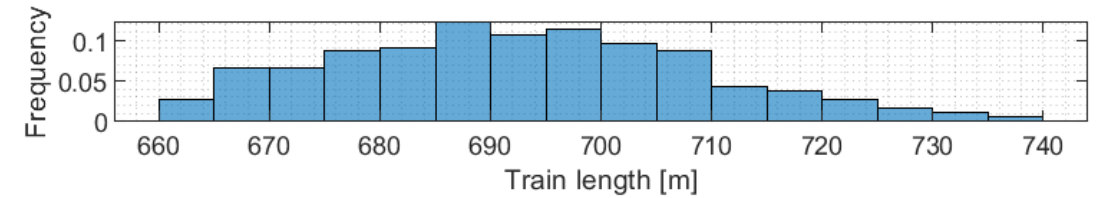
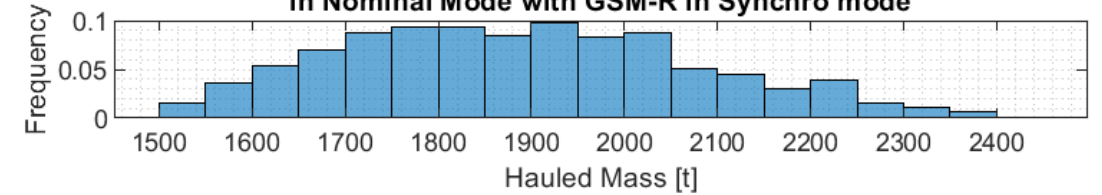


2T - 740 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1201-1600, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 180-220, and masses of 1201-1600, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



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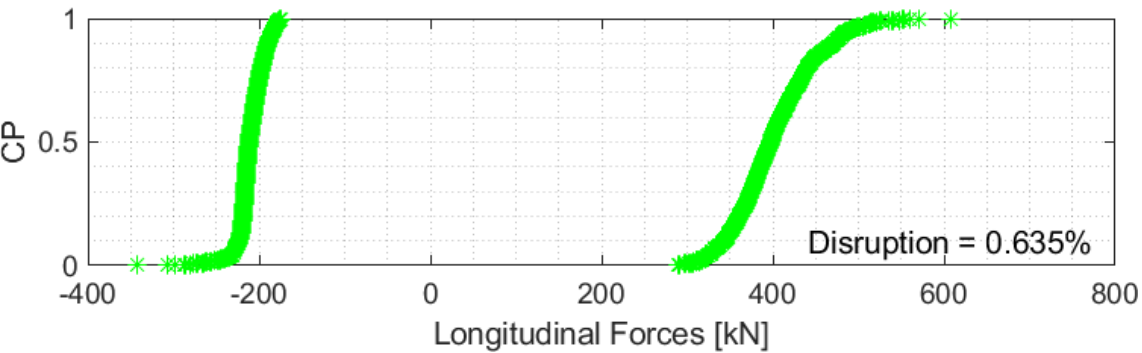
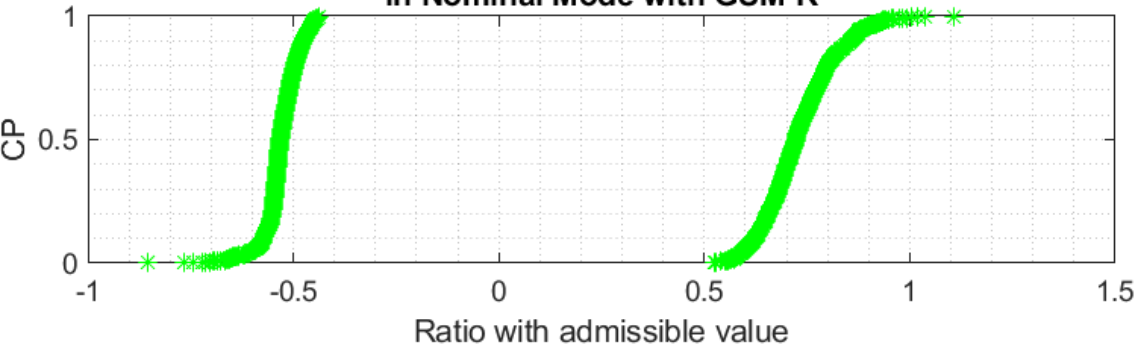


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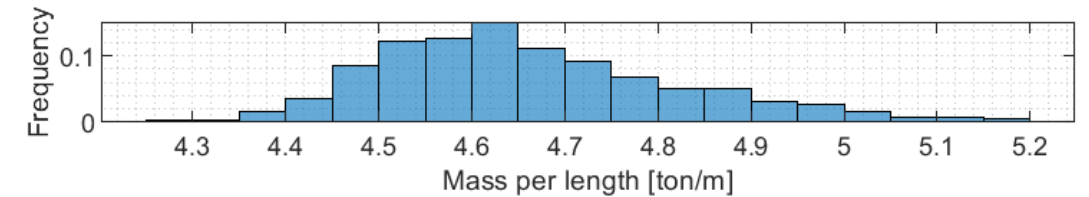
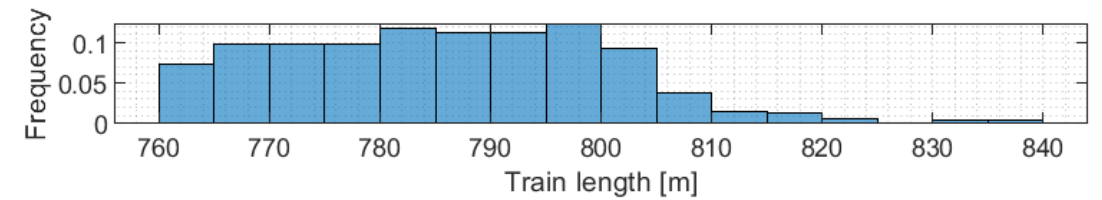
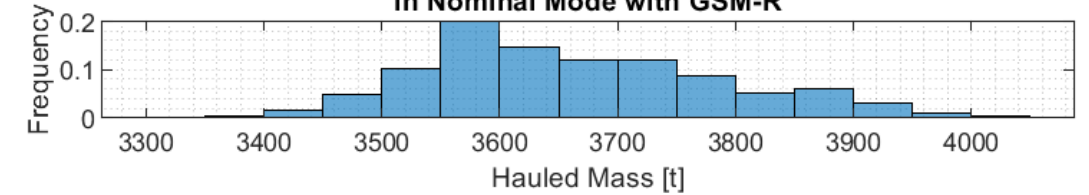


2T - 840 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 280-320, and masses of 2500-3000, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 280-320, and masses of 2500-3000, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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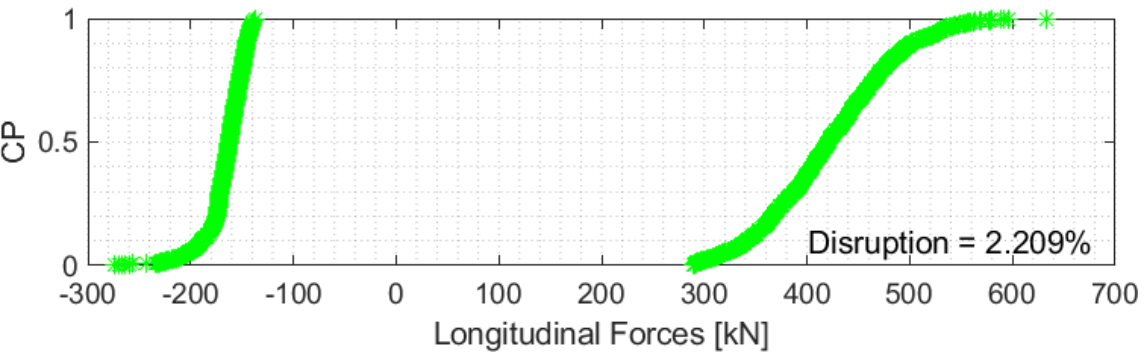
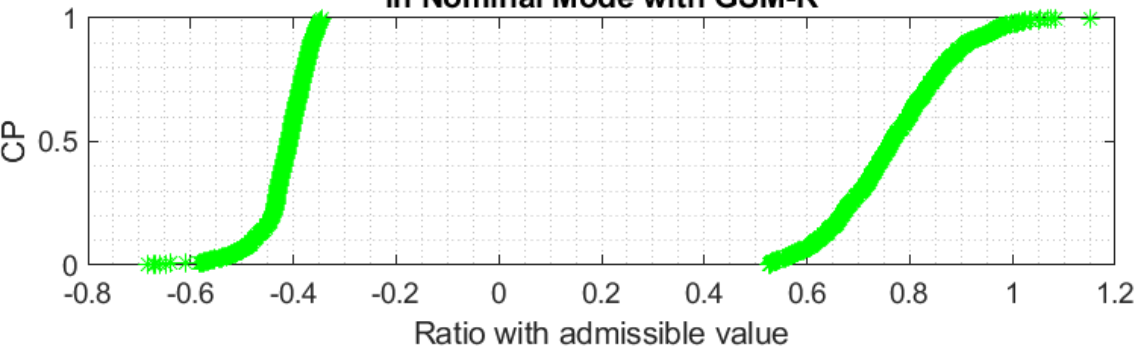


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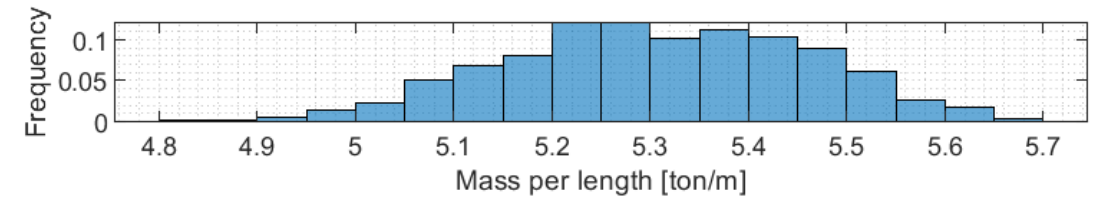
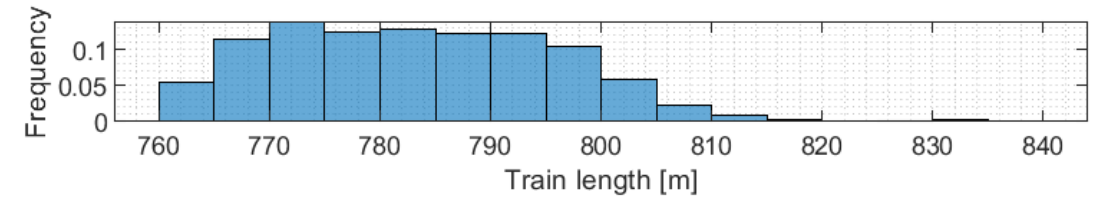
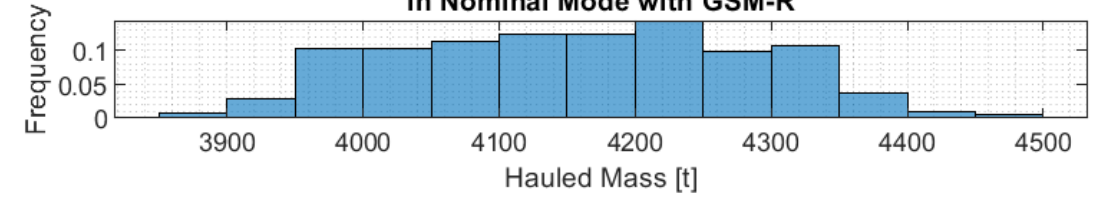


2T - 840 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 280-320, and masses of 2750-3250, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 280-320, and masses of 2750-3250, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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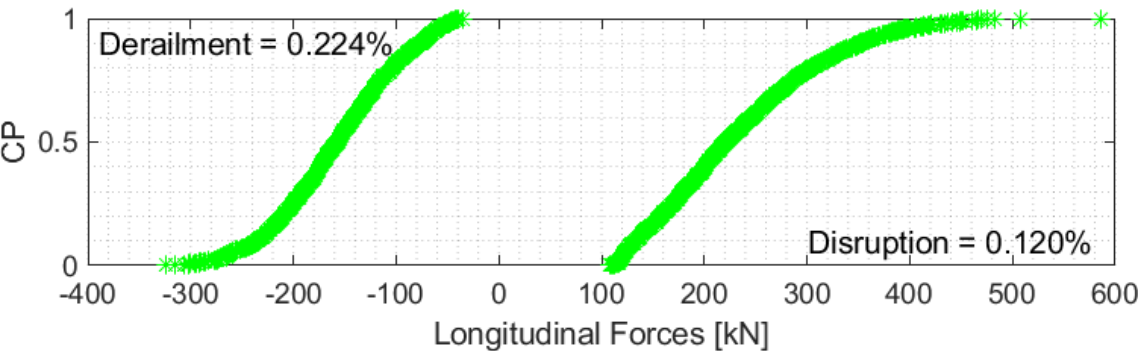
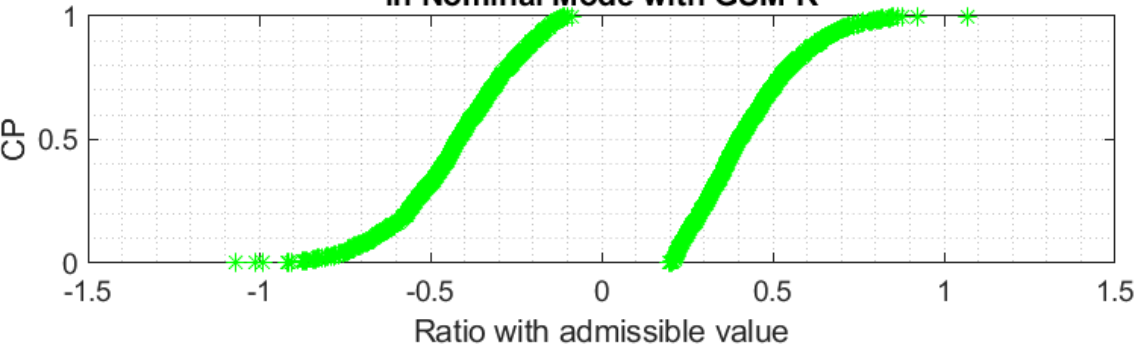


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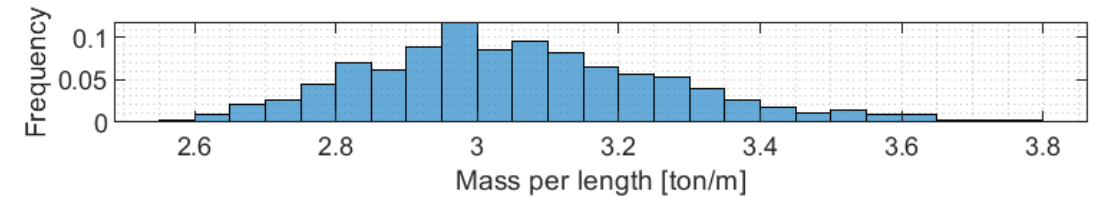
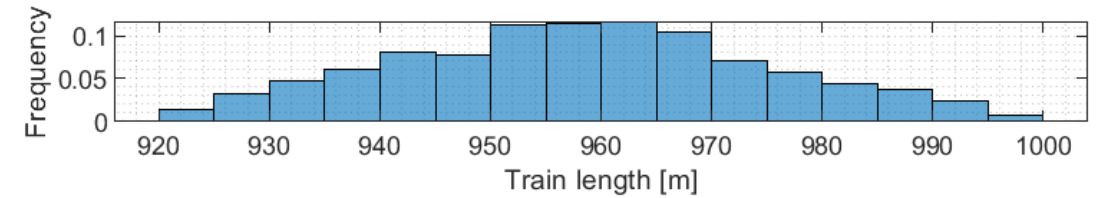
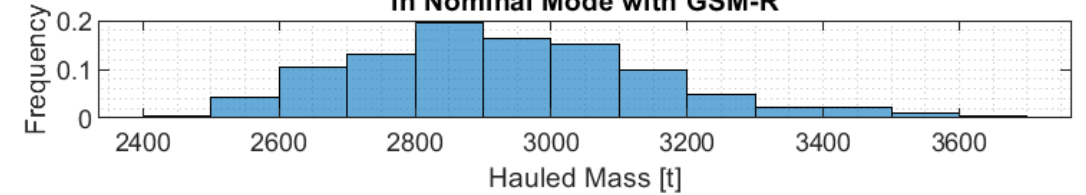


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing an EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing an EB
in Nominal Mode with GSM-R



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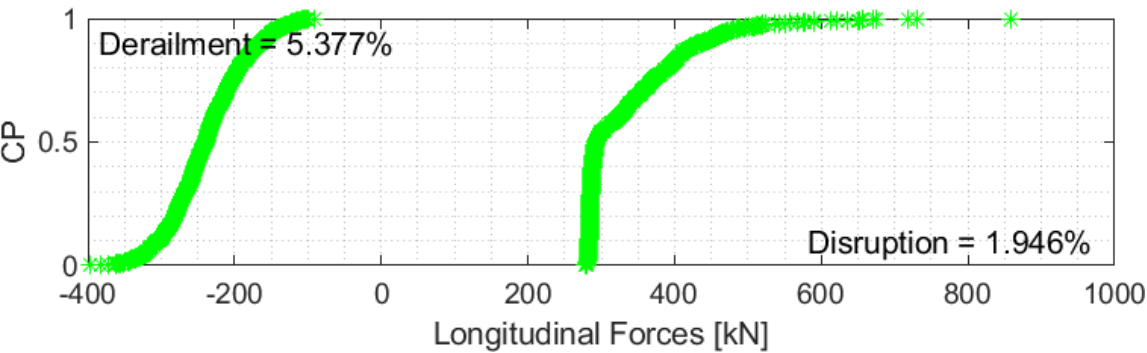
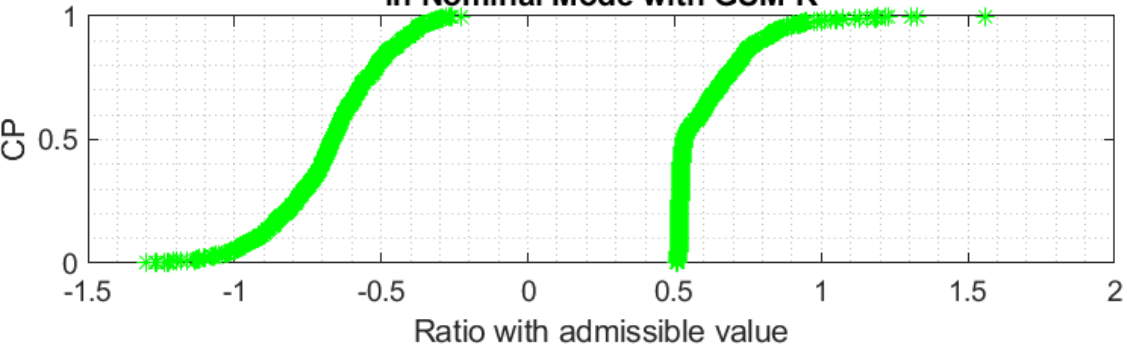


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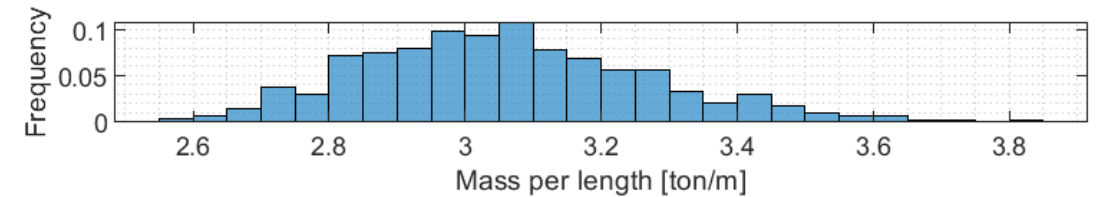
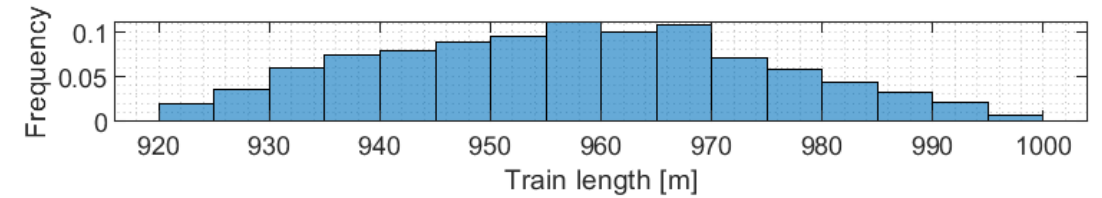
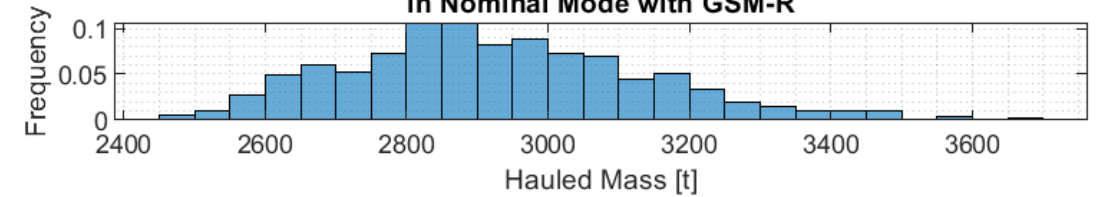


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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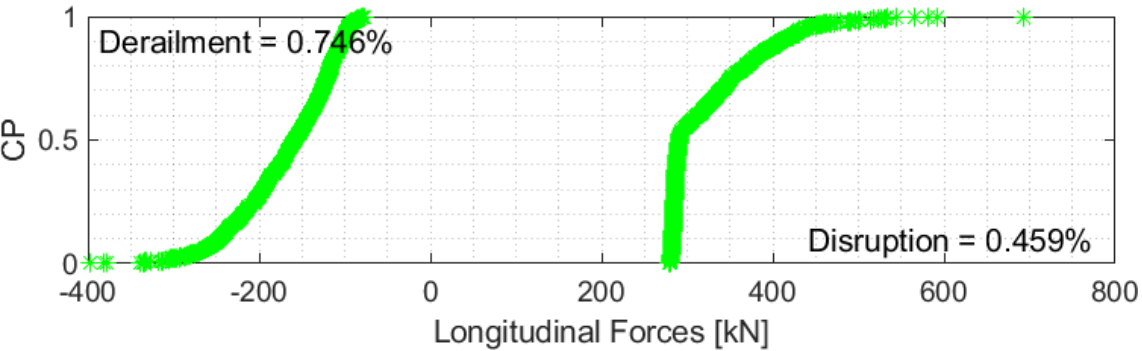
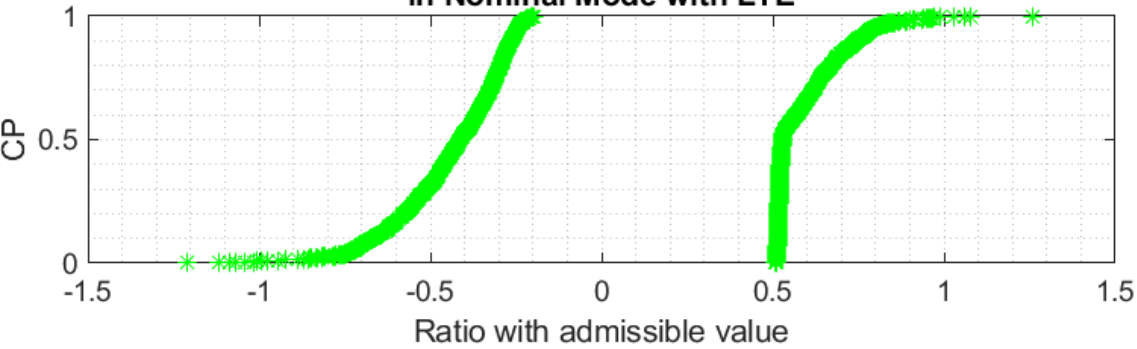


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Number **826087**

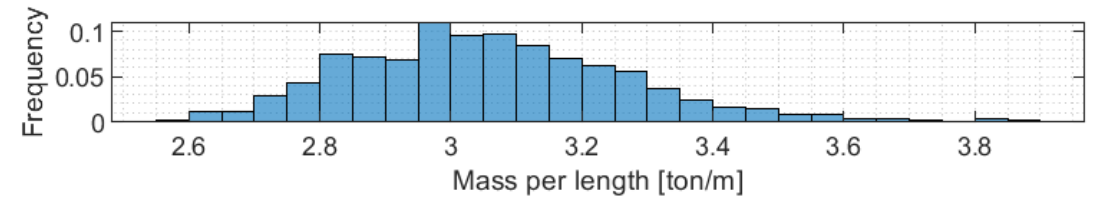
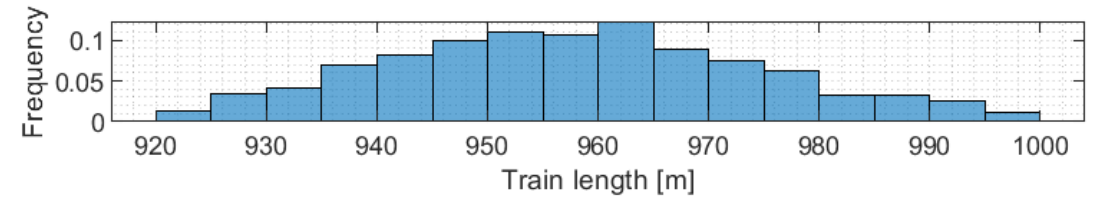
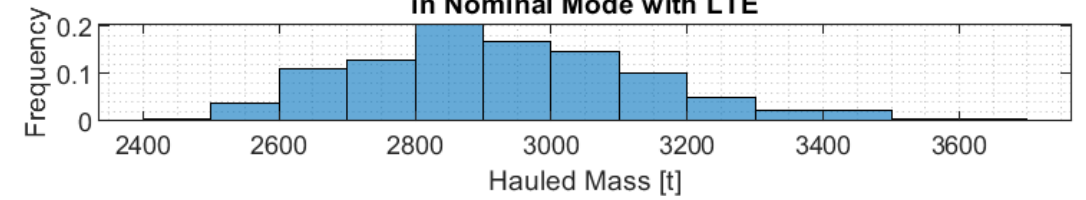


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with LTE



2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with LTE



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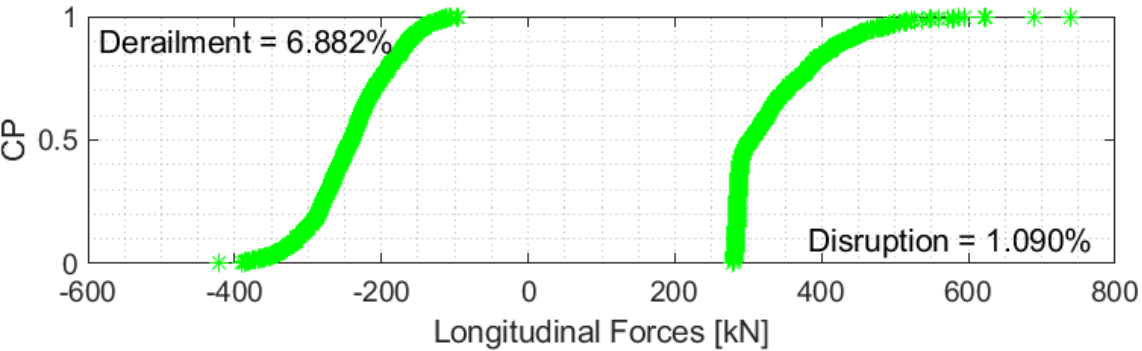
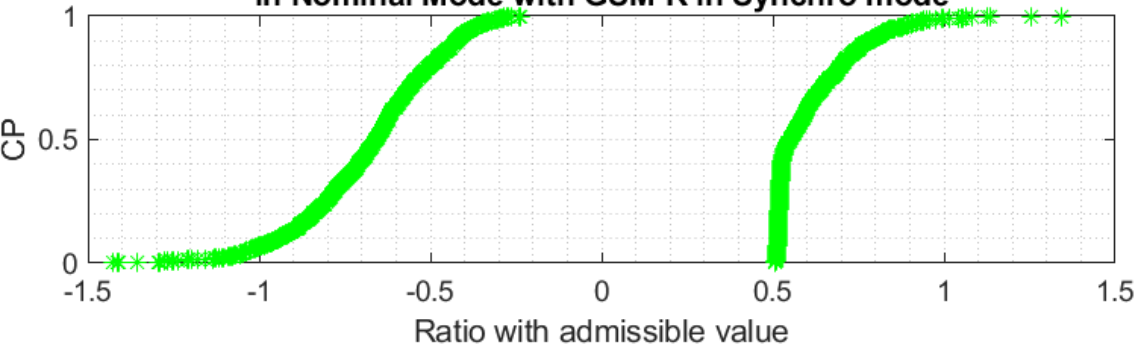


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Number **826087**

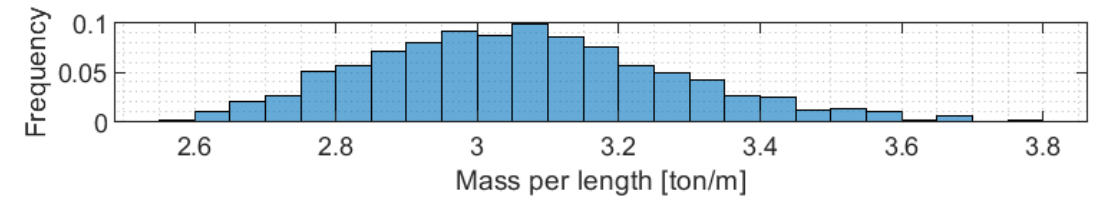
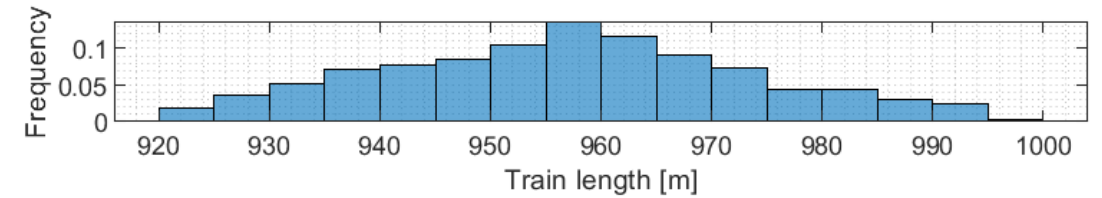
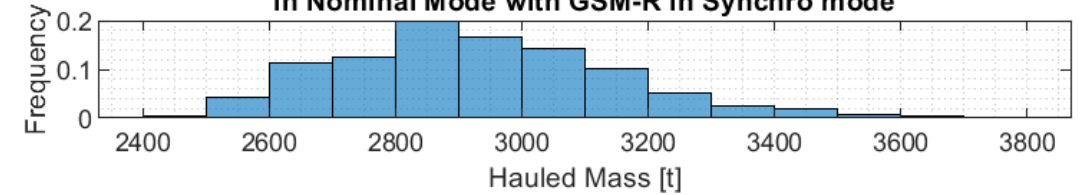


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



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OPERATION**

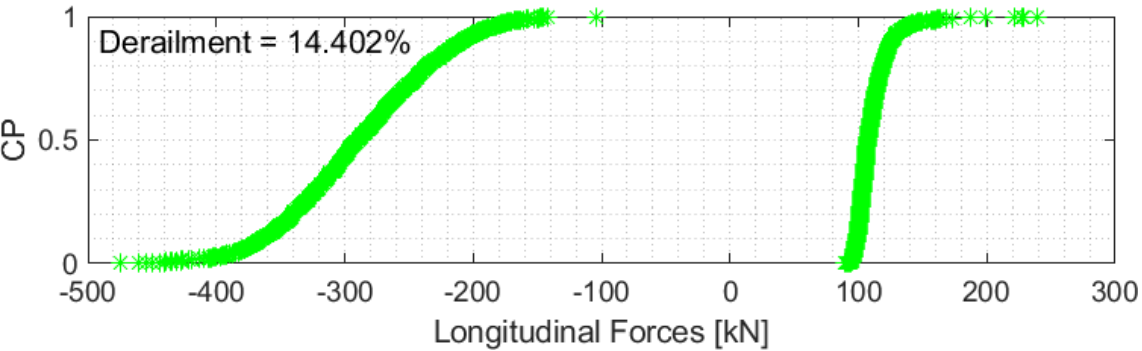
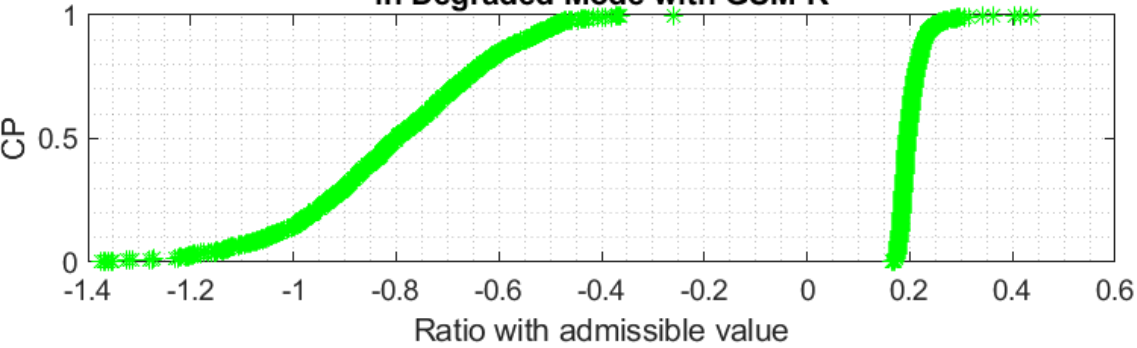


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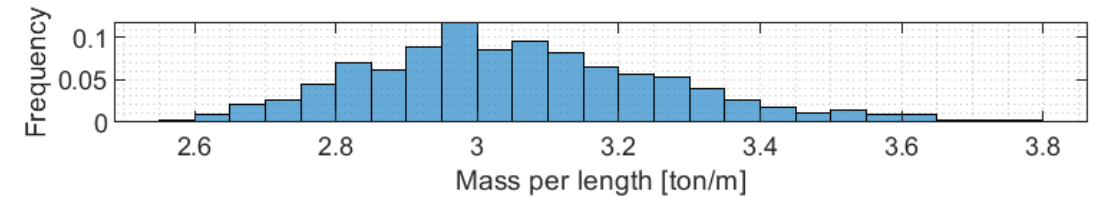
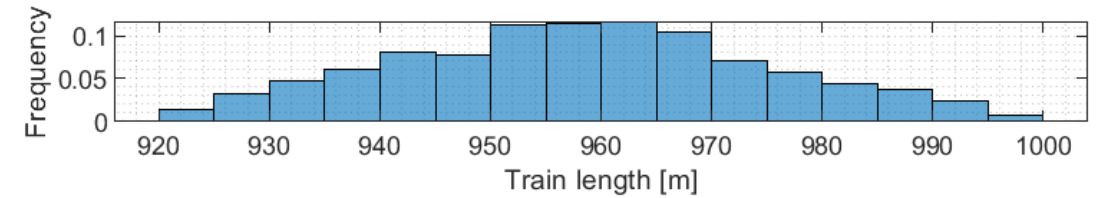
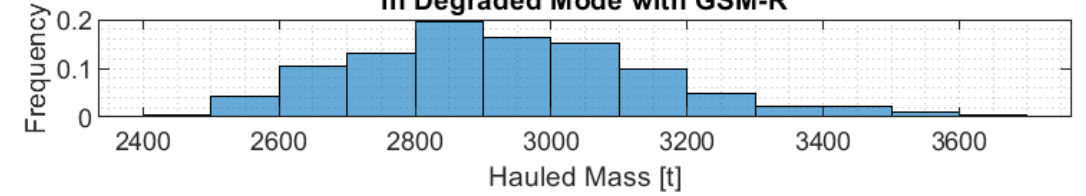


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing an EB
in Degraded Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing an EB
in Degraded Mode with GSM-R



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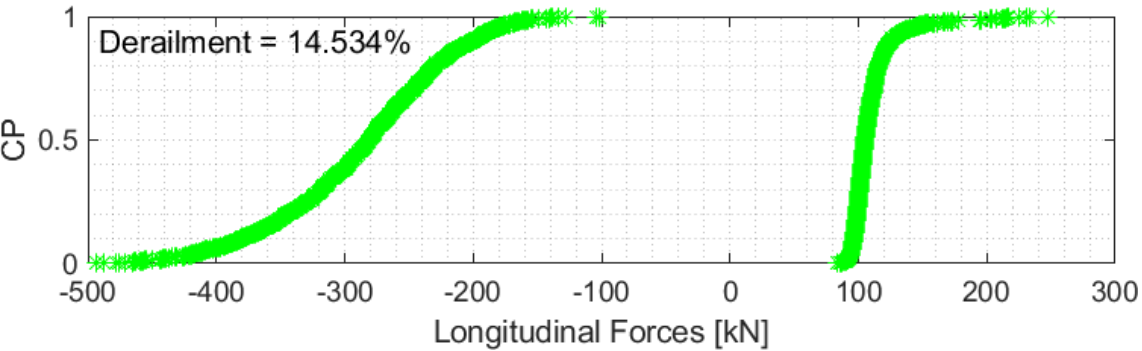
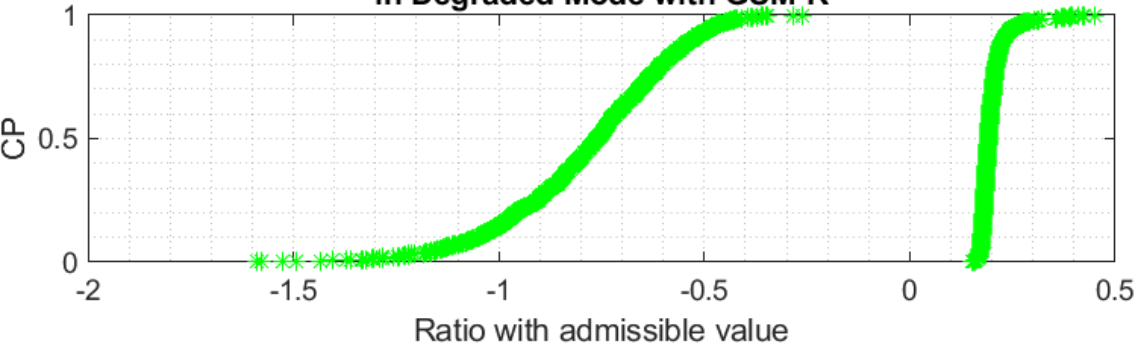


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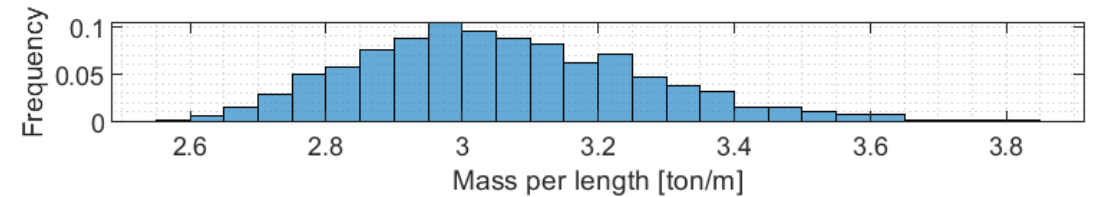
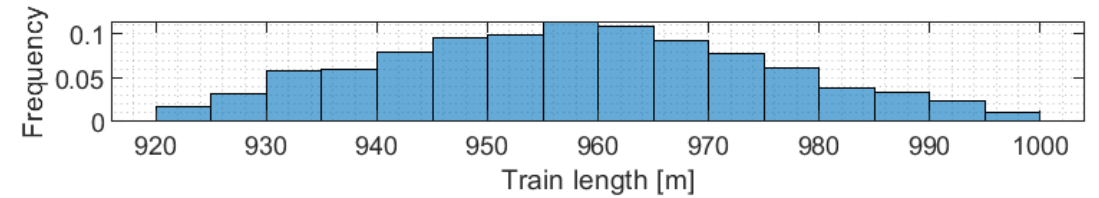
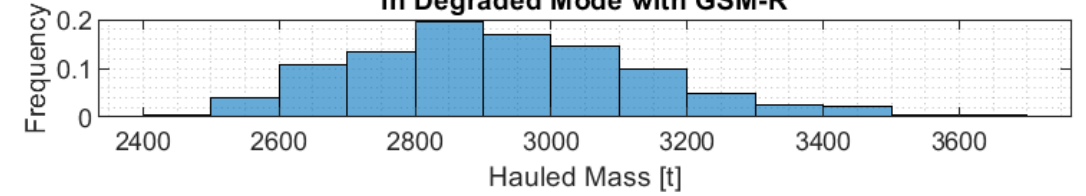


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing an EB
in Degraded Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing an EB
in Degraded Mode with GSM-R



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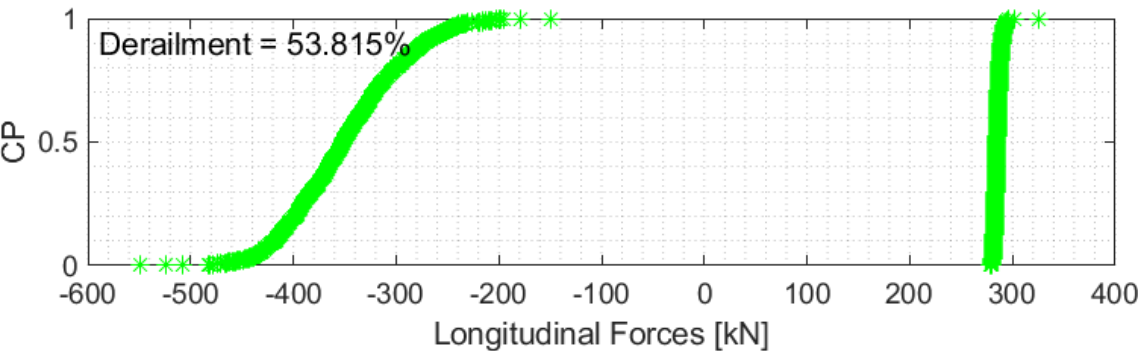
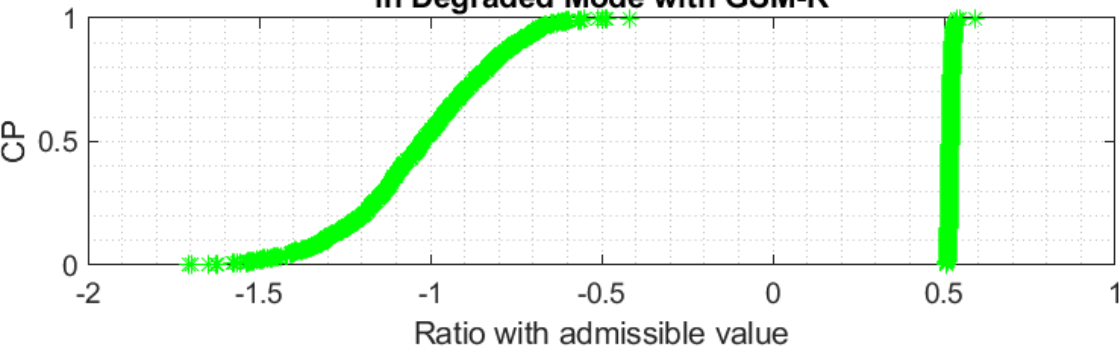


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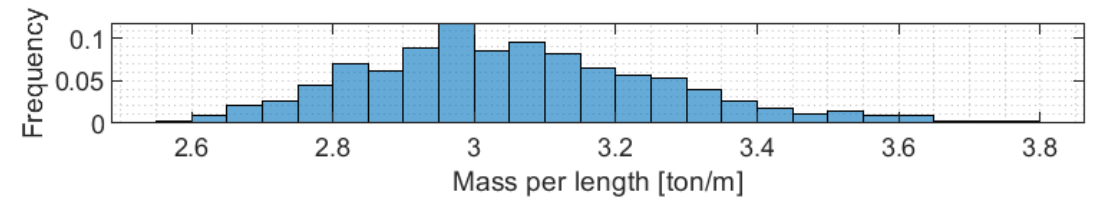
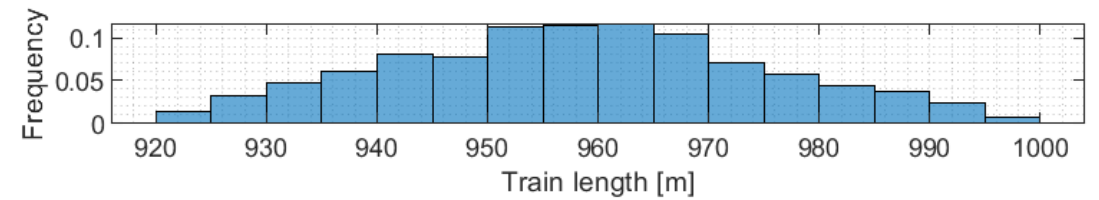
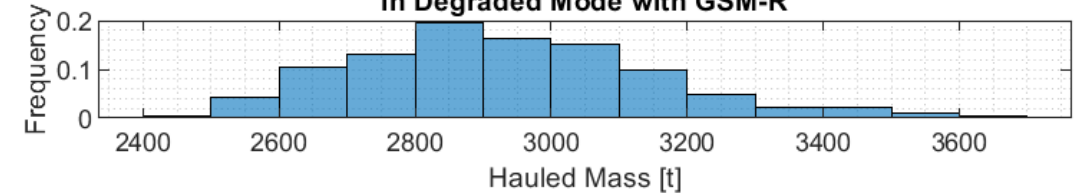


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200, running all in G brake mode and performing a T-EB in Degraded Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200, running all in G brake mode and performing a T-EB in Degraded Mode with GSM-R



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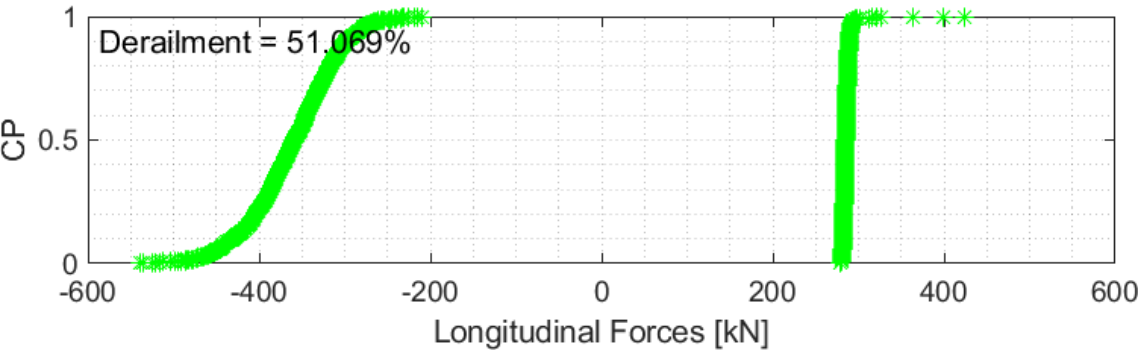
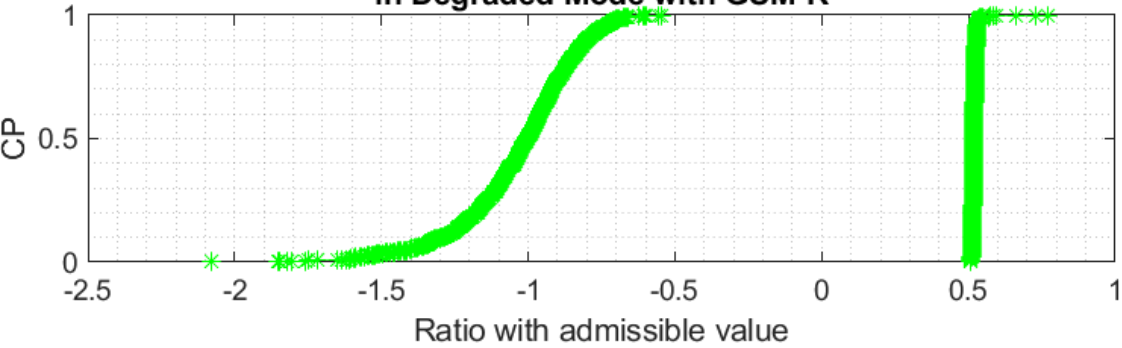


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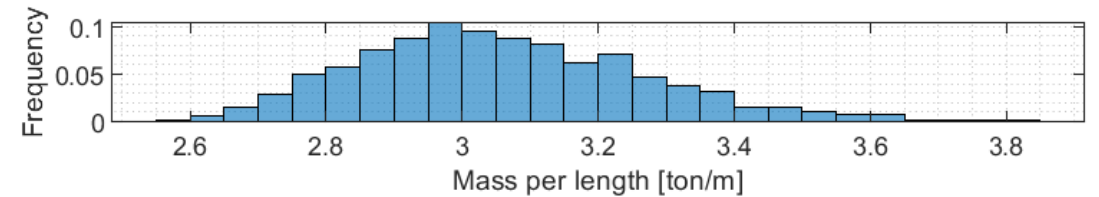
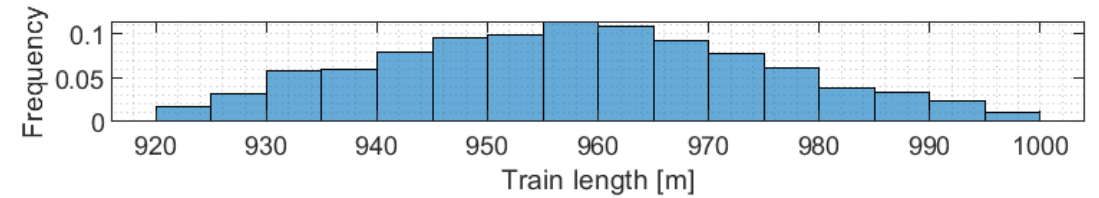
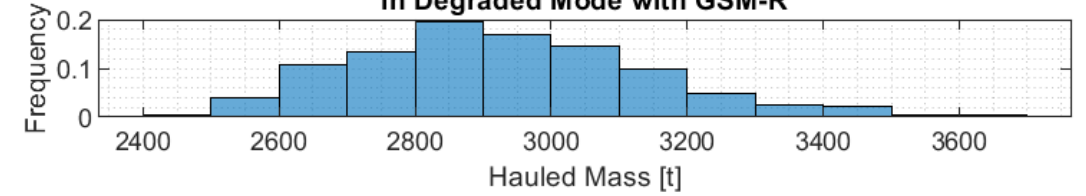


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200, running all in G brake mode and performing a T-EB in Degraded Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200, running all in G brake mode and performing a T-EB in Degraded Mode with GSM-R



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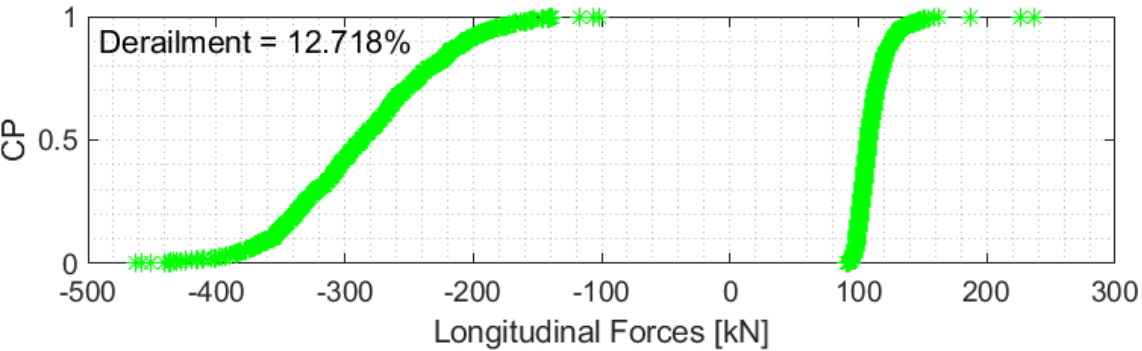
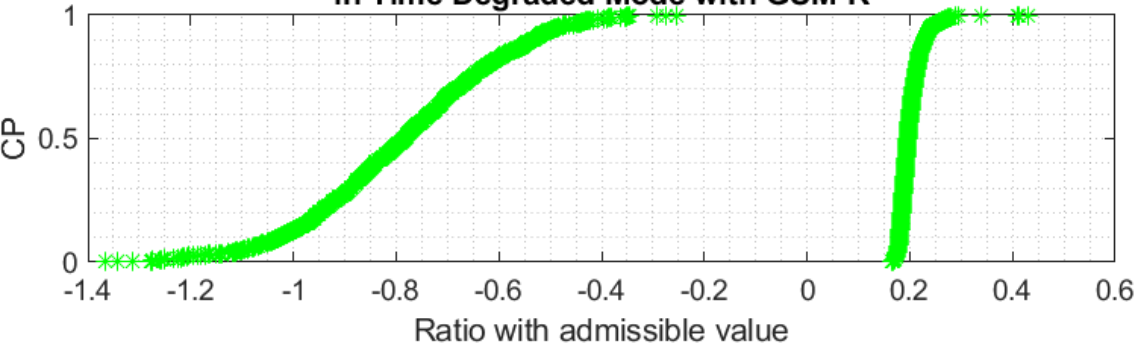


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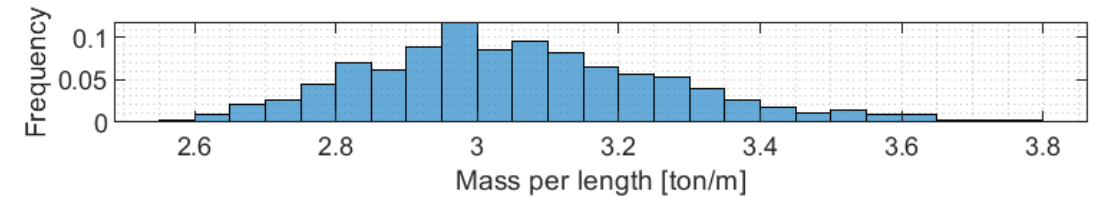
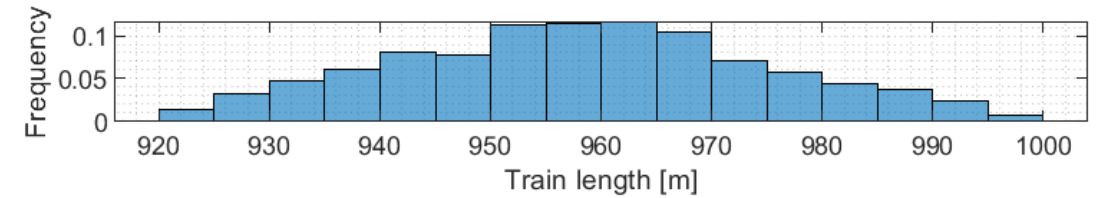
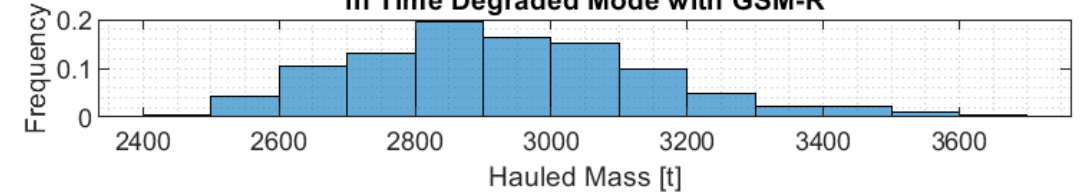


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing an EB
in Time Degraded Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing an EB
in Time Degraded Mode with GSM-R



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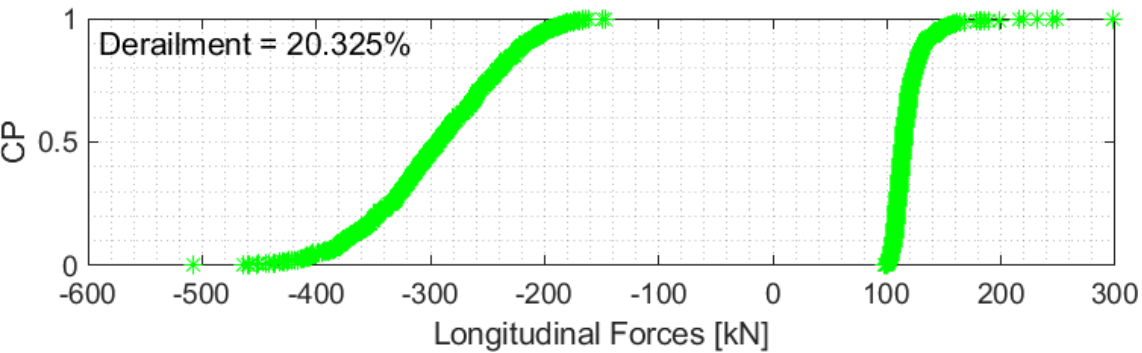
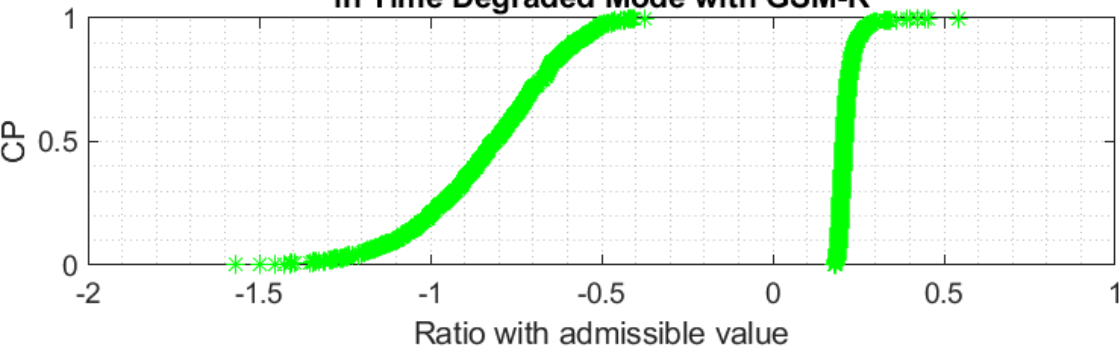


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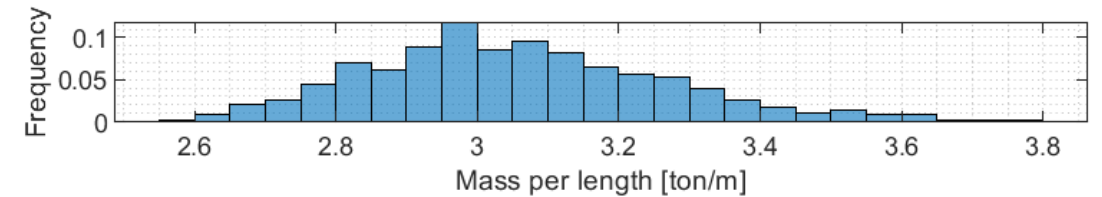
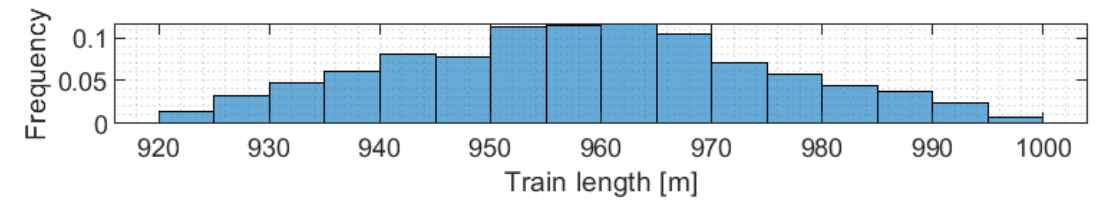
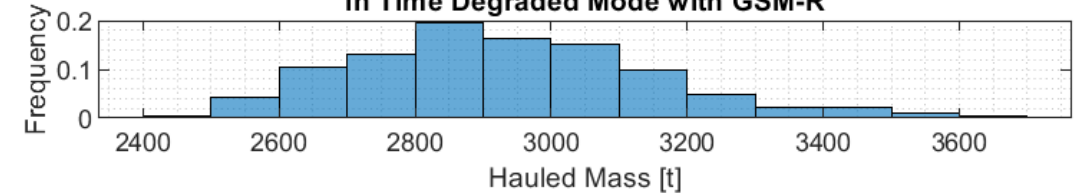


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing an EB
in Time Degraded Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing an EB
in Time Degraded Mode with GSM-R



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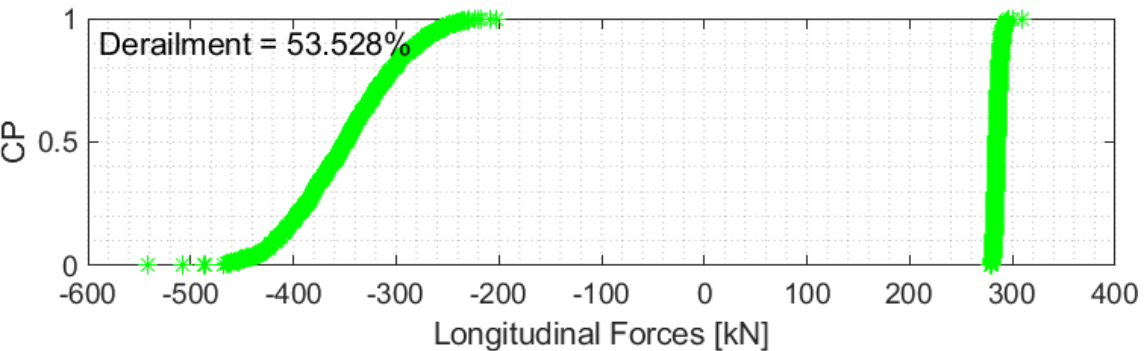
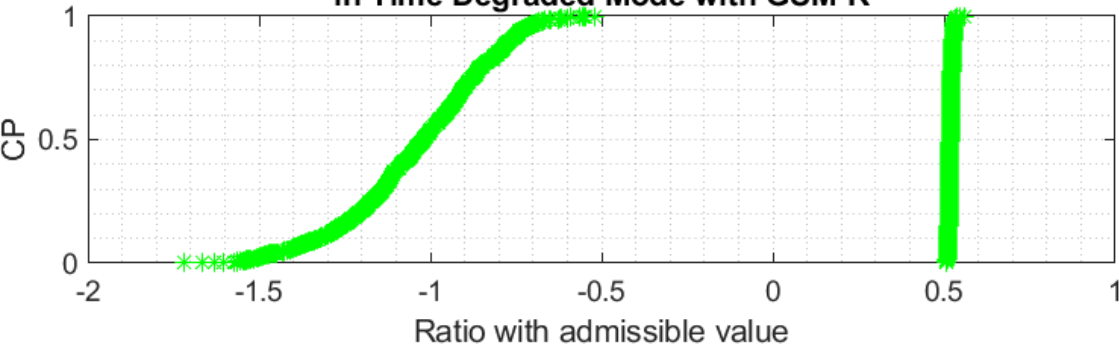


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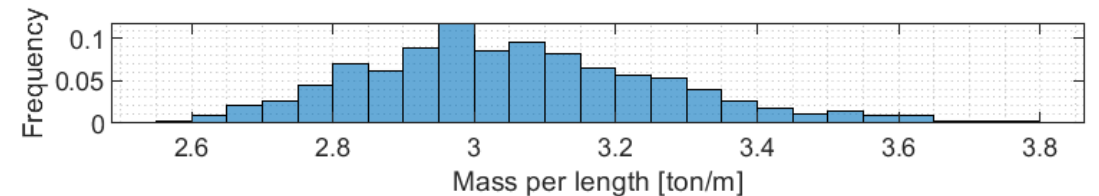
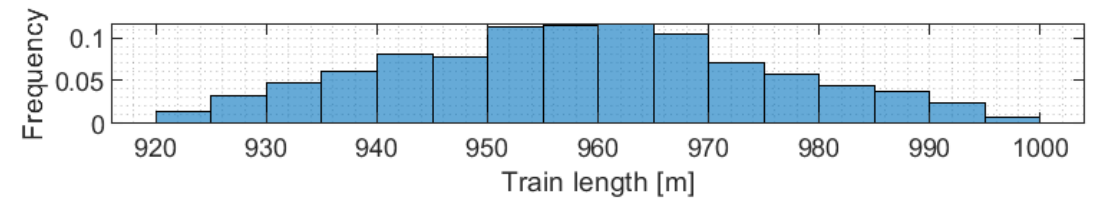
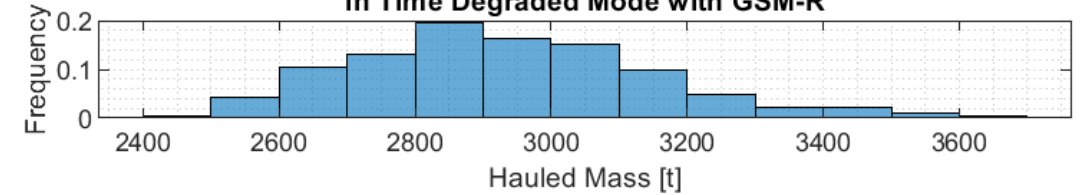


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Time Degraded Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Time Degraded Mode with GSM-R



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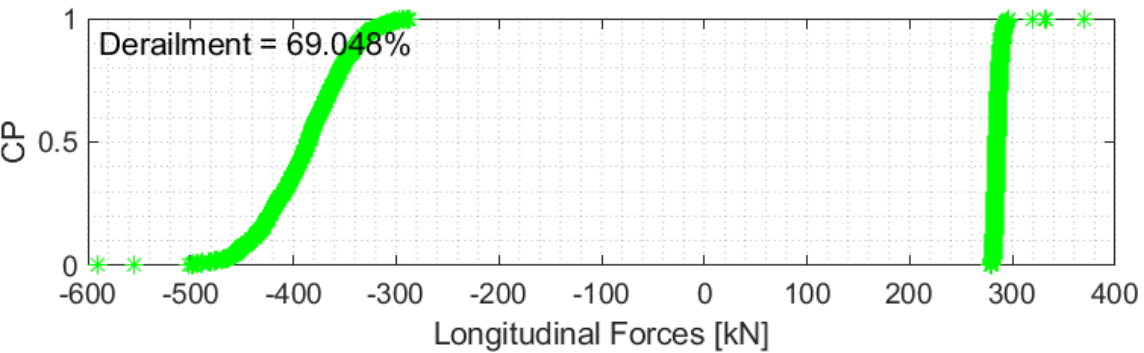
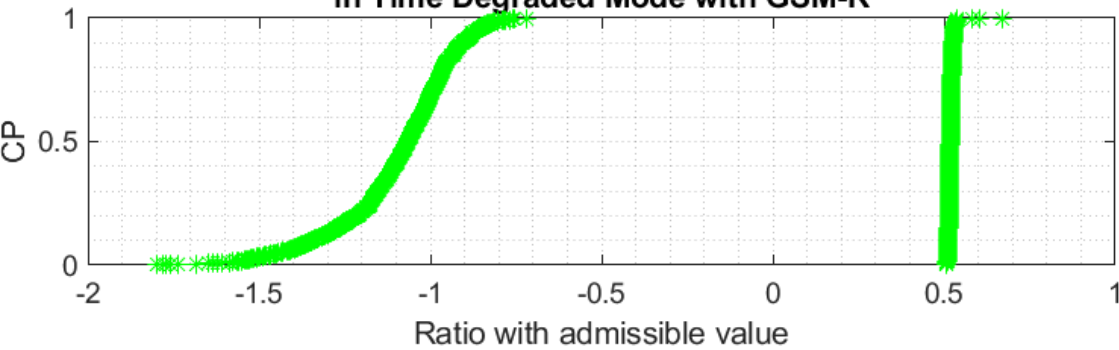


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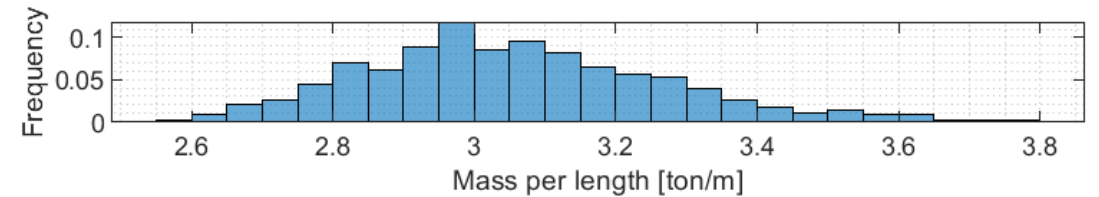
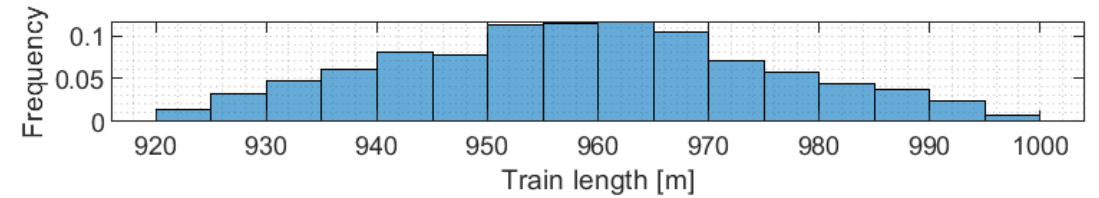
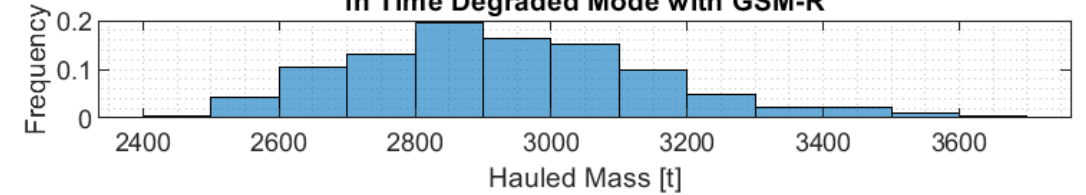


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Time Degraded Mode with GSM-R

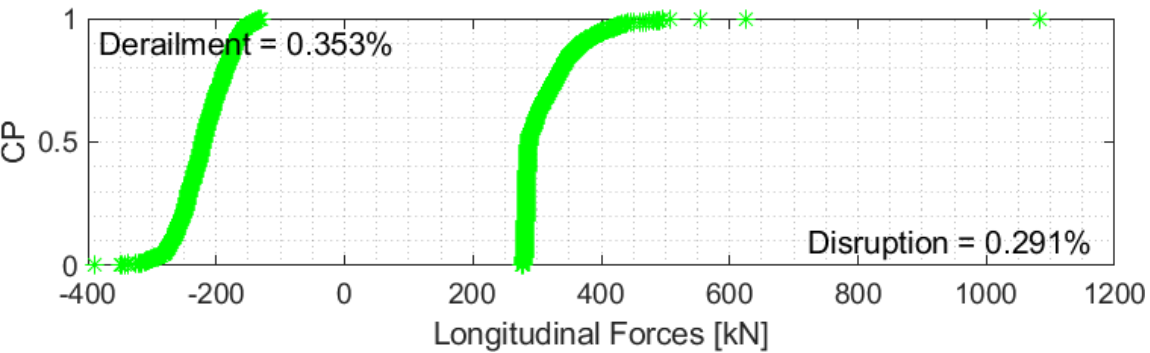
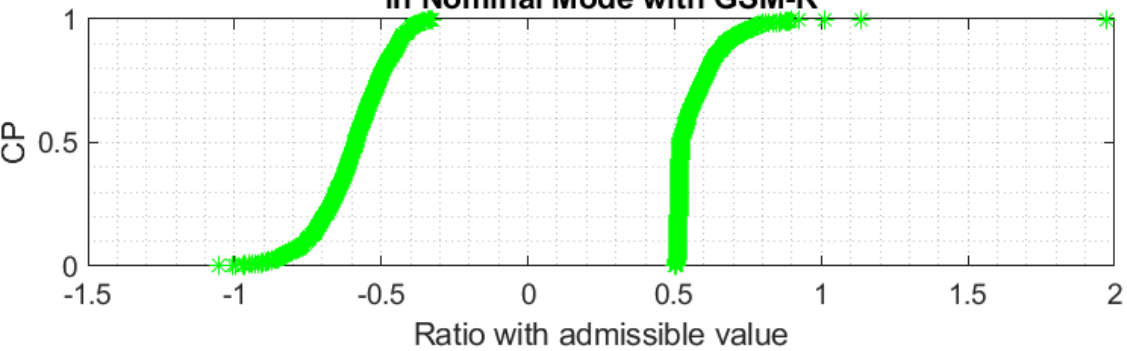


2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Time Degraded Mode with GSM-R

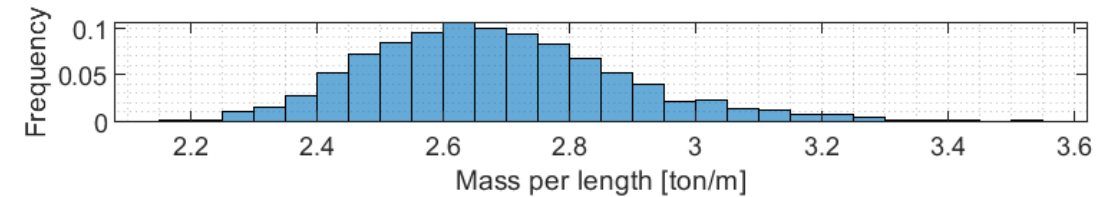
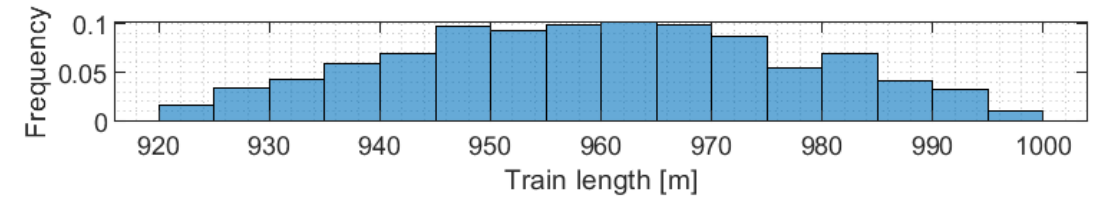
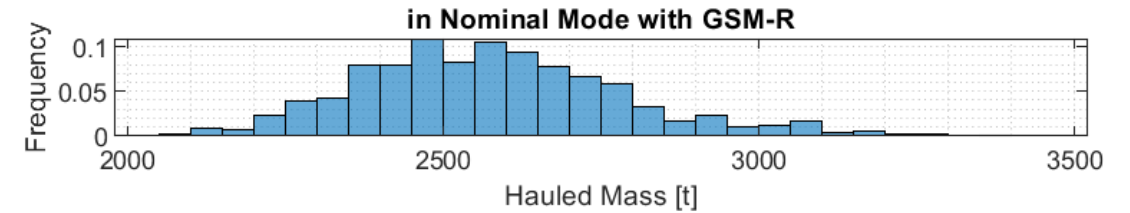


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 520-560, 400-440, and masses of 1601-2500, 0-800,
running all in G brake mode and performing a T-EB



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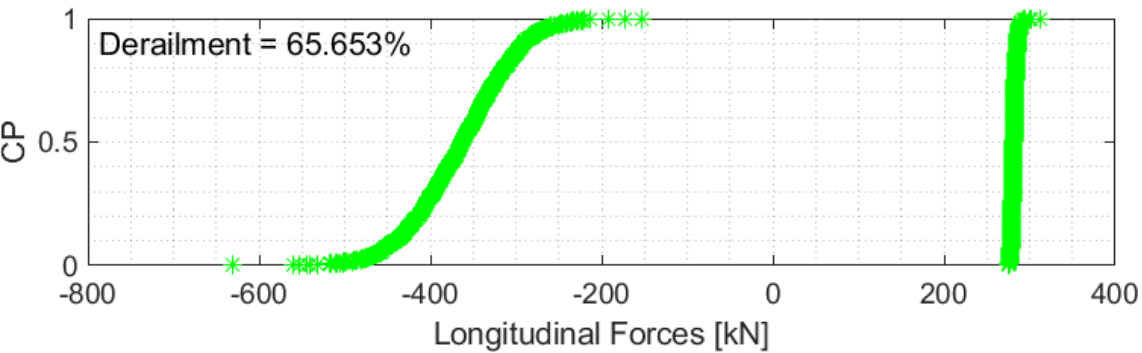
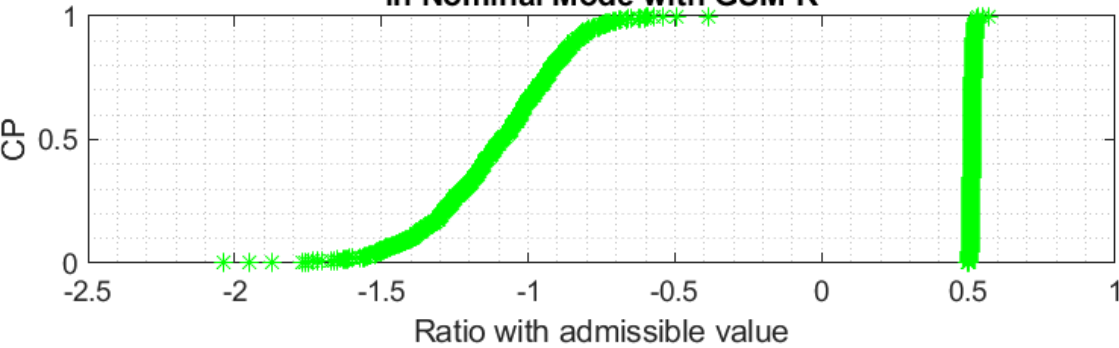


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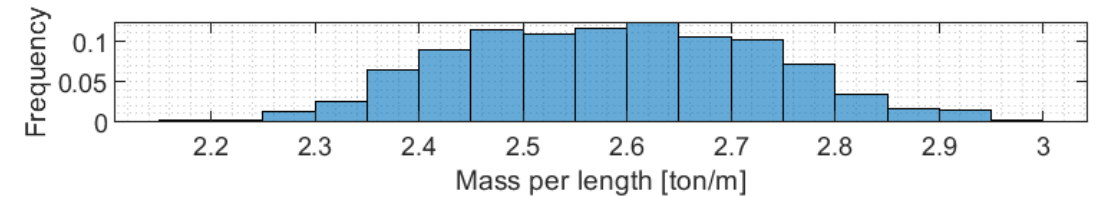
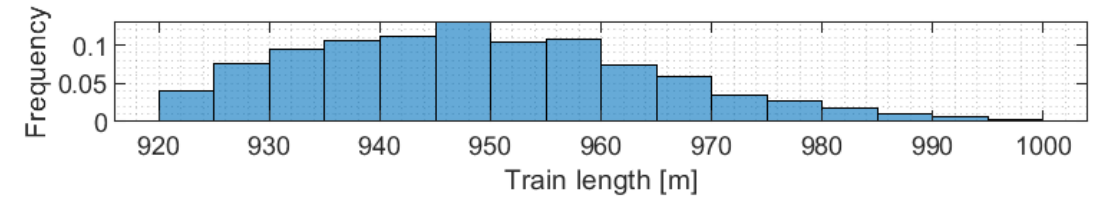
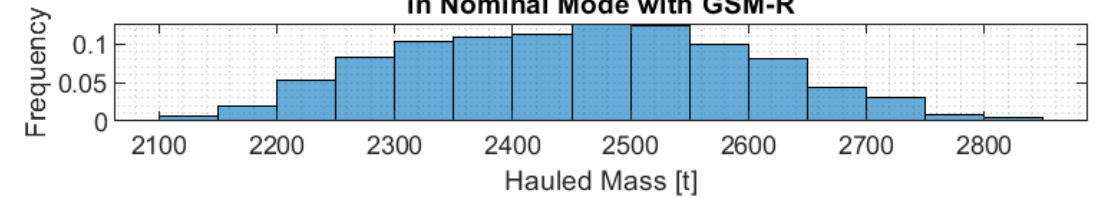


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains having lengths of 520-560, 400-440, and masses of 1201-1600, 801-1200, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains having lengths of 520-560, 400-440, and masses of 1201-1600, 801-1200, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R



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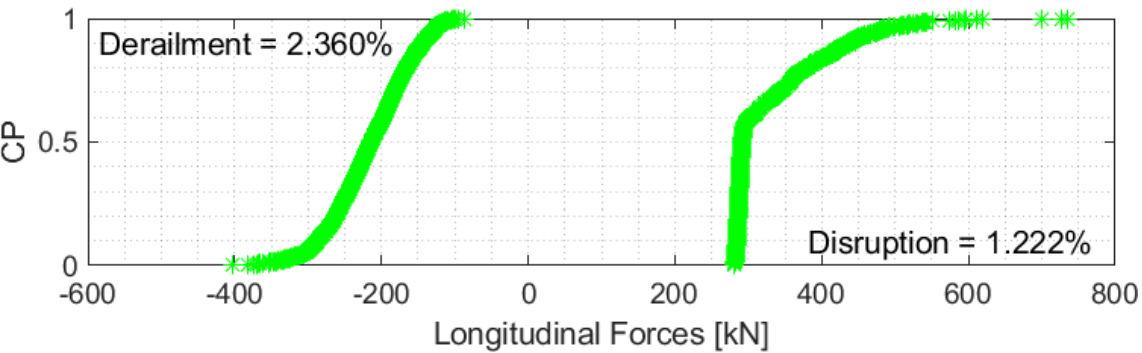
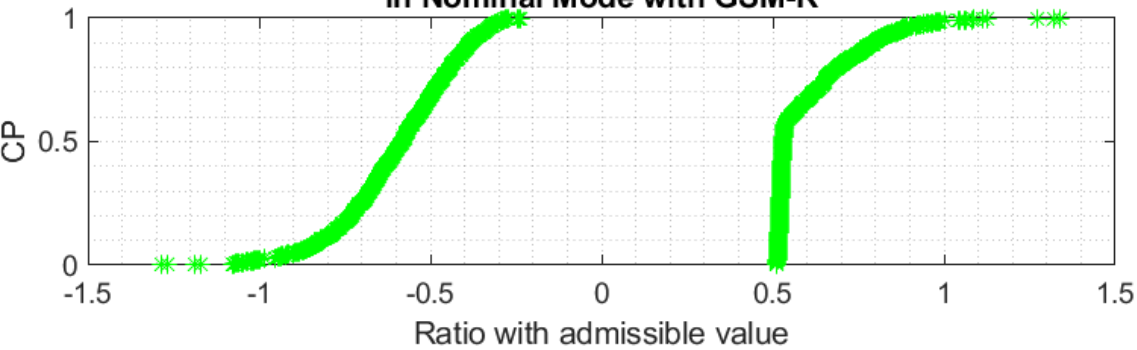


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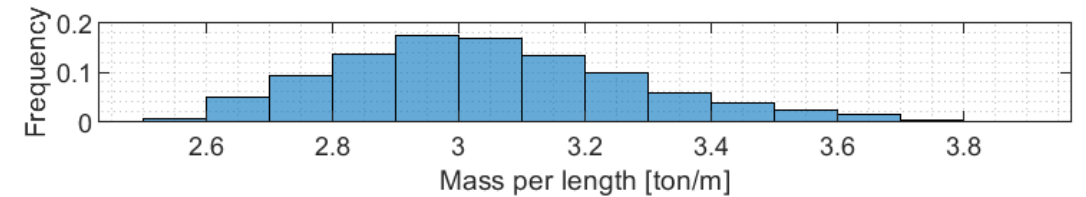
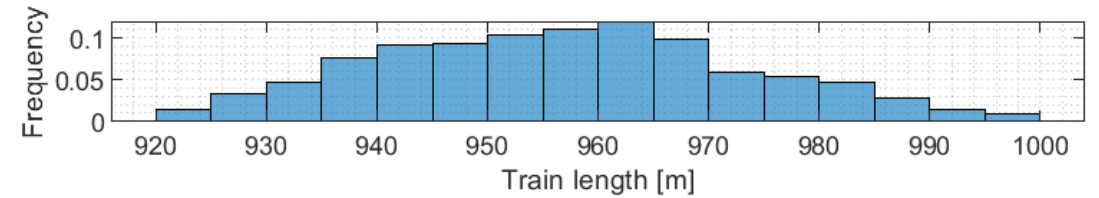
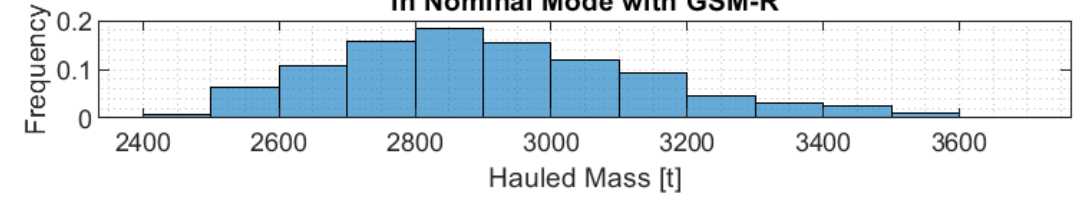


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 560-600, 360-400, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 560-600, 360-400, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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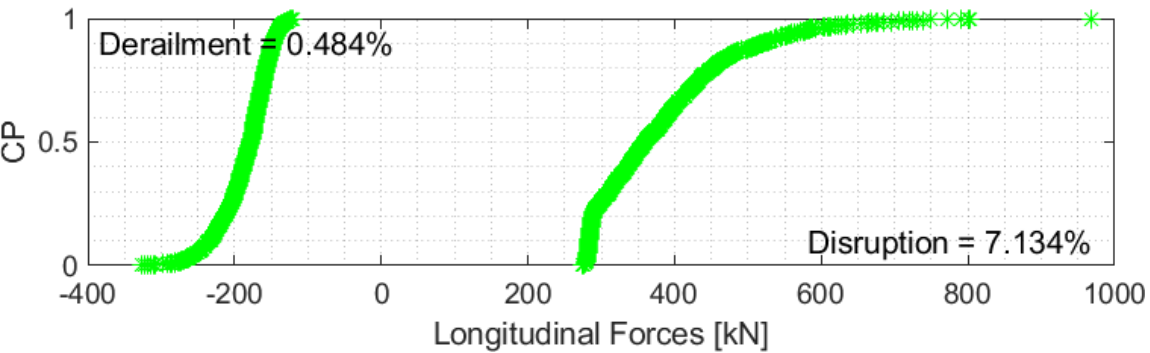
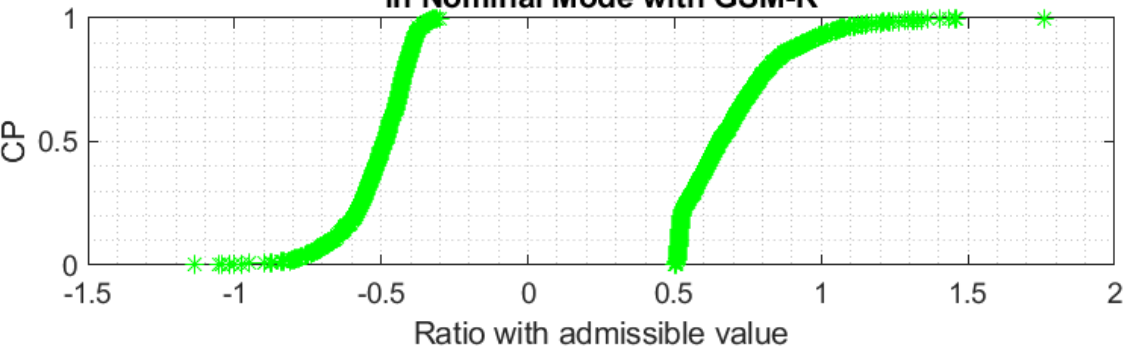


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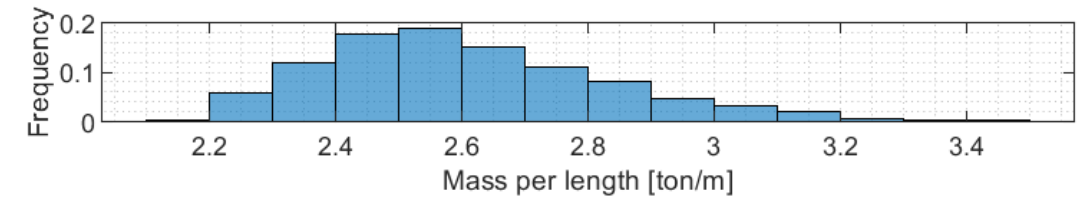
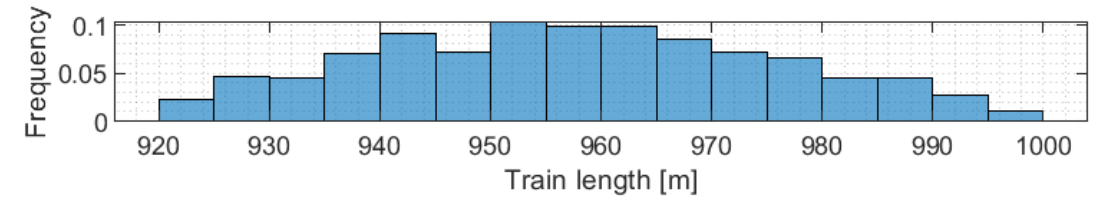
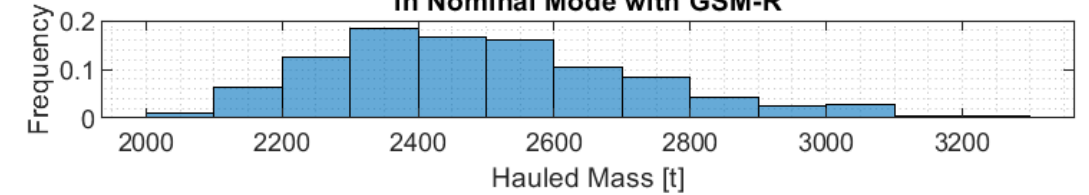


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 560-600, 360-400, and masses of 1601-2500, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 560-600, 360-400, and masses of 1601-2500, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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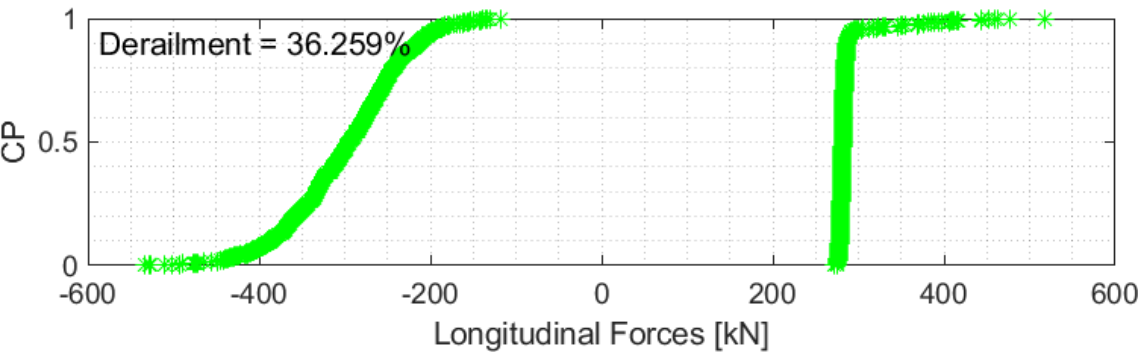
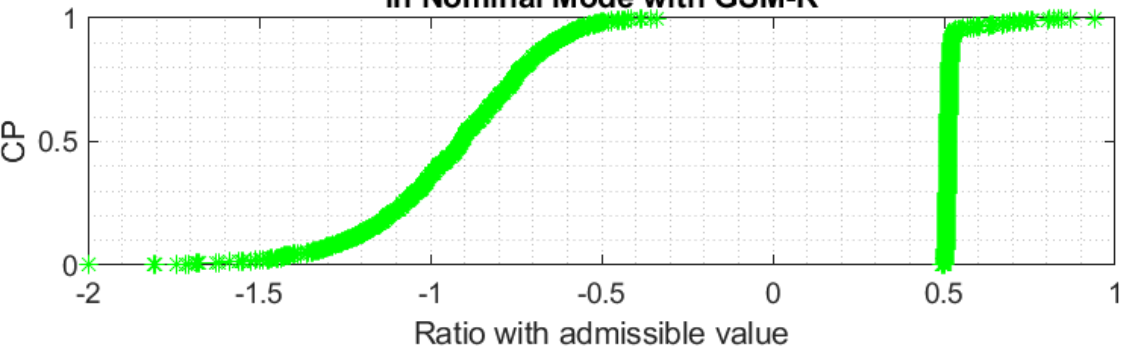


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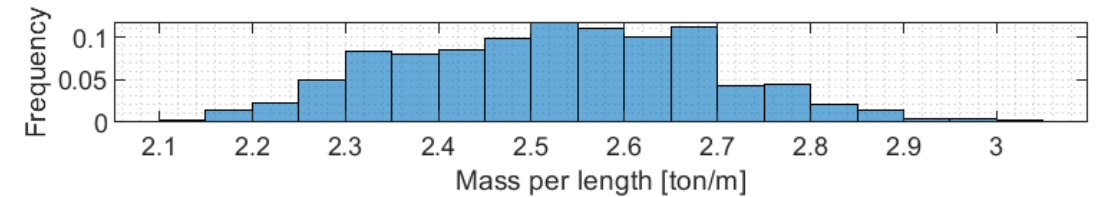
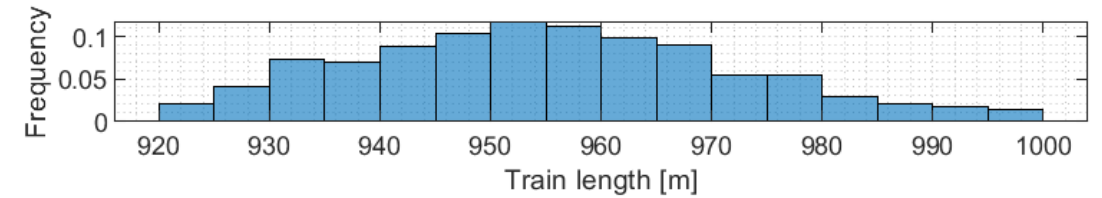
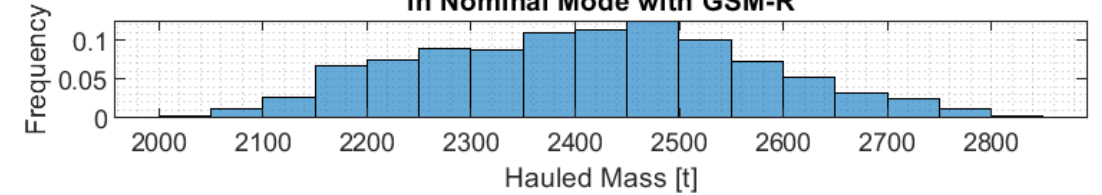


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains having lengths of 560-600, 360-400, and masses of 1201-1600, 801-1200, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains having lengths of 560-600, 360-400, and masses of 1201-1600, 801-1200, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R



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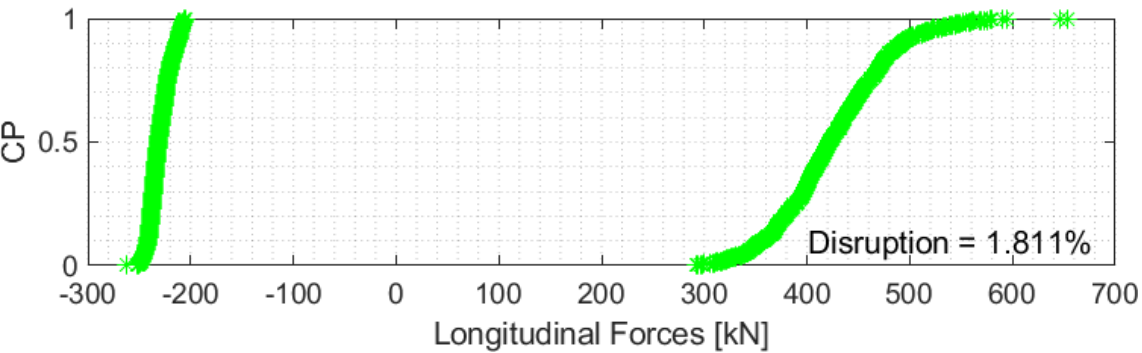
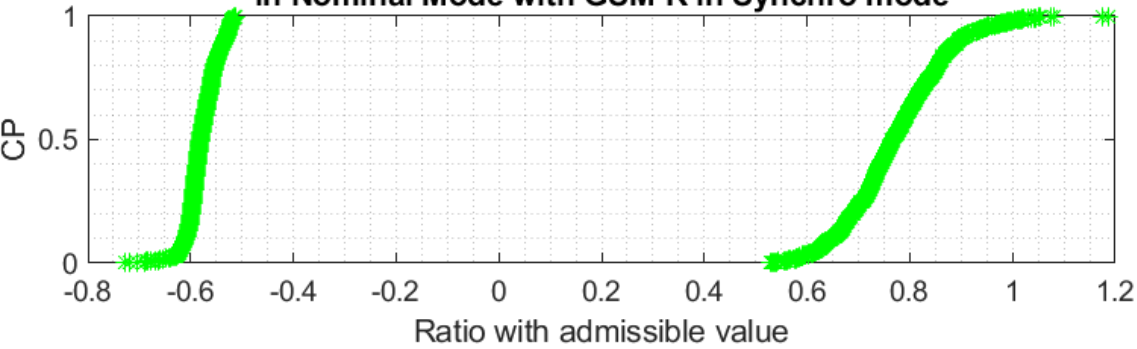


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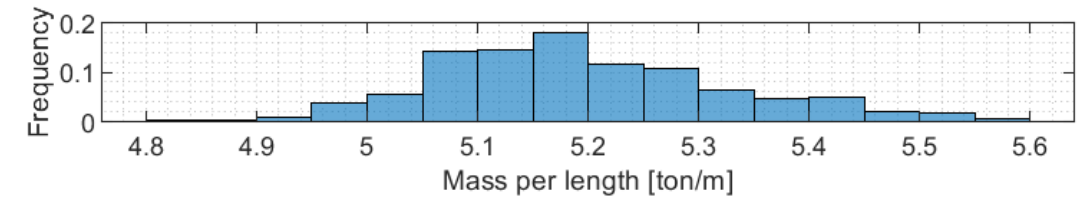
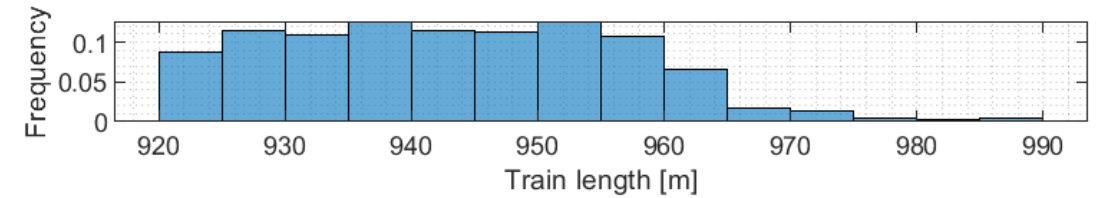
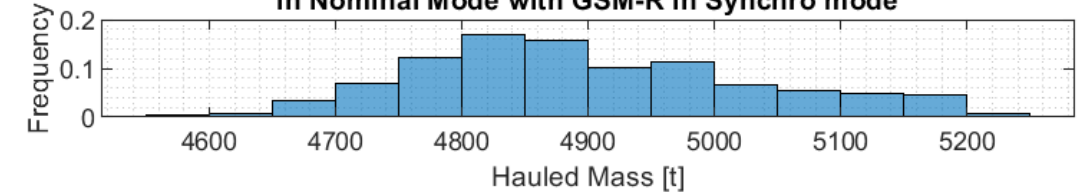


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 660-700, 260-300, and masses of 3500-4000, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



2T with loco BR187 formed by connection of 2 trains
having lengths of 660-700, 260-300, and masses of 3500-4000, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



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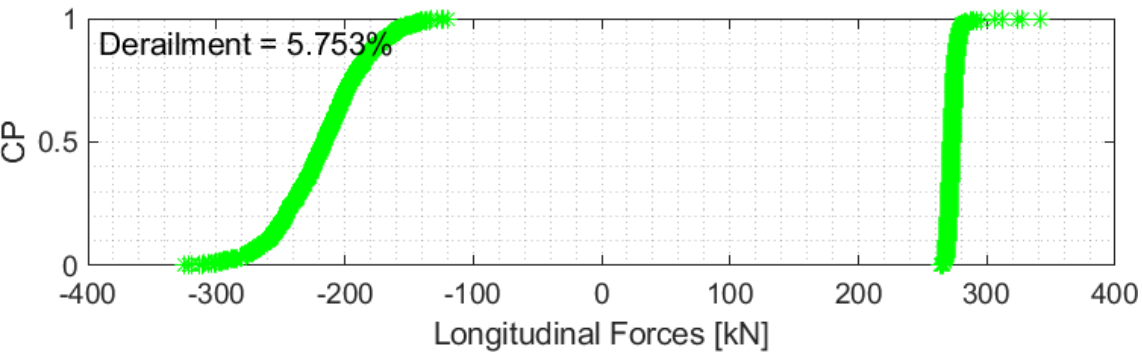
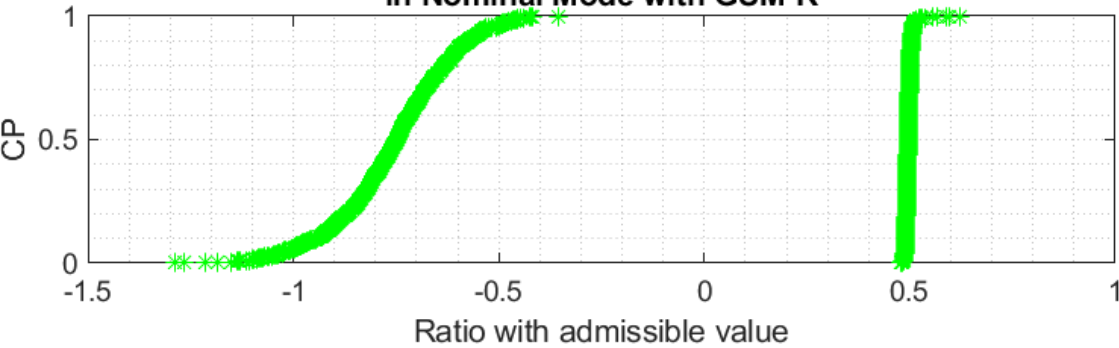


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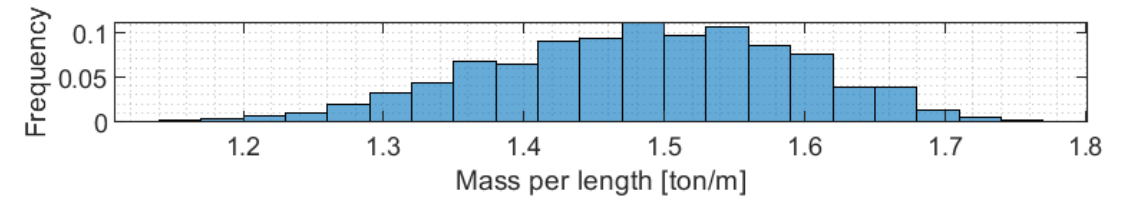
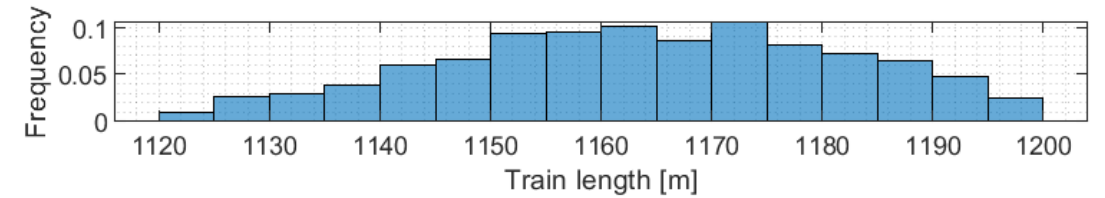
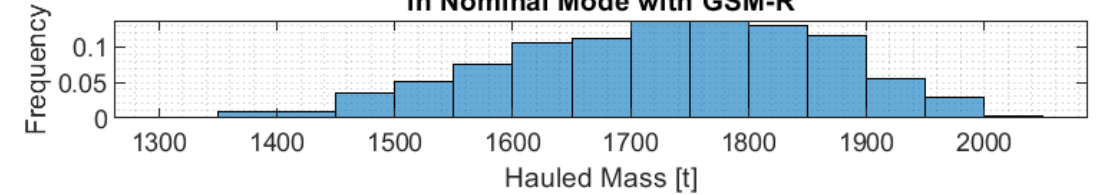


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains having lengths of 660-700, 460-500, and masses of 801-1200, 0-800, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R

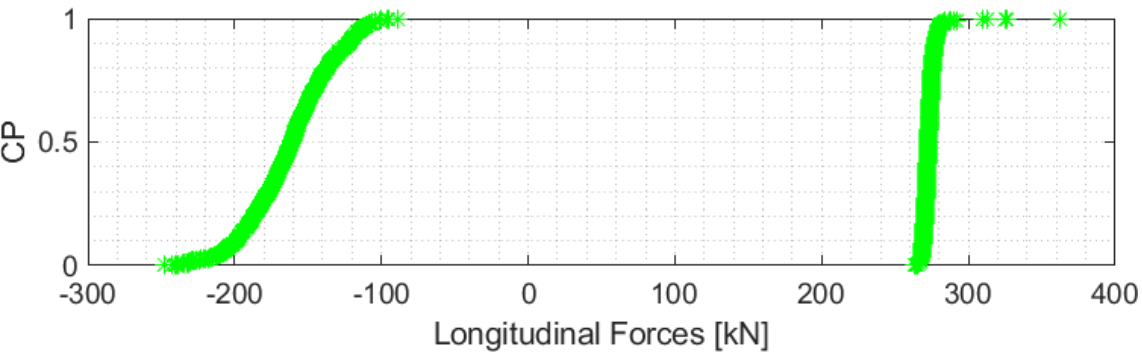
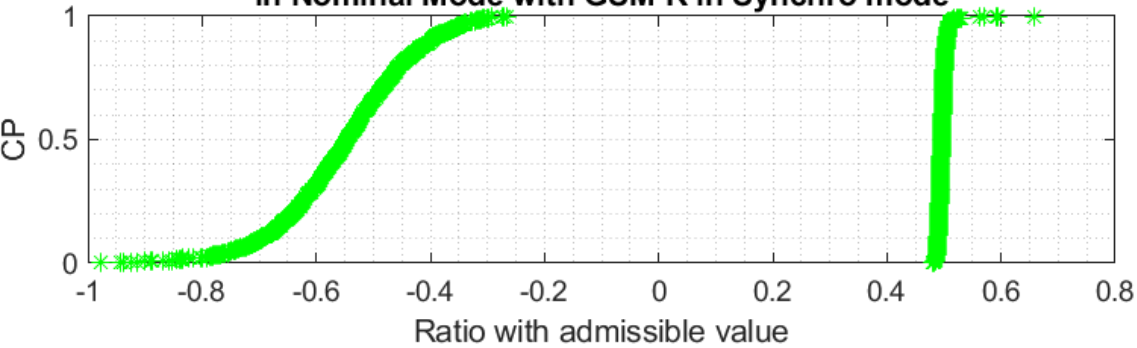


2T with loco BR187 formed by connection of 2 trains having lengths of 660-700, 460-500, and masses of 801-1200, 0-800, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R

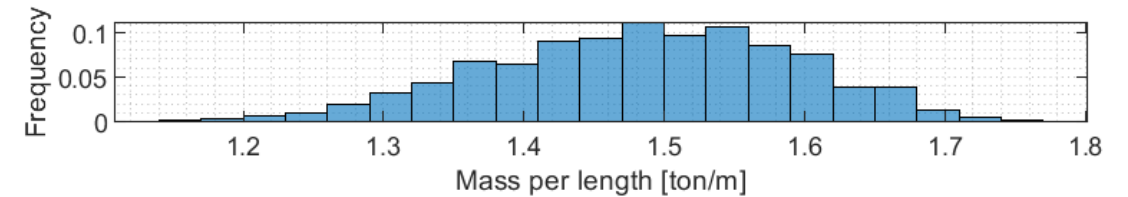
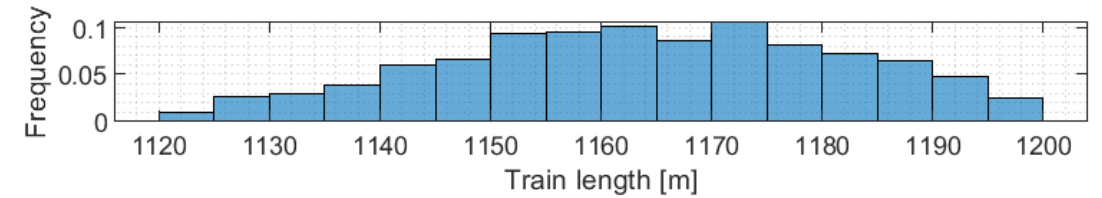
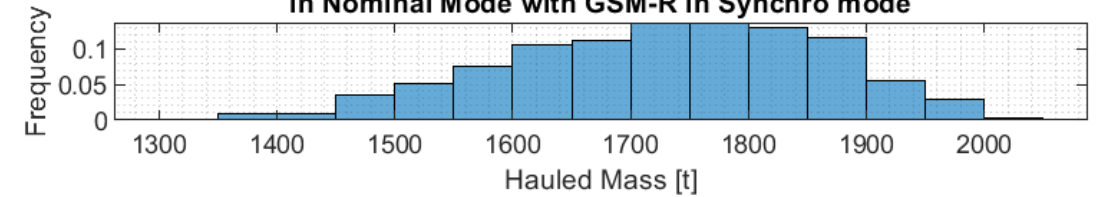


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 660-700, 460-500, and masses of 801-1200, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



2T with loco BR187 formed by connection of 2 trains
having lengths of 660-700, 460-500, and masses of 801-1200, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



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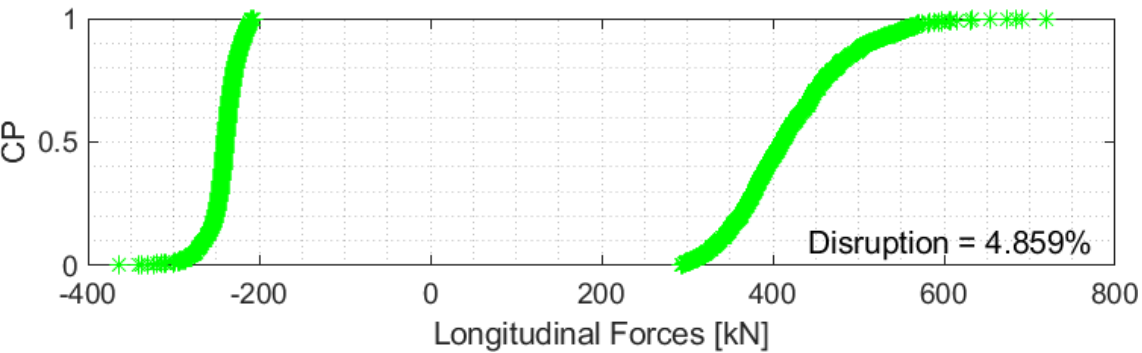
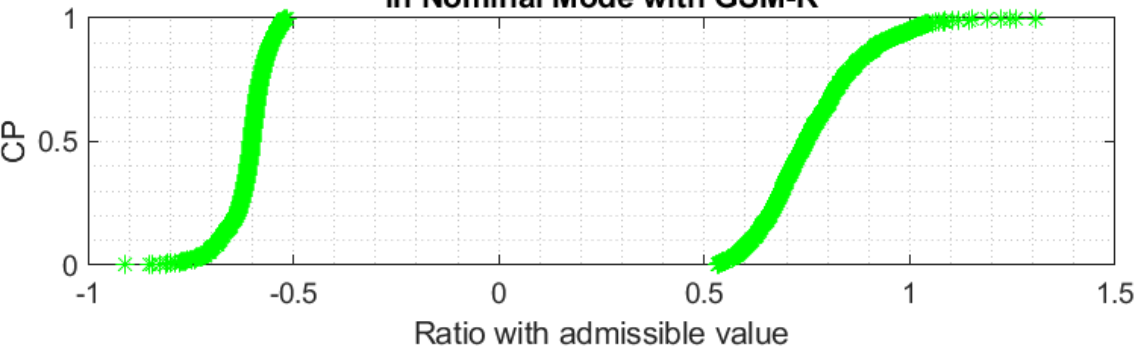


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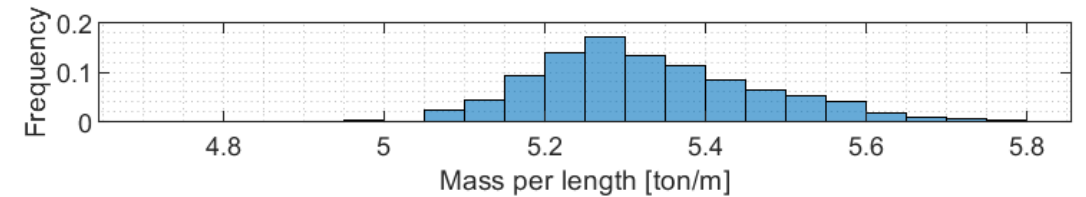
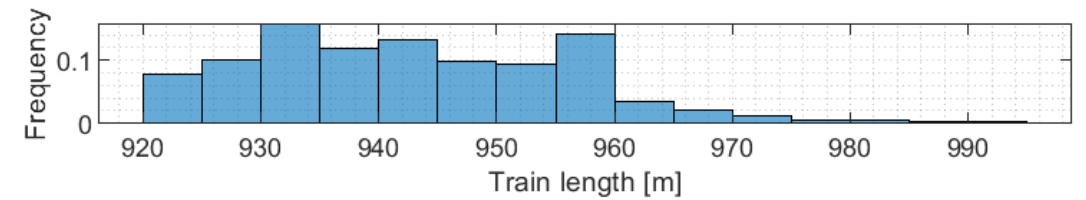
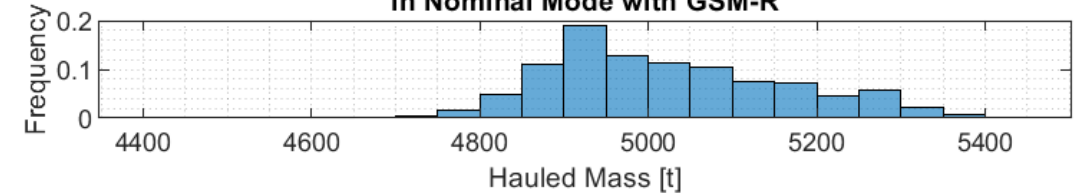


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 680-720, 240-280, and masses of 3500-4000, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 680-720, 240-280, and masses of 3500-4000, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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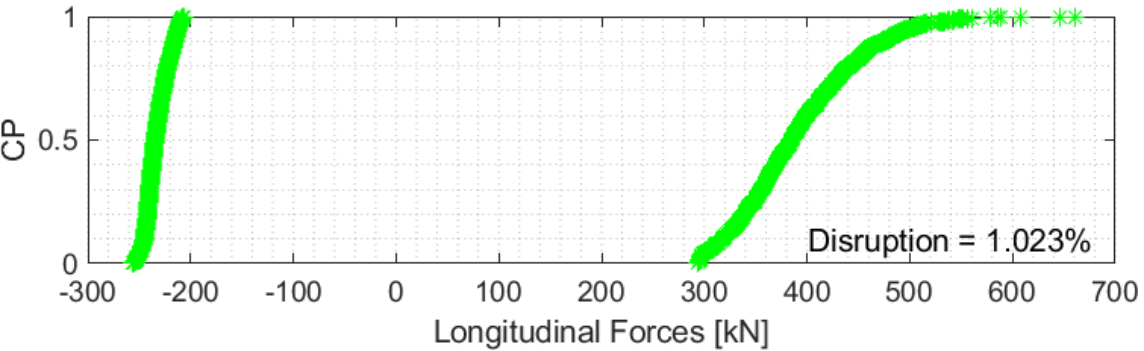
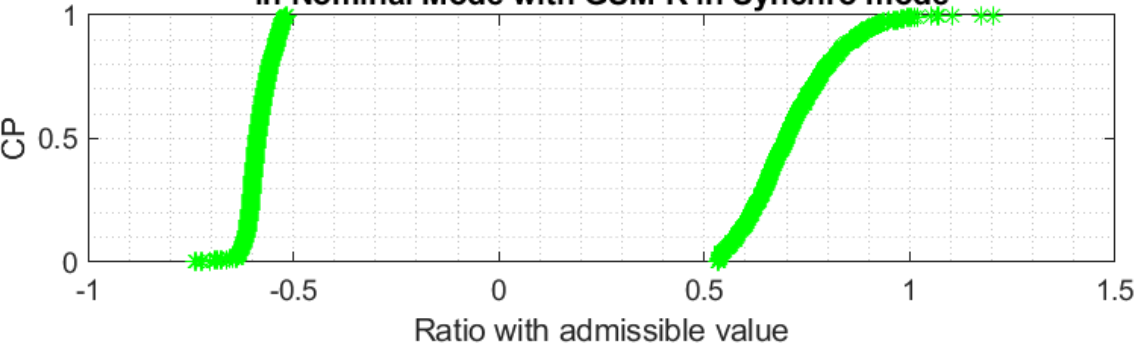


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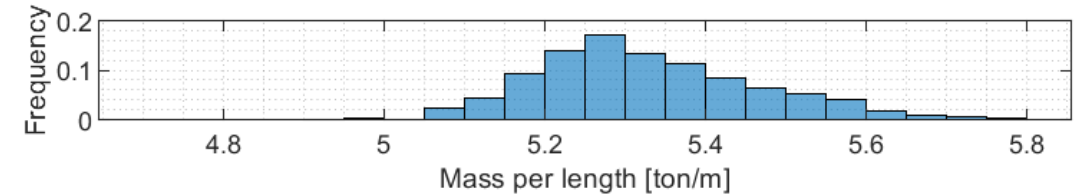
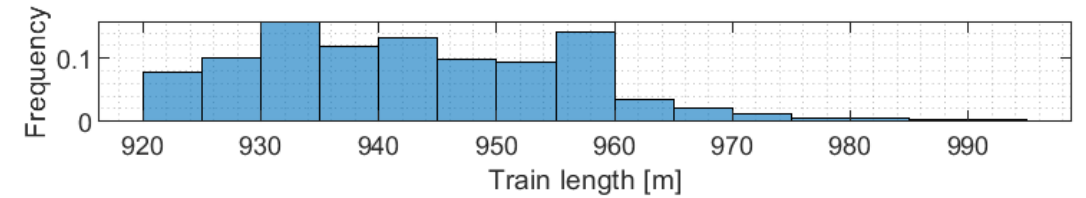
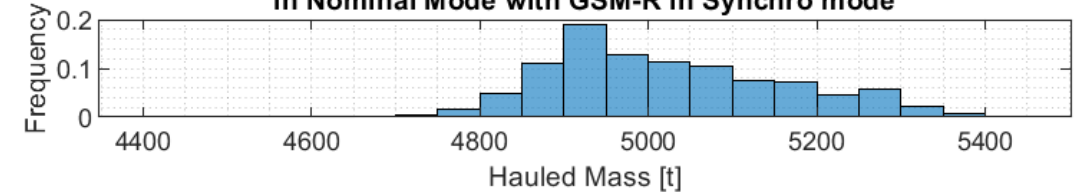


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 680-720, 240-280, and masses of 3500-4000, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



2T with loco BR187 formed by connection of 2 trains
having lengths of 680-720, 240-280, and masses of 3500-4000, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



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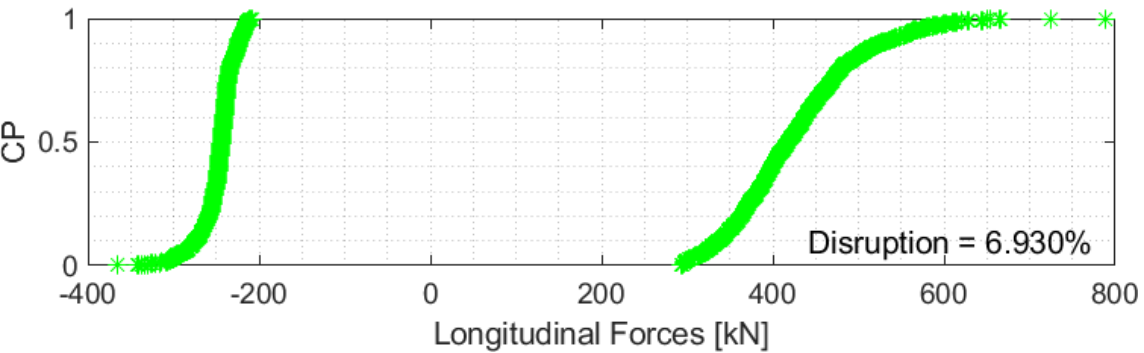
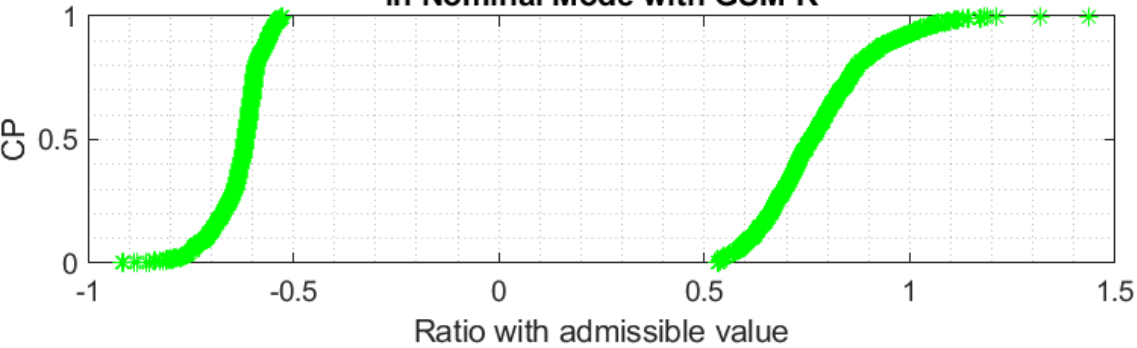


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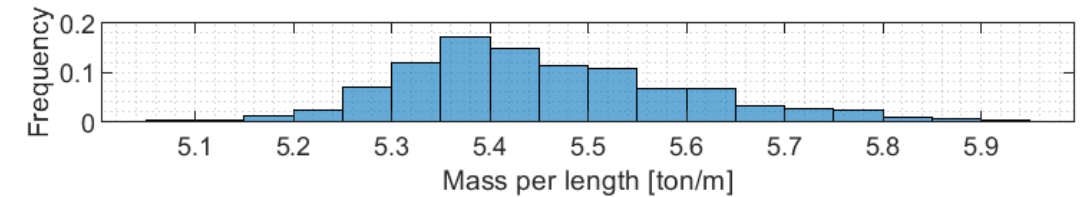
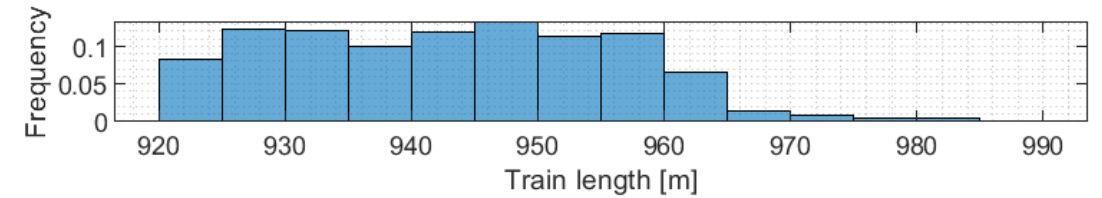
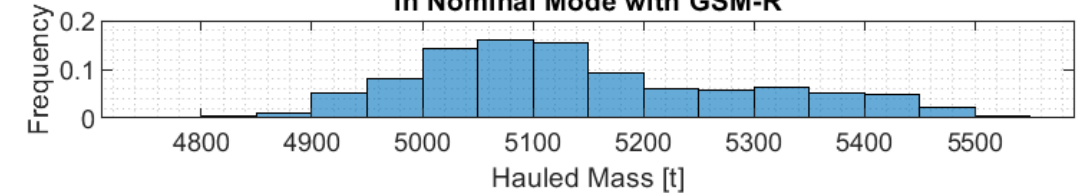


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 220-260, and masses of 3500-4000, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 220-260, and masses of 3500-4000, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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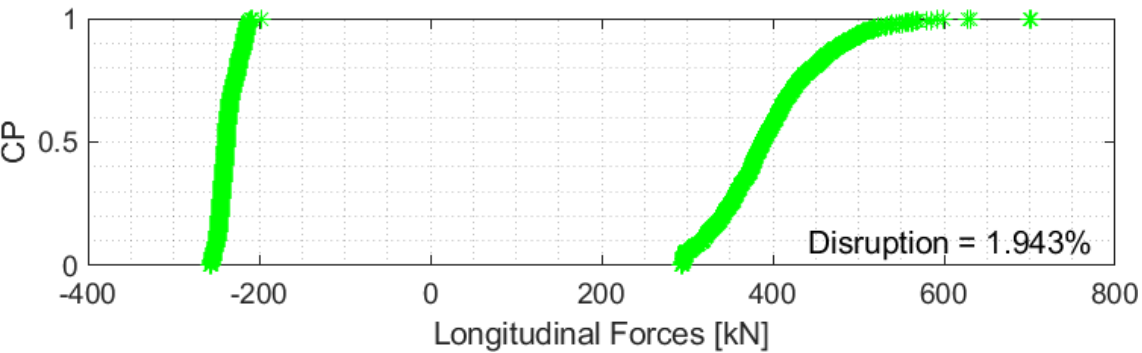
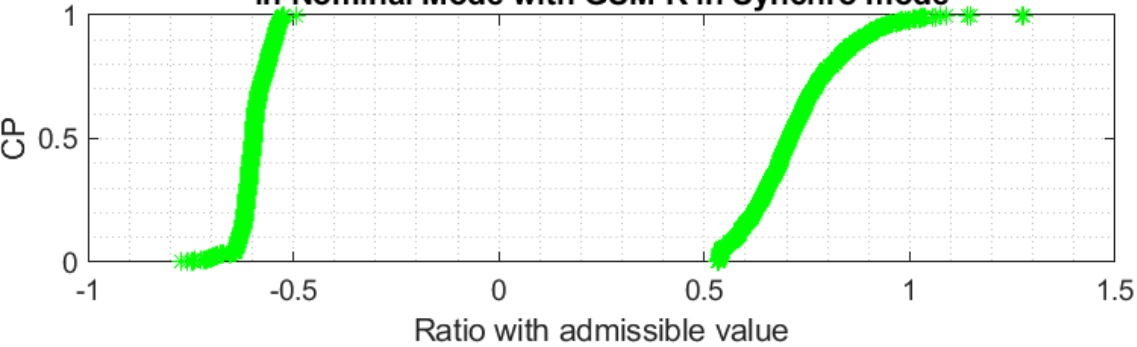


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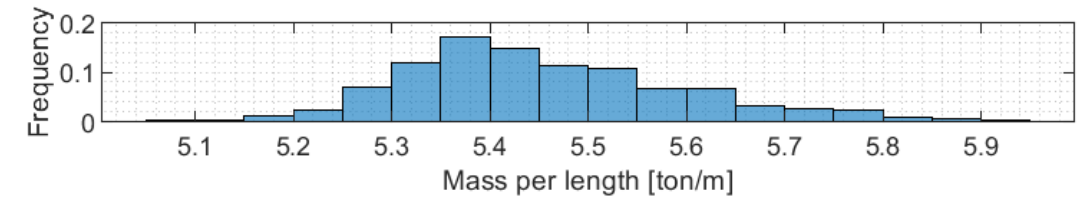
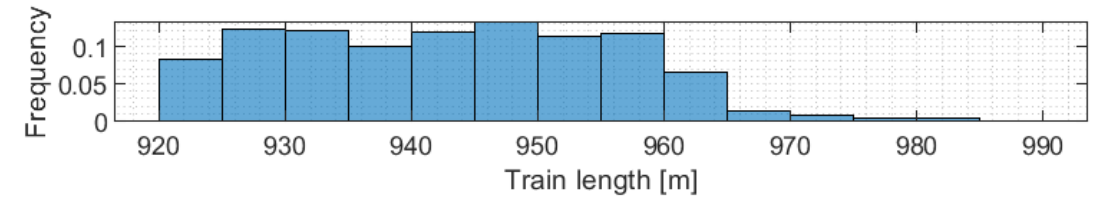
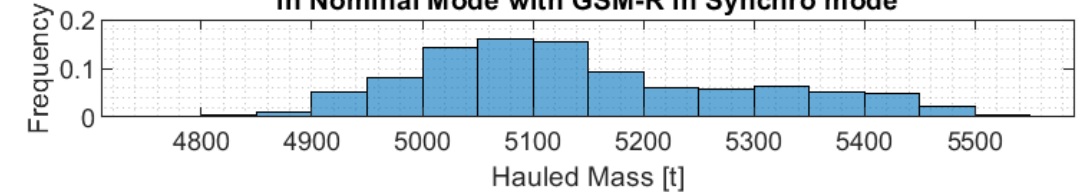


2T - 1000 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 220-260, and masses of 3500-4000, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 220-260, and masses of 3500-4000, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



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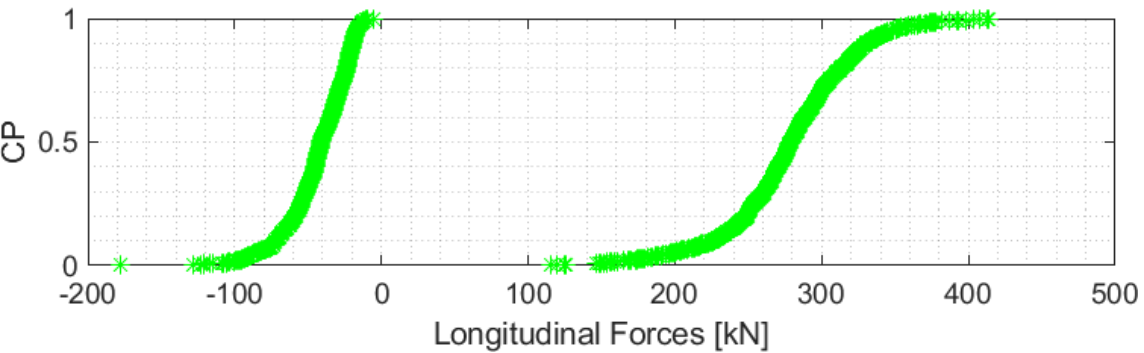
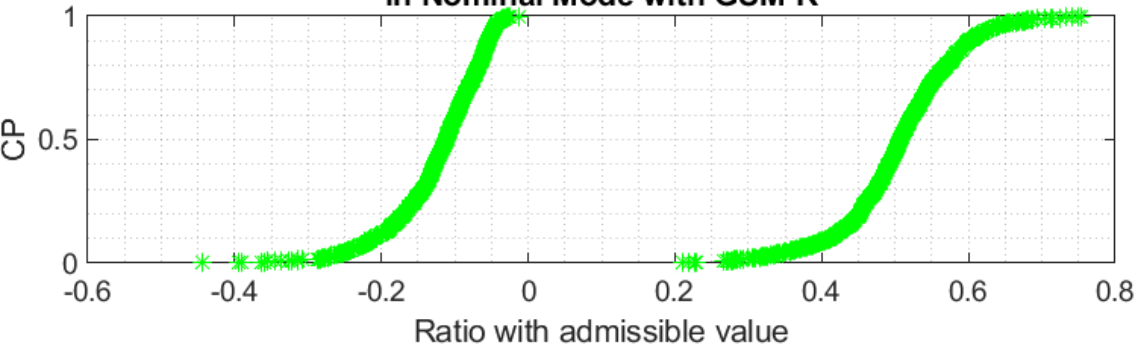


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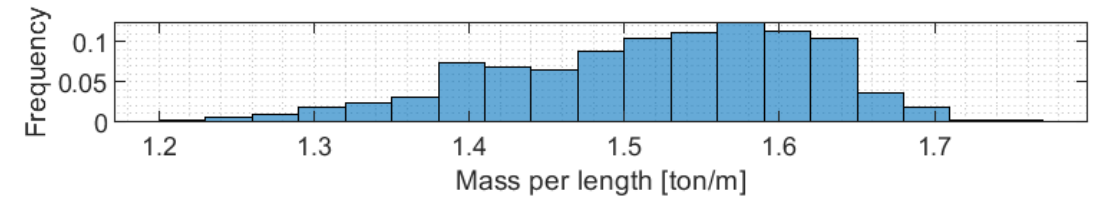
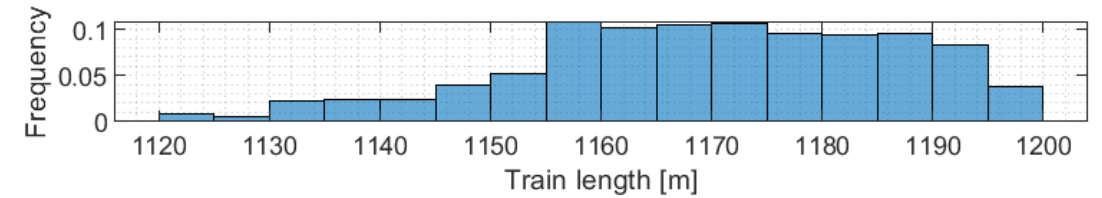
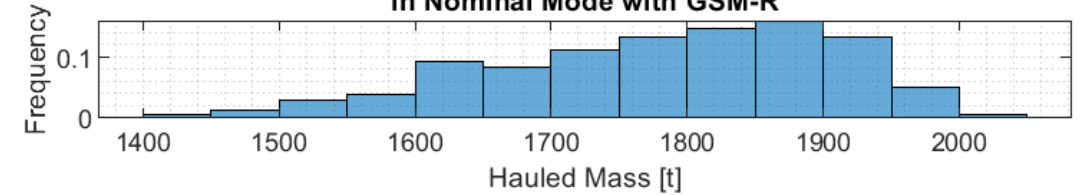


2T - 1200 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 801-1200, 0-800,
running all in G brake mode and performing an EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 801-1200, 0-800,
running all in G brake mode and performing an EB
in Nominal Mode with GSM-R



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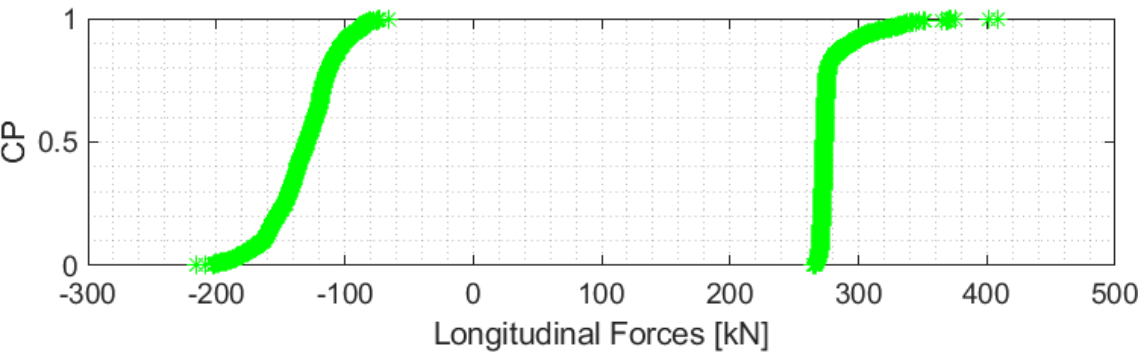
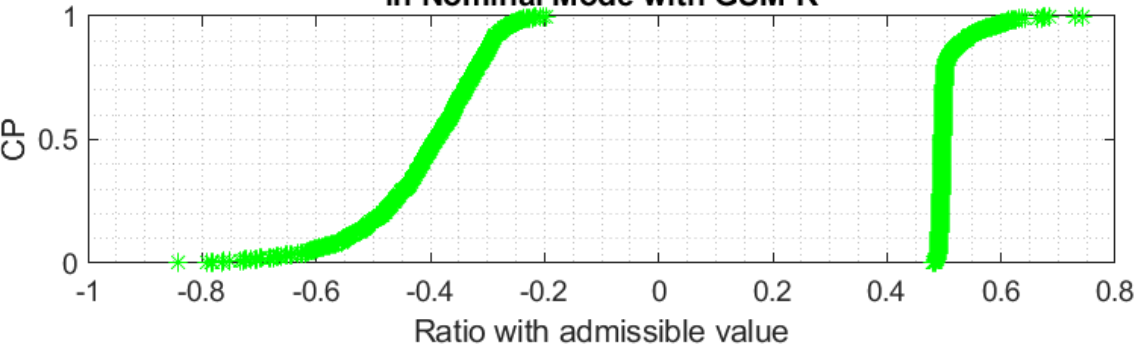


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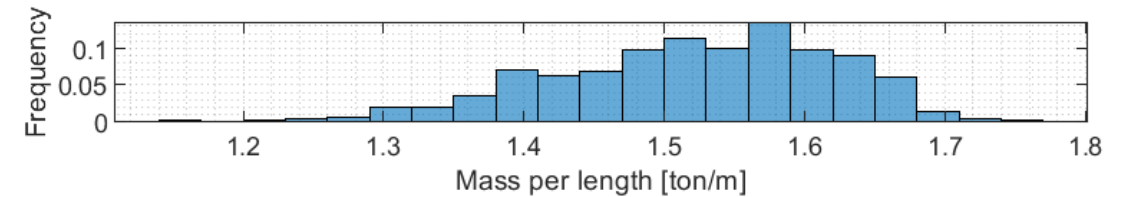
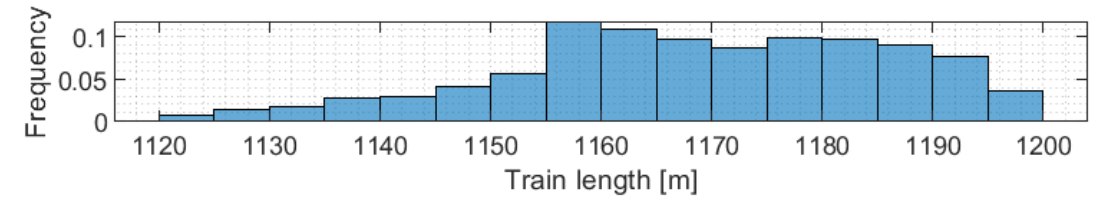
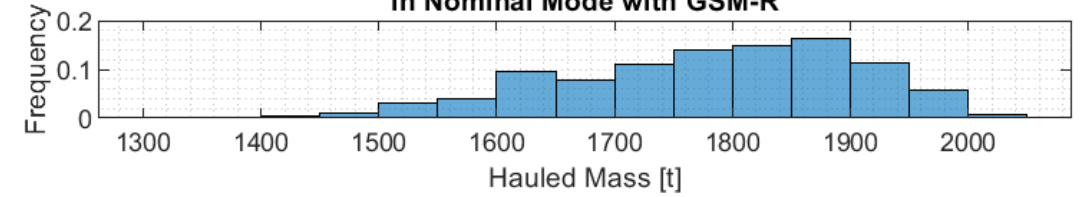


2T - 1200 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 801-1200, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 801-1200, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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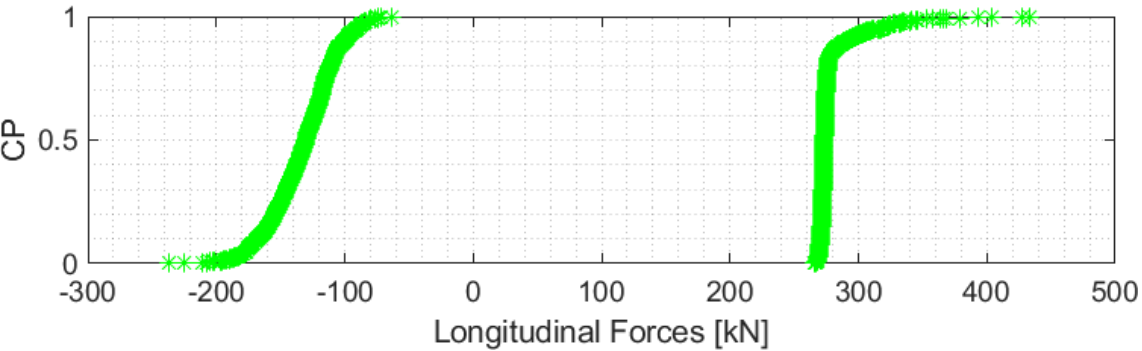
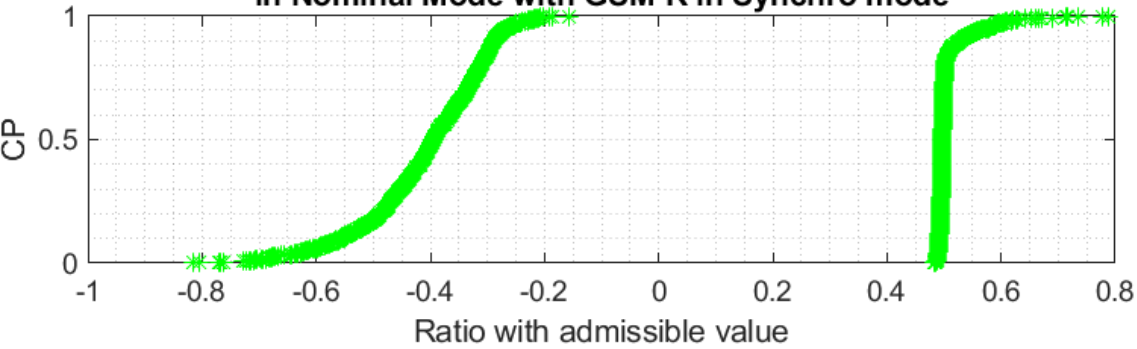


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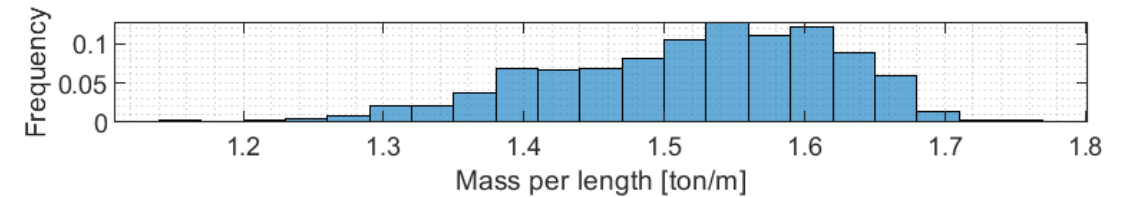
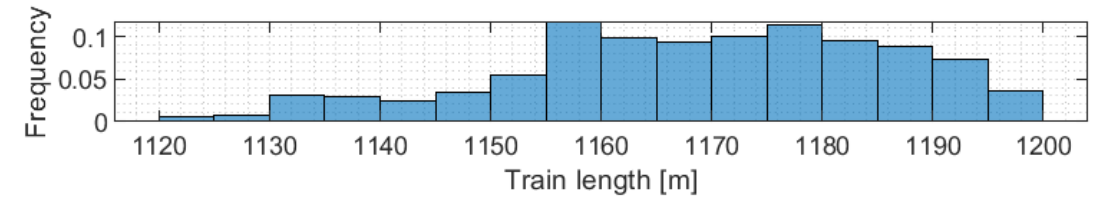
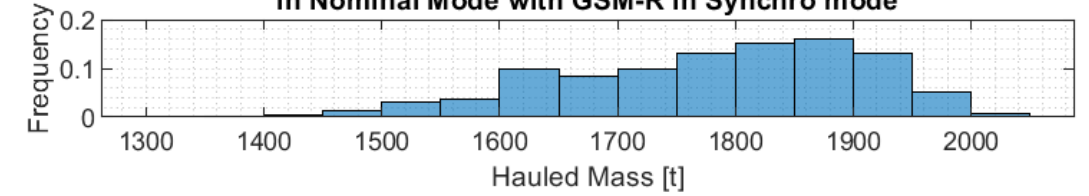


2T - 1200 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 801-1200, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 801-1200, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



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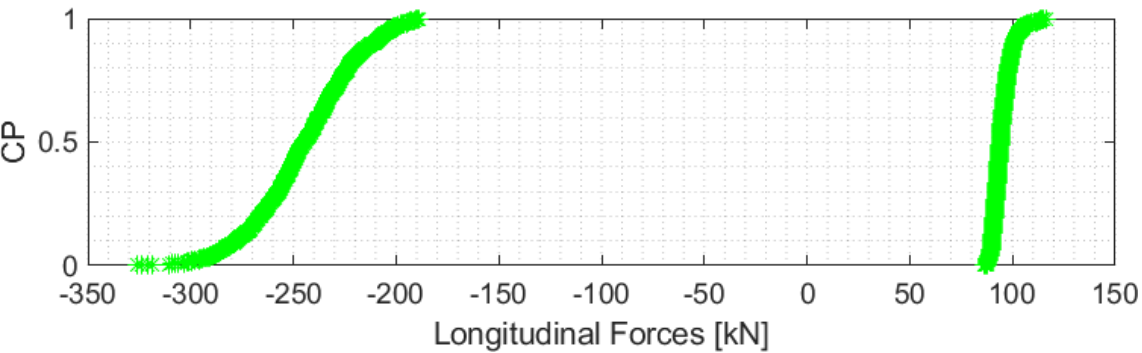
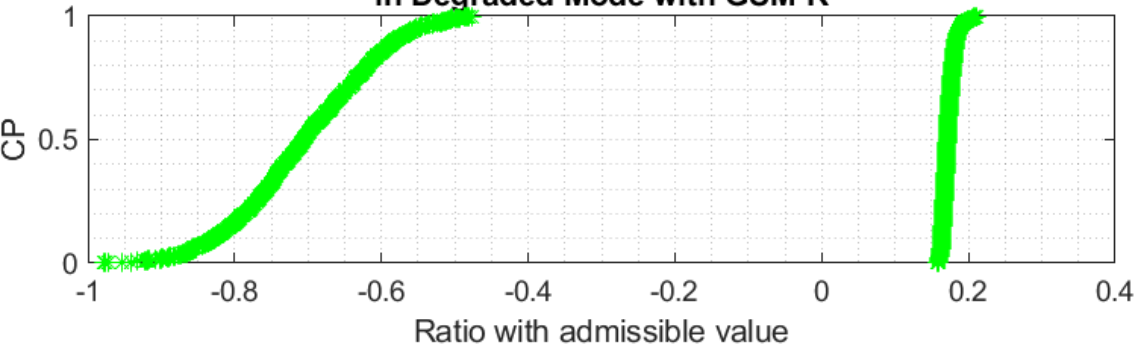


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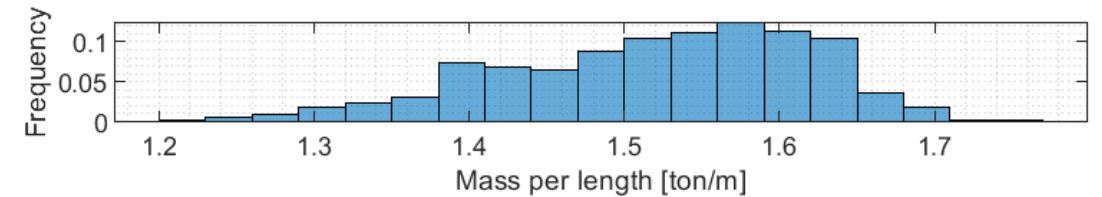
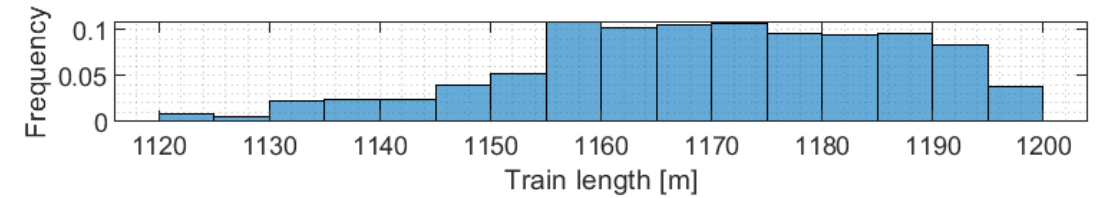
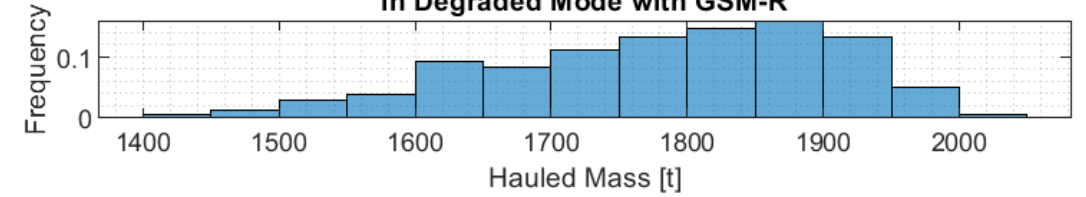


2T - 1200 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 801-1200, 0-800,
running all in G brake mode and performing an EB
in Degraded Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 801-1200, 0-800,
running all in G brake mode and performing an EB
in Degraded Mode with GSM-R



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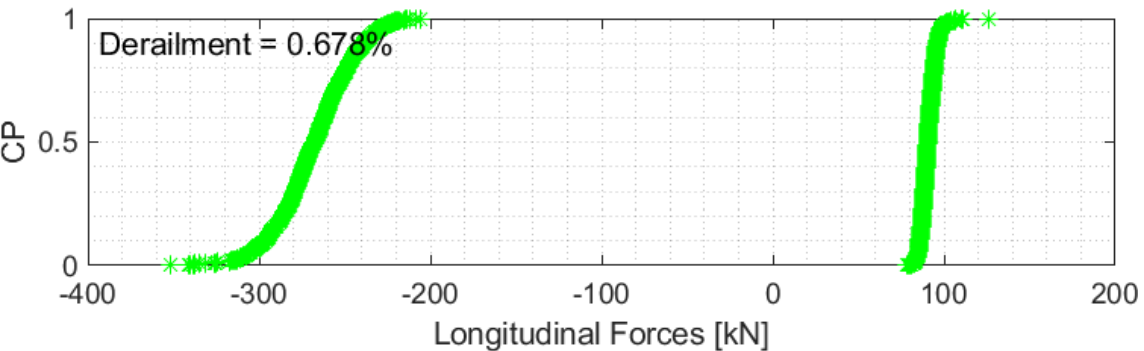
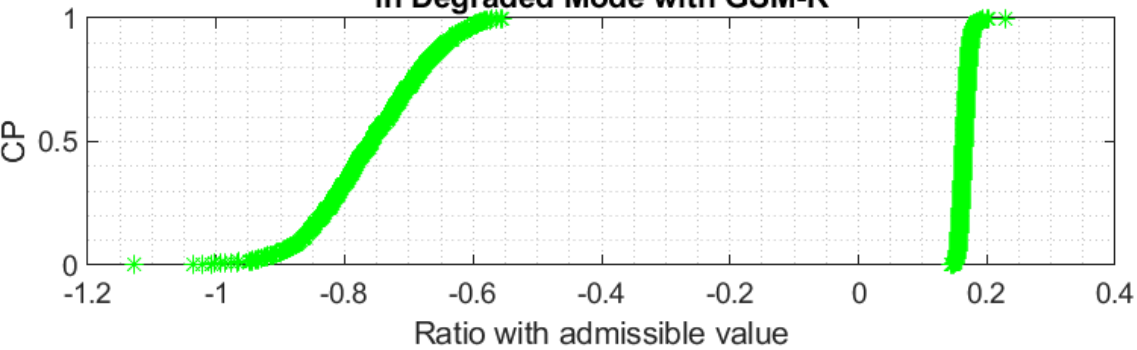


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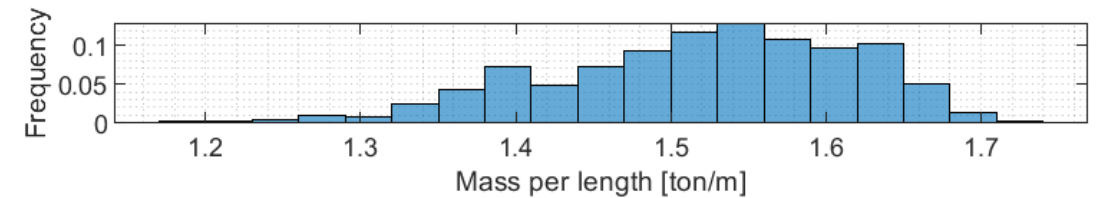
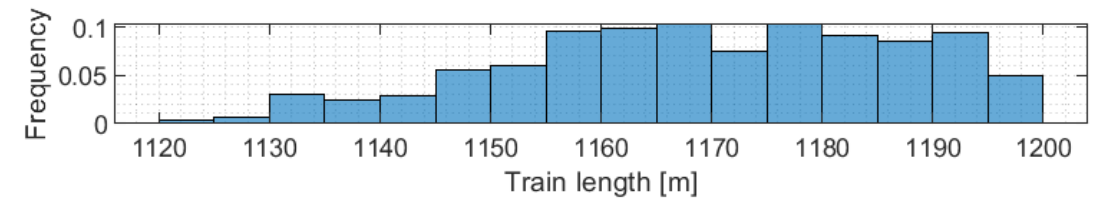
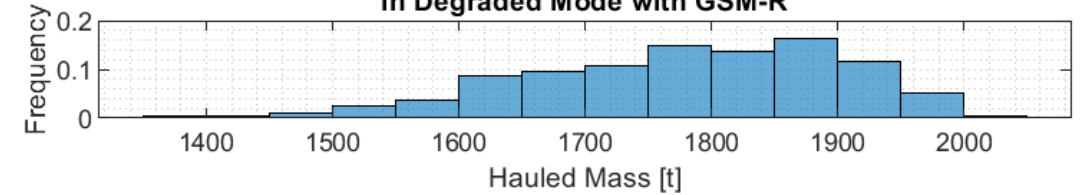


2T - 1200 m

2T with loco BR187 formed by connection of 2 trains having lengths of 700-740, 420-460, and masses of 801-1200, 0-800, running all in G brake mode and performing an EB in Degraded Mode with GSM-R

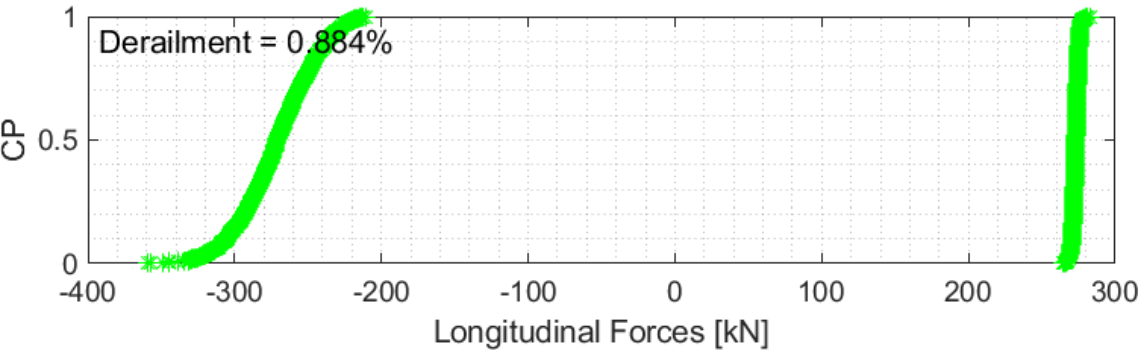
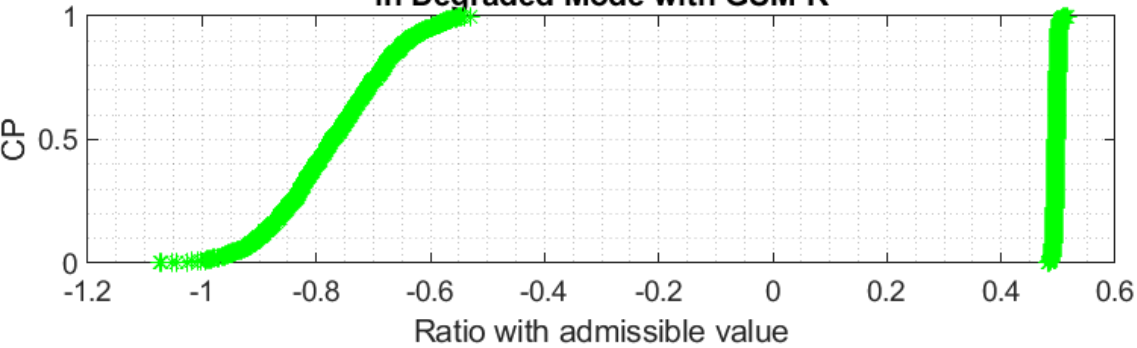


2T with loco BR187 formed by connection of 2 trains having lengths of 700-740, 420-460, and masses of 801-1200, 0-800, running all in G brake mode and performing an EB in Degraded Mode with GSM-R

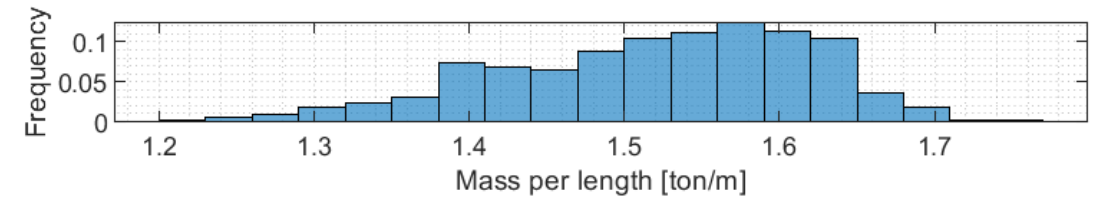
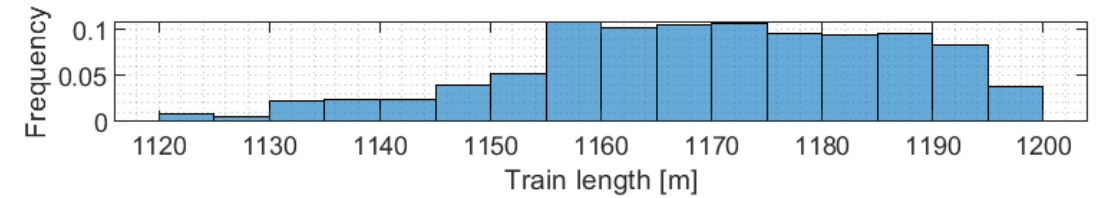
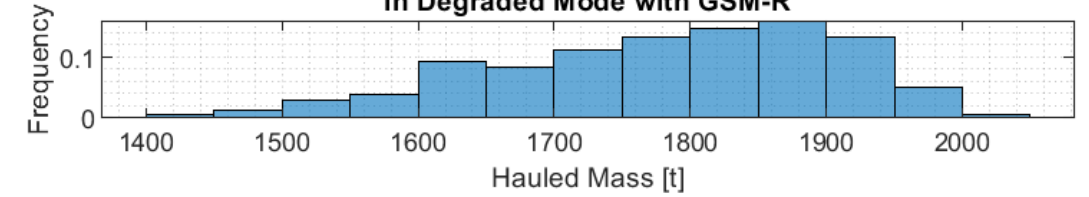


2T - 1200 m

2T with loco BR187 formed by connection of 2 trains having lengths of 700-740, 420-460, and masses of 801-1200, 0-800, running all in G brake mode and performing a T-EB in Degraded Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains having lengths of 700-740, 420-460, and masses of 801-1200, 0-800, running all in G brake mode and performing a T-EB in Degraded Mode with GSM-R



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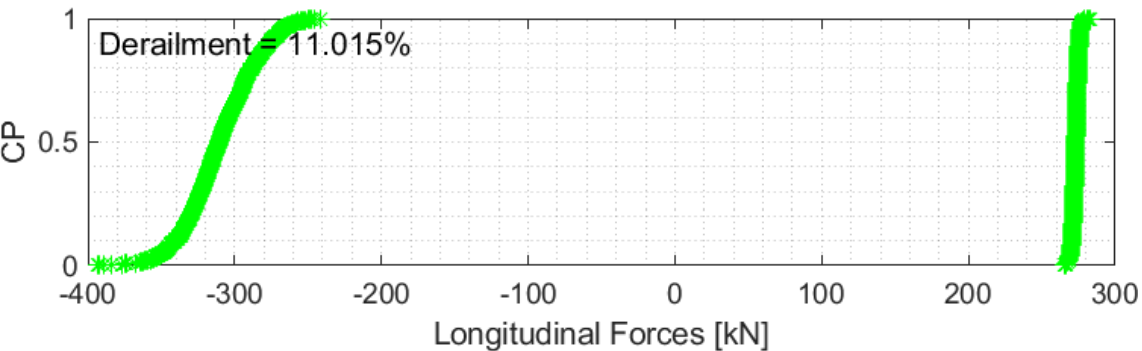
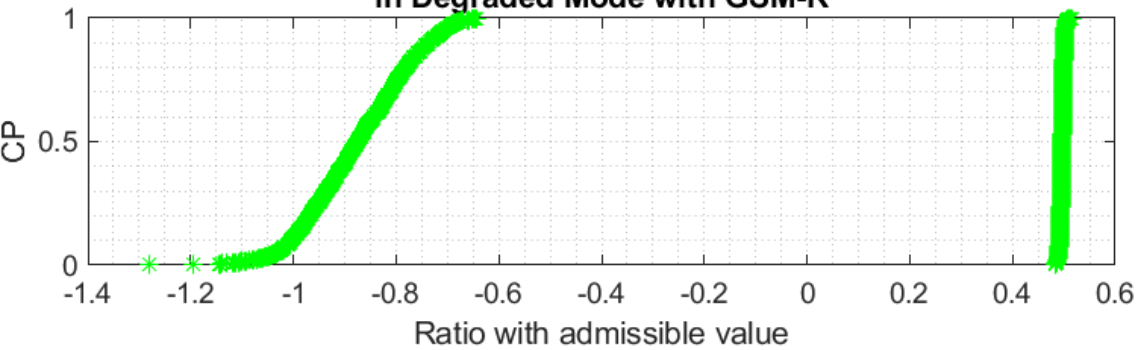


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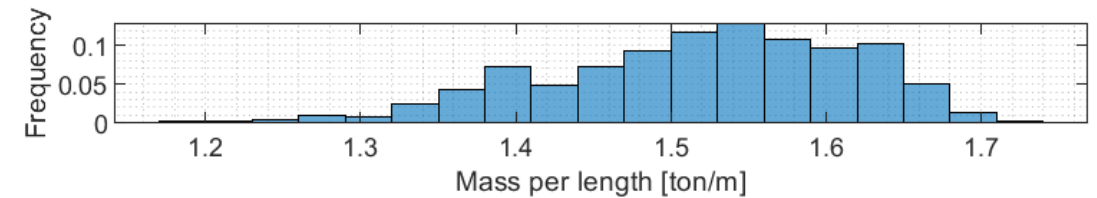
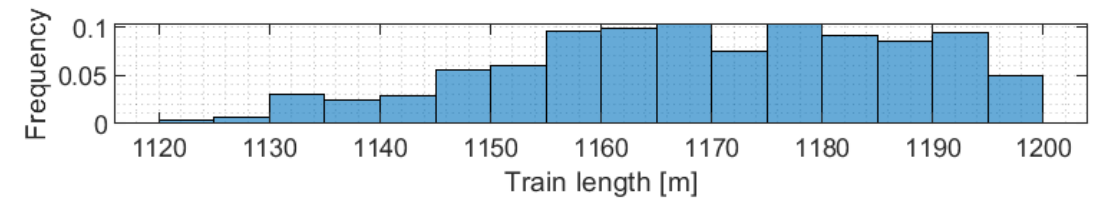
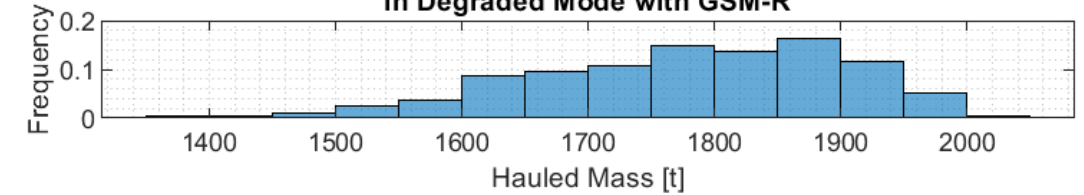


2T - 1200 m

2T with loco BR187 formed by connection of 2 trains having lengths of 700-740, 420-460, and masses of 801-1200, 0-800, running all in G brake mode and performing a T-EB in Degraded Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains having lengths of 700-740, 420-460, and masses of 801-1200, 0-800, running all in G brake mode and performing a T-EB in Degraded Mode with GSM-R



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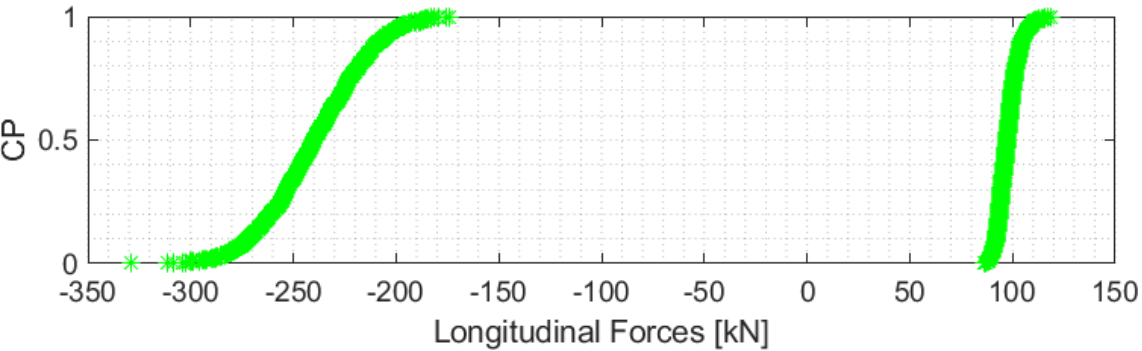
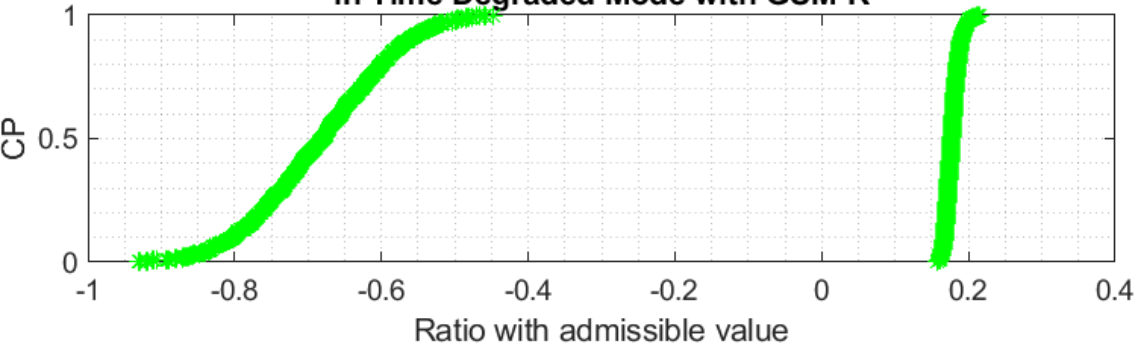


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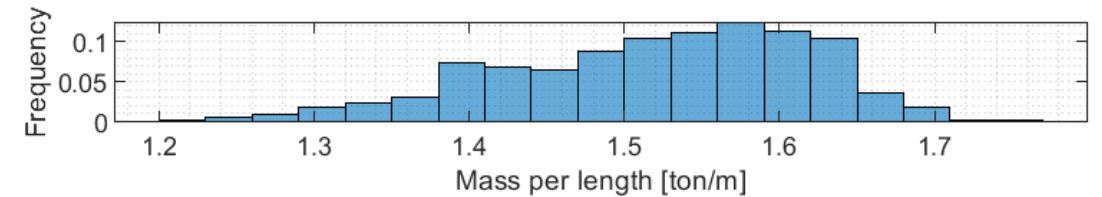
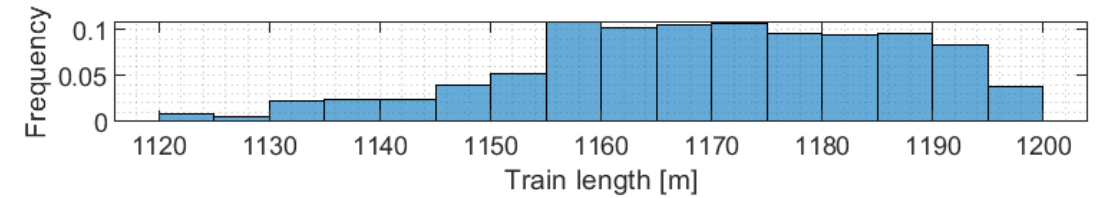
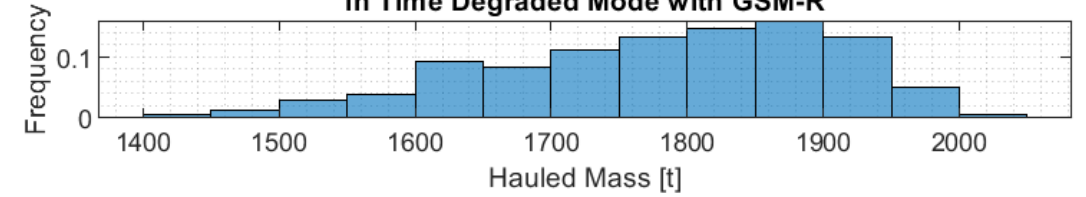


2T - 1200 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 801-1200, 0-800,
running all in G brake mode and performing an EB
in Time Degraded Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 801-1200, 0-800,
running all in G brake mode and performing an EB
in Time Degraded Mode with GSM-R



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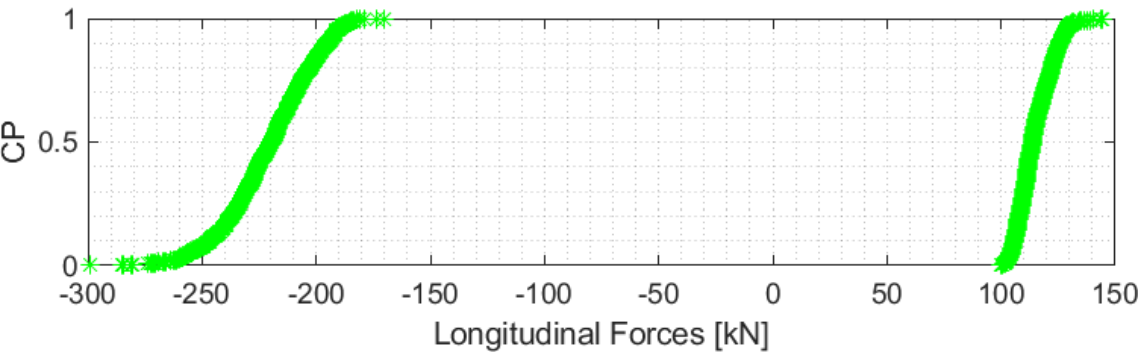
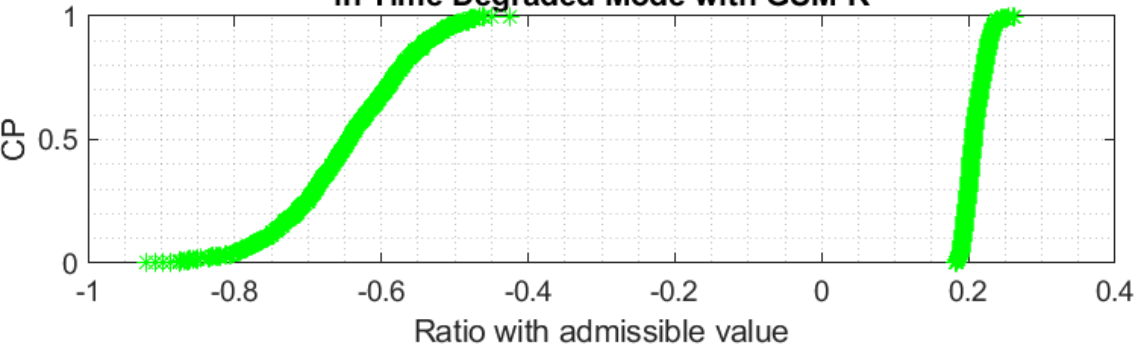


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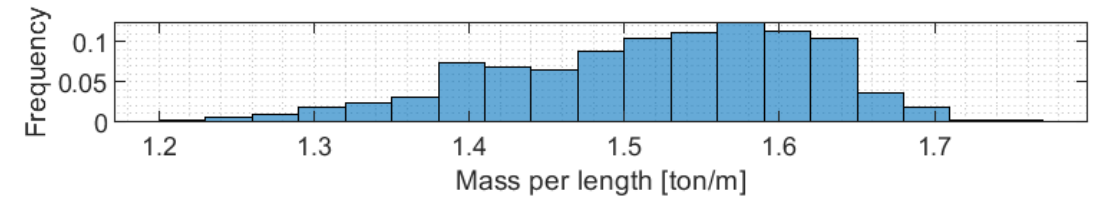
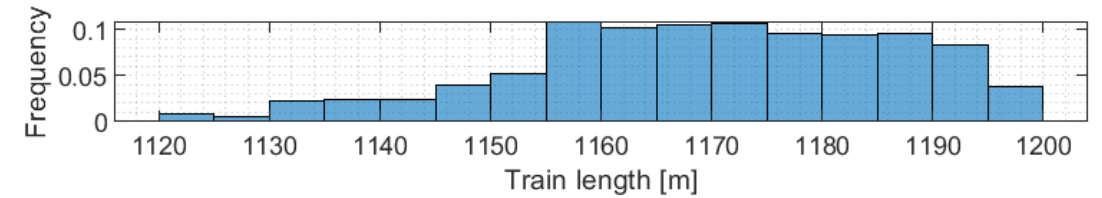
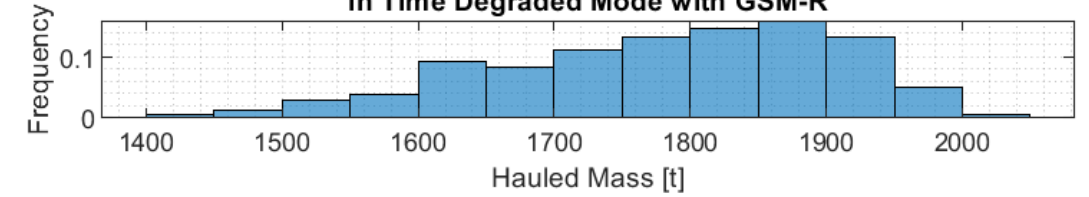


2T - 1200 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 801-1200, 0-800,
running all in G brake mode and performing an EB
in Time Degraded Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 801-1200, 0-800,
running all in G brake mode and performing an EB
in Time Degraded Mode with GSM-R



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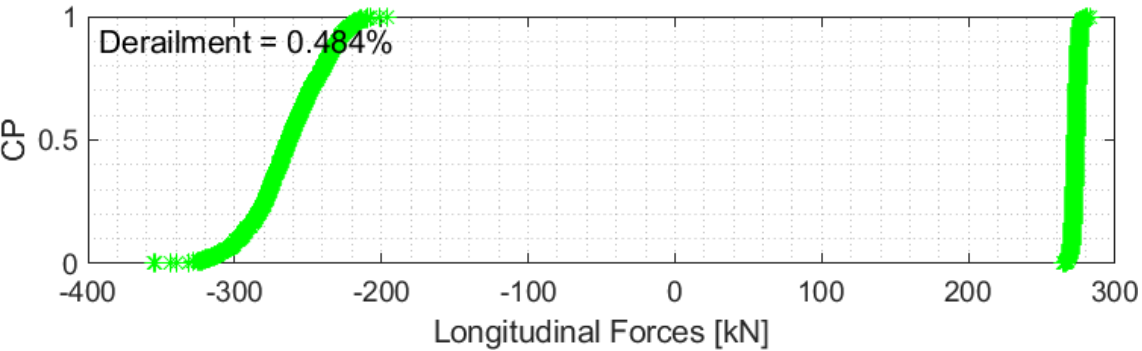
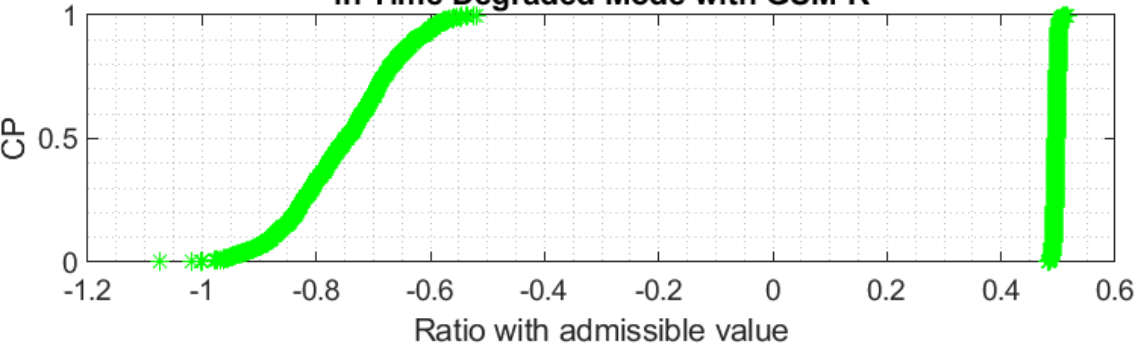


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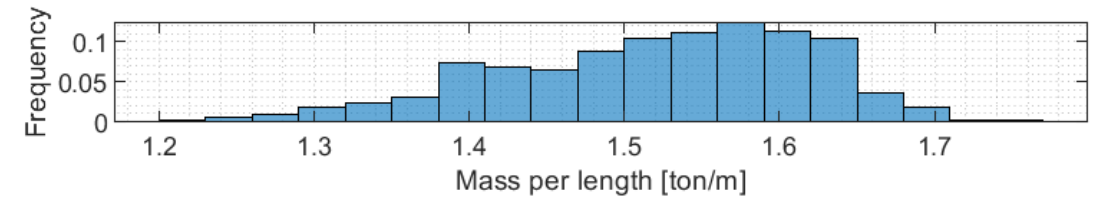
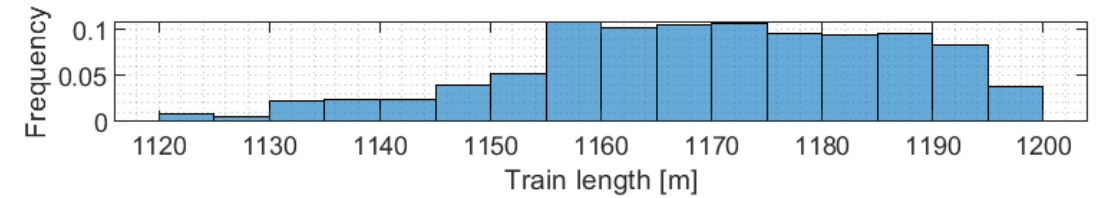
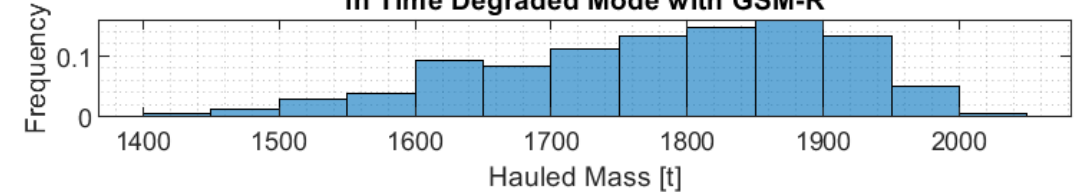


2T - 1200 m

2T with loco BR187 formed by connection of 2 trains having lengths of 700-740, 420-460, and masses of 801-1200, 0-800, running all in G brake mode and performing a T-EB in Time Degraded Mode with GSM-R

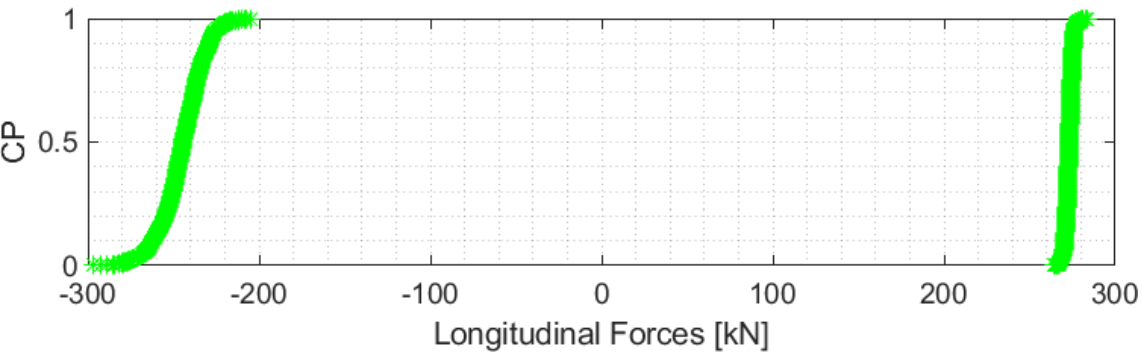
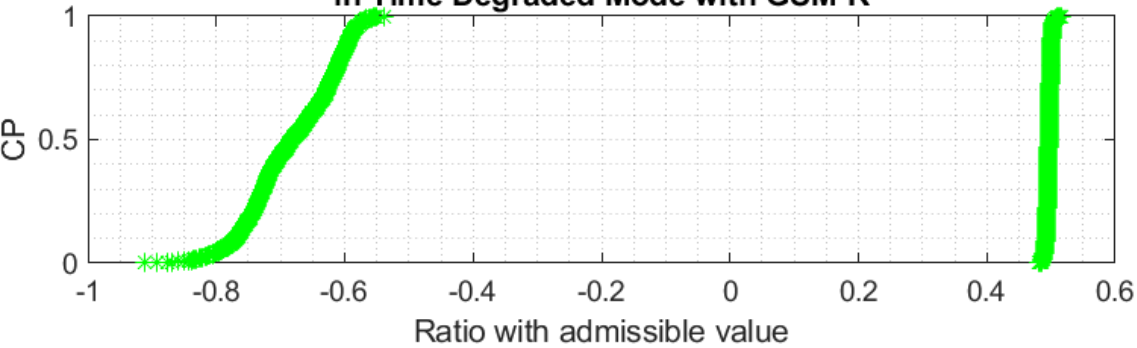


2T with loco BR187 formed by connection of 2 trains having lengths of 700-740, 420-460, and masses of 801-1200, 0-800, running all in G brake mode and performing a T-EB in Time Degraded Mode with GSM-R

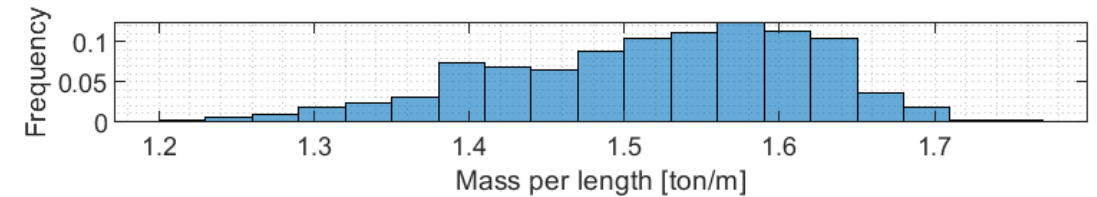
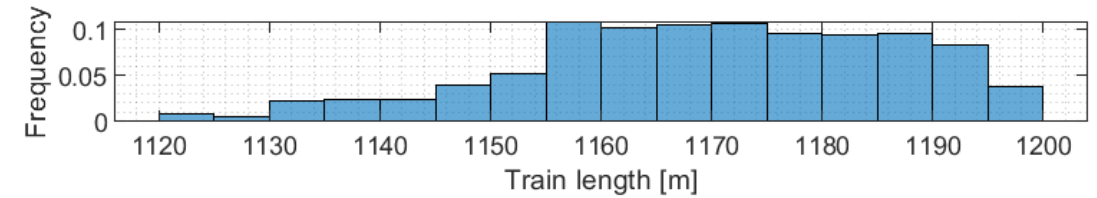
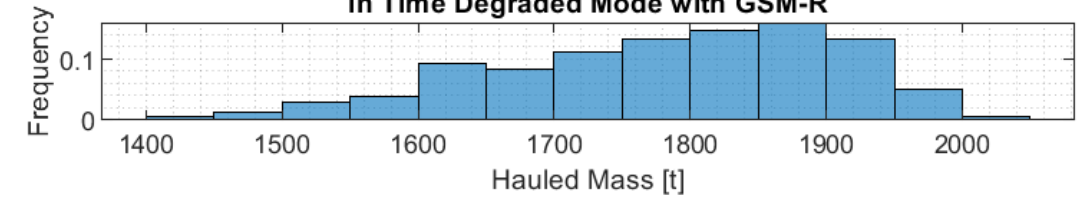


2T - 1200 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 801-1200, 0-800,
running all in G brake mode and performing a T-EB
in Time Degraded Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 801-1200, 0-800,
running all in G brake mode and performing a T-EB
in Time Degraded Mode with GSM-R



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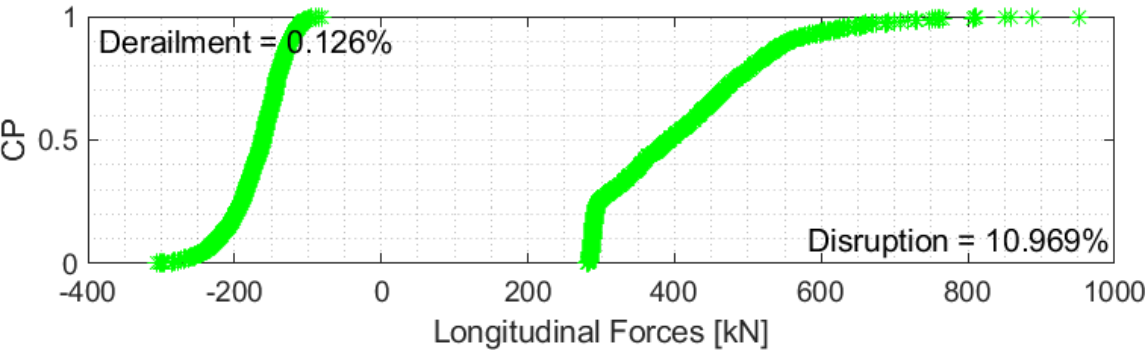
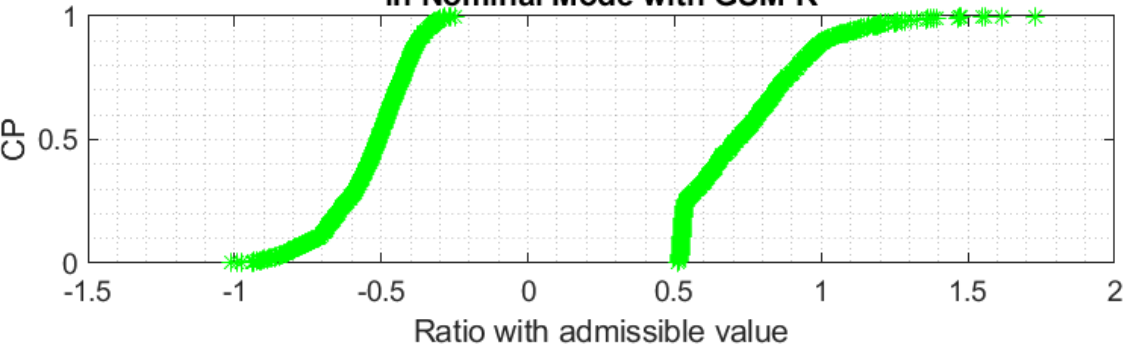


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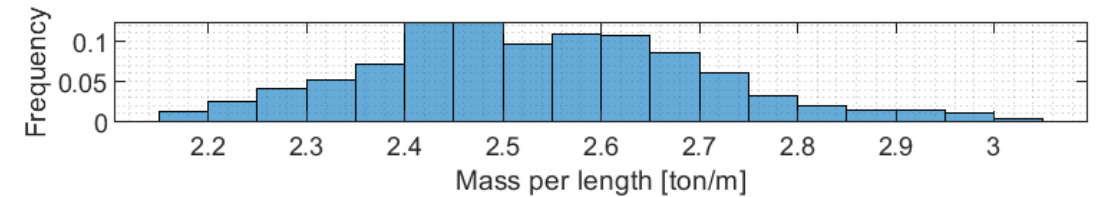
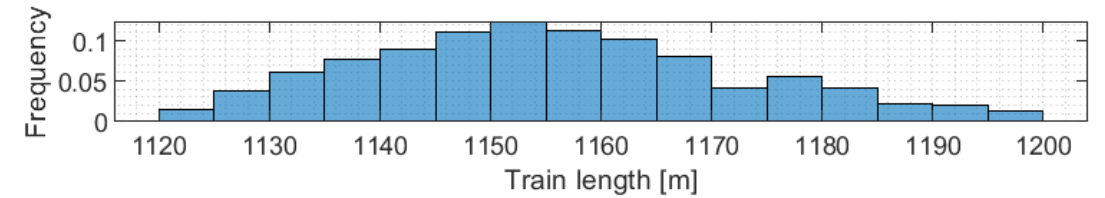
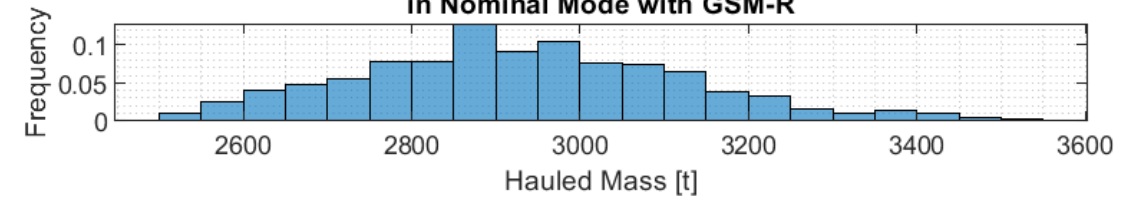


2T - 1200 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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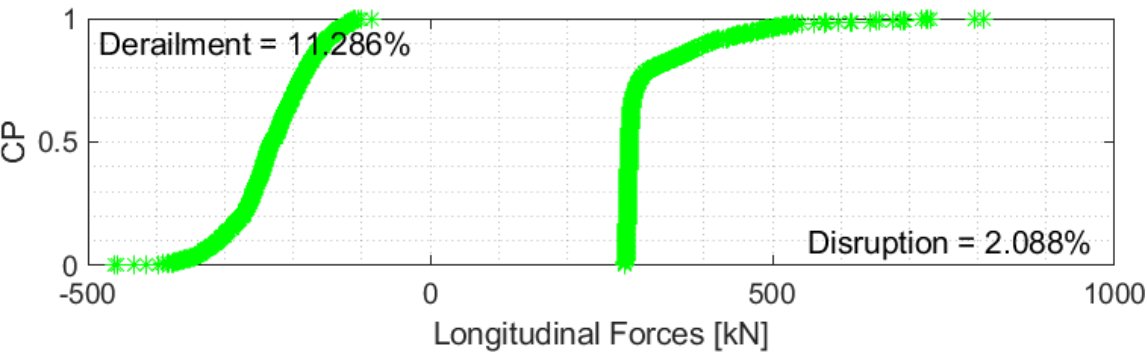
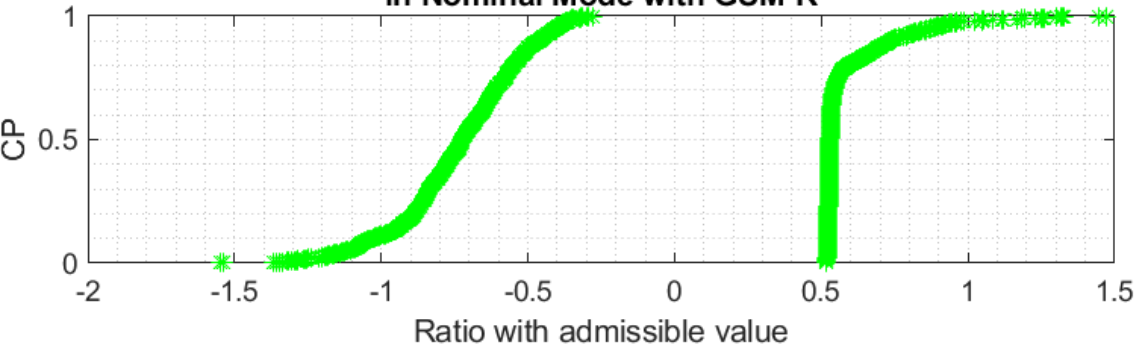


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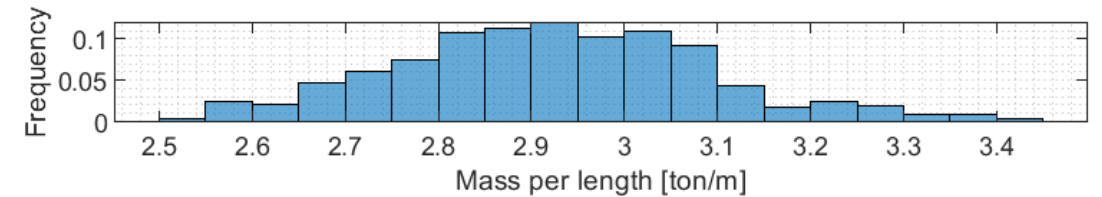
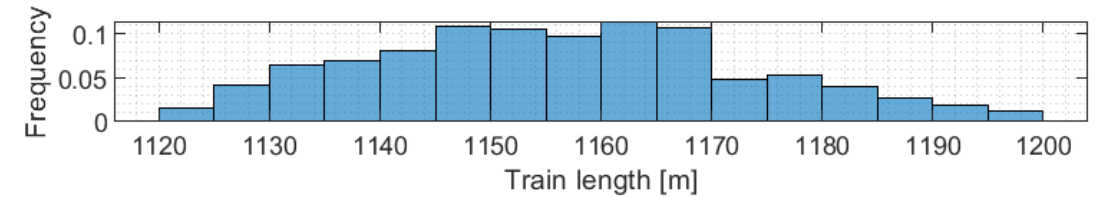
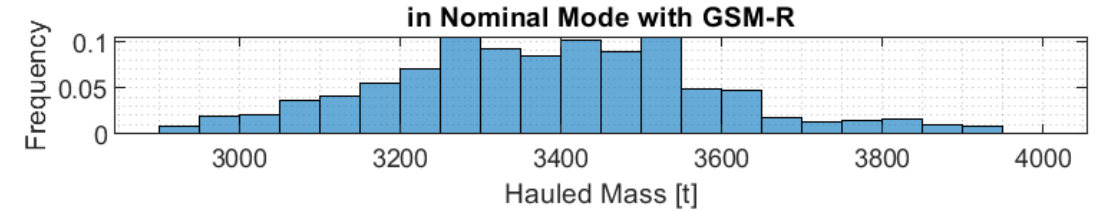


2T - 1200 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 1601-2500, 1201-1600,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 1601-2500, 1201-1600,
running all in G brake mode and performing a T-EB



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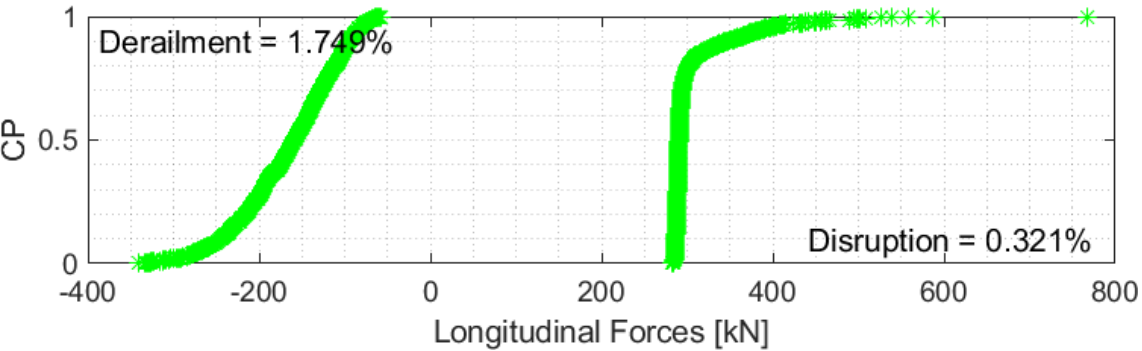
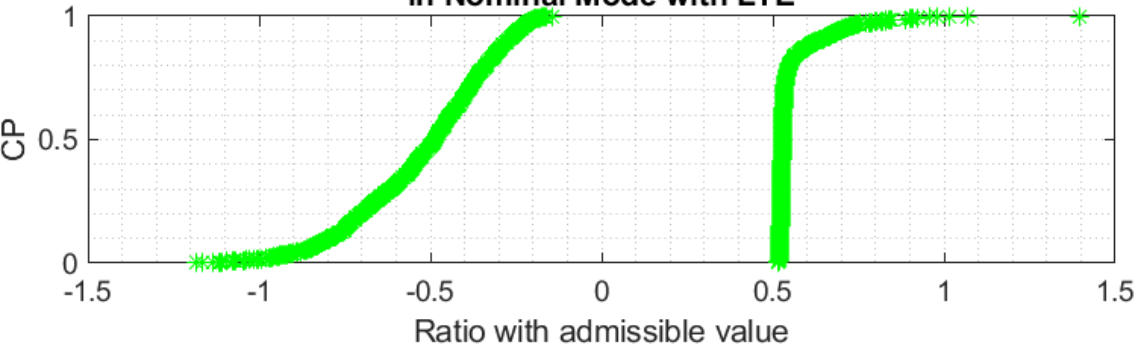


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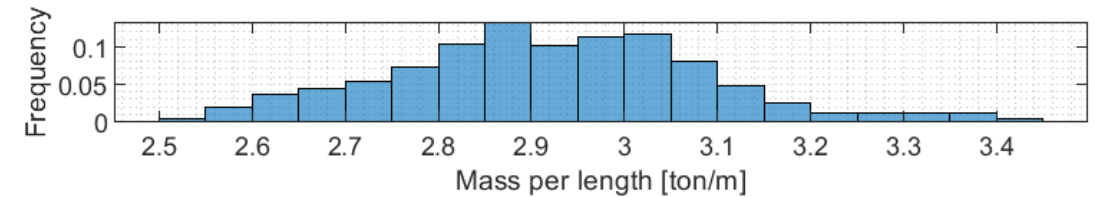
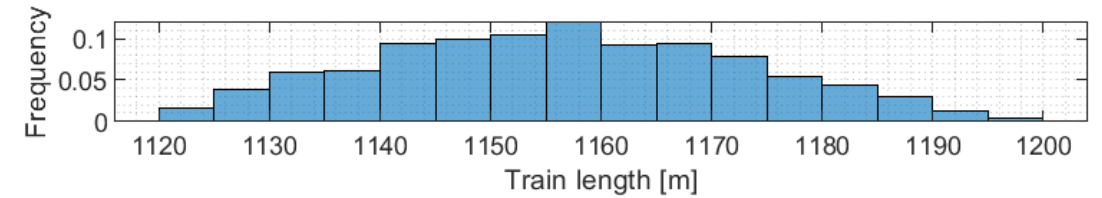
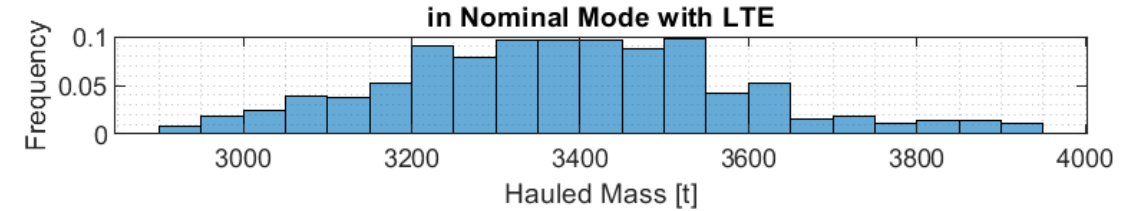


2T - 1200 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 1601-2500, 1201-1600,
running all in G brake mode and performing a T-EB
in Nominal Mode with LTE



2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 1601-2500, 1201-1600,
running all in G brake mode and performing a T-EB



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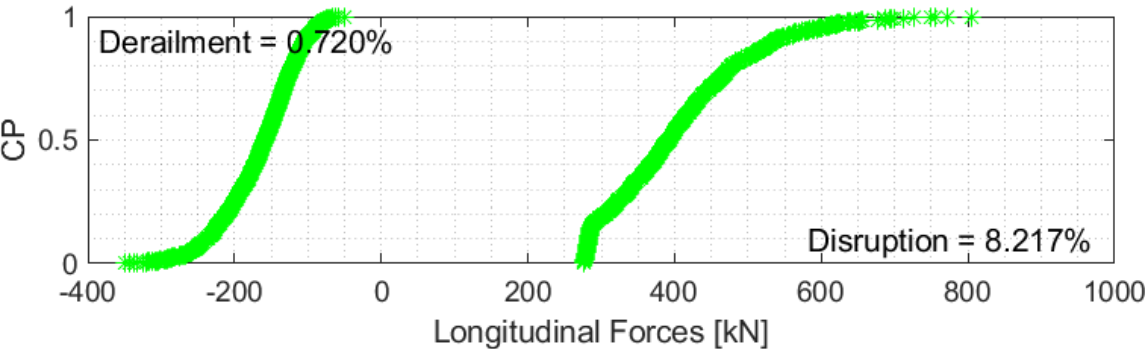
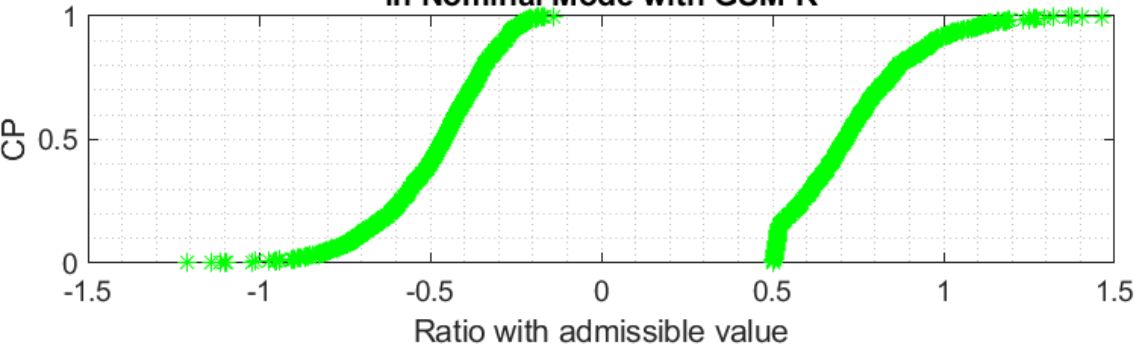


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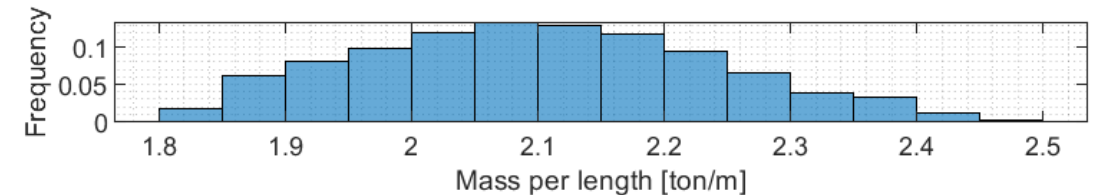
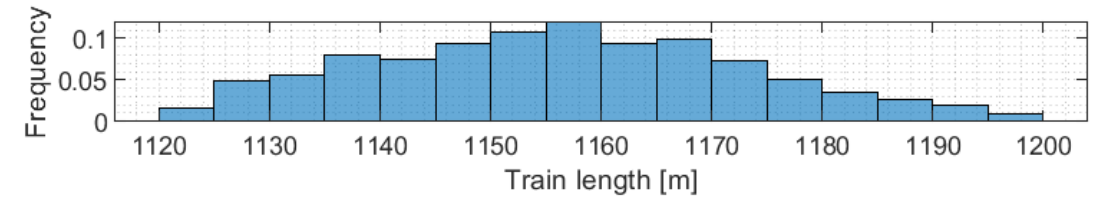
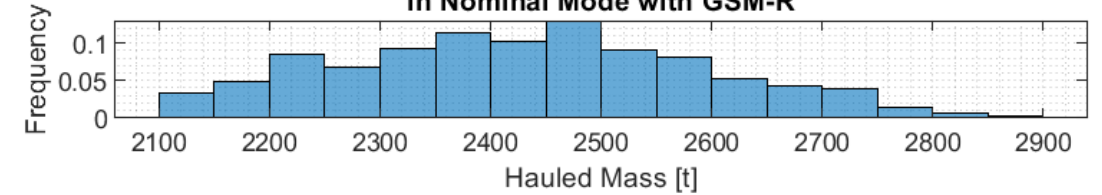


2T - 1200 m

2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 1201-1600, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 420-460, and masses of 1201-1600, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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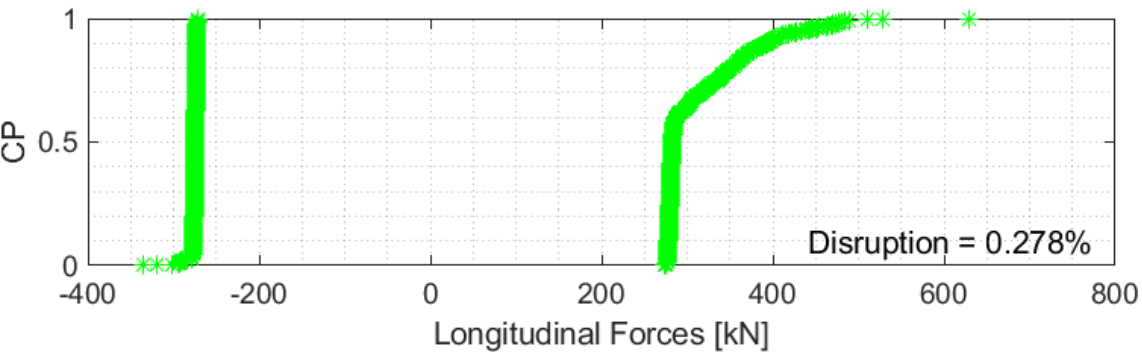
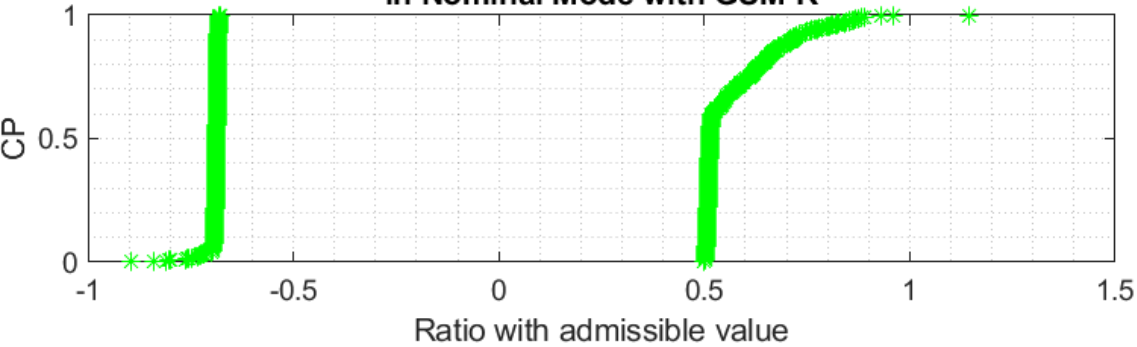


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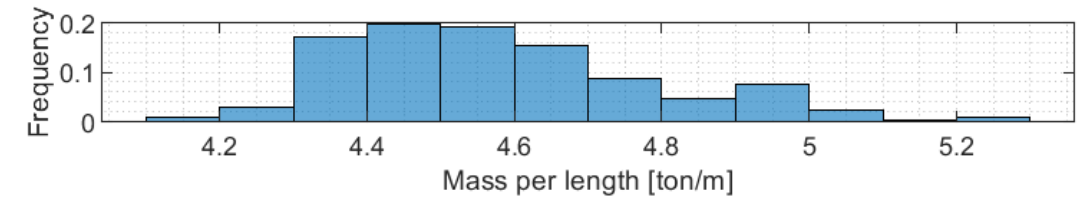
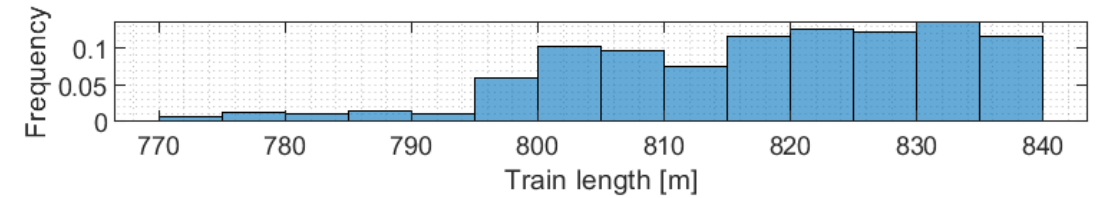
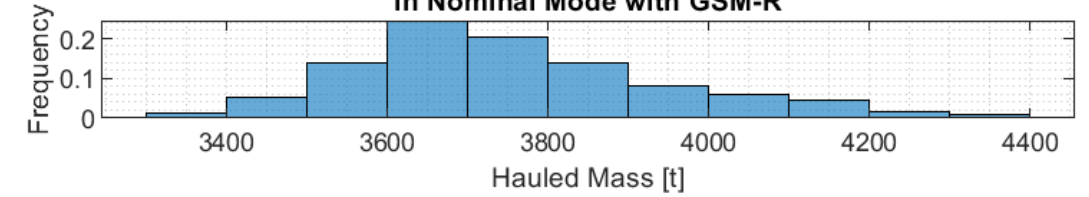


2T-SW - 840 m

2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 430-470, 330-370, and masses of 1601-2500, 1601-2500,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 430-470, 330-370, and masses of 1601-2500, 1601-2500,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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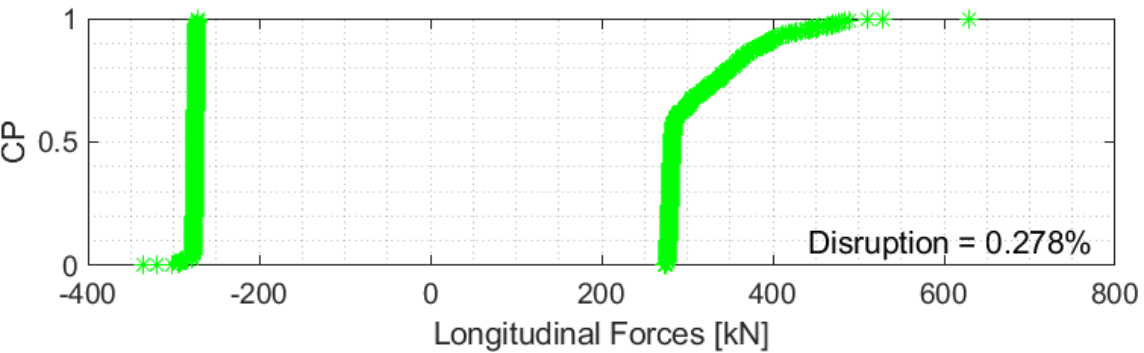
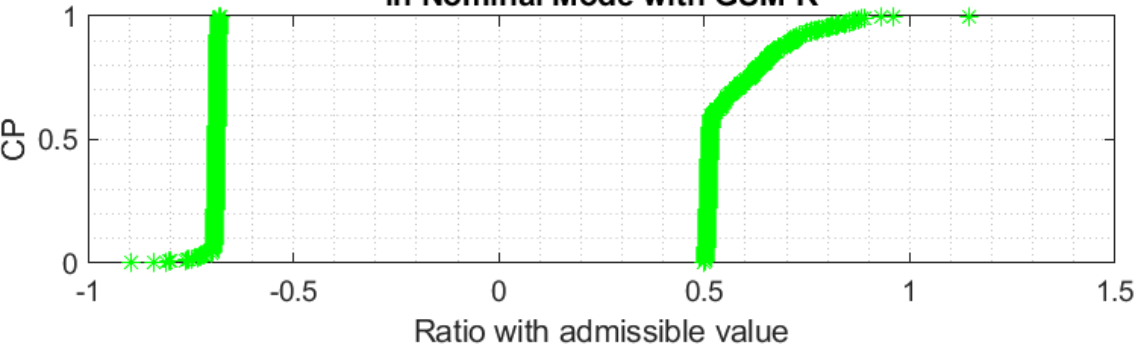


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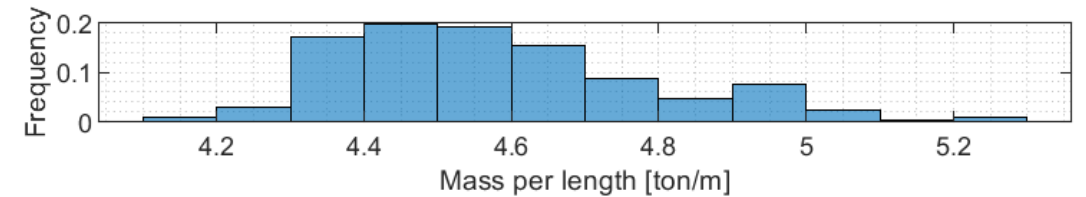
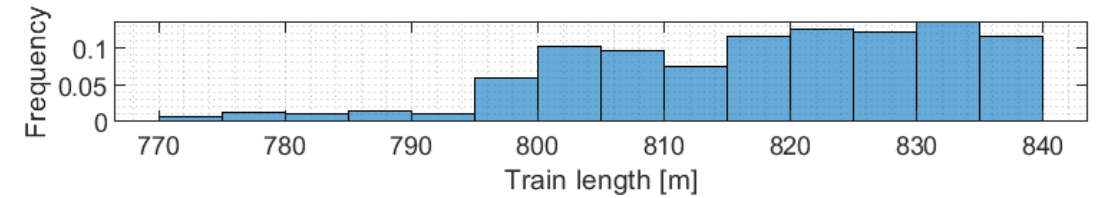
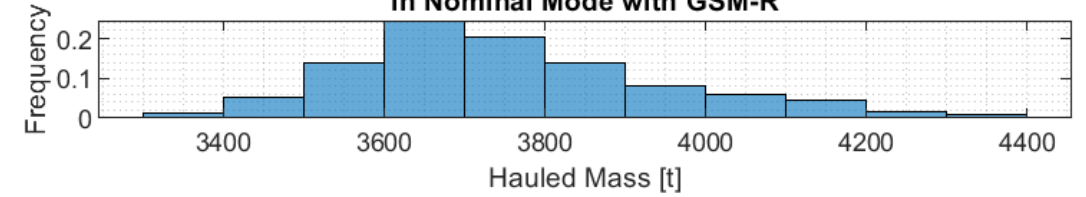


2T-SW - 840 m

2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 430-470, 330-370, and masses of 1601-2500, 1601-2500,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 430-470, 330-370, and masses of 1601-2500, 1601-2500,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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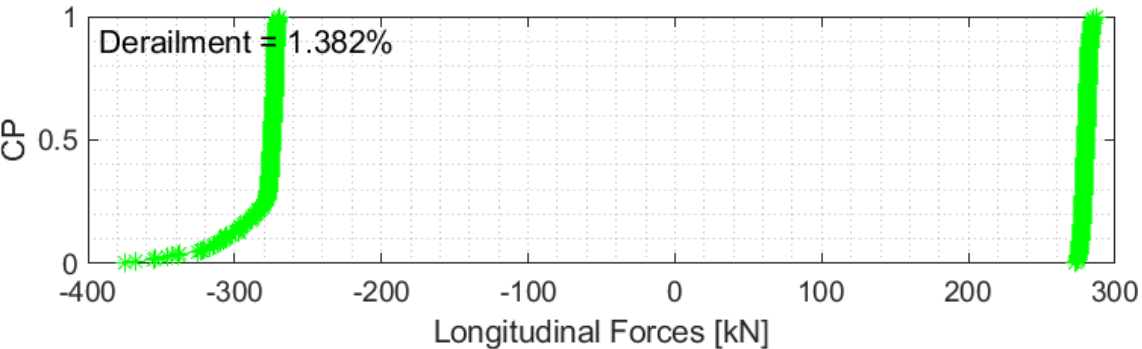
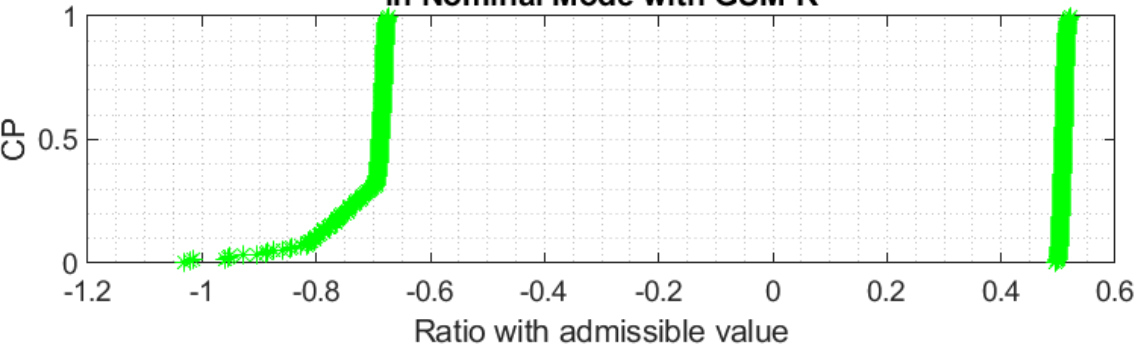


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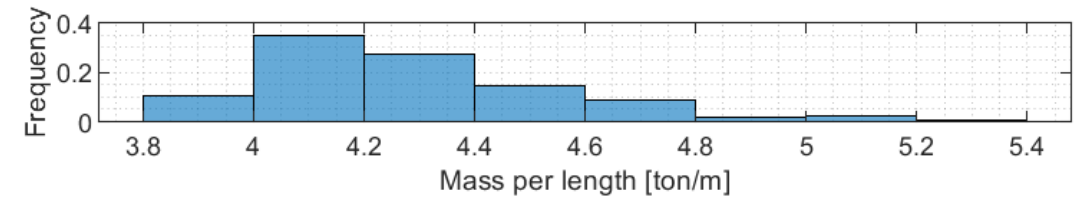
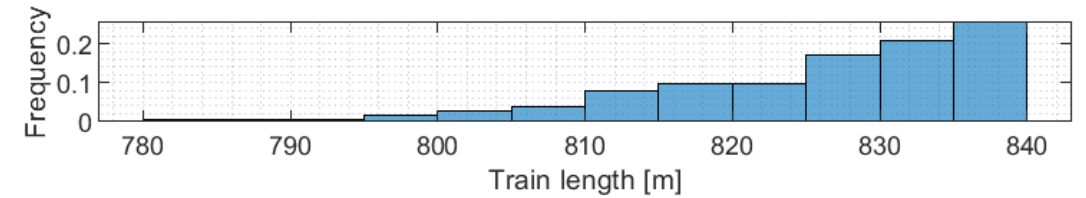
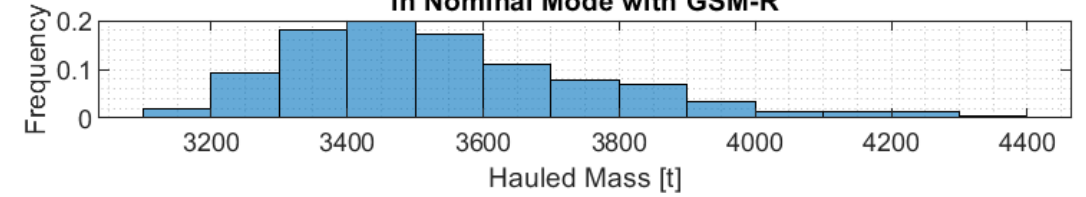


2T-SW - 840 m

2T-SW with loco BR187 formed by connection of 2 trains having lengths of 480-520, 280-320, and masses of 1601-2500, 1601-2500, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R



2T-SW with loco BR187 formed by connection of 2 trains having lengths of 480-520, 280-320, and masses of 1601-2500, 1601-2500, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R



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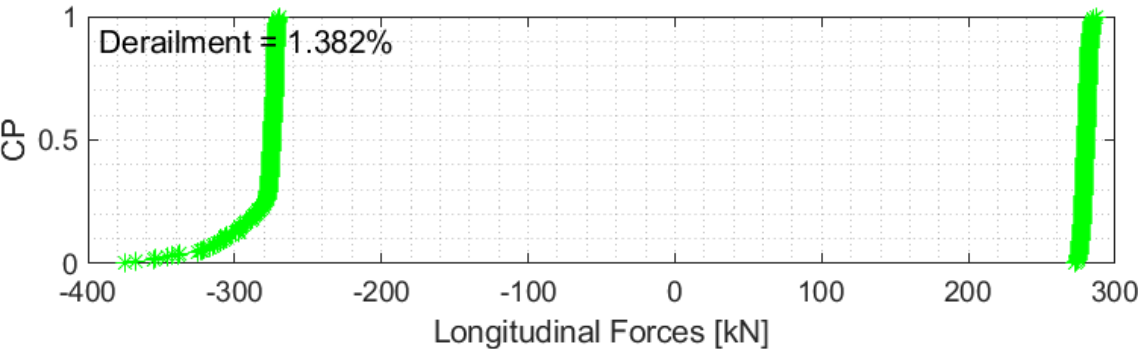
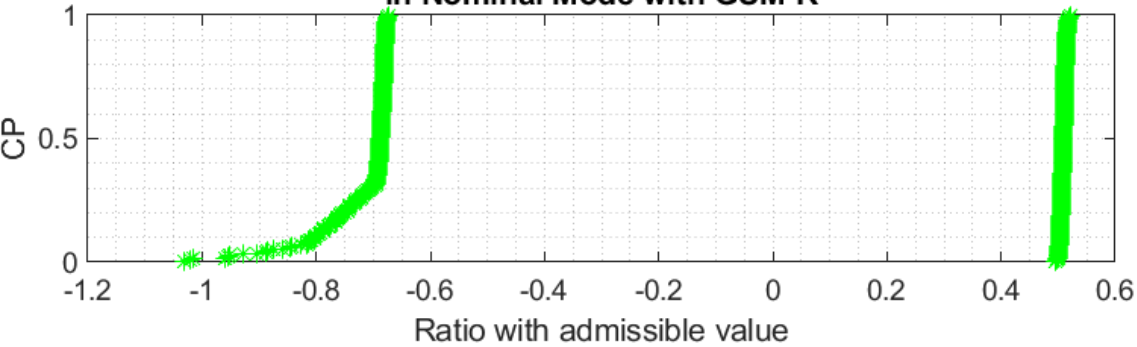


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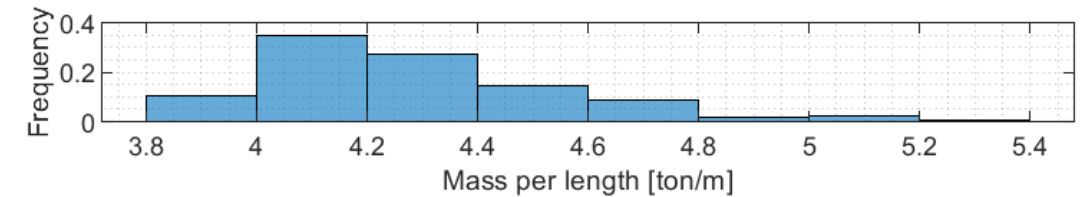
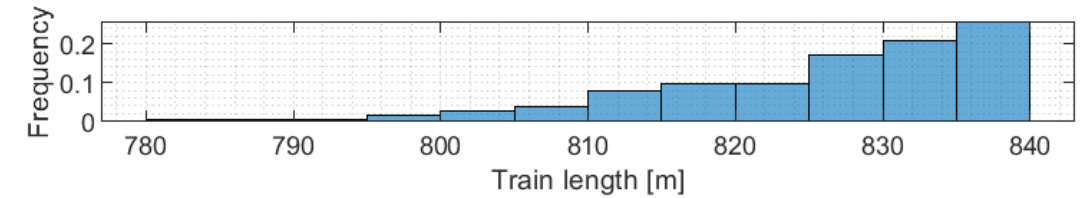
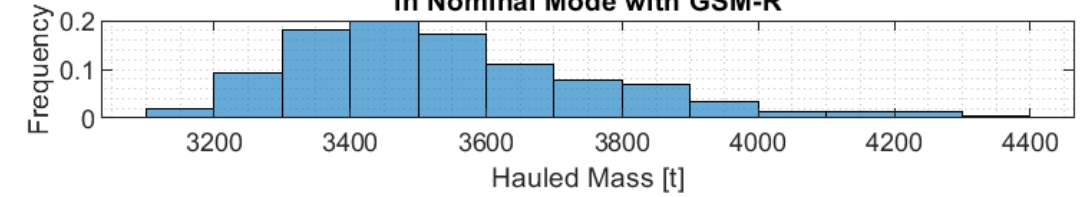


2T-SW - 840 m

2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 280-320, and masses of 1601-2500, 1601-2500,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 480-520, 280-320, and masses of 1601-2500, 1601-2500,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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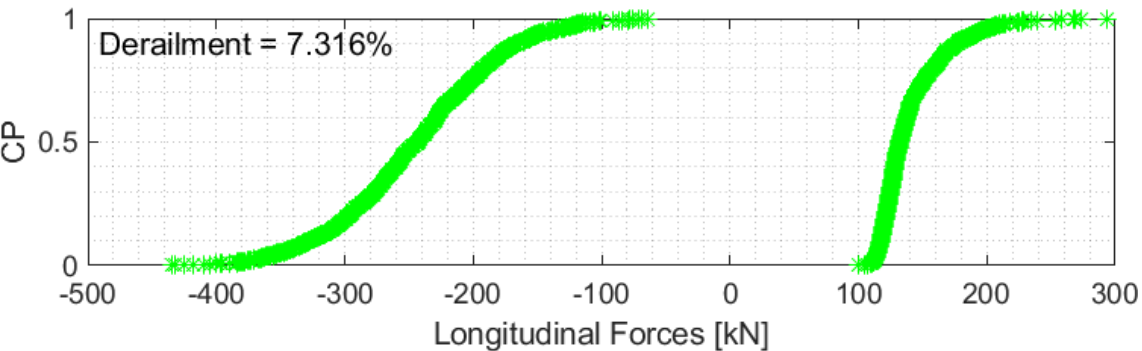
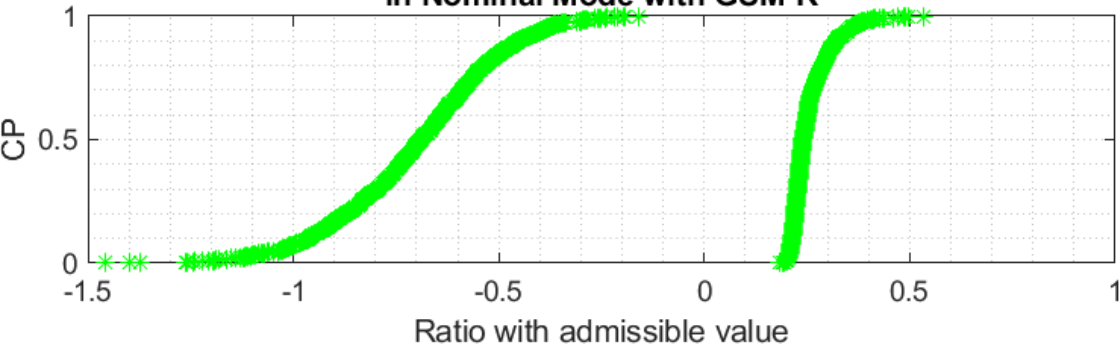


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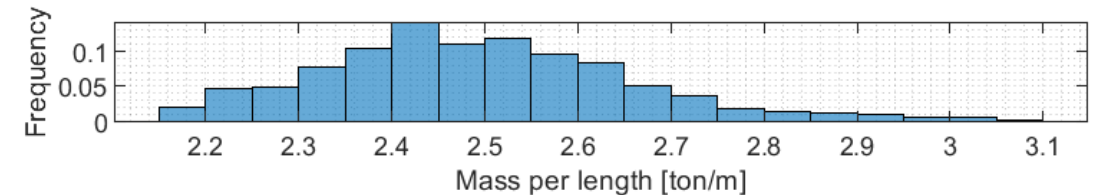
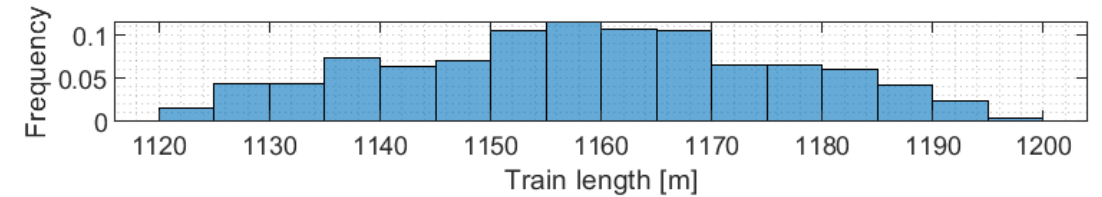
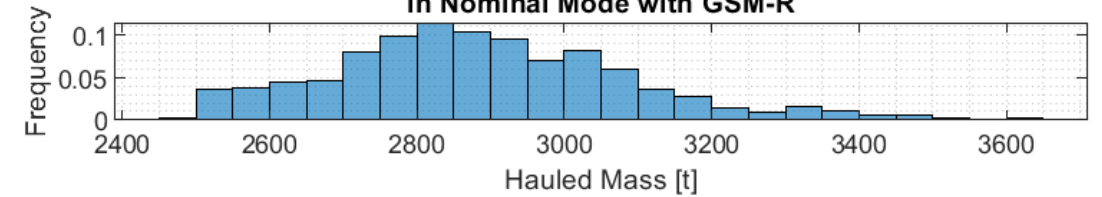


2T-SW - 1200 m

2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 620-660, 500-540, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing an EB
in Nominal Mode with GSM-R

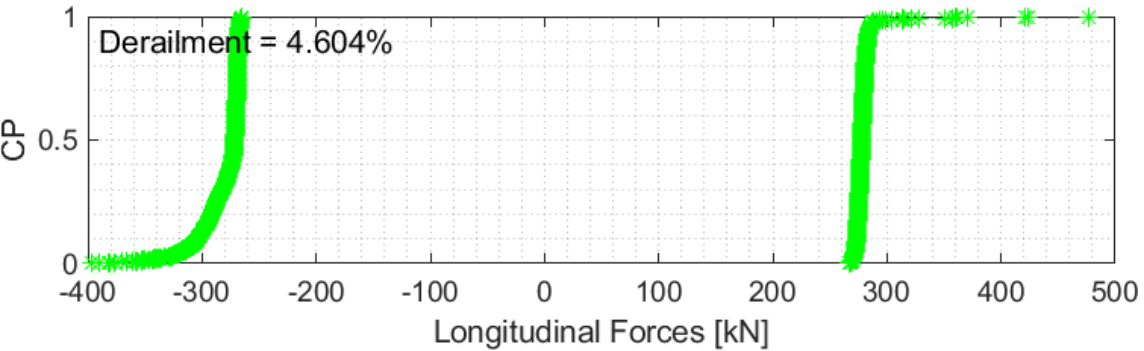
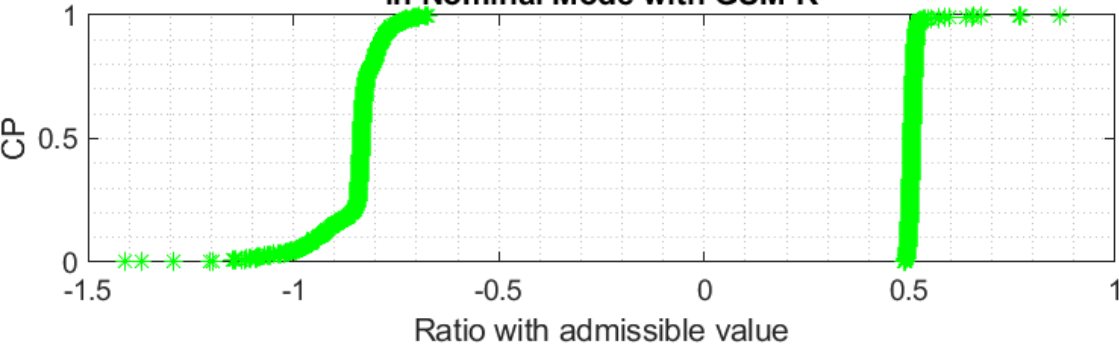


2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 620-660, 500-540, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing an EB
in Nominal Mode with GSM-R

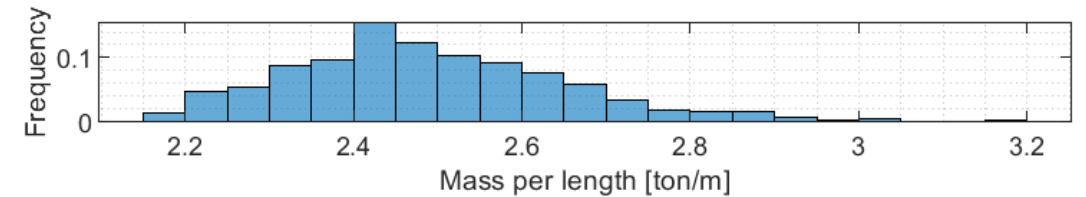
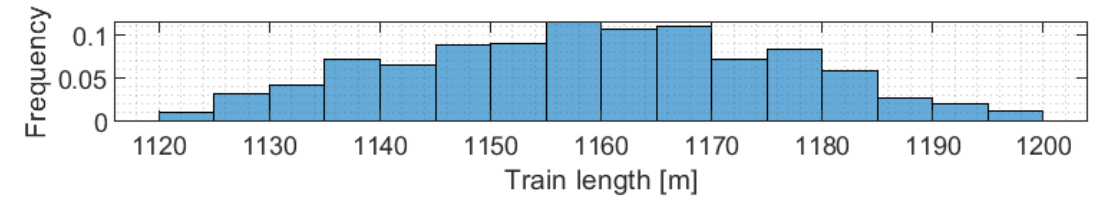
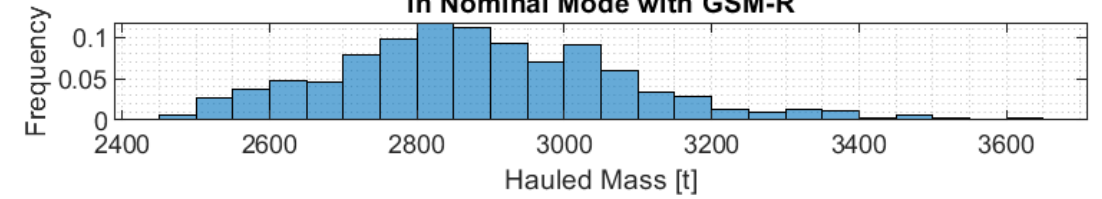


2T-SW - 1200 m

2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 620-660, 500-540, and masses of 1601-2500, 801-1200,
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in Nominal Mode with GSM-R



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in Nominal Mode with GSM-R



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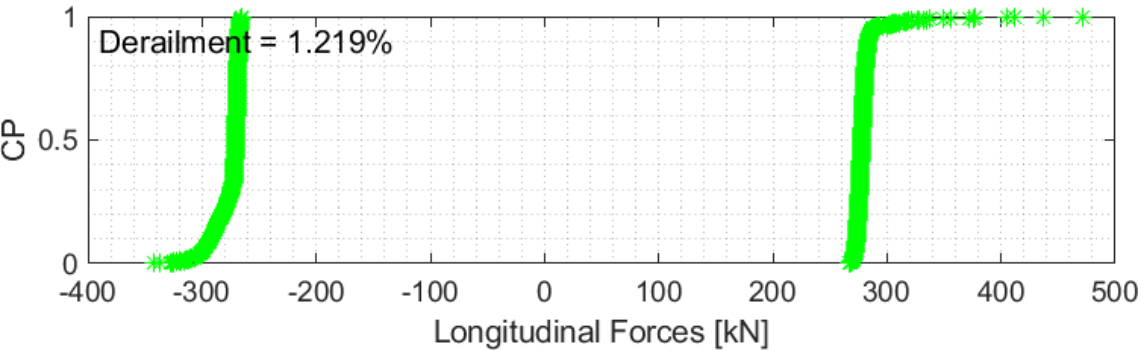
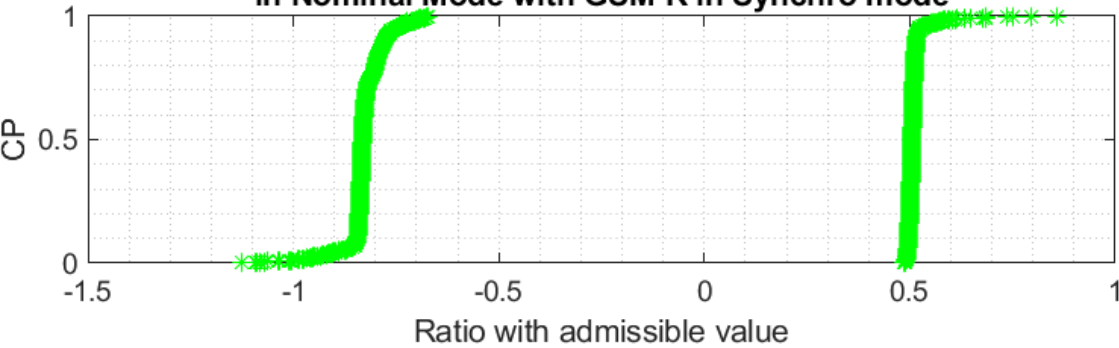


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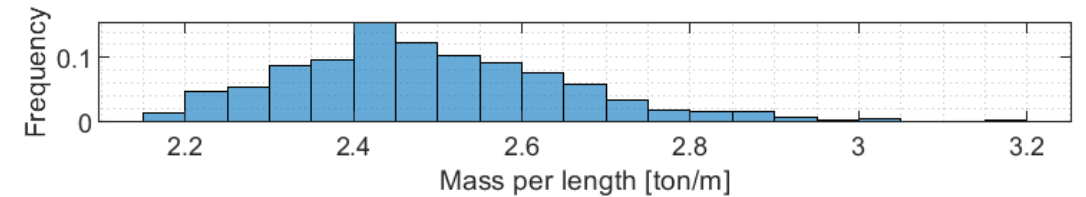
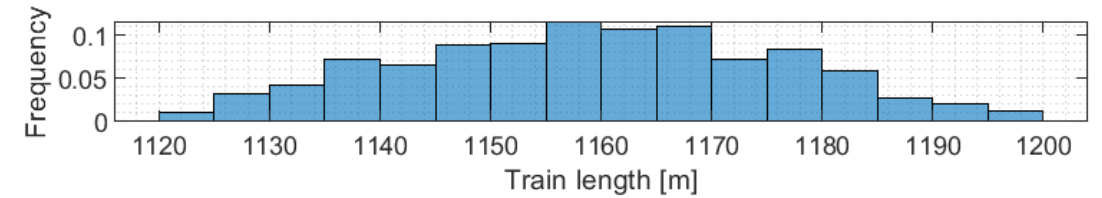
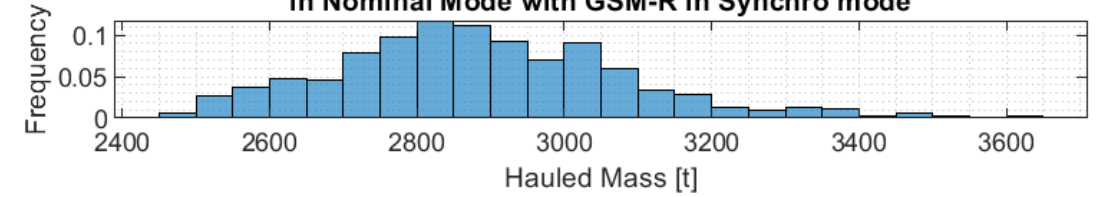


2T-SW - 1200 m

2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 620-660, 500-540, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



2T-SW with loco BR187 formed by connection of 2 trains
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running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



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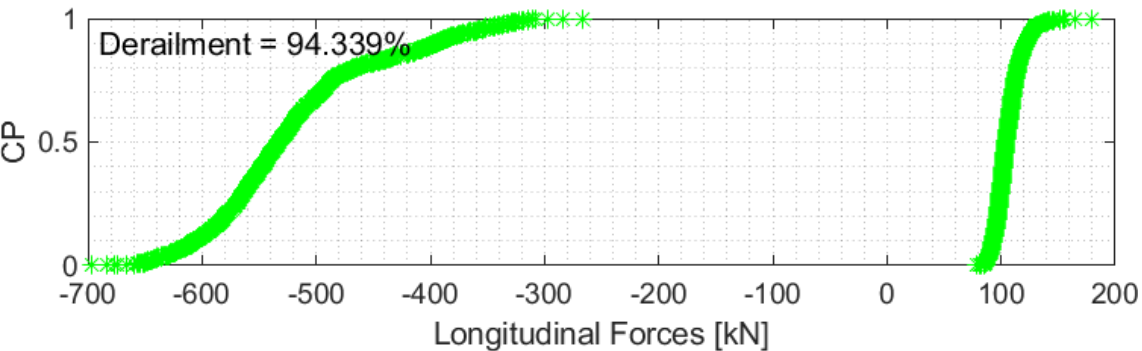
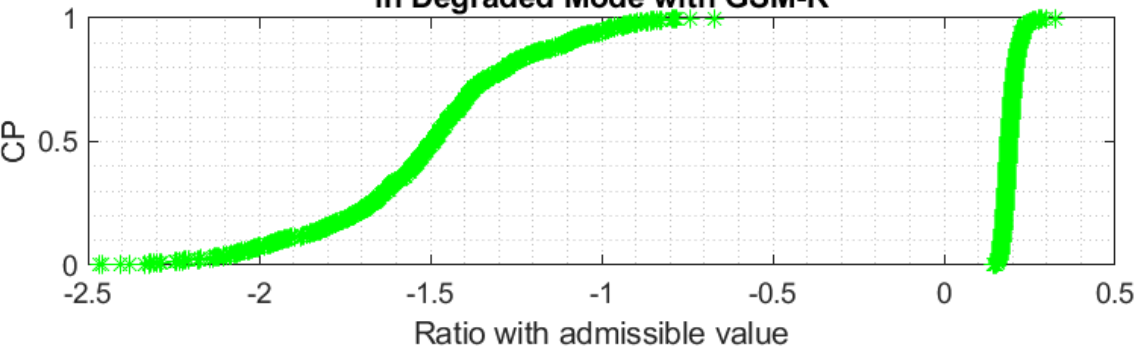


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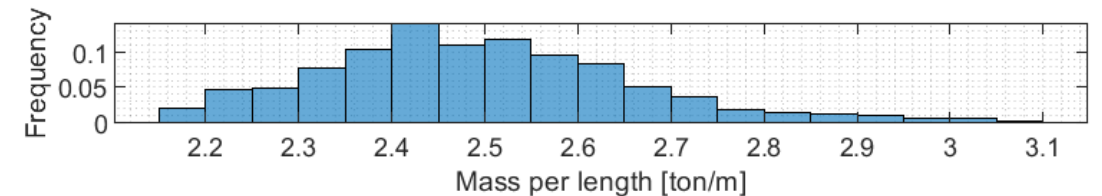
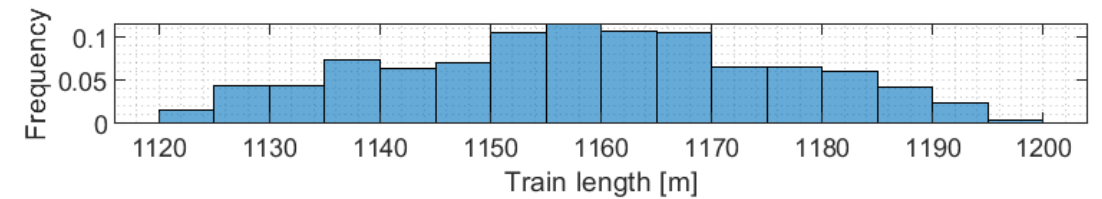
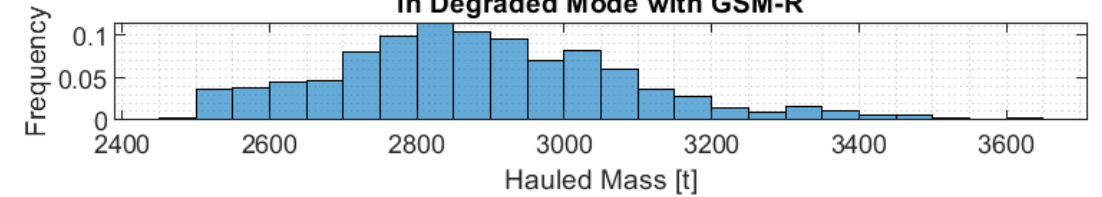


2T-SW - 1200 m

2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 620-660, 500-540, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing an EB
in Degraded Mode with GSM-R



2T-SW with loco BR187 formed by connection of 2 trains
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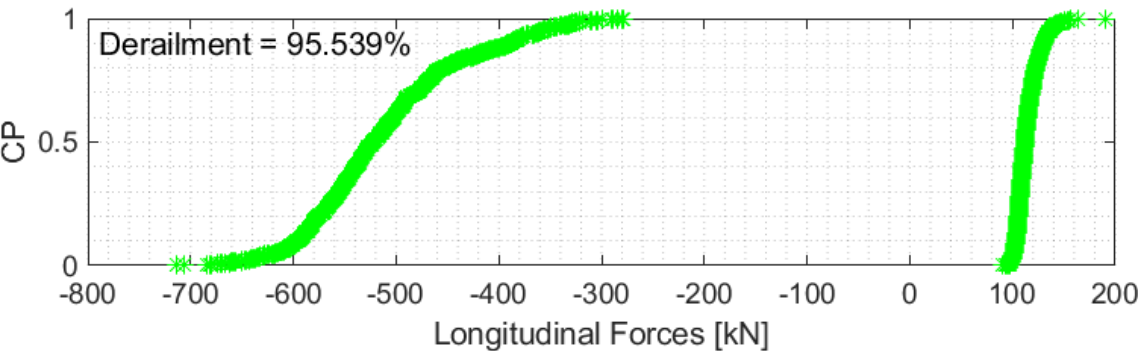
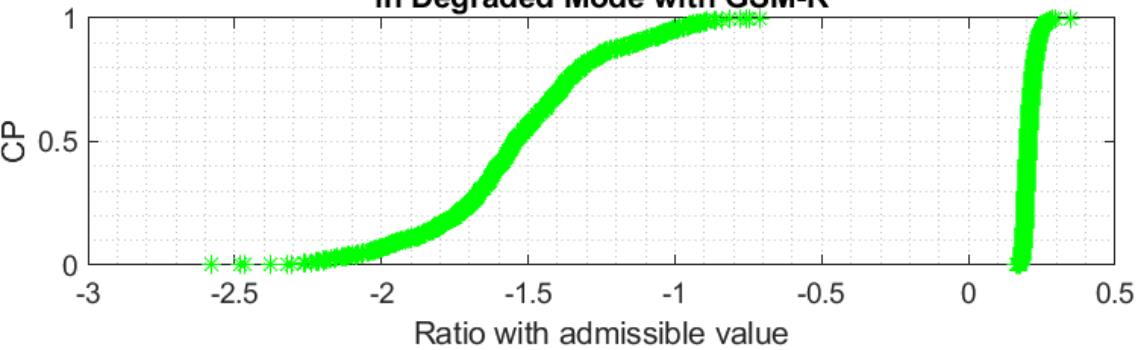


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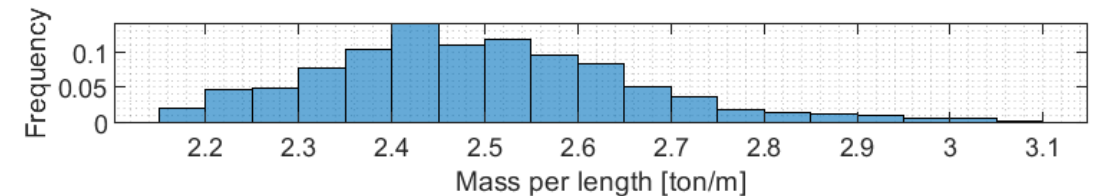
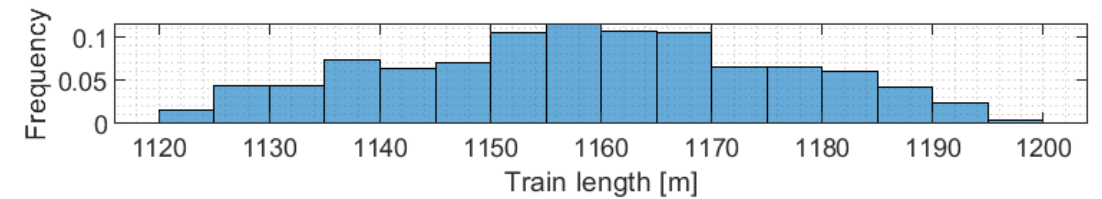
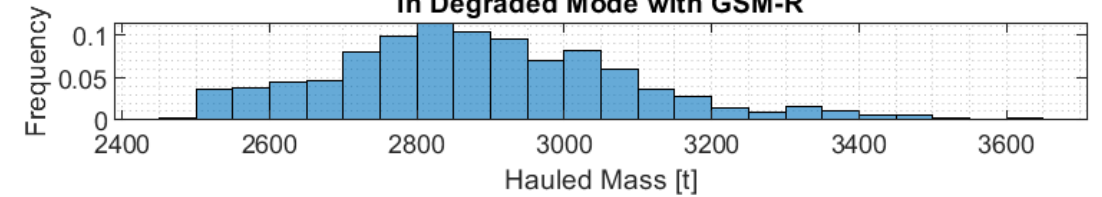


2T-SW - 1200 m

2T-SW with loco BR187 formed by connection of 2 trains
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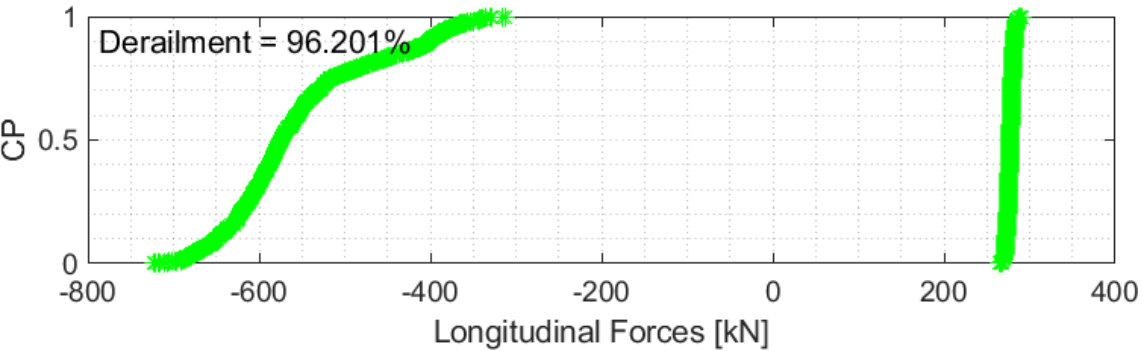
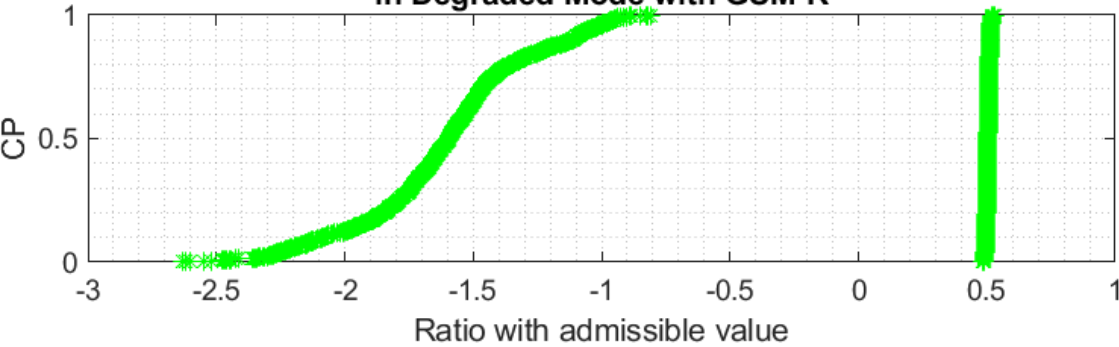


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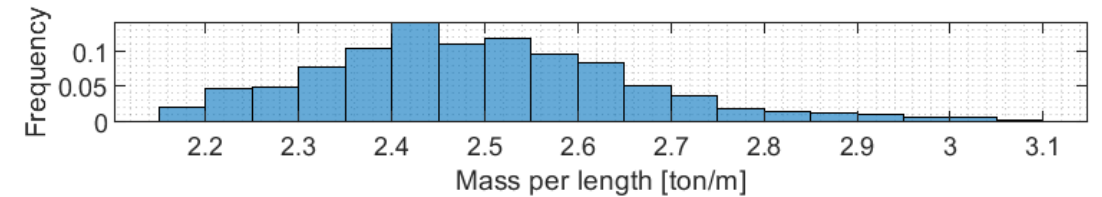
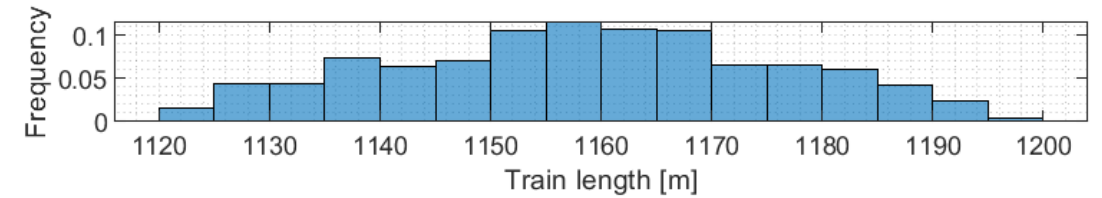
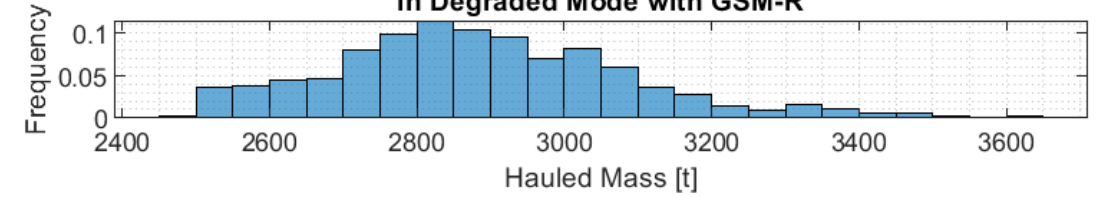


2T-SW - 1200 m

2T-SW with loco BR187 formed by connection of 2 trains
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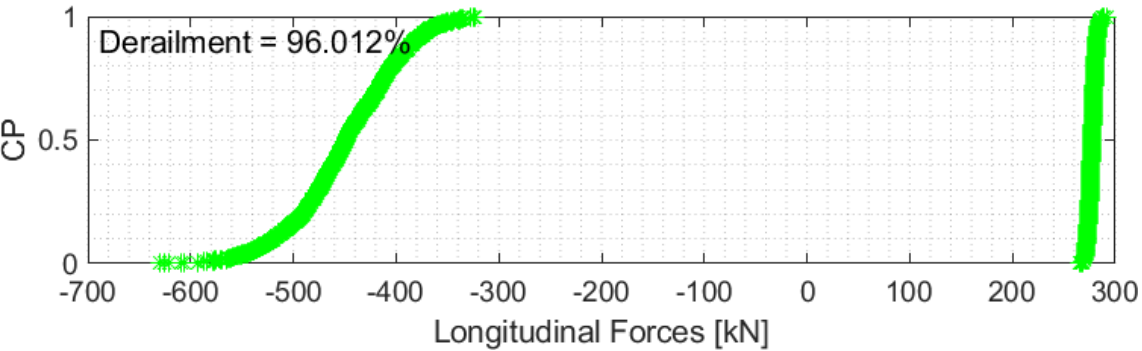
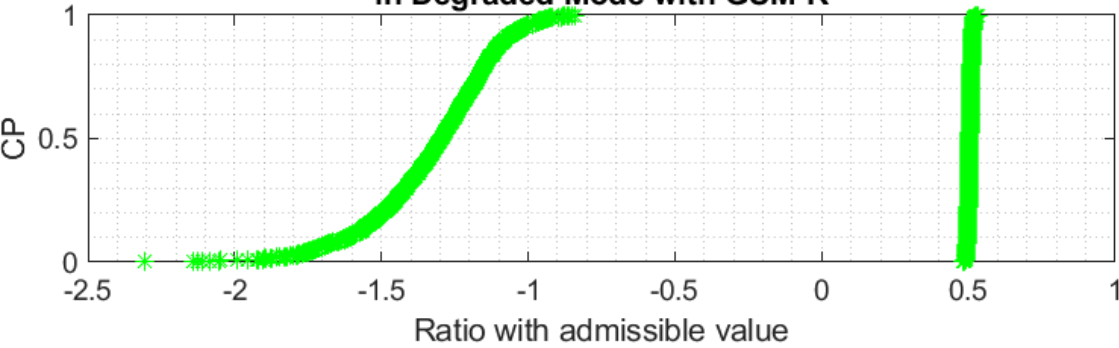


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in Degraded Mode with GSM-R

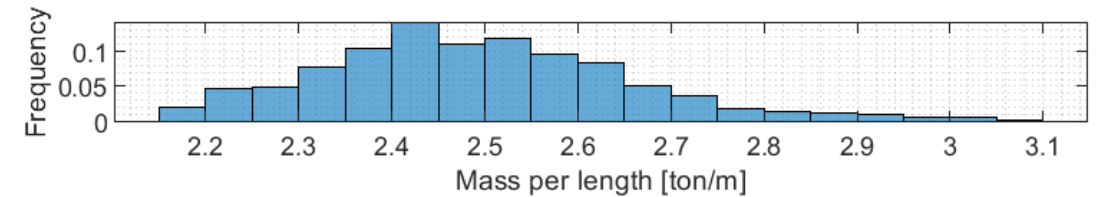
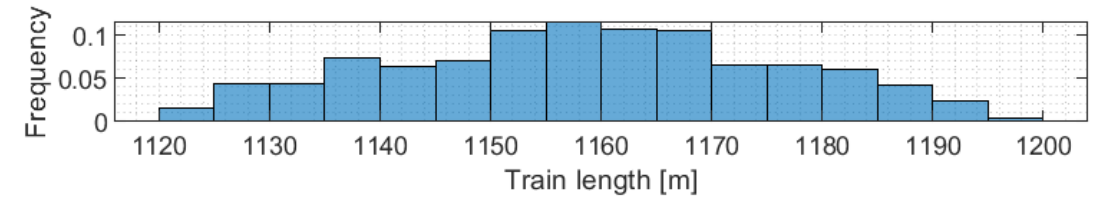
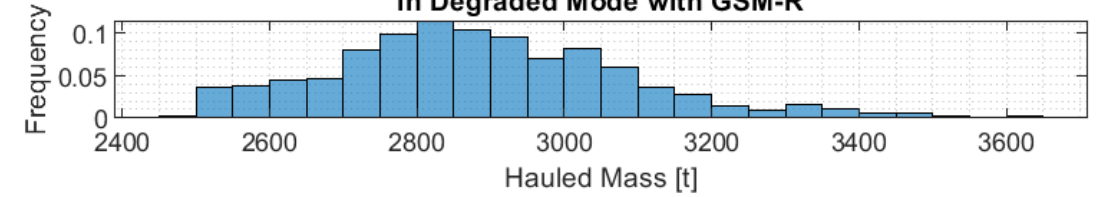


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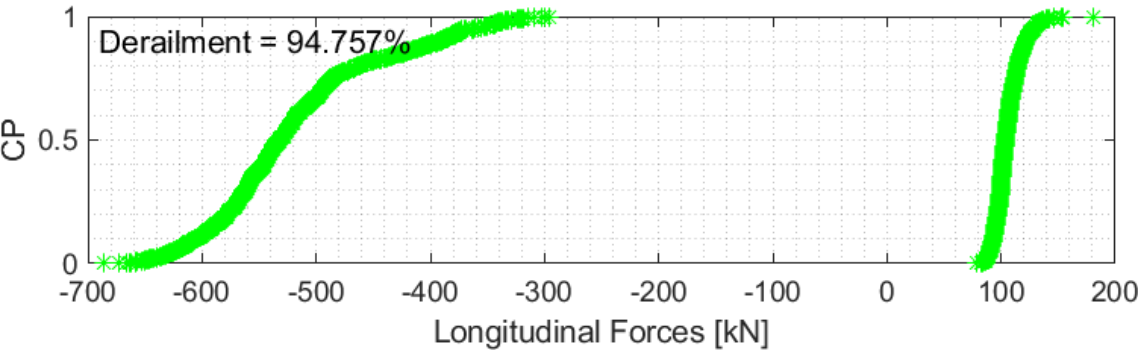
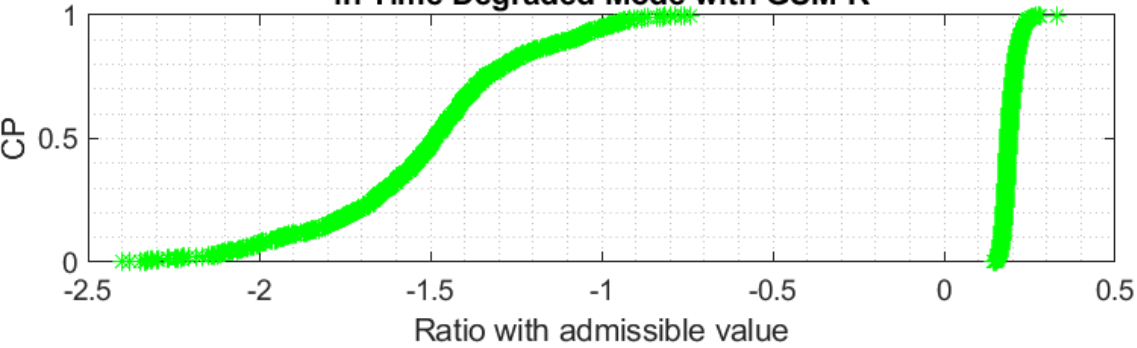


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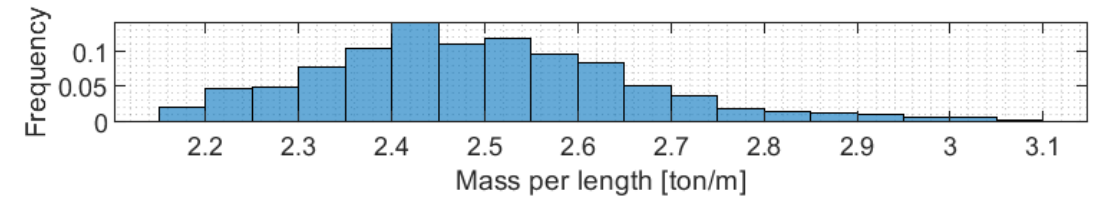
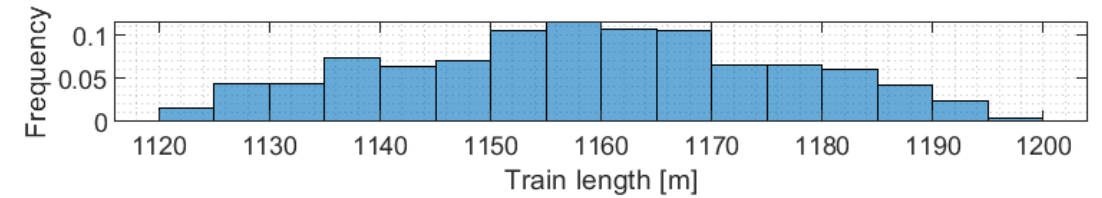
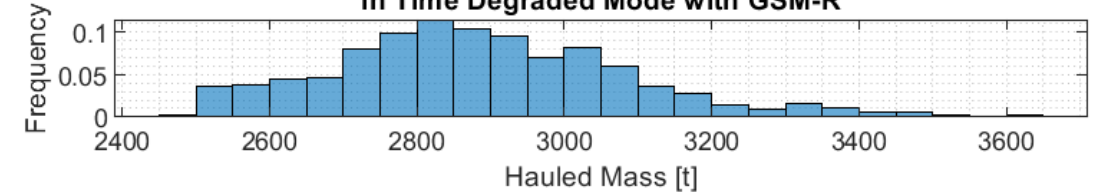


2T-SW - 1200 m

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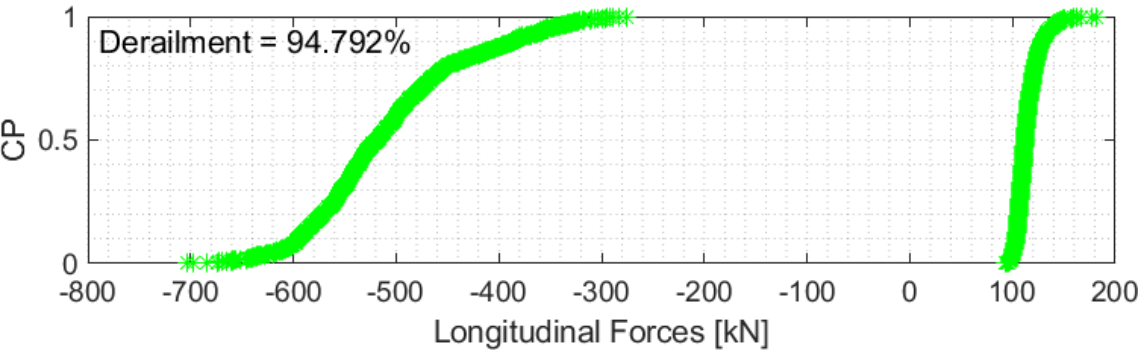
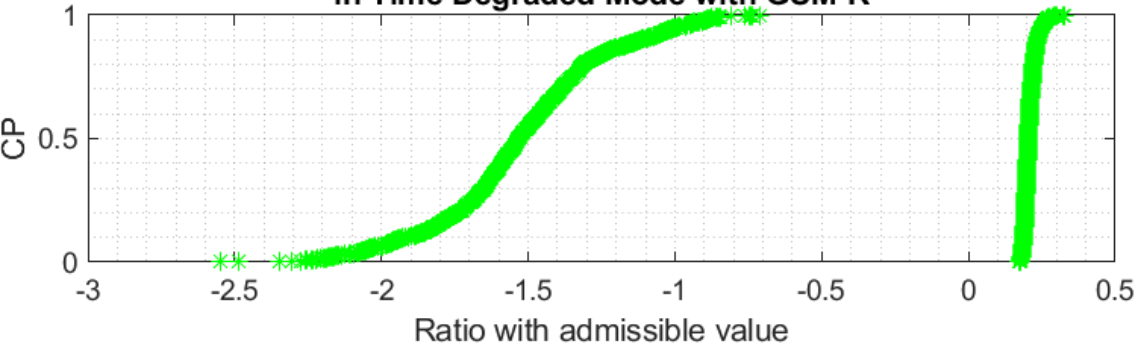


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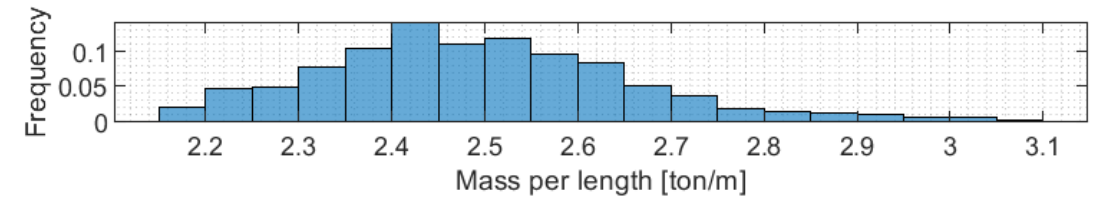
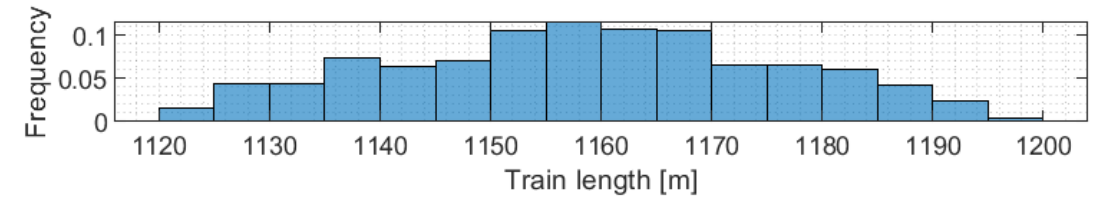
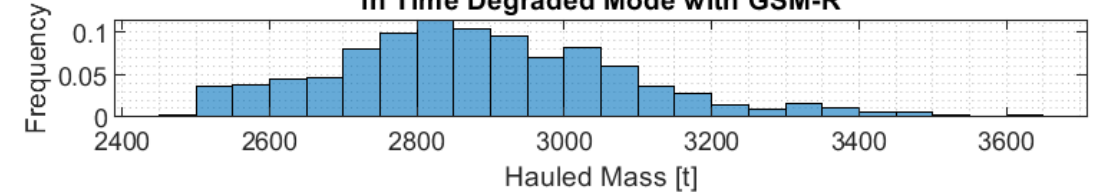


2T-SW - 1200 m

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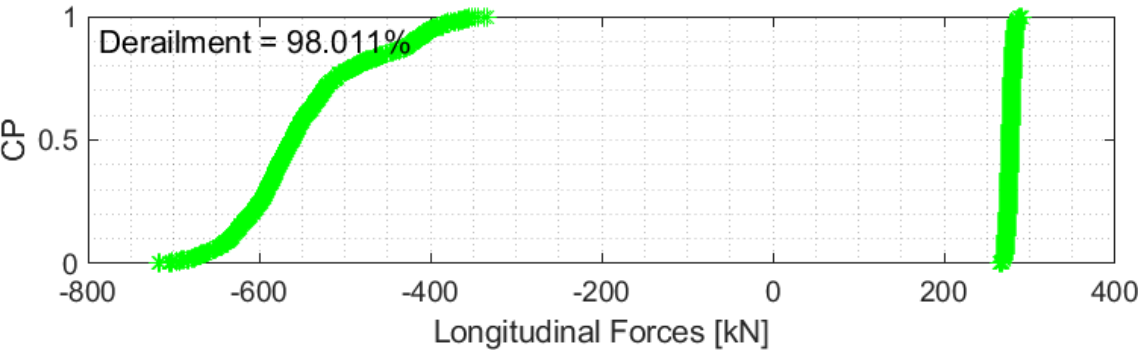
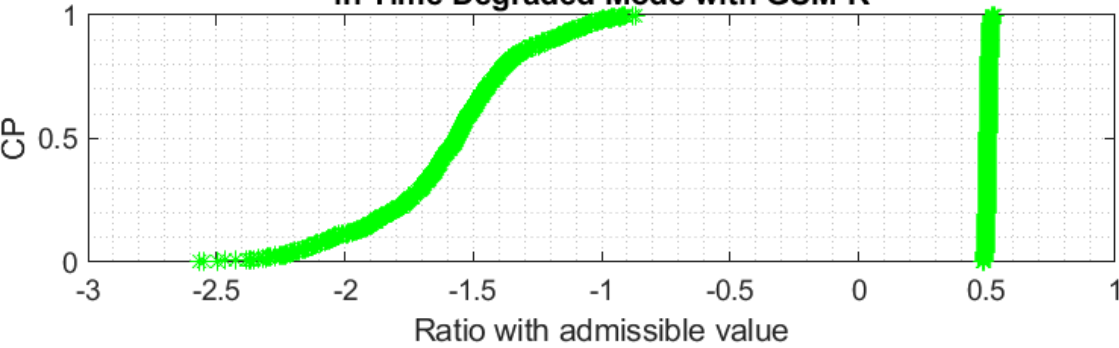


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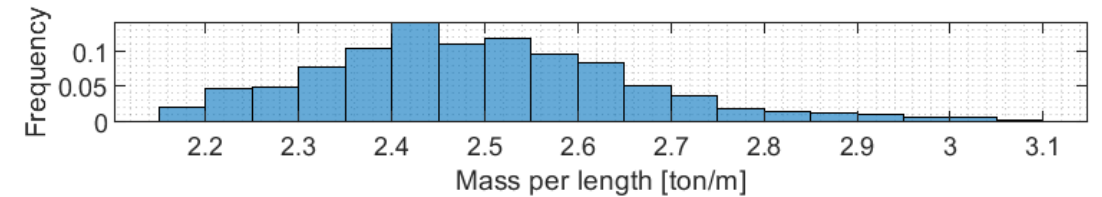
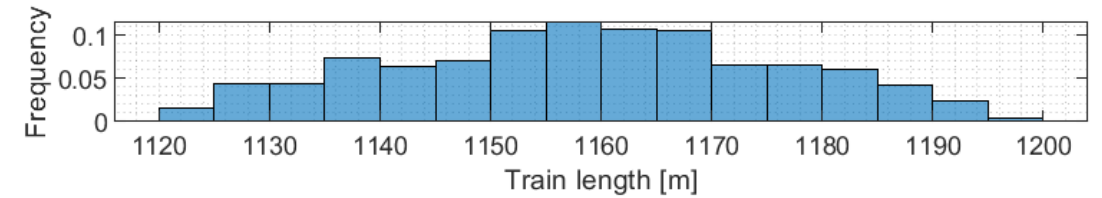
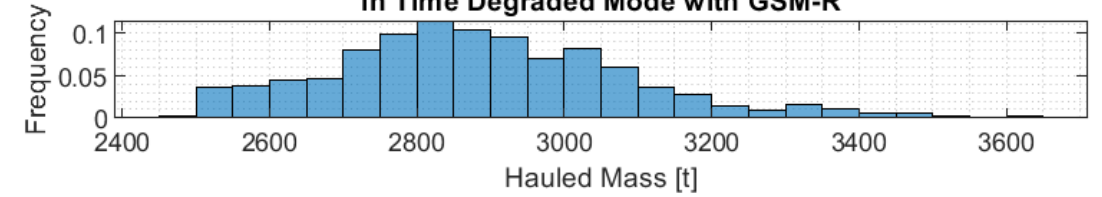


2T-SW - 1200 m

2T-SW with loco BR187 formed by connection of 2 trains
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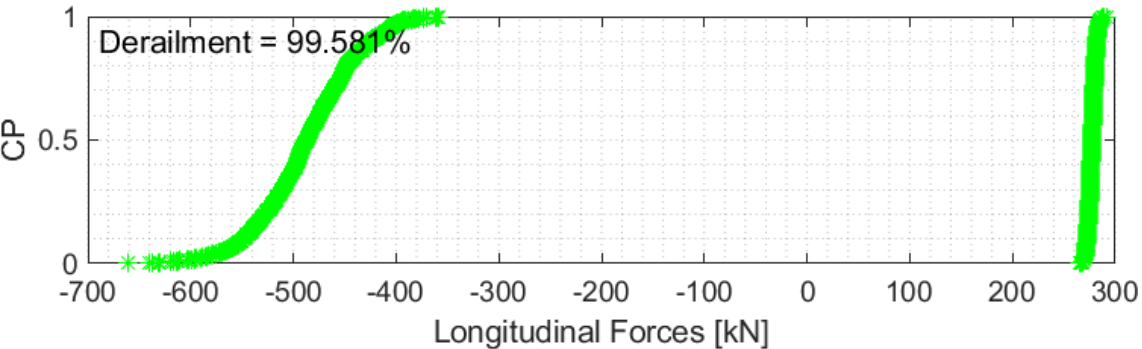
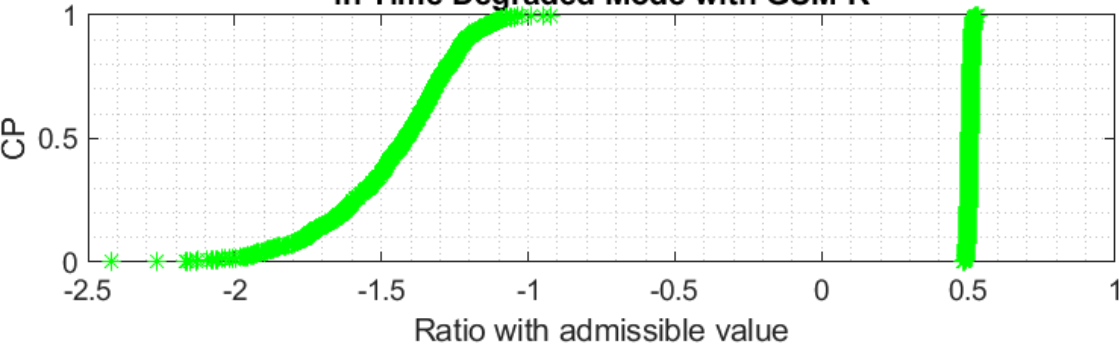


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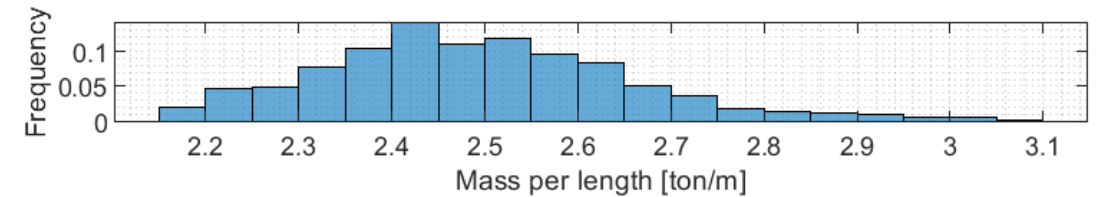
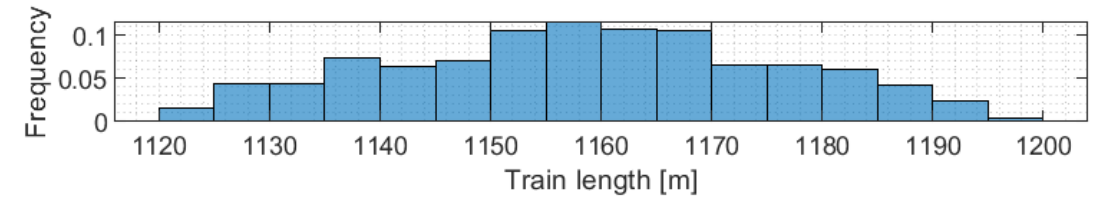
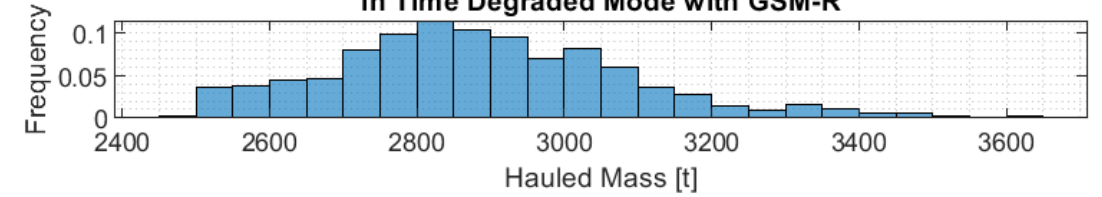


2T-SW - 1200 m

2T-SW with loco BR187 formed by connection of 2 trains having lengths of 620-660, 500-540, and masses of 1601-2500, 801-1200, running all in G brake mode and performing a T-EB in Time Degraded Mode with GSM-R



2T-SW with loco BR187 formed by connection of 2 trains having lengths of 620-660, 500-540, and masses of 1601-2500, 801-1200, running all in G brake mode and performing a T-EB in Time Degraded Mode with GSM-R



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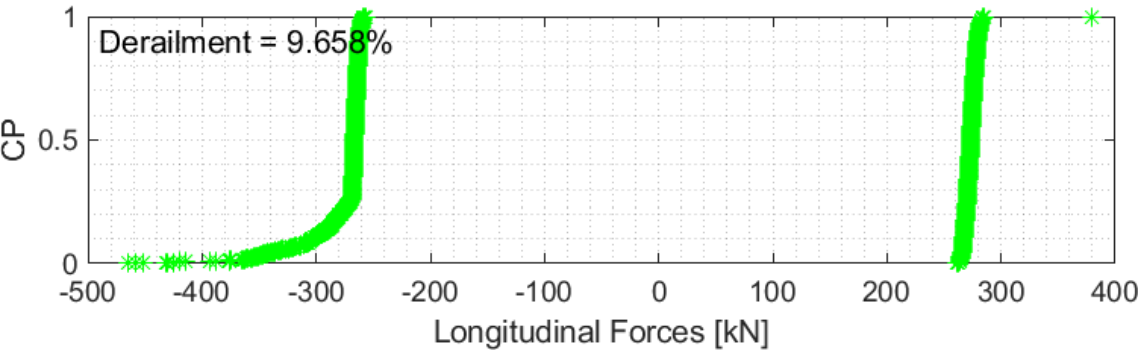
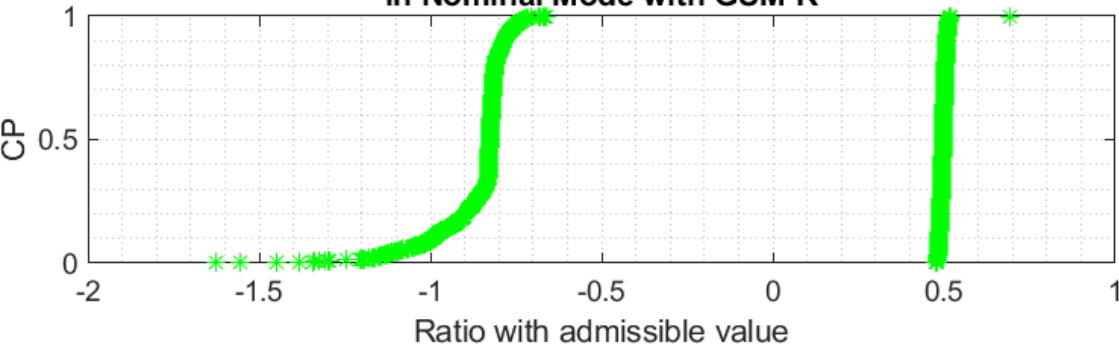


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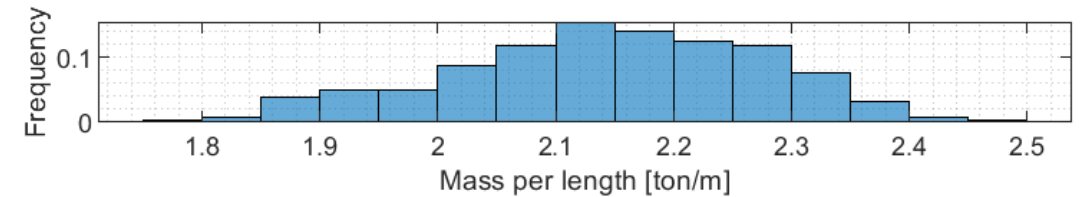
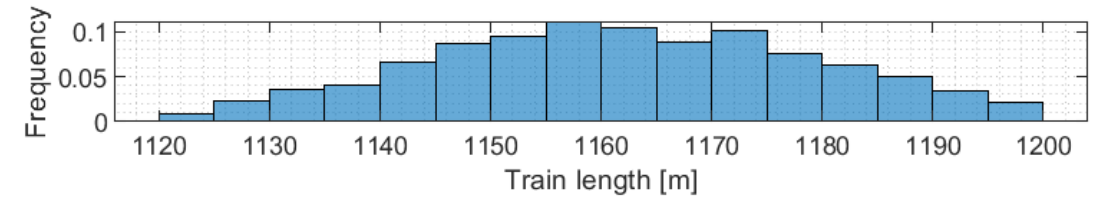
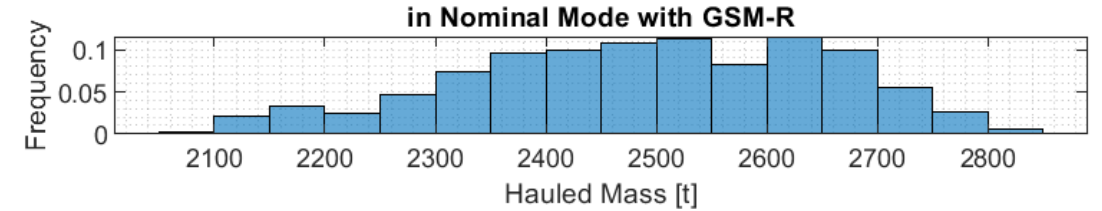


2T-SW - 1200 m

2T-SW with loco BR187 formed by connection of 2 trains having lengths of 620-660, 500-540, and masses of 1201-1600, 801-1200, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R



2T-SW with loco BR187 formed by connection of 2 trains having lengths of 620-660, 500-540, and masses of 1201-1600, 801-1200, running all in G brake mode and performing a T-EB



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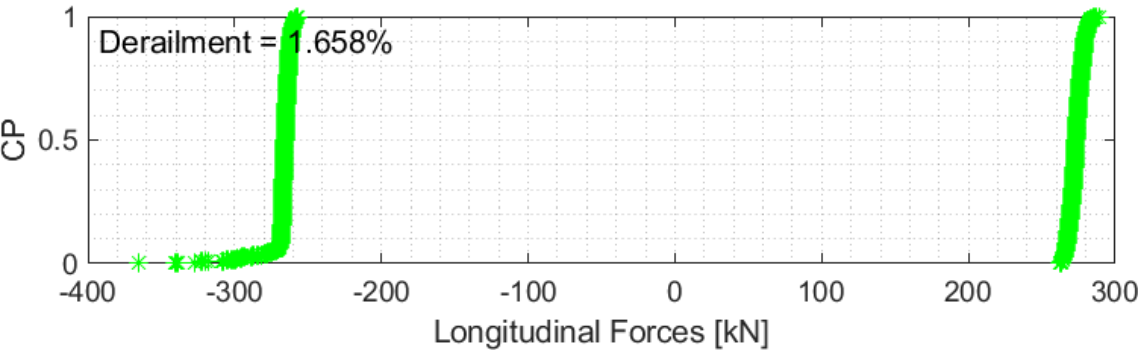
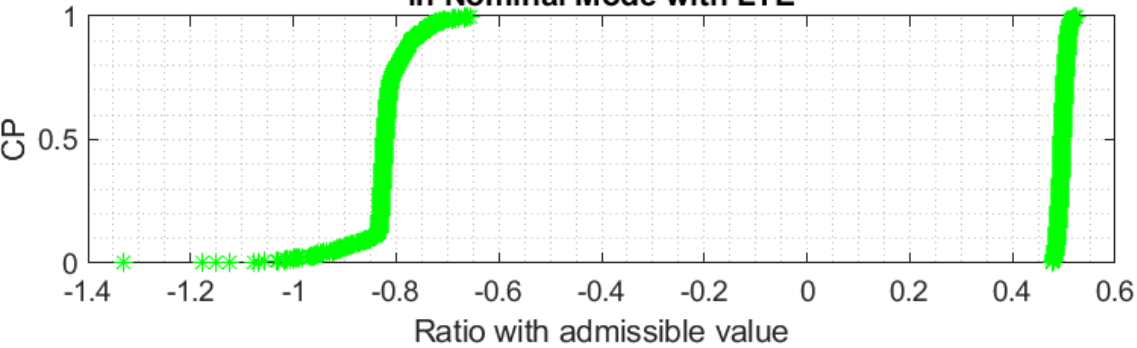


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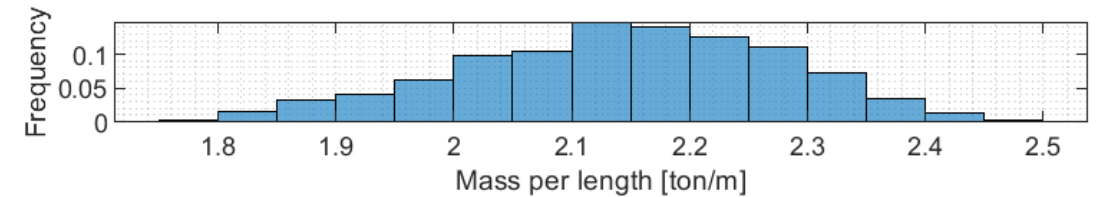
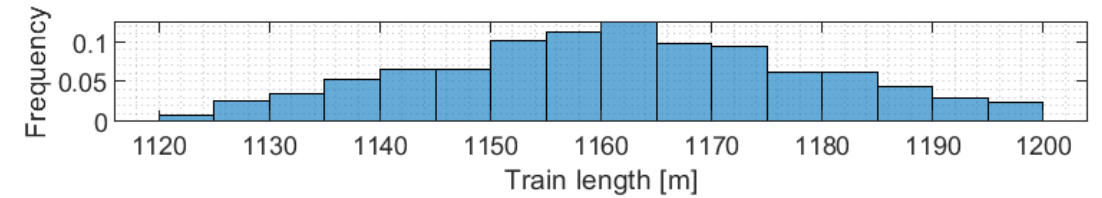
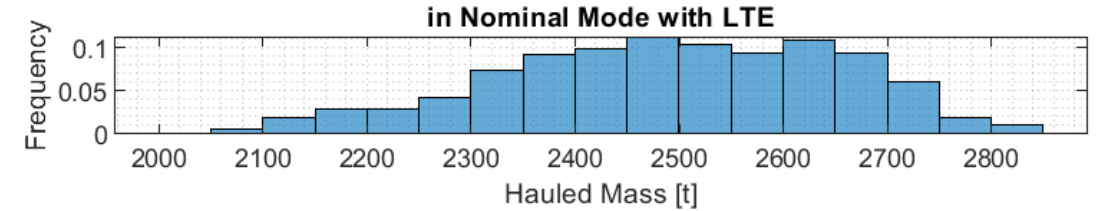


2T-SW - 1200 m

2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 620-660, 500-540, and masses of 1201-1600, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with LTE



2T-SW with loco BR187 formed by connection of 2 trains
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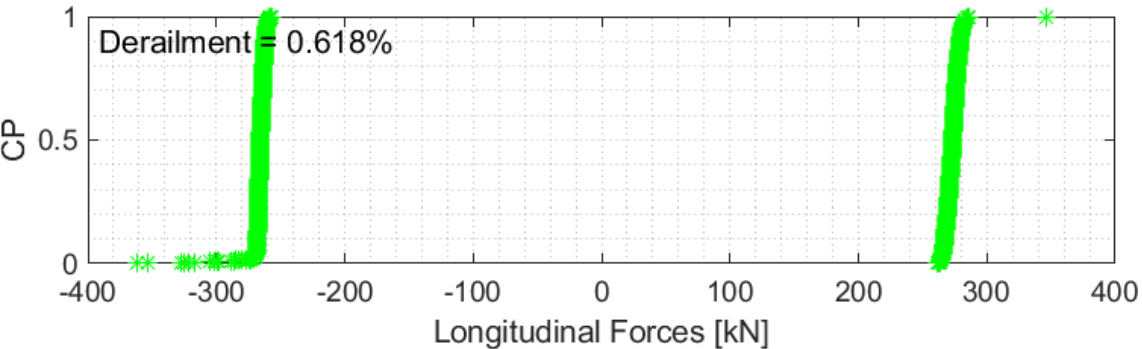
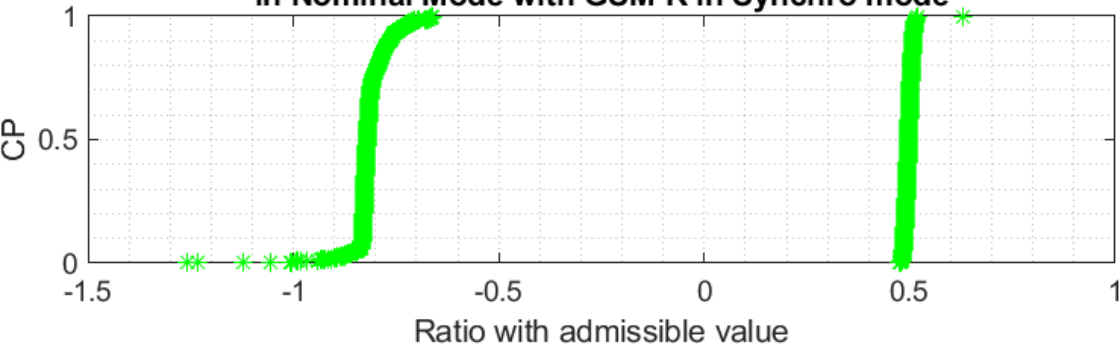


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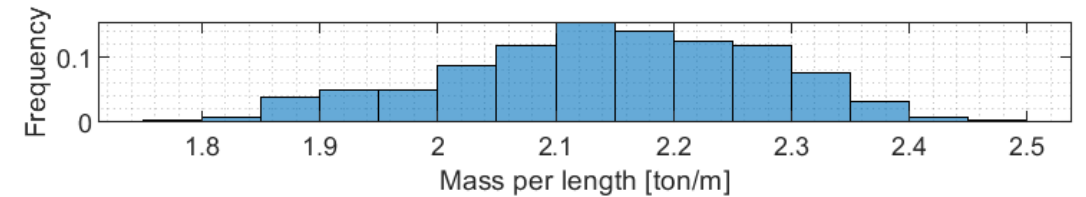
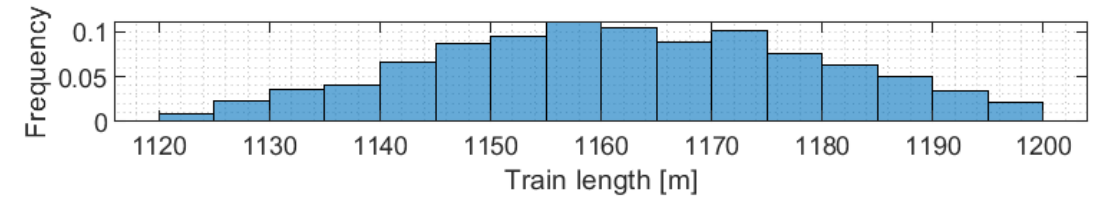
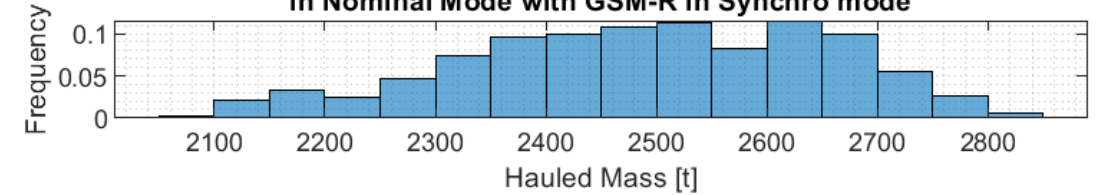


2T-SW - 1200 m

2T-SW with loco BR187 formed by connection of 2 trains having lengths of 620-660, 500-540, and masses of 1201-1600, 801-1200, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R in Synchro mode



2T-SW with loco BR187 formed by connection of 2 trains having lengths of 620-660, 500-540, and masses of 1201-1600, 801-1200, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R in Synchro mode



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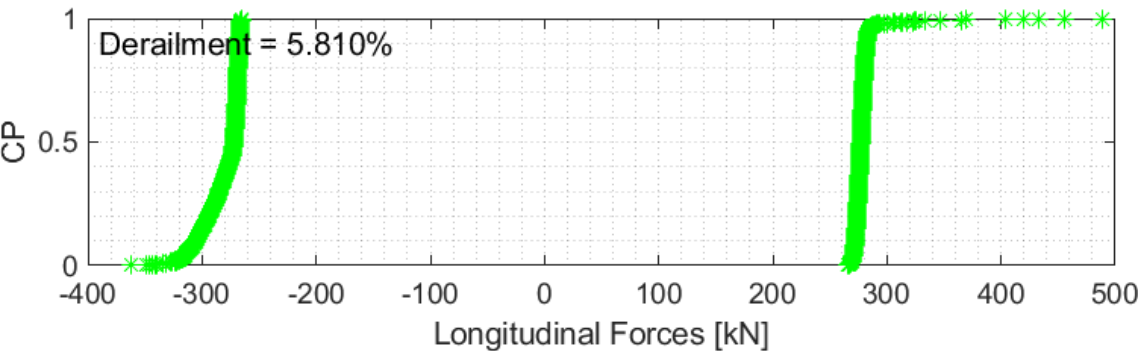
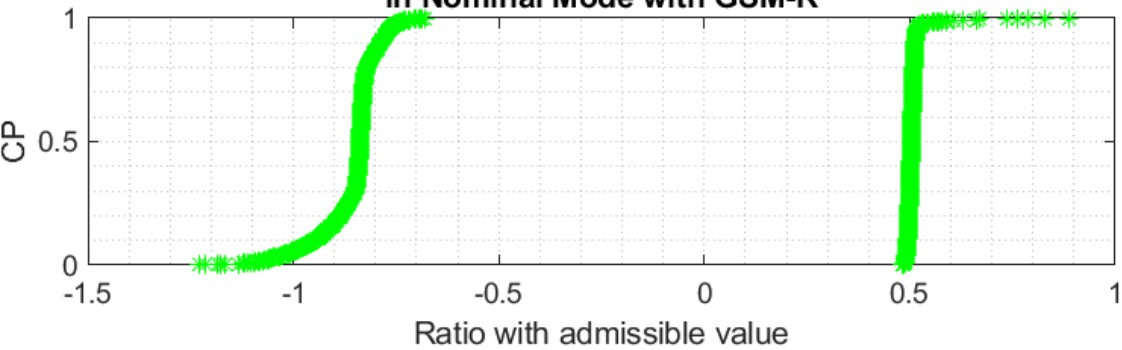


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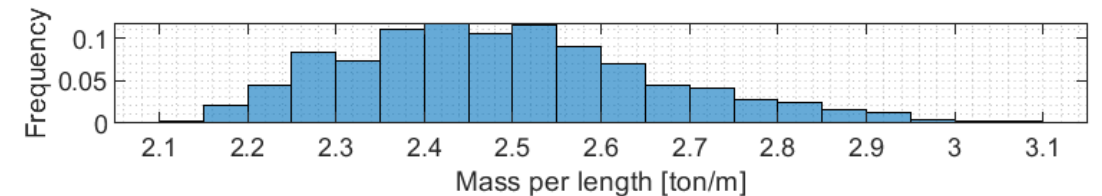
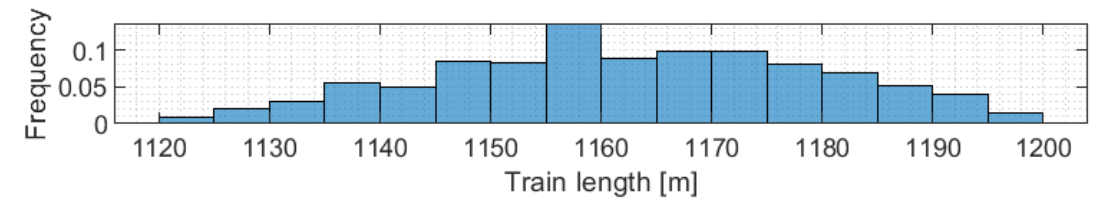
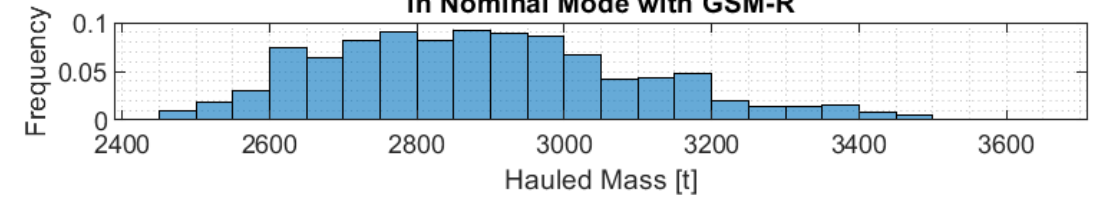


2T-SW - 1200 m

2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 660-700, 460-500, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 660-700, 460-500, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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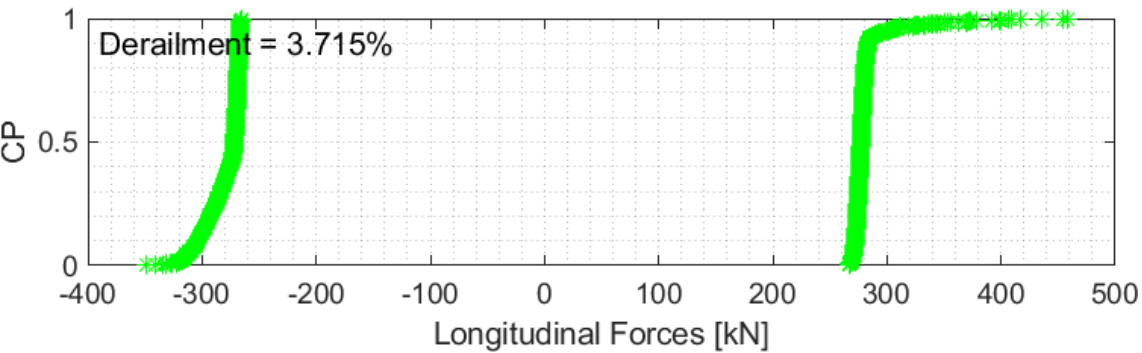
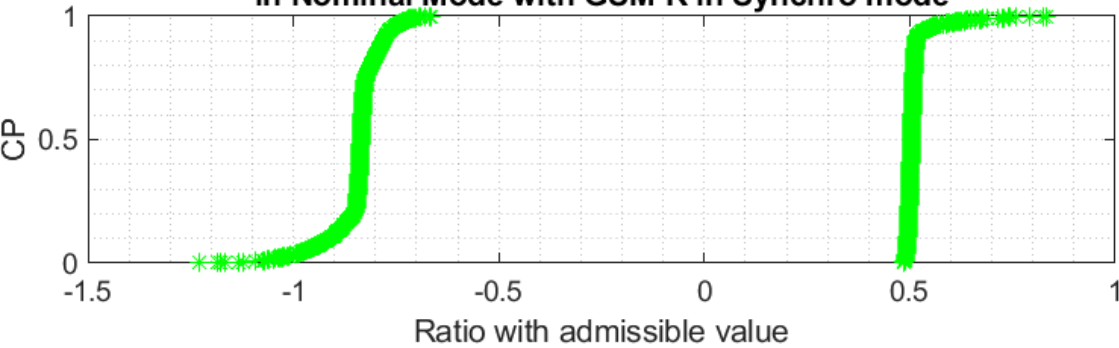


Grant Agreement
Number **826087**

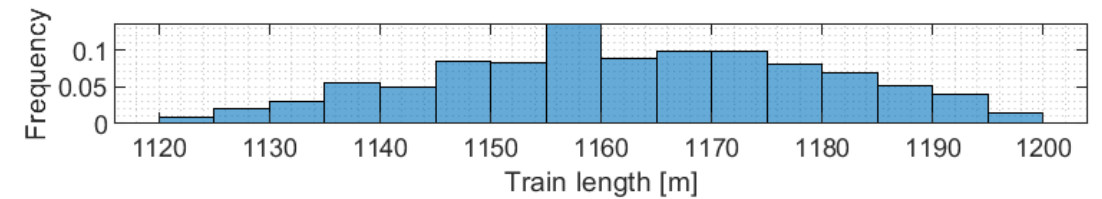
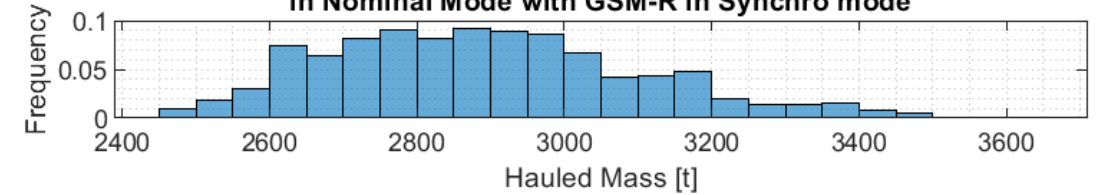


2T-SW - 1200 m

2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 660-700, 460-500, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 660-700, 460-500, and masses of 1601-2500, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



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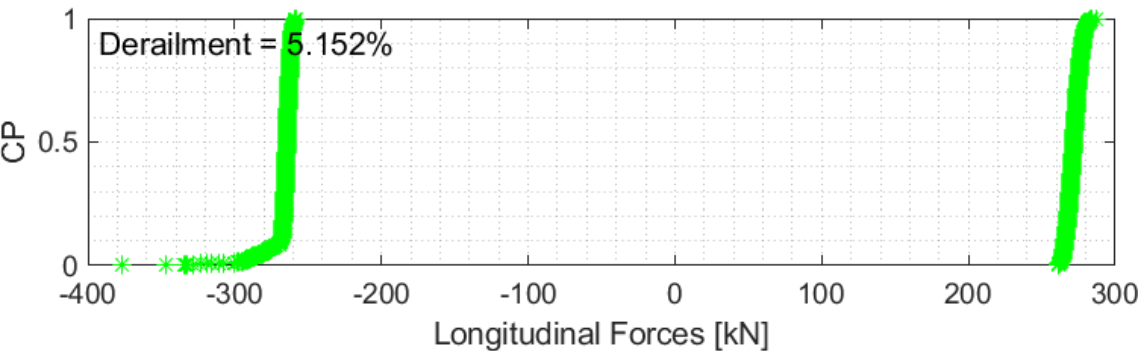
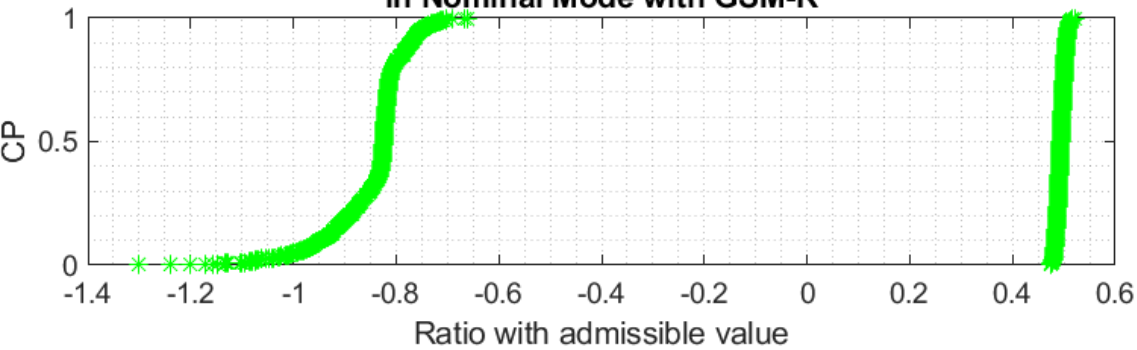


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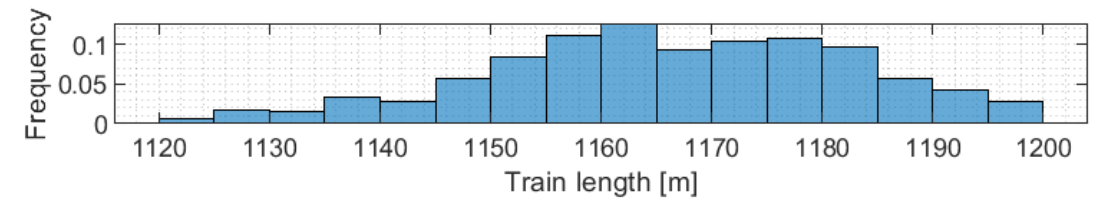
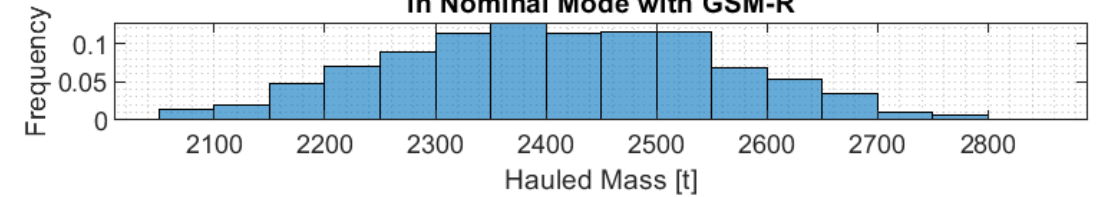


2T-SW - 1200 m

2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 660-700, 460-500, and masses of 1201-1600, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 660-700, 460-500, and masses of 1201-1600, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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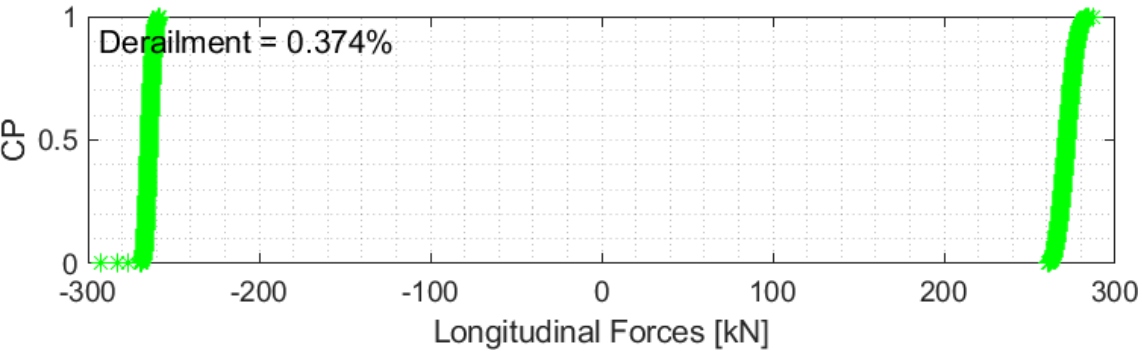
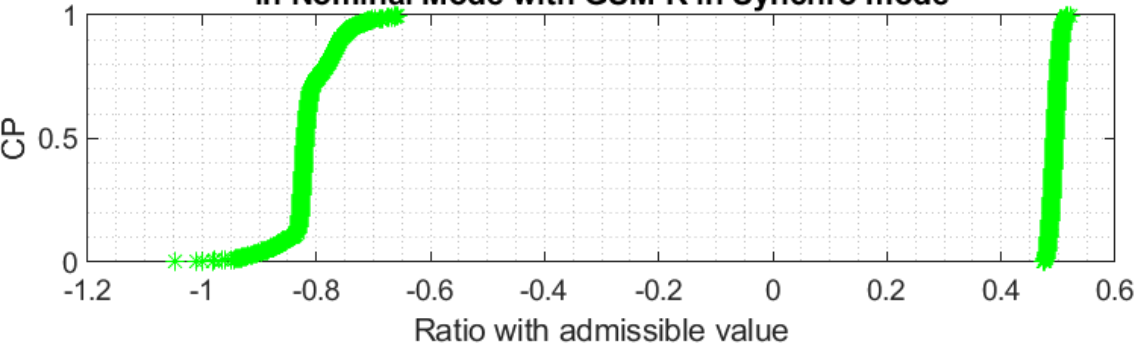


Grant Agreement
Number **826087**

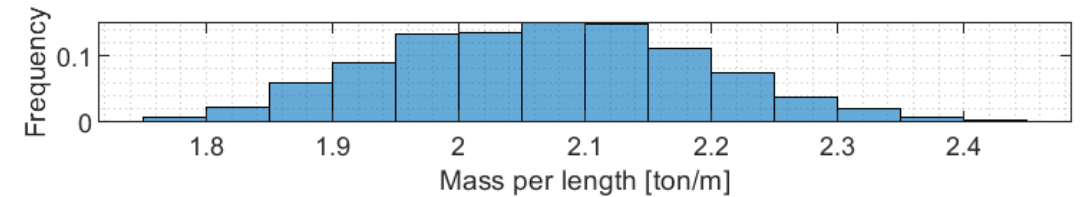
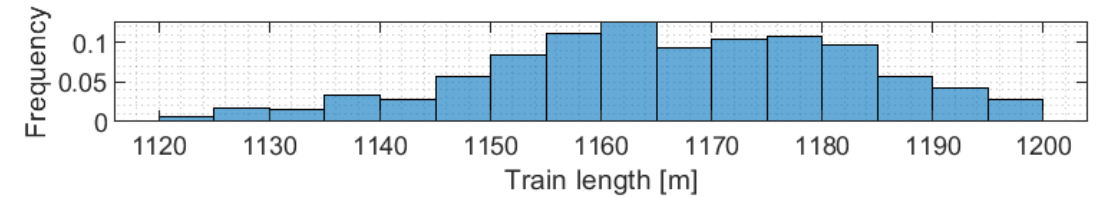
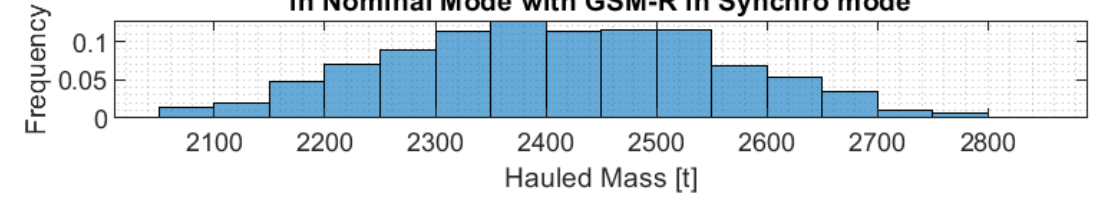


2T-SW - 1200 m

2T-SW with loco BR187 formed by connection of 2 trains having lengths of 660-700, 460-500, and masses of 1201-1600, 801-1200, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R in Synchro mode

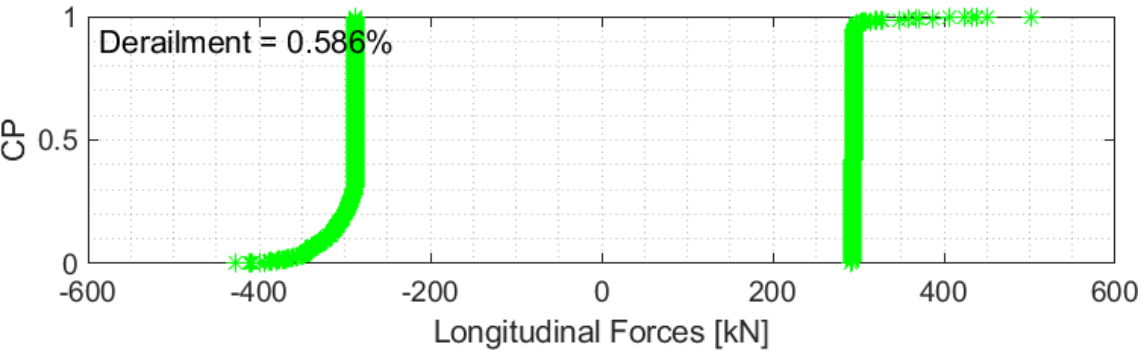
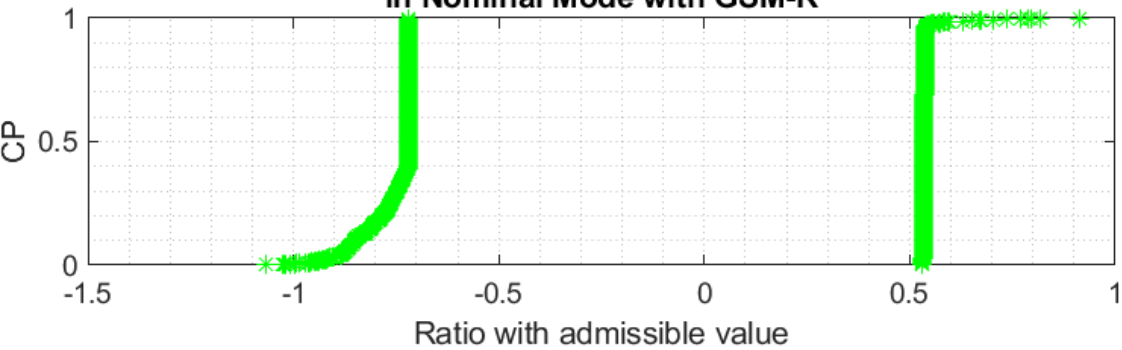


2T-SW with loco BR187 formed by connection of 2 trains having lengths of 660-700, 460-500, and masses of 1201-1600, 801-1200, running all in G brake mode and performing a T-EB in Nominal Mode with GSM-R in Synchro mode

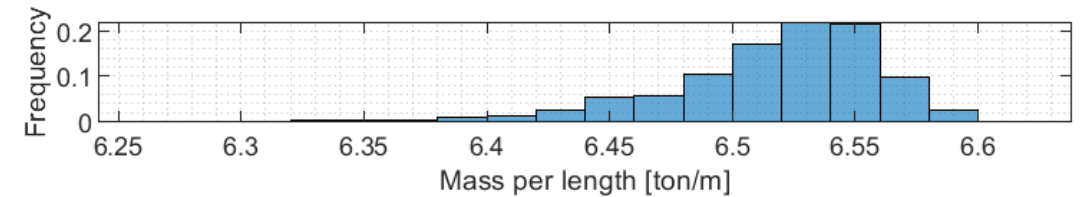
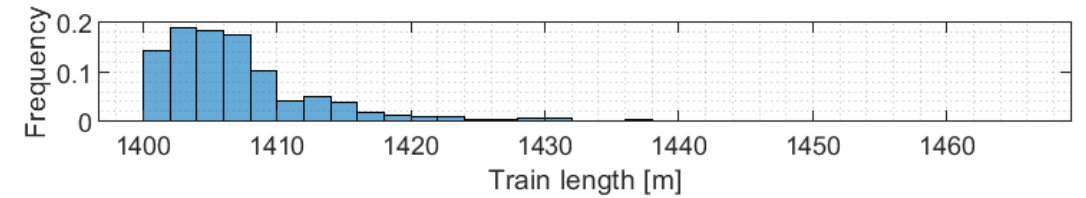
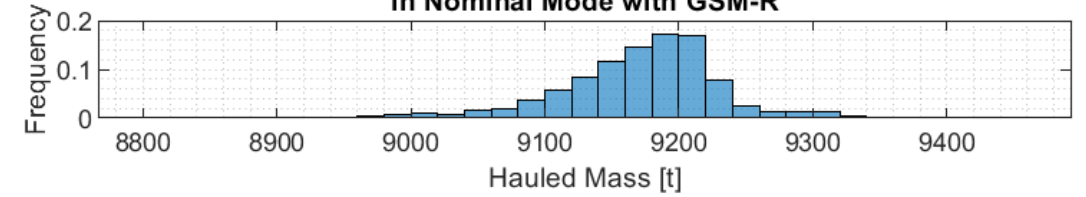


2T-SW - 1200 m

2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 700-740, and masses of 3500-4000, 3500-4000,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



2T-SW with loco BR187 formed by connection of 2 trains
having lengths of 700-740, 700-740, and masses of 3500-4000, 3500-4000,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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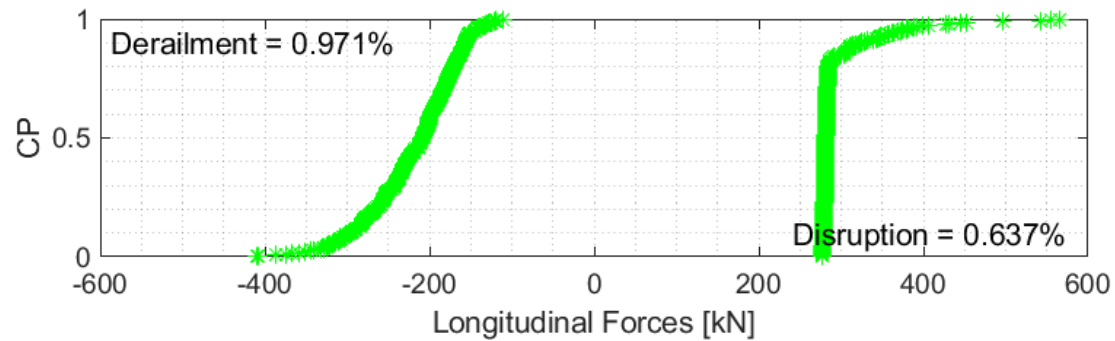
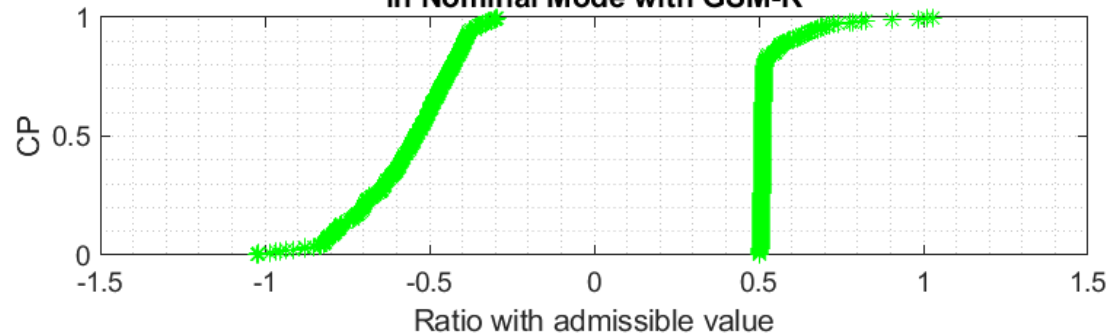


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Number **826087**

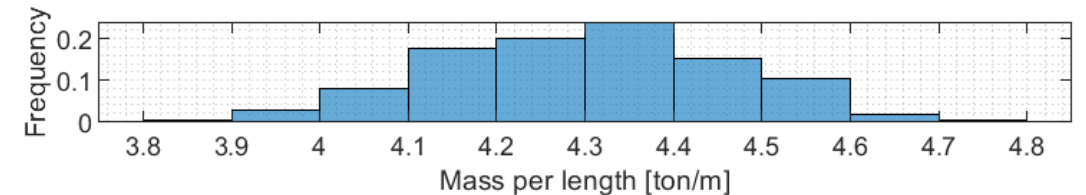
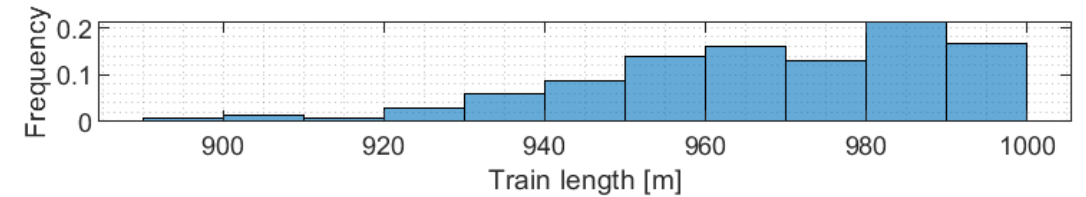
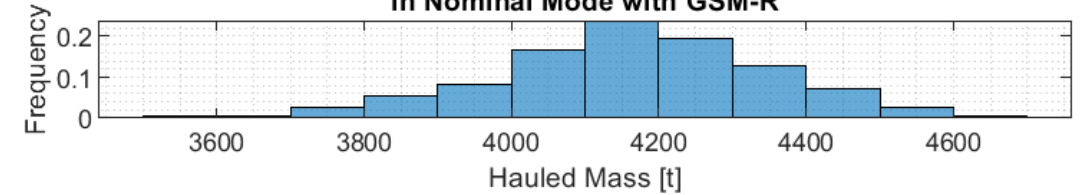


3T - 1000 m

3T with loco BR187 formed by connection of 3 trains
having lengths of 293-333, 293-333, 293-333, and masses of 1601-2500, 1201-1600, 801-1200
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

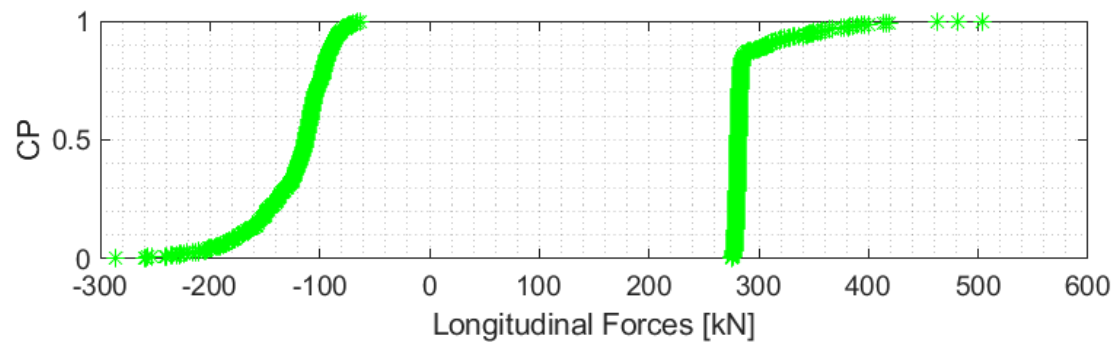
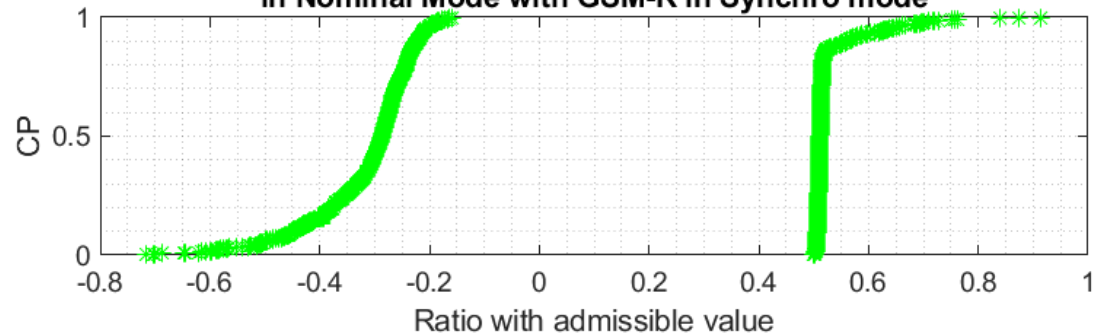


3T with loco BR187 formed by connection of 3 trains
having lengths of 293-333, 293-333, 293-333, and masses of 1601-2500, 1201-1600, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

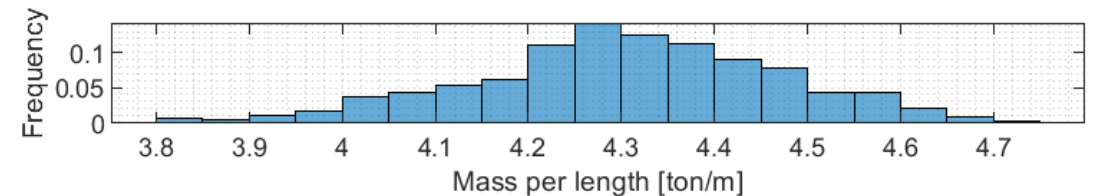
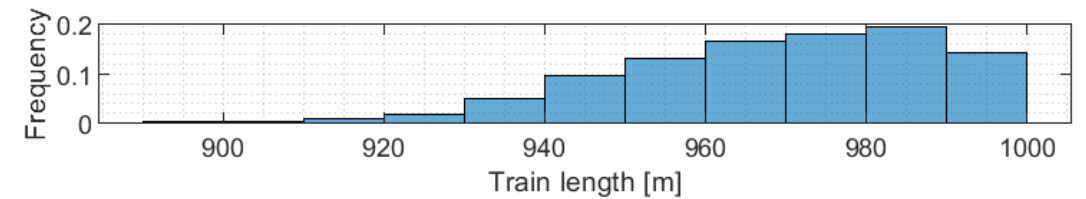
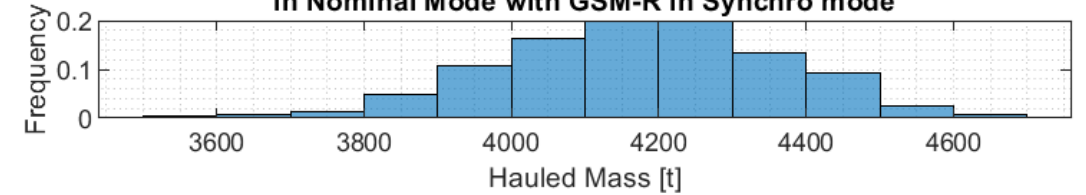


3T - 1000 m

3T with loco BR187 formed by connection of 3 trains
having lengths of 293-333, 293-333, 293-333, and masses of 1601-2500, 1201-1600, 801-1200
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



3T with loco BR187 formed by connection of 3 trains
having lengths of 293-333, 293-333, 293-333, and masses of 1601-2500, 1201-1600, 801-1200,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



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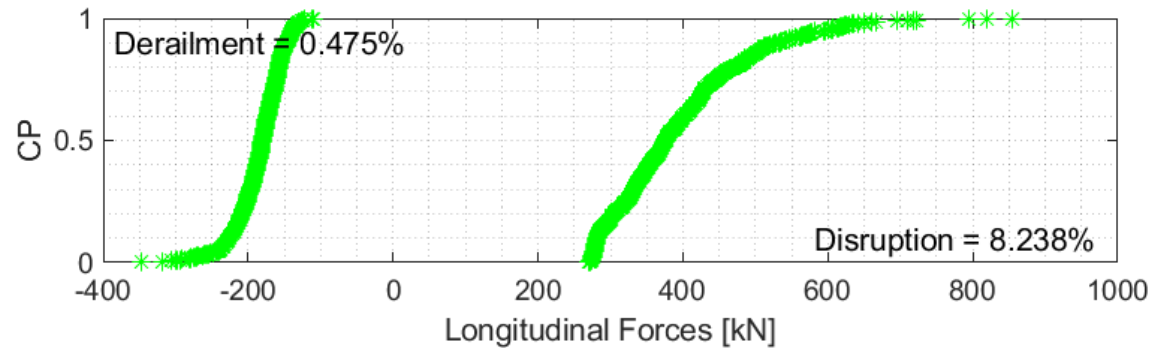
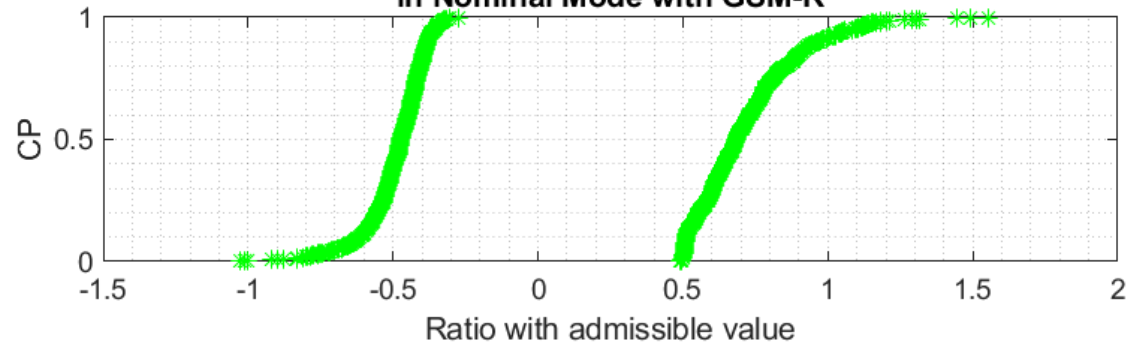


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Number **826087**

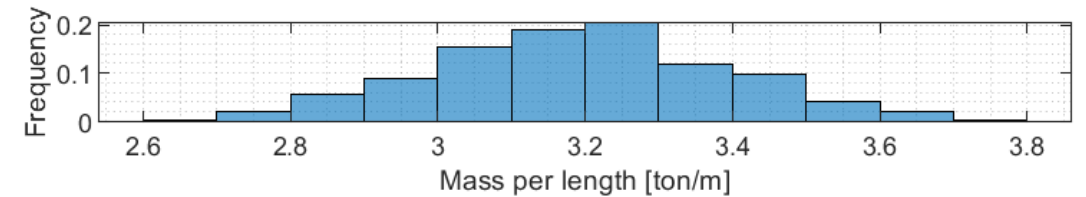
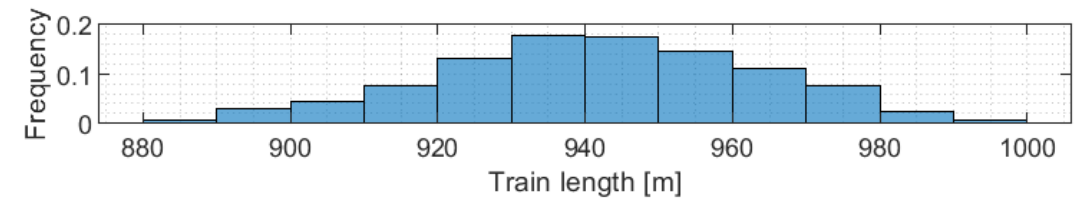
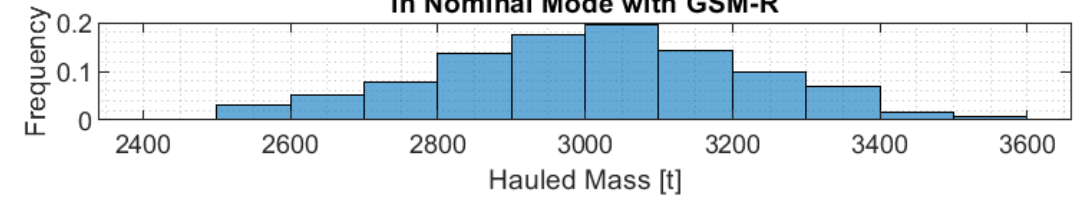


3T - 1000 m

3T with loco BR187 formed by connection of 3 trains
having lengths of 293-333, 293-333, 293-333, and masses of 1201-1600, 801-1200, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

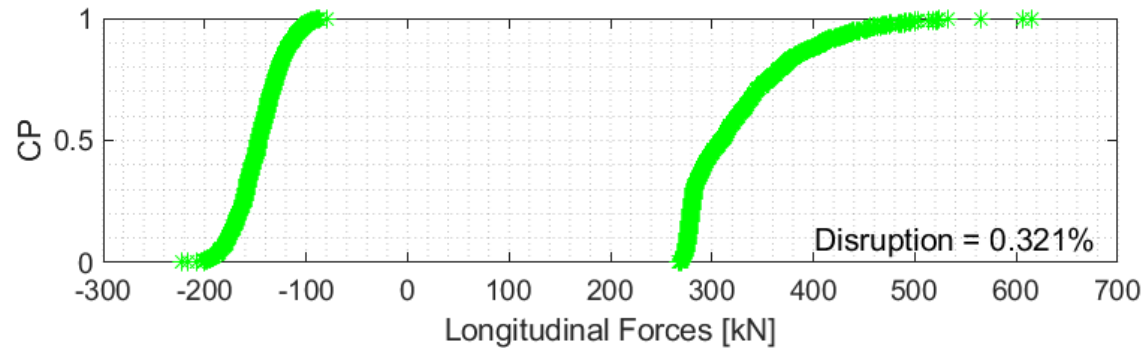
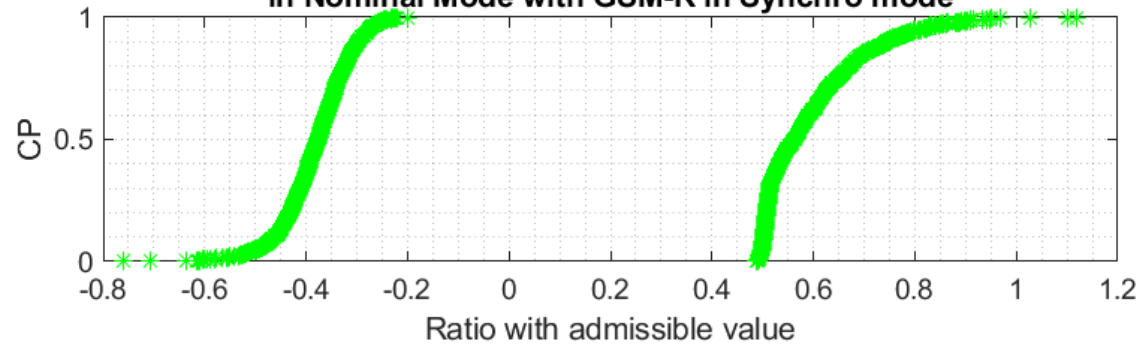


3T with loco BR187 formed by connection of 3 trains
having lengths of 293-333, 293-333, 293-333, and masses of 1201-1600, 801-1200, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

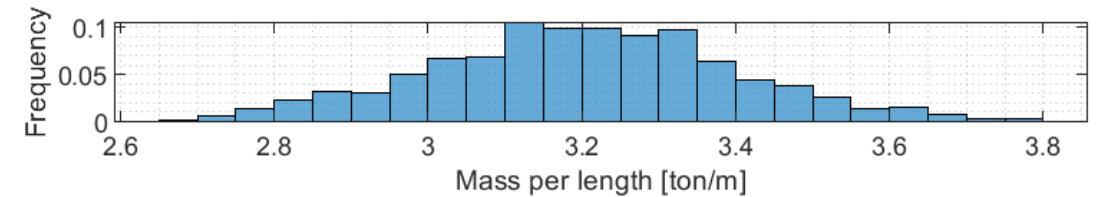
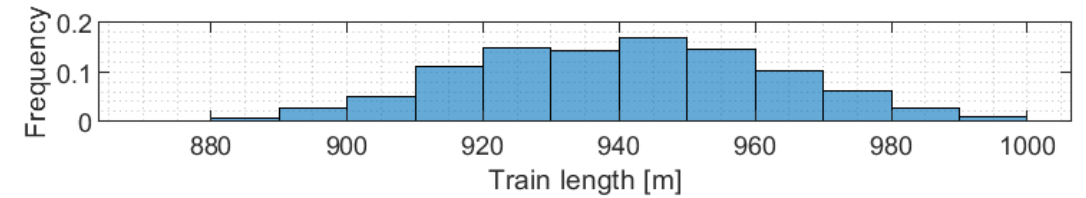
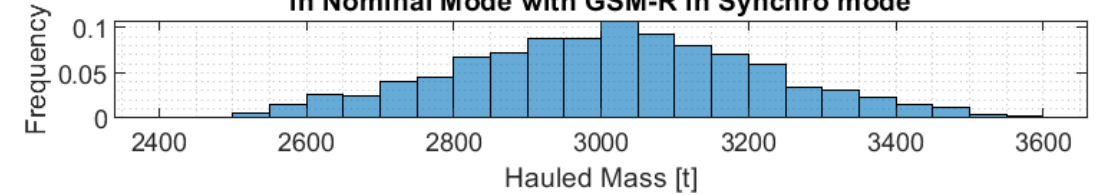


3T - 1000 m

3T with loco BR187 formed by connection of 3 trains
having lengths of 293-333, 293-333, 293-333, and masses of 1201-1600, 801-1200, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode

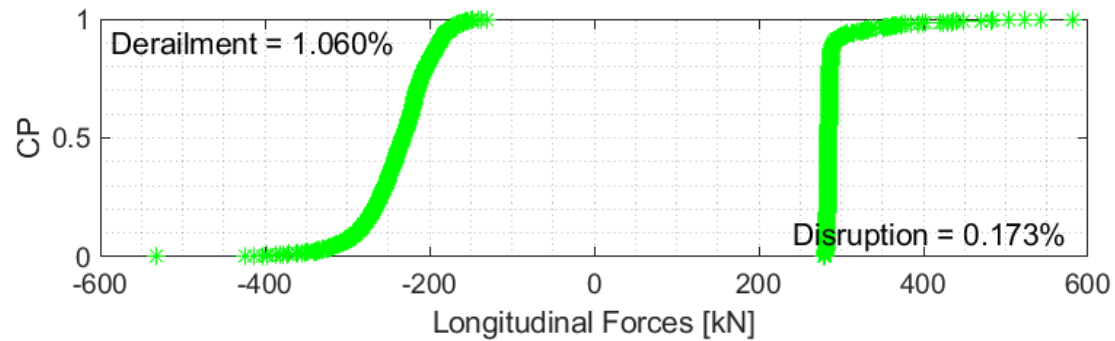
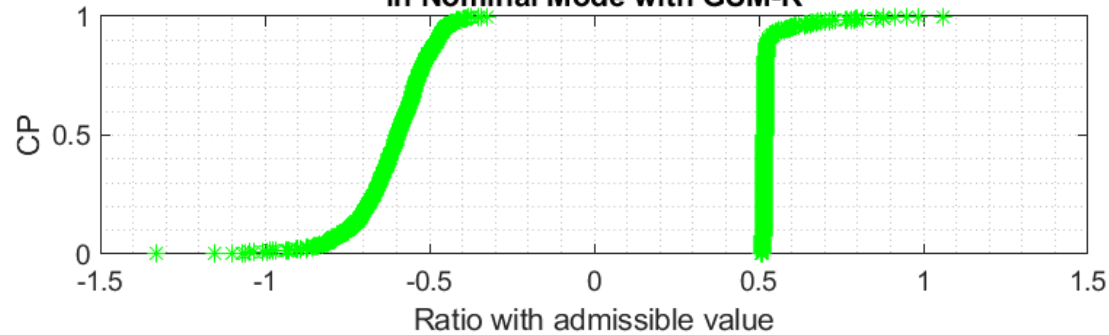


3T with loco BR187 formed by connection of 3 trains
having lengths of 293-333, 293-333, 293-333, and masses of 1201-1600, 801-1200, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode

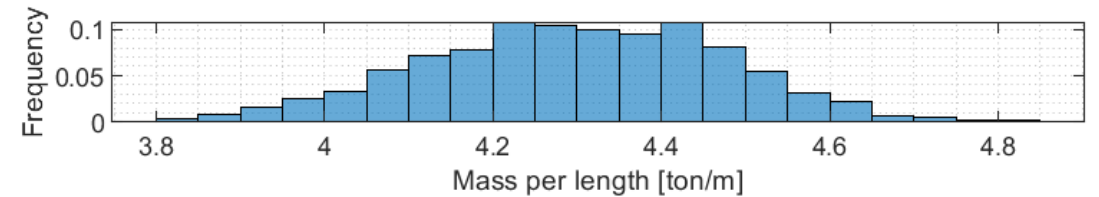
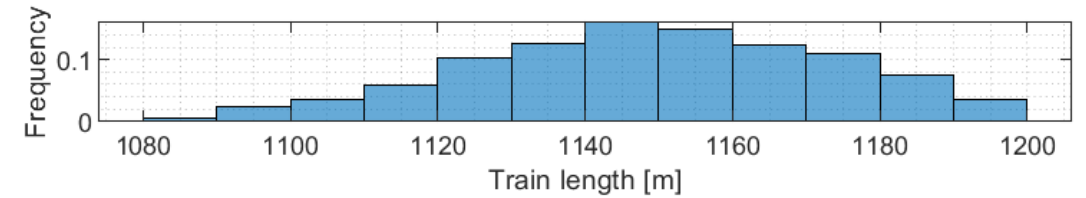
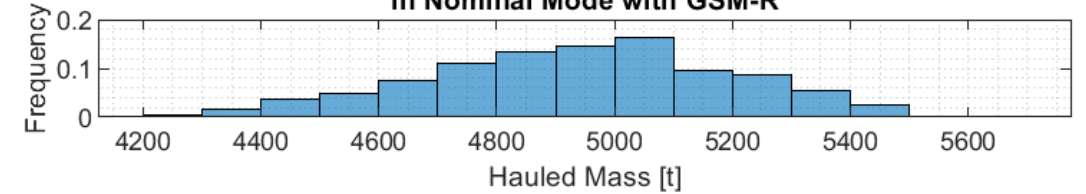


3T - 1200 m

3T with loco BR187 formed by connection of 3 trains
having lengths of 360-400, 360-400, 360-400, and masses of 1601-2500, 1601-2500, 801-1200
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

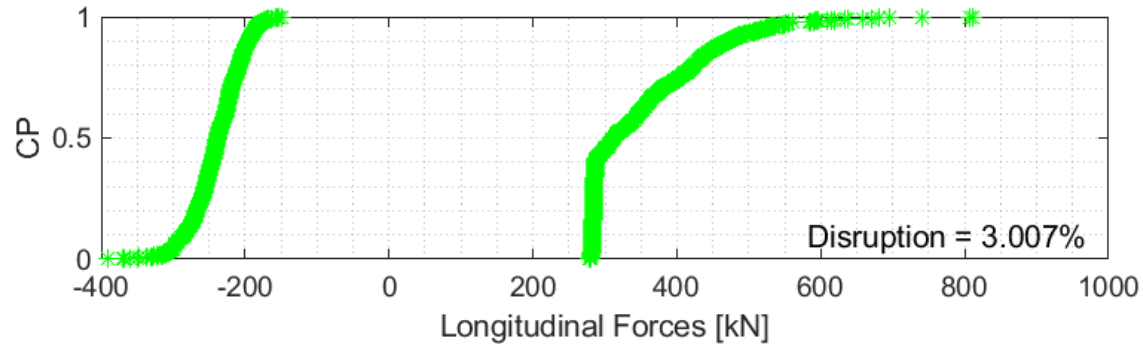
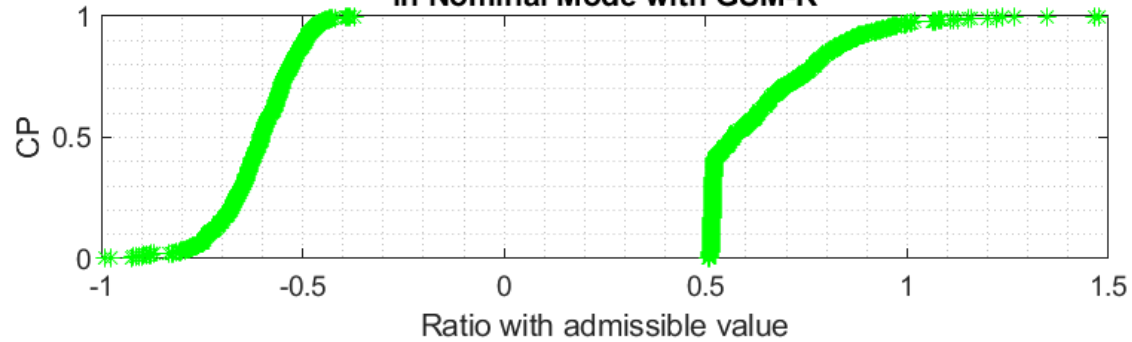


3T with loco BR187 formed by connection of 3 trains
having lengths of 360-400, 360-400, 360-400, and masses of 1601-2500, 1601-2500, 801-1200
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

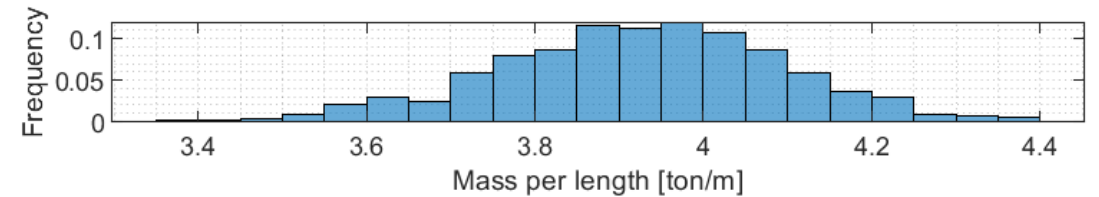
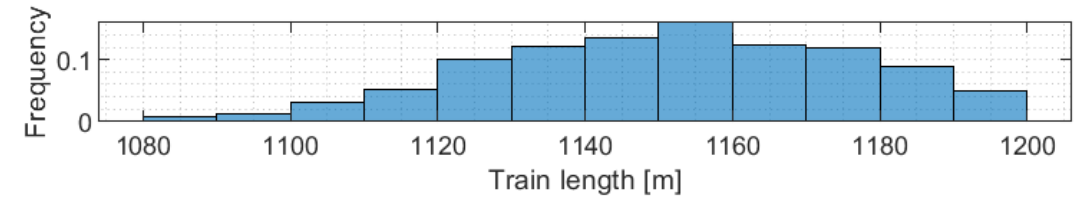
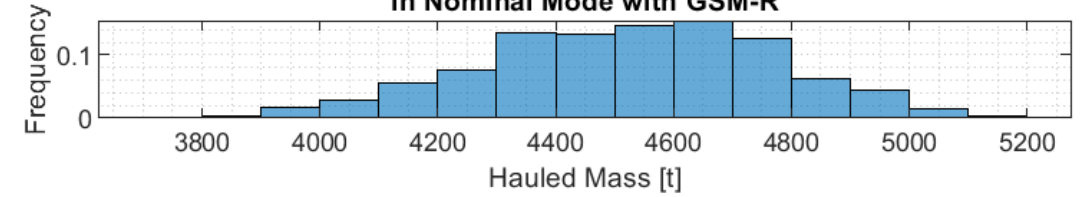


3T - 1200 m

3T with loco BR187 formed by connection of 3 trains
having lengths of 360-400, 360-400, 360-400, and masses of 1601-2500, 1601-2500, 0-800
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

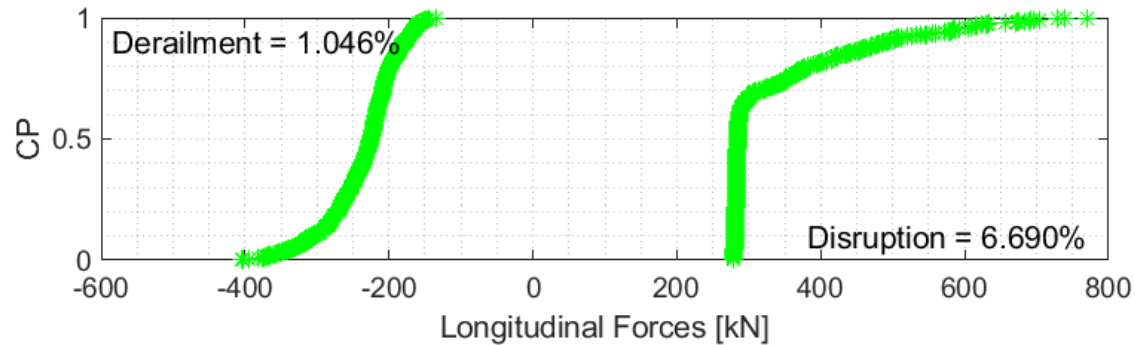
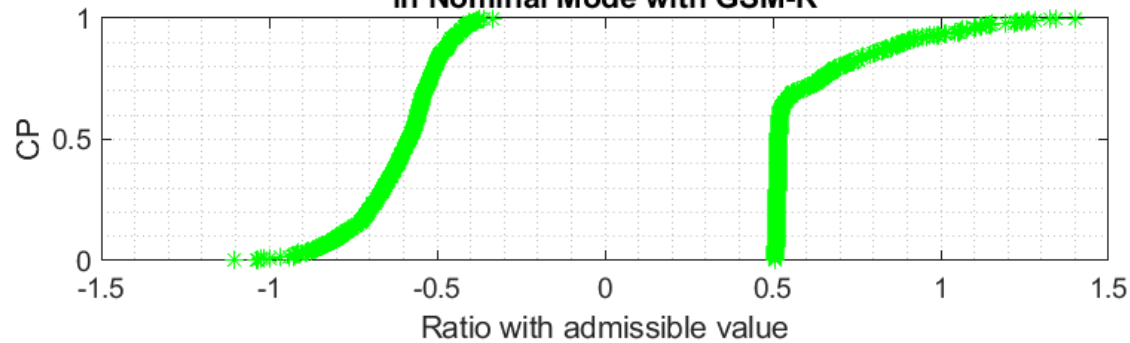


3T with loco BR187 formed by connection of 3 trains
having lengths of 360-400, 360-400, 360-400, and masses of 1601-2500, 1601-2500, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

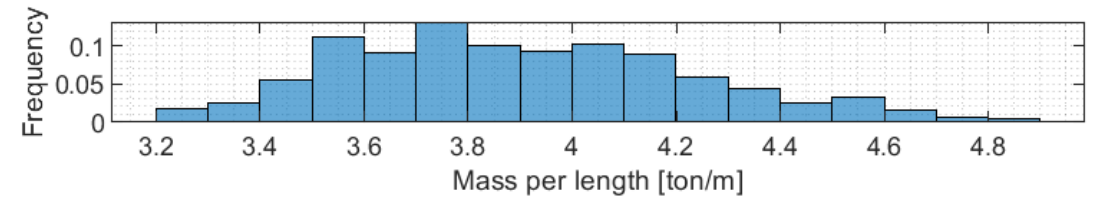
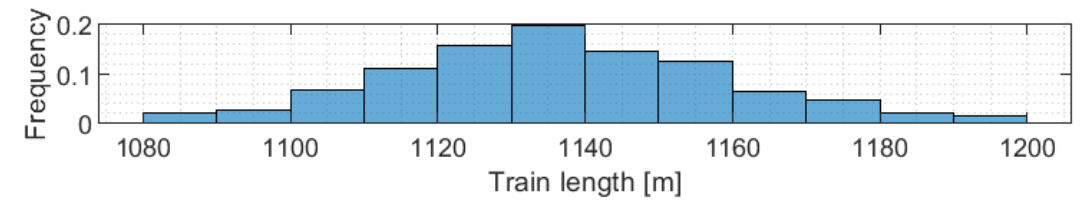
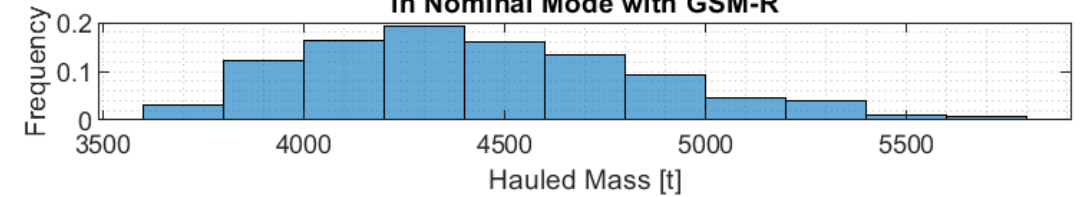


3T - 1200 m

3T with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 160-200, and masses of 1601-2500, 1601-2500, 0-800
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

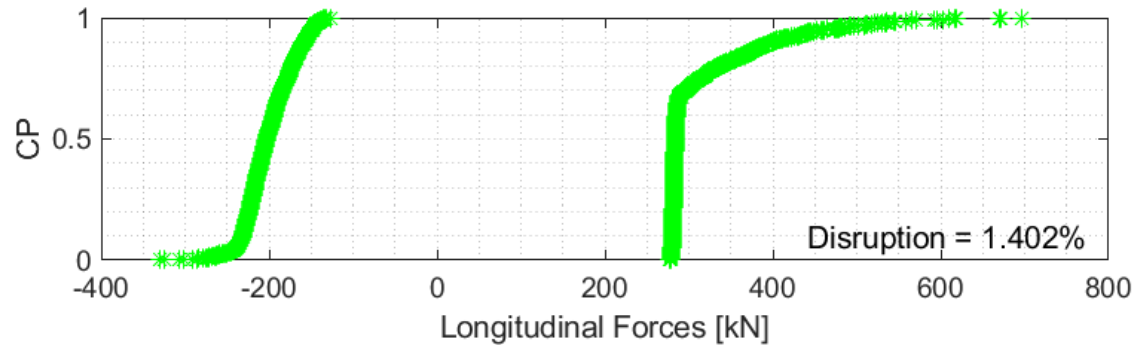
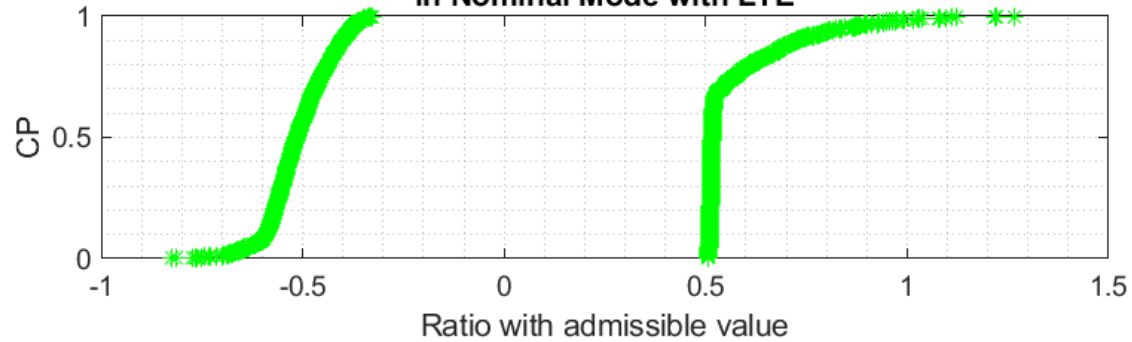


3T with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 160-200, and masses of 1601-2500, 1601-2500, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

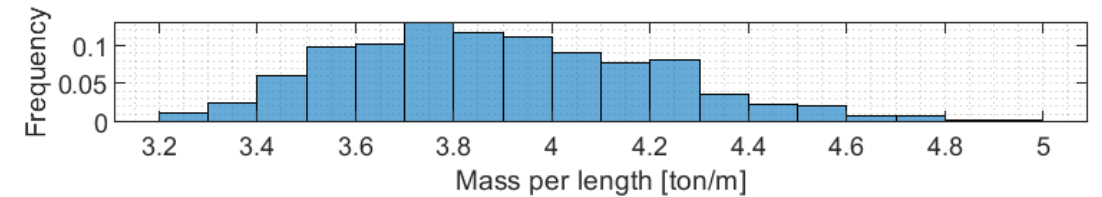
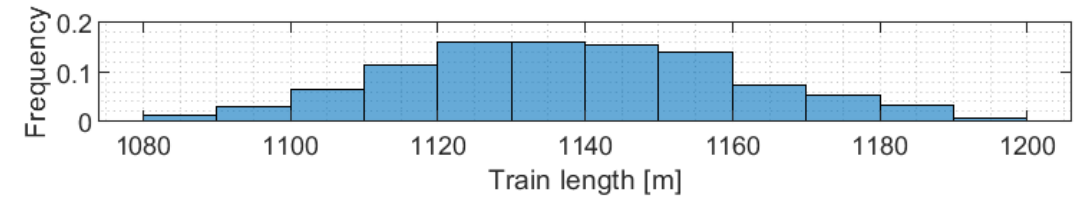
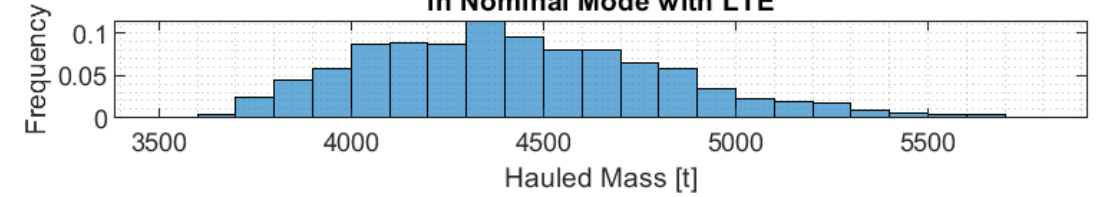


3T - 1200 m

3T with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 160-200, and masses of 1601-2500, 1601-2500, 0-800
running all in G brake mode and performing a T-EB
in Nominal Mode with LTE

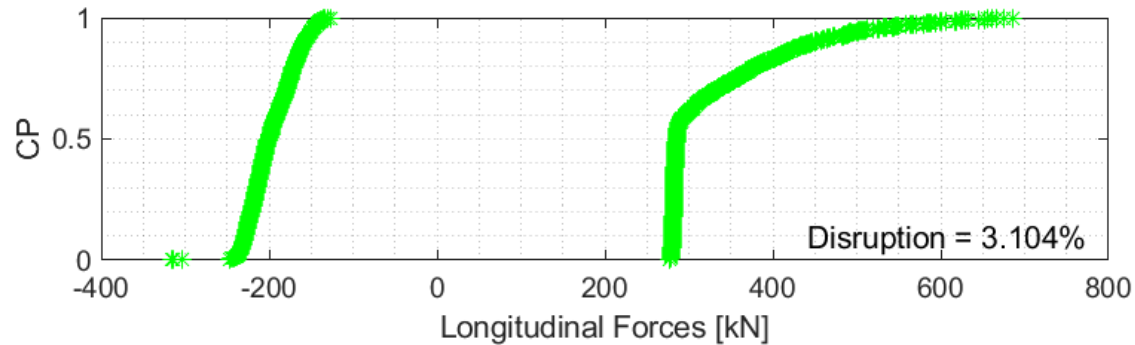
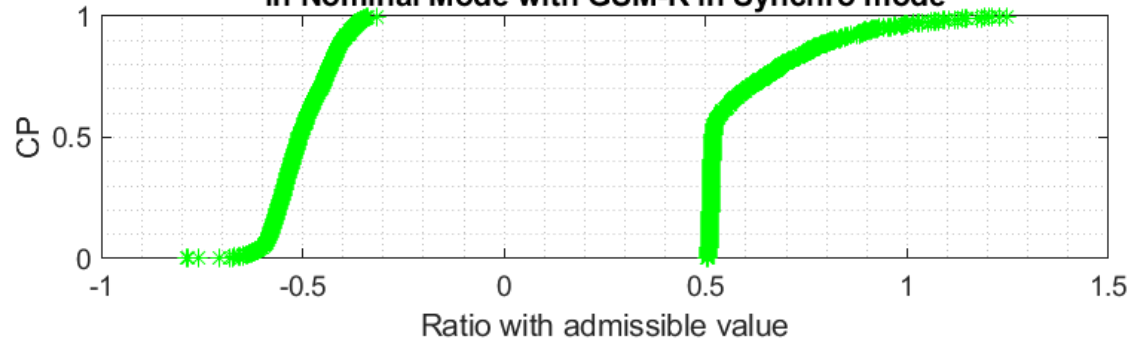


3T with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 160-200, and masses of 1601-2500, 1601-2500, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with LTE

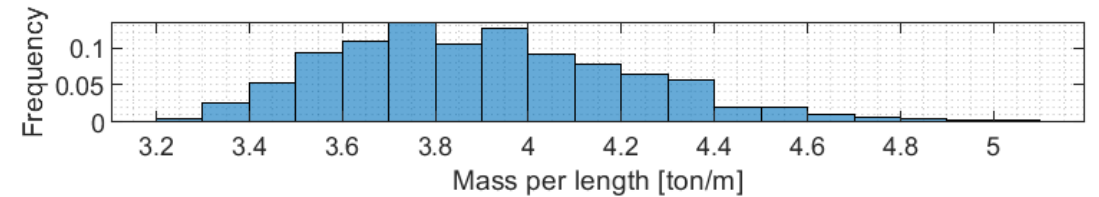
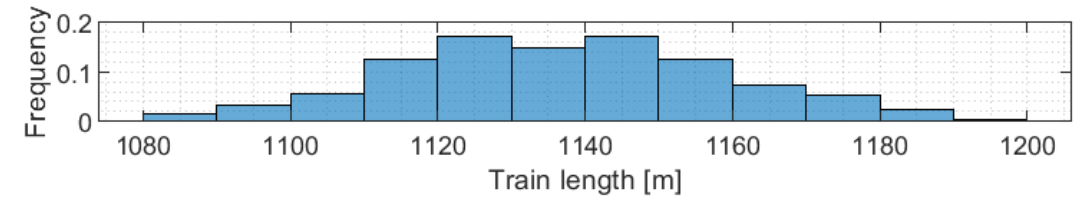
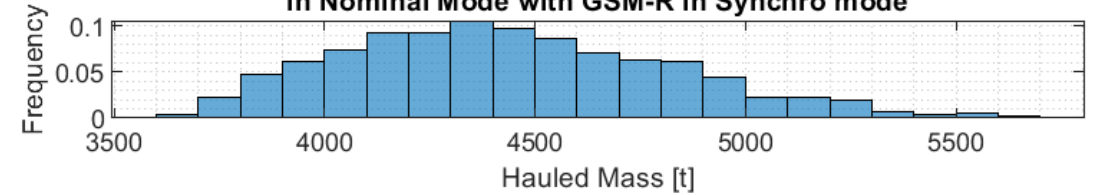


3T - 1200 m

3T with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 160-200, and masses of 1601-2500, 1601-2500, 0-800
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode

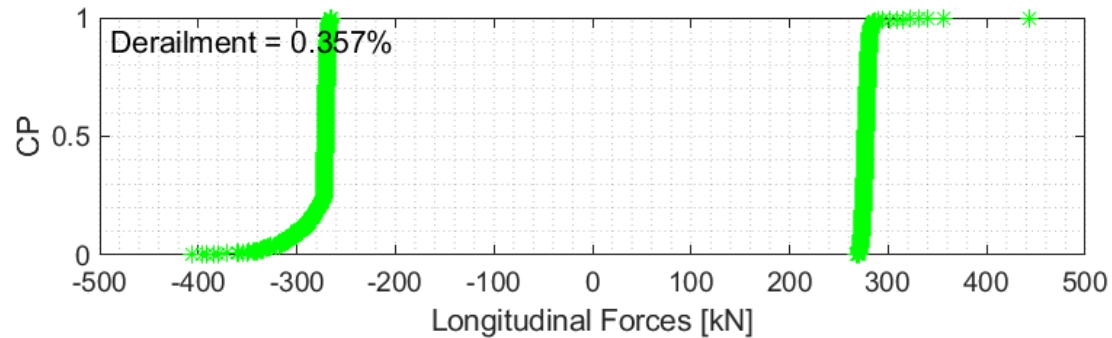
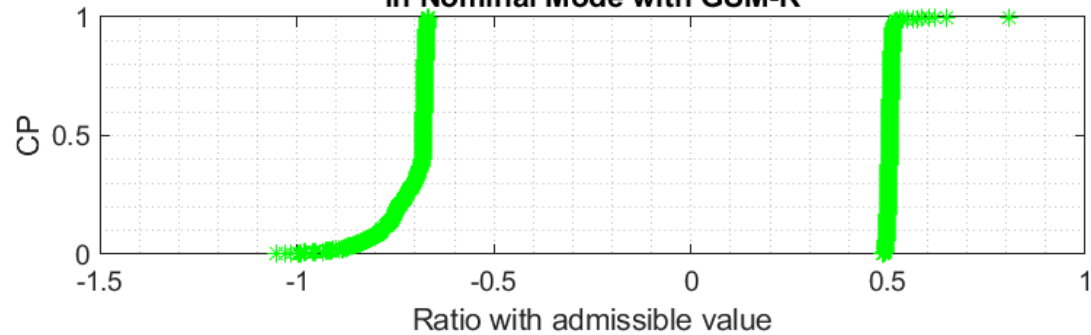


3T with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 160-200, and masses of 1601-2500, 1601-2500, 0-800,
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode

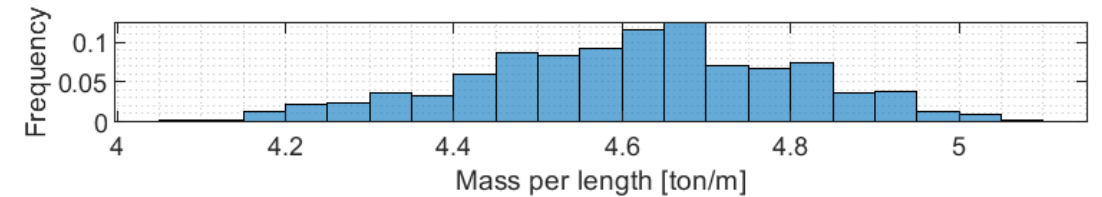
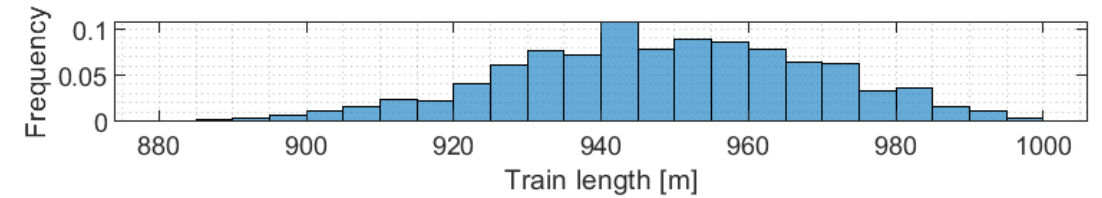
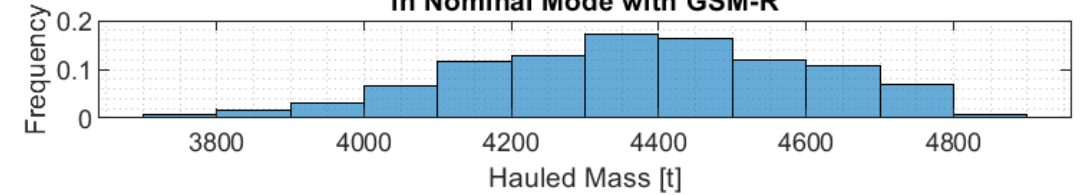


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 293-333, 293-333, 293-333, and masses of 1201-1600, 1201-1600, 1201-16
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

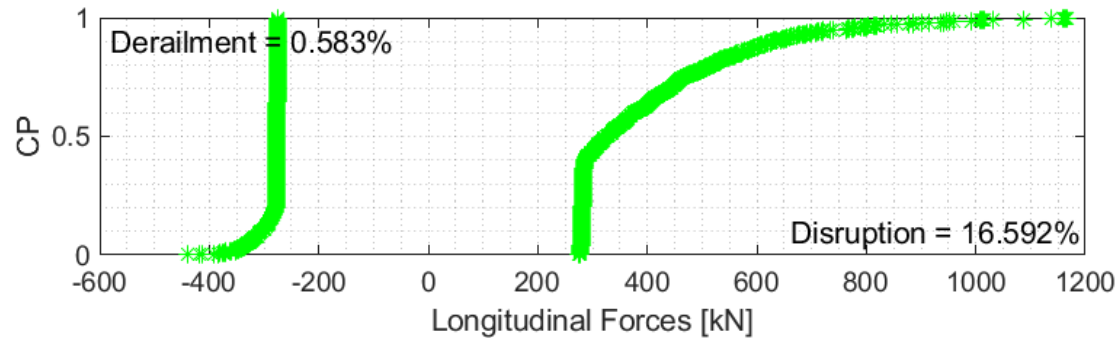
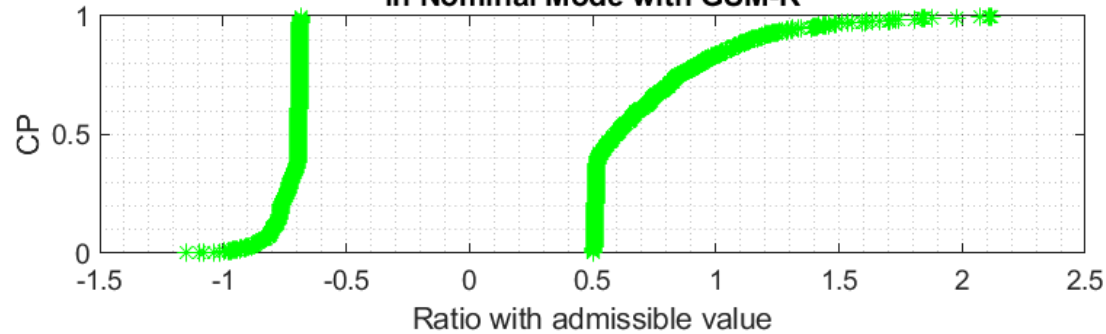


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 293-333, 293-333, 293-333, and masses of 1201-1600, 1201-1600, 1201-1600
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

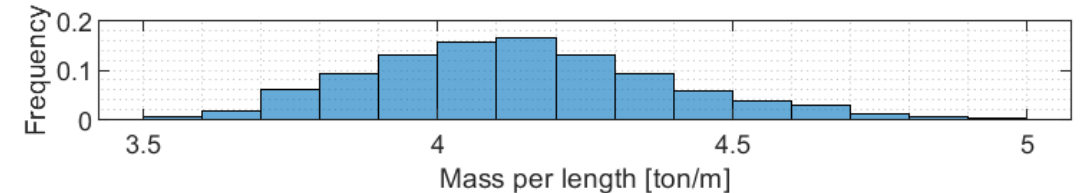
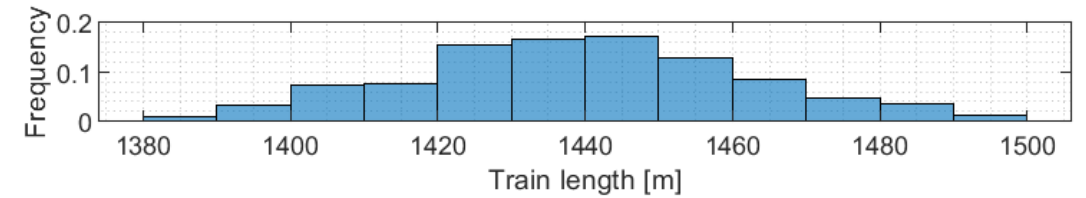
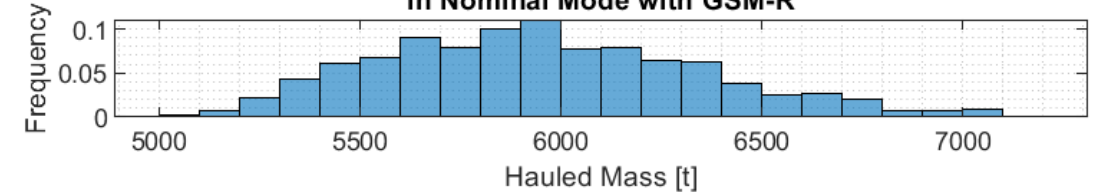


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 440-480, 460-500, 480-520, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

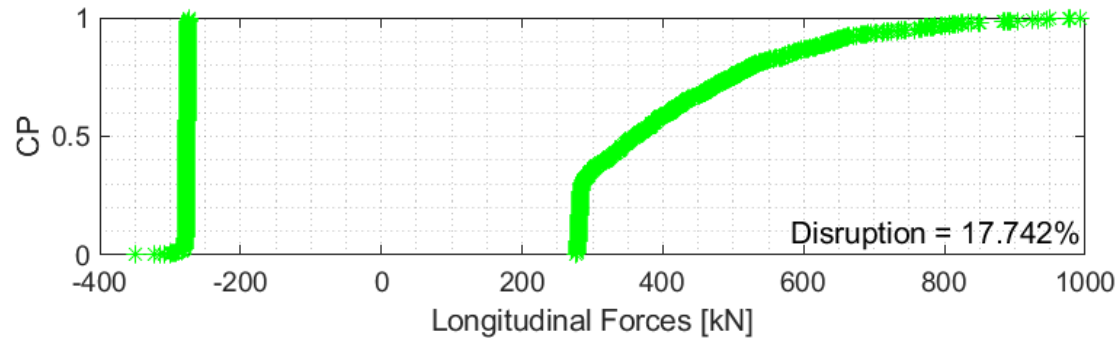
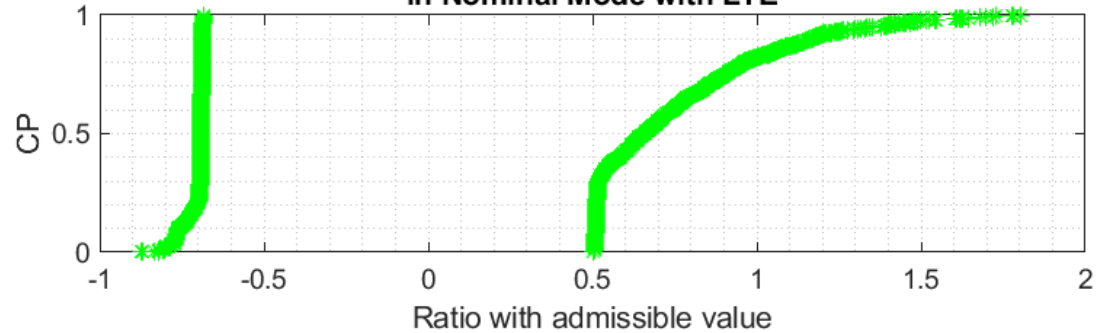


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 440-480, 460-500, 480-520, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

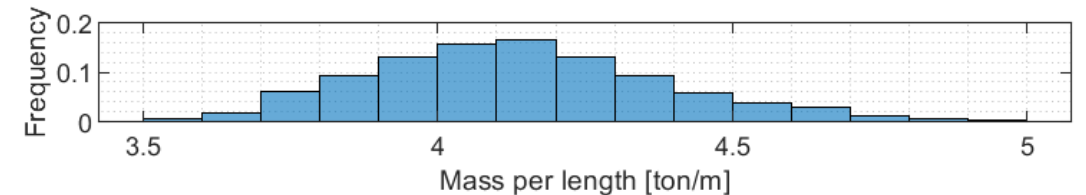
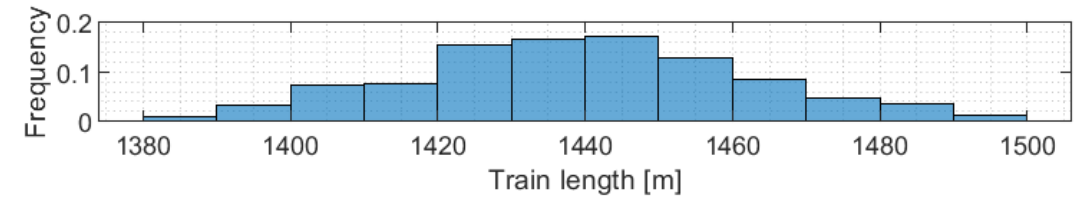
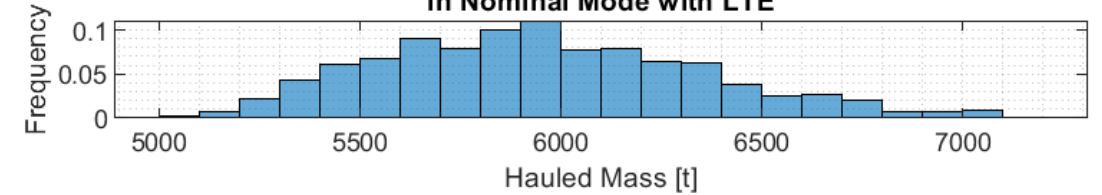


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 440-480, 460-500, 480-520, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with LTE

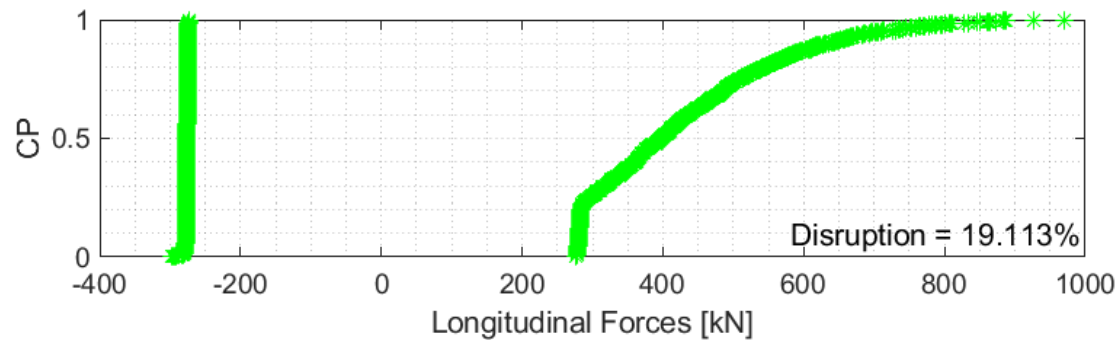
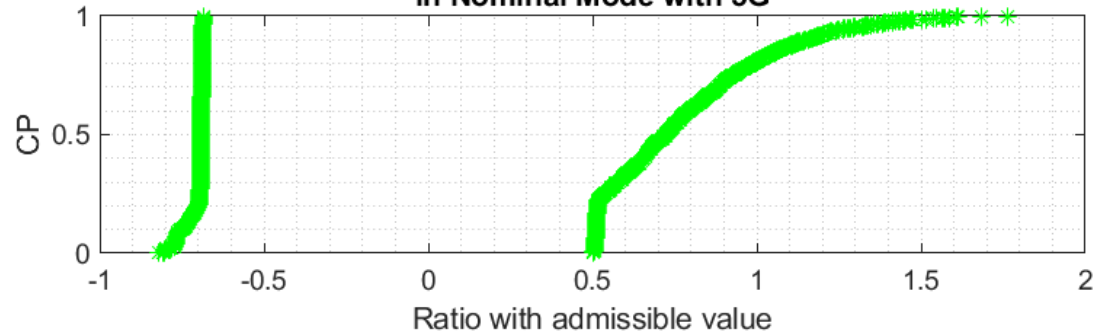


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 440-480, 460-500, 480-520, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with LTE

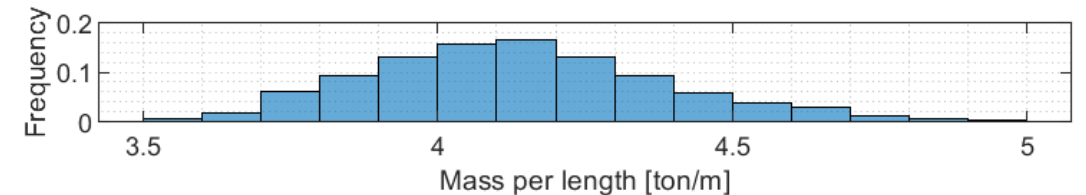
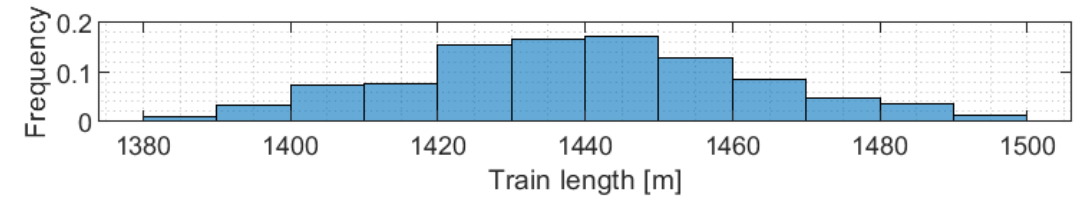
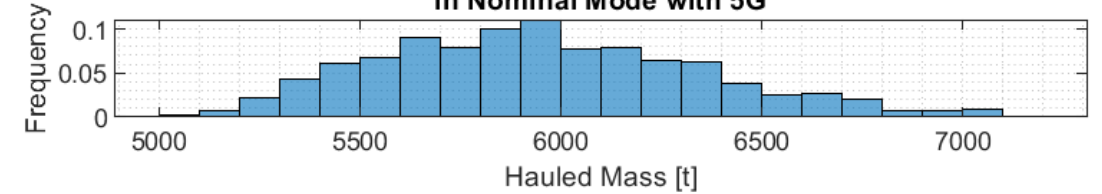


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 440-480, 460-500, 480-520, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with 5G

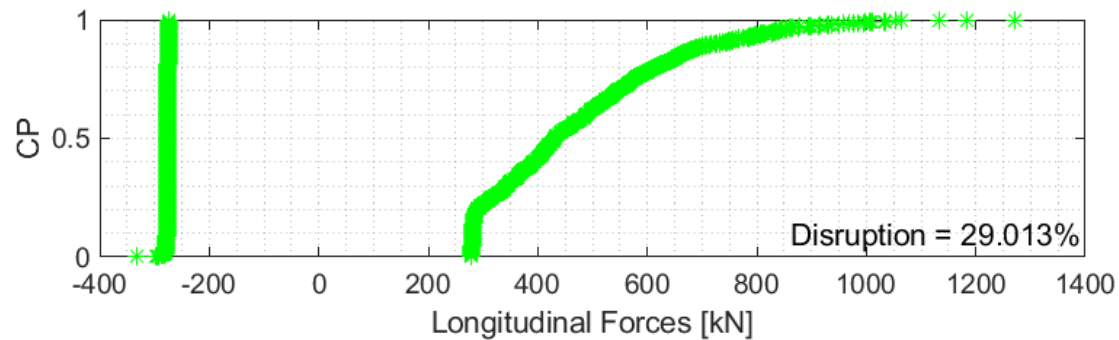
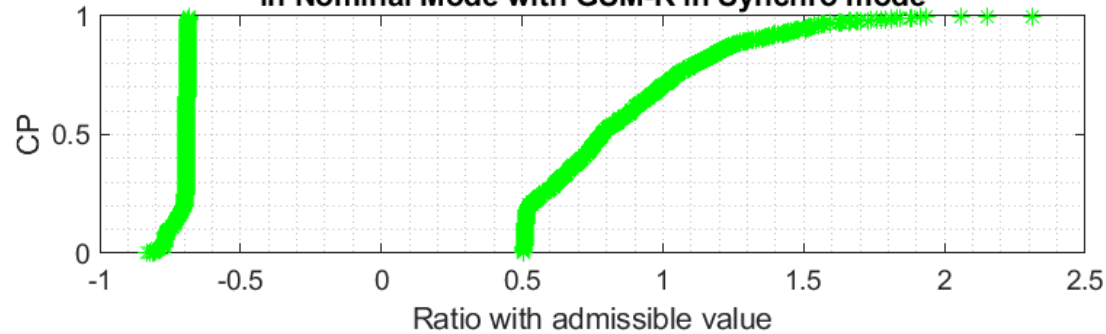


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 440-480, 460-500, 480-520, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with 5G

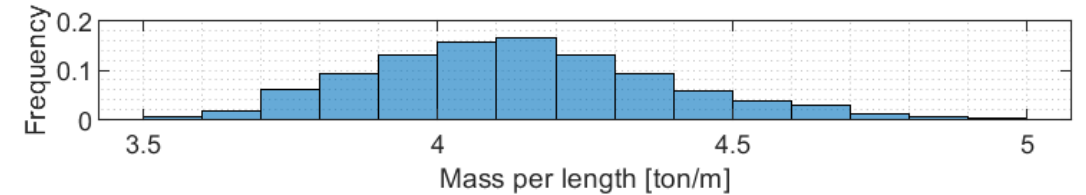
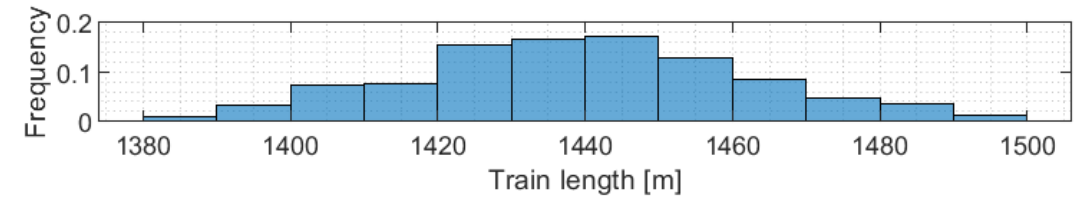
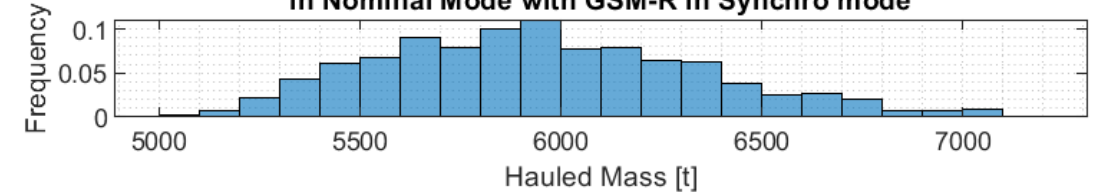


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 440-480, 460-500, 480-520, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode

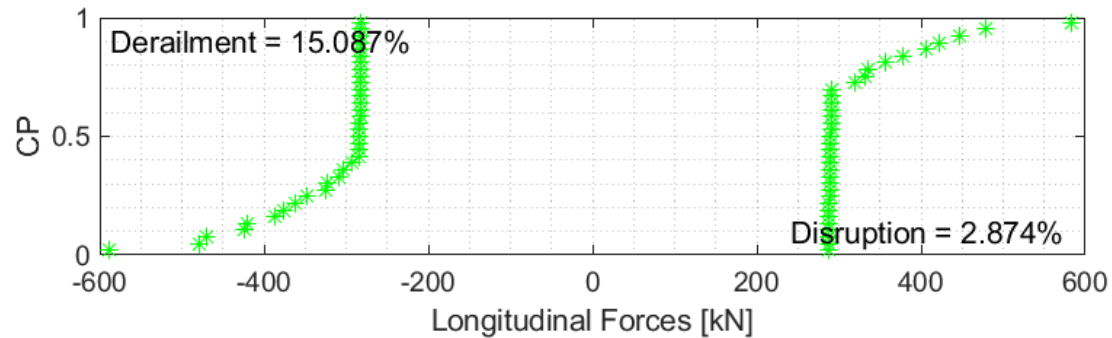
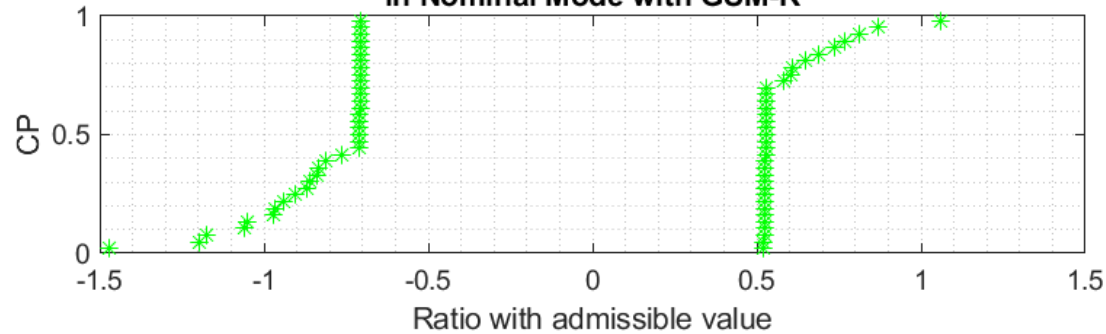


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 440-480, 460-500, 480-520, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode

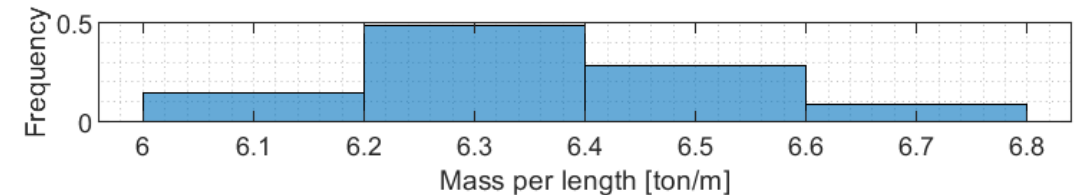
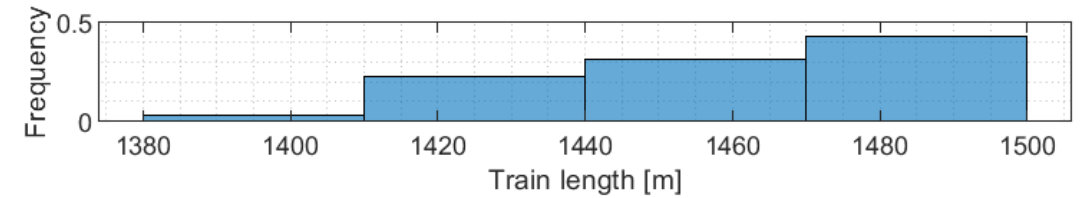
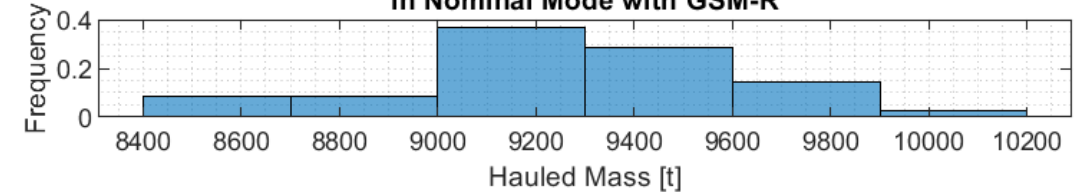


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 2501-5500, 2501-5500, 2501-5500
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

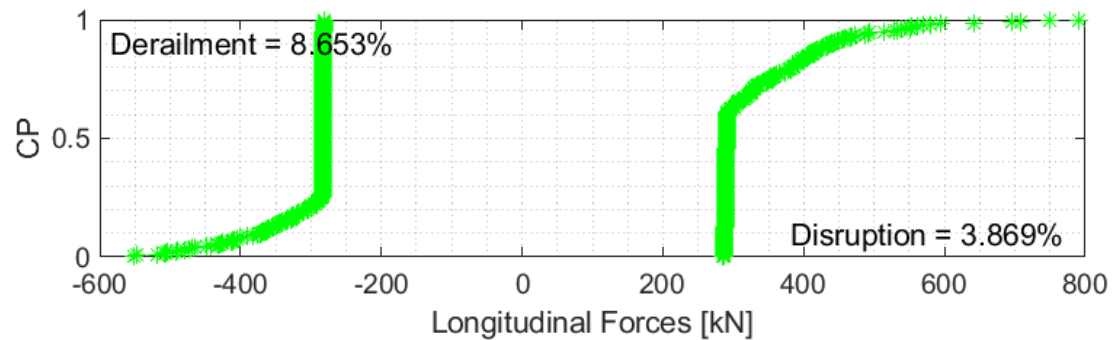
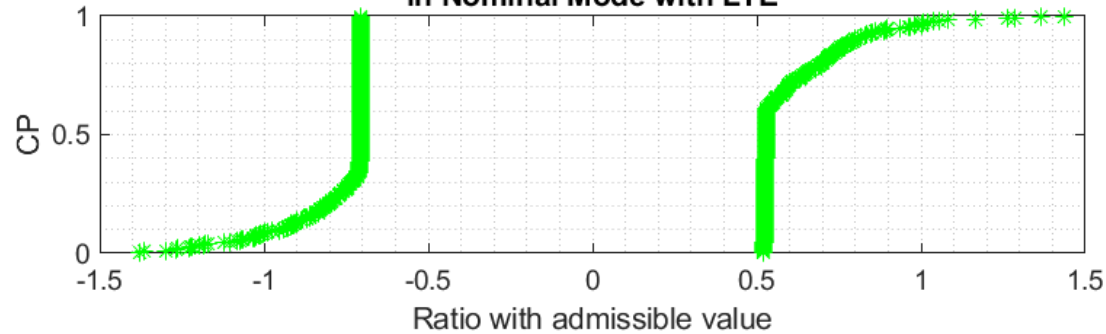


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 2501-5500, 2501-5500, 2501-5500
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

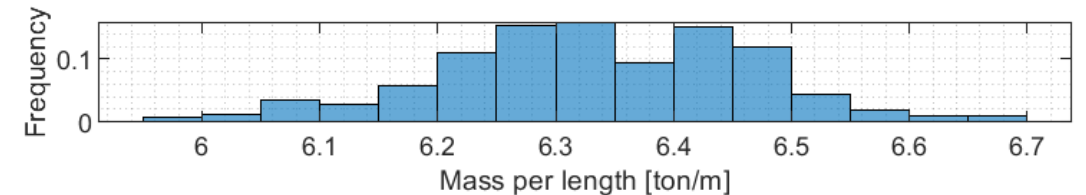
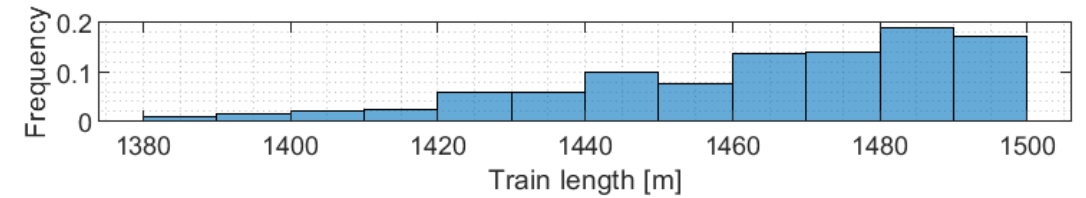
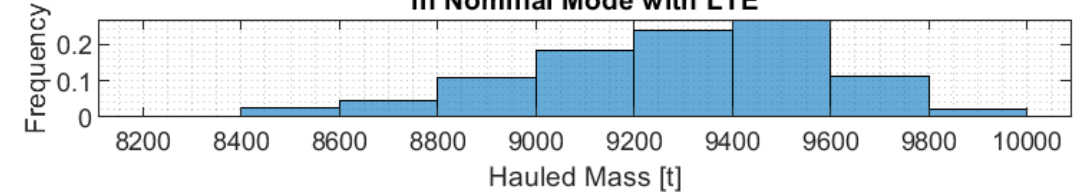


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 2501-5500, 2501-5500, 2501-5500
running all in G brake mode and performing a T-EB
in Nominal Mode with LTE

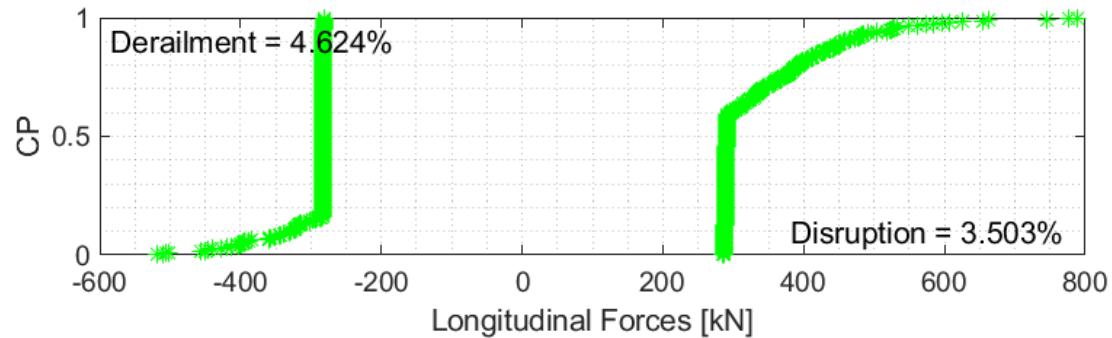
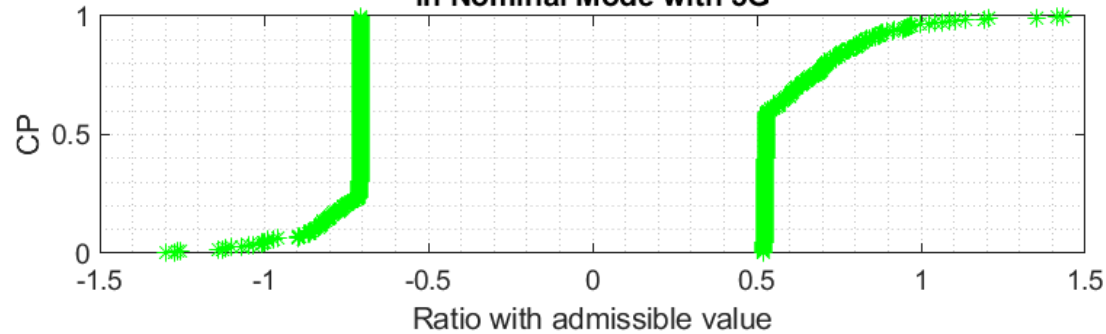


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 2501-5500, 2501-5500, 2501-5500
running all in G brake mode and performing a T-EB
in Nominal Mode with LTE

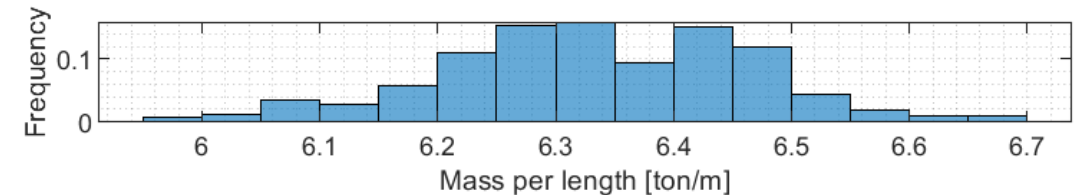
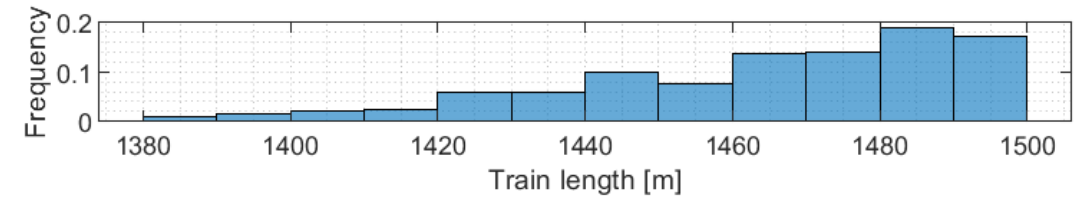
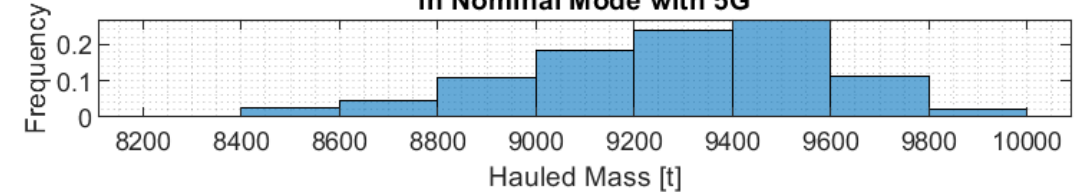


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 2501-5500, 2501-5500, 2501-5500
running all in G brake mode and performing a T-EB
in Nominal Mode with 5G

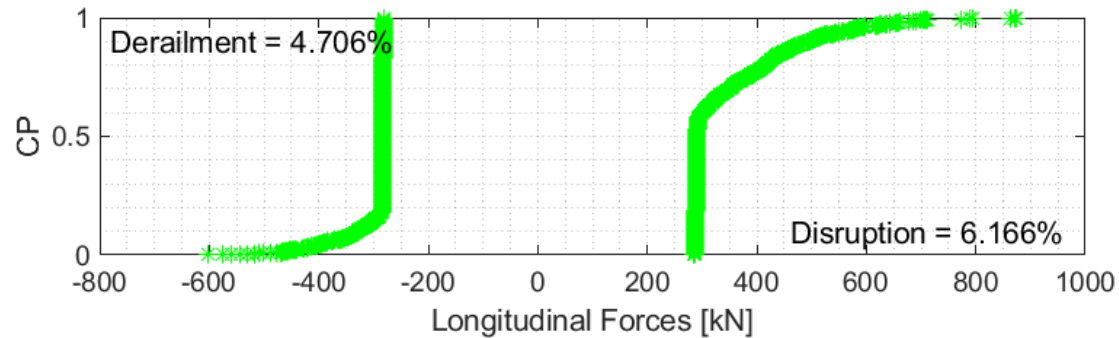
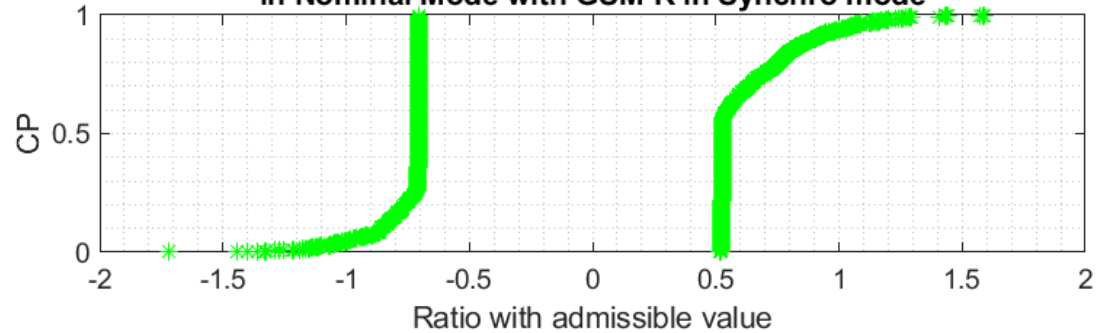


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 2501-5500, 2501-5500, 2501-5500
running all in G brake mode and performing a T-EB
in Nominal Mode with 5G

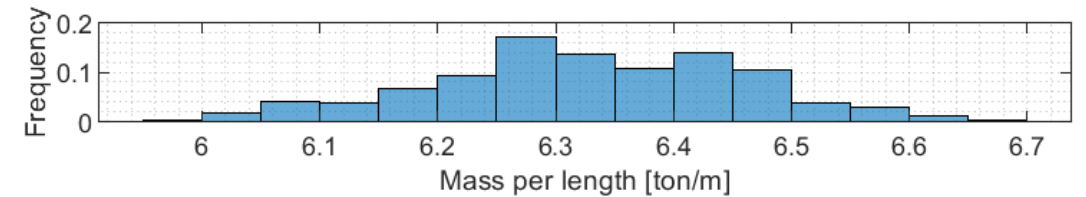
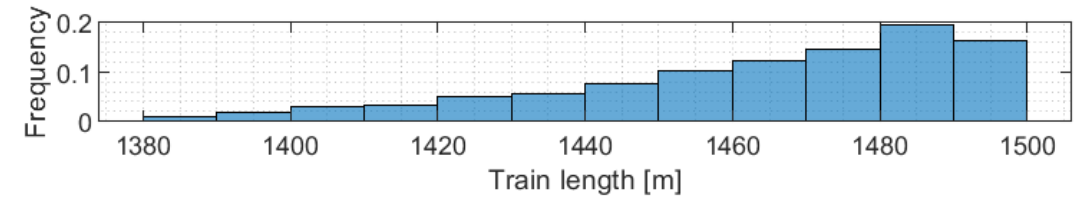
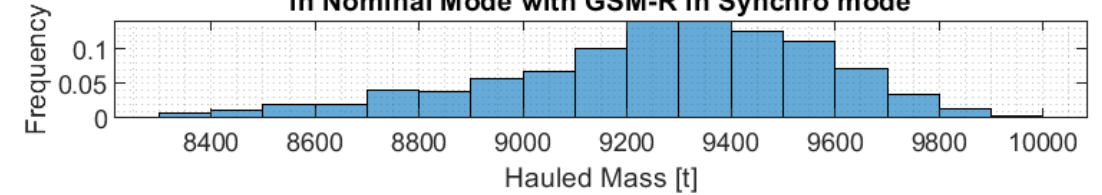


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 2501-5500, 2501-5500, 2501-5500
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 2501-5500, 2501-5500, 2501-5500
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



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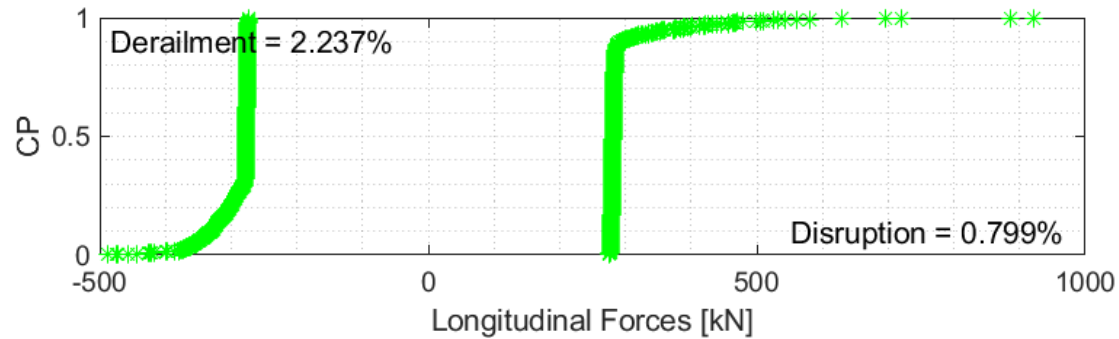
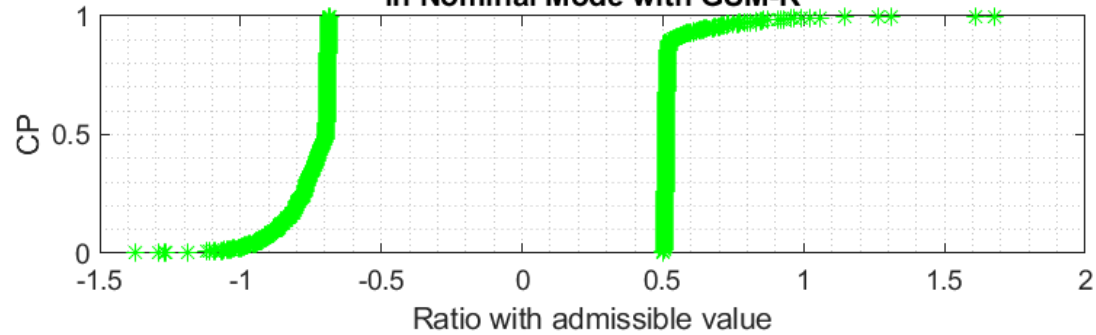


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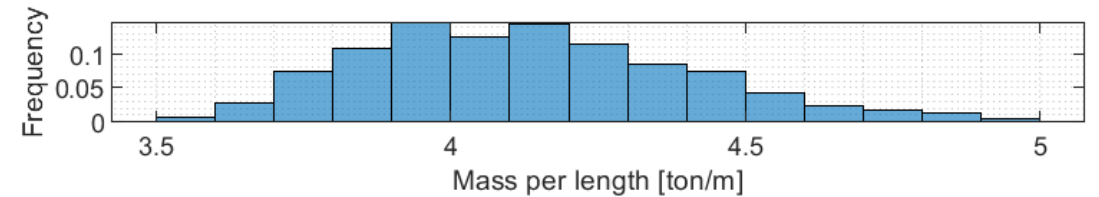
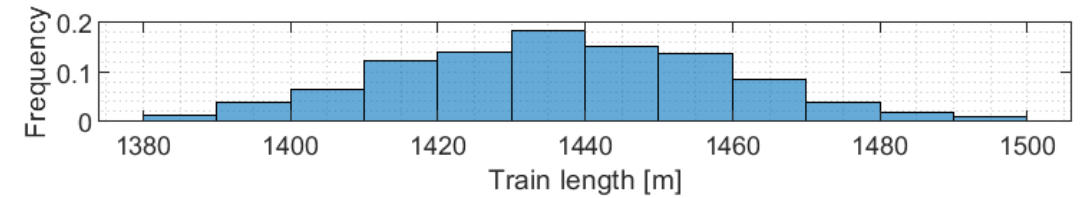
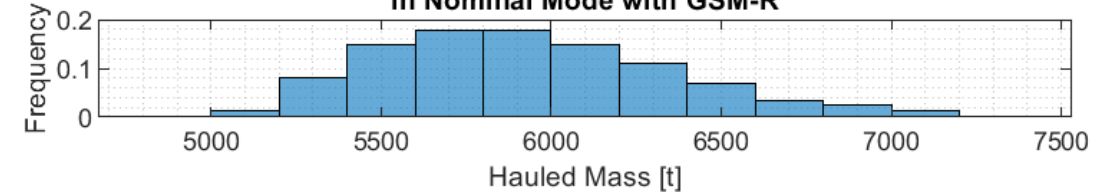


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
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running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

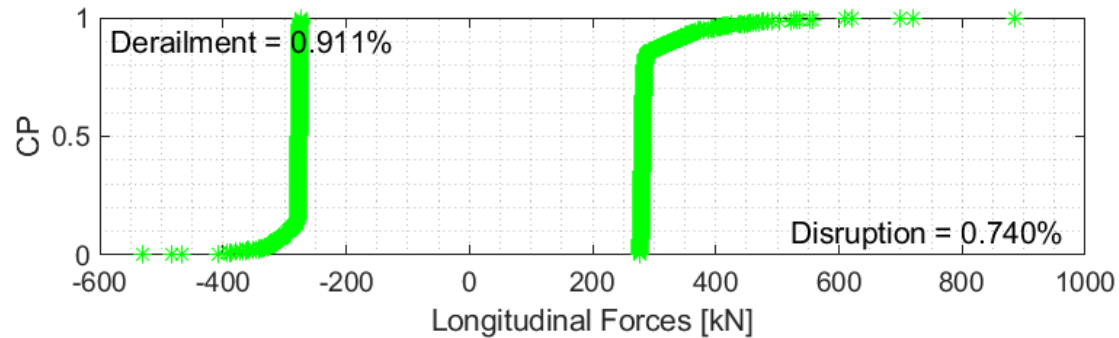
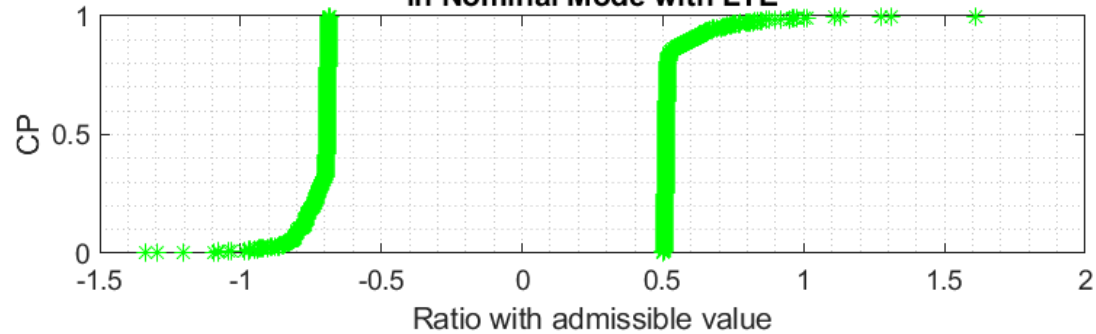


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

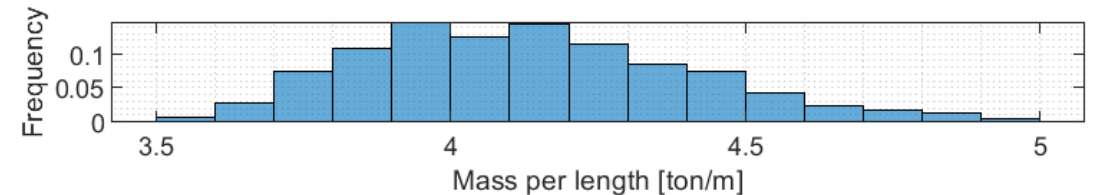
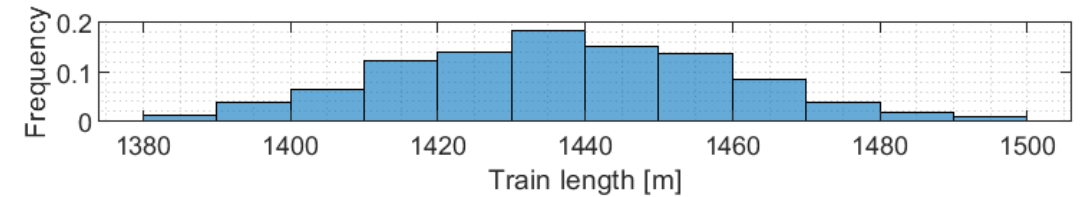
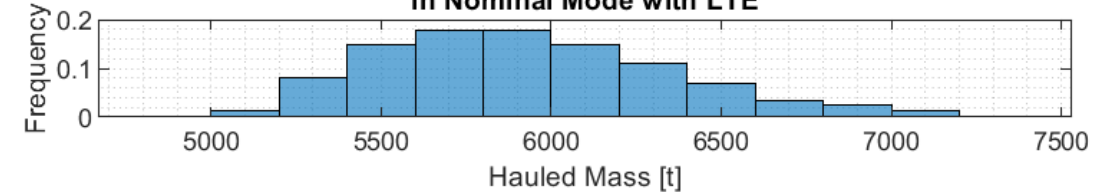


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with LTE

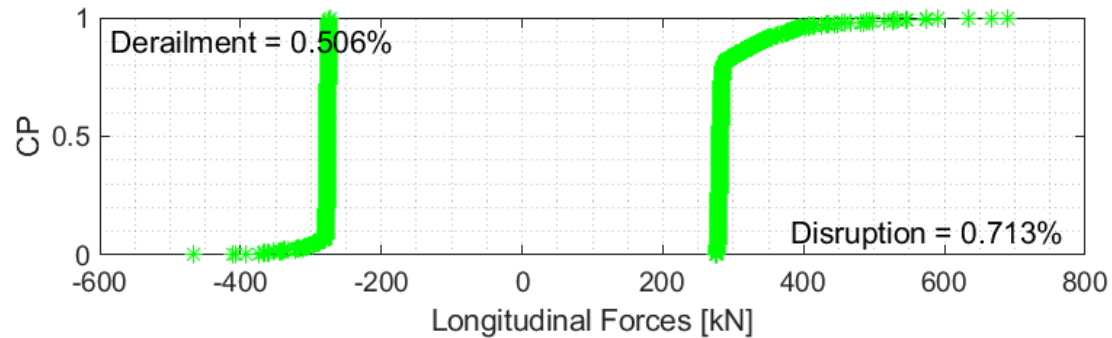
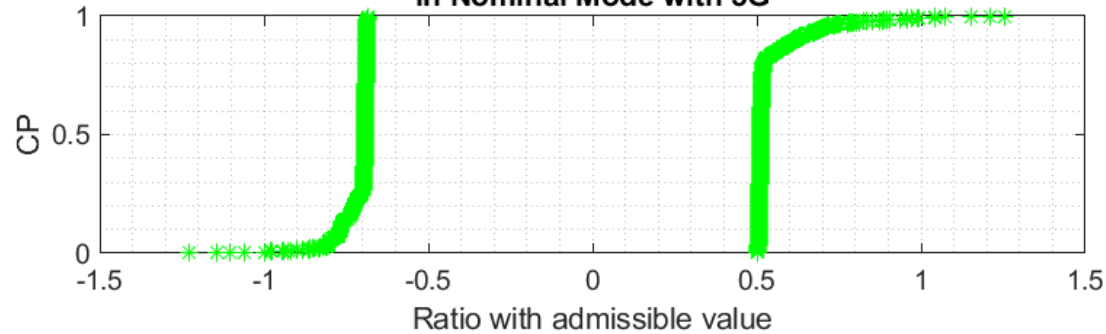


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with LTE

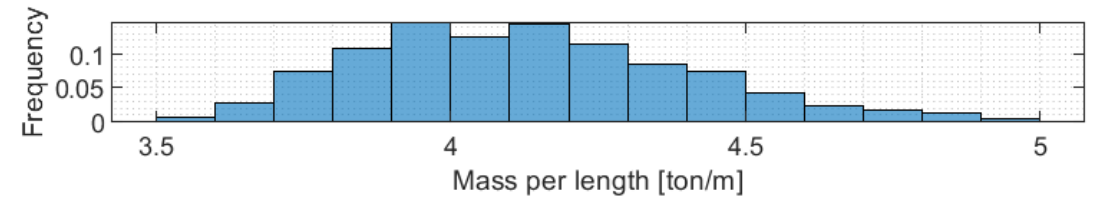
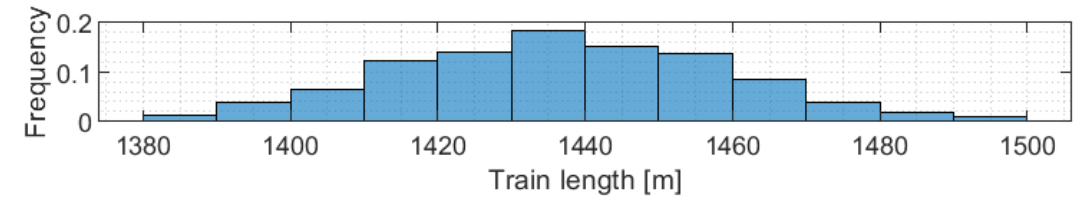
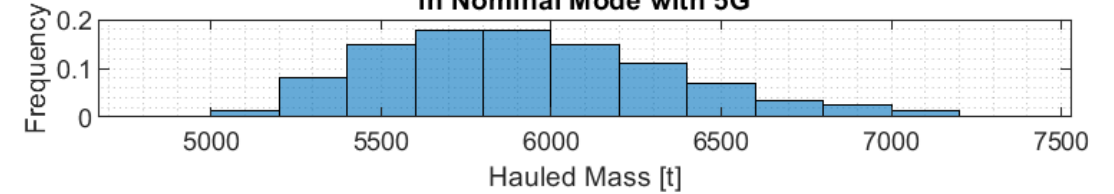


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with 5G



3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with 5G



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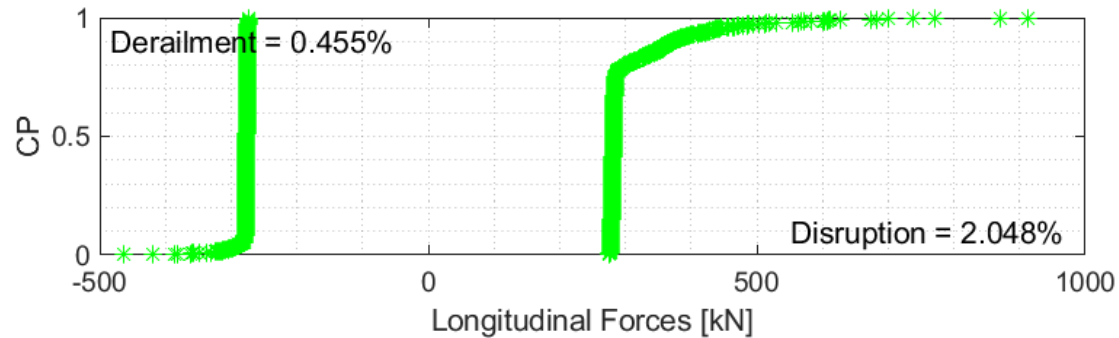
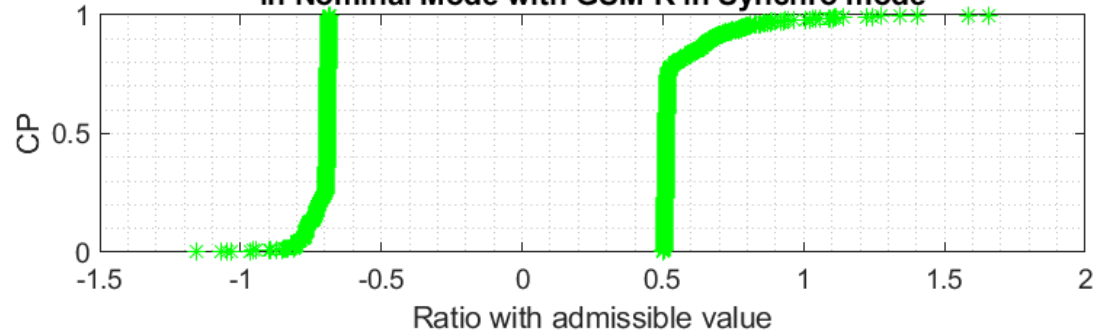


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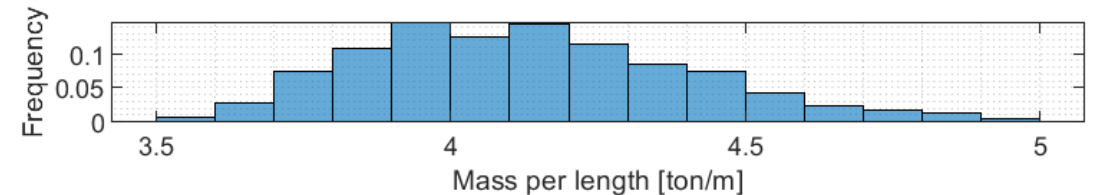
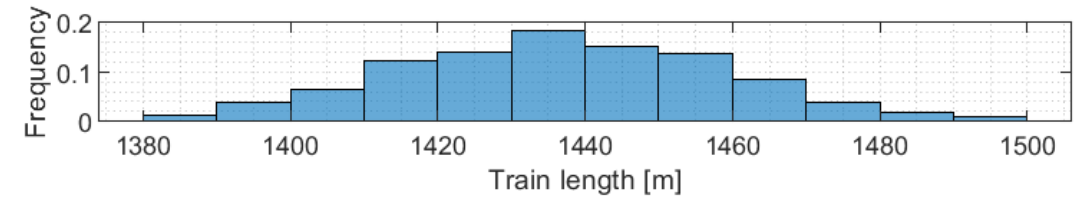
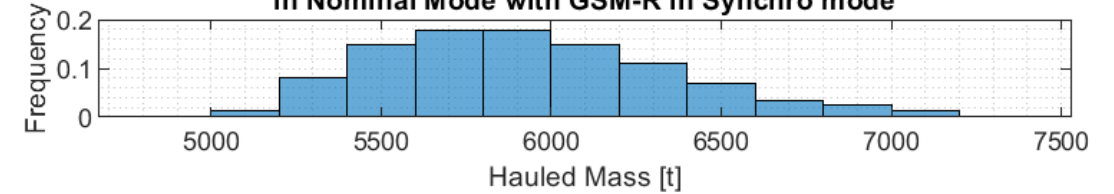


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode

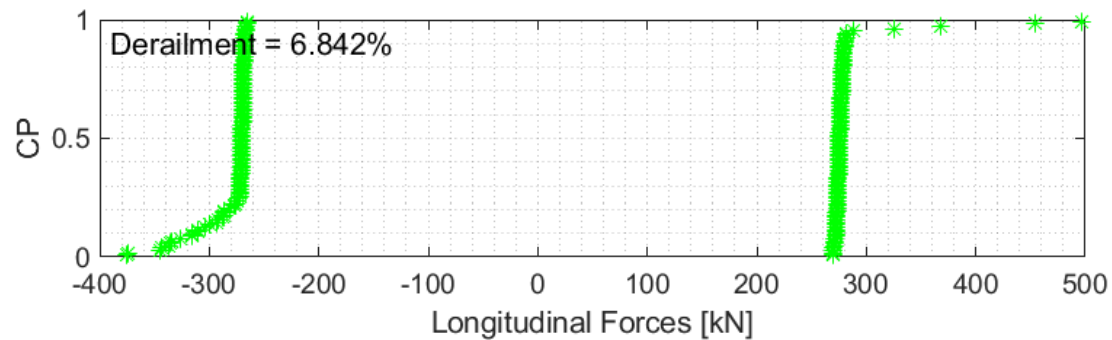
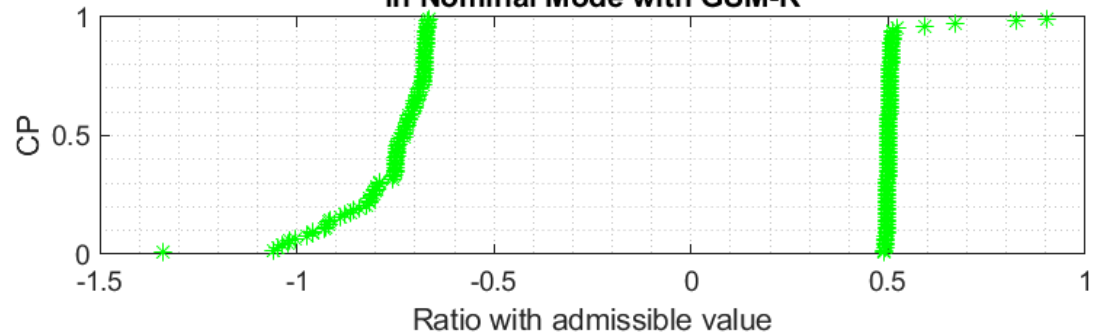


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode

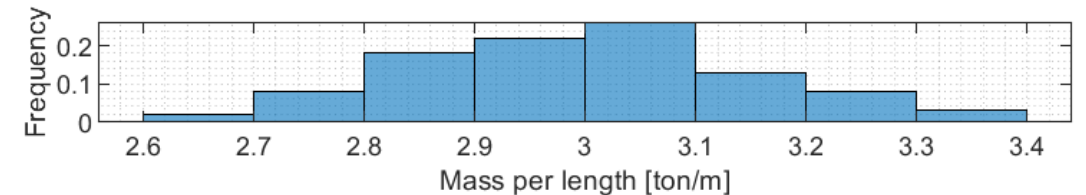
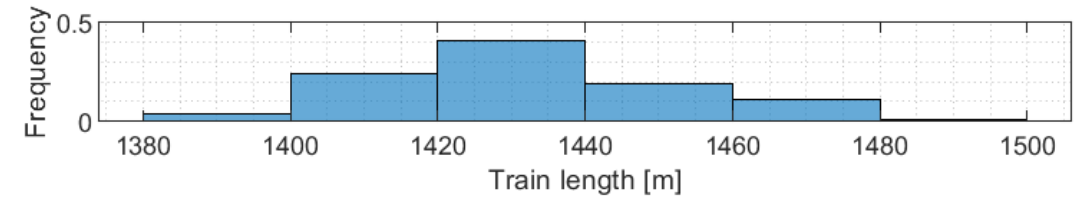
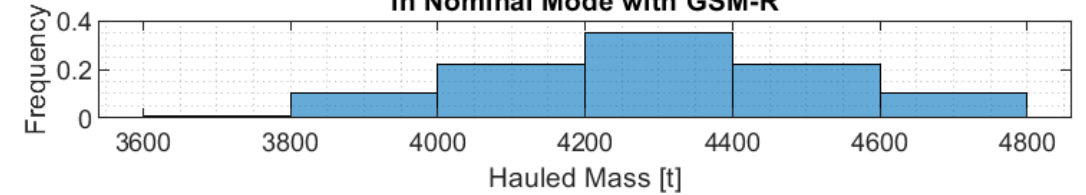


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 1201-1600, 1201-1600, 1201-16
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

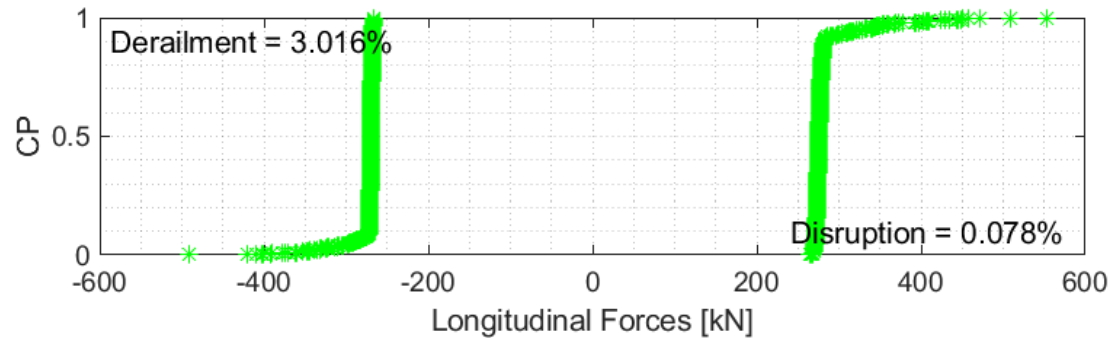
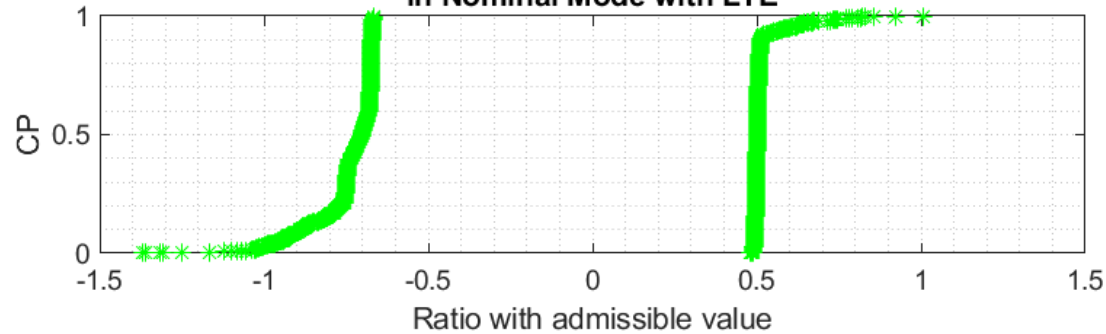


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 1201-1600, 1201-1600, 1201-1600
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

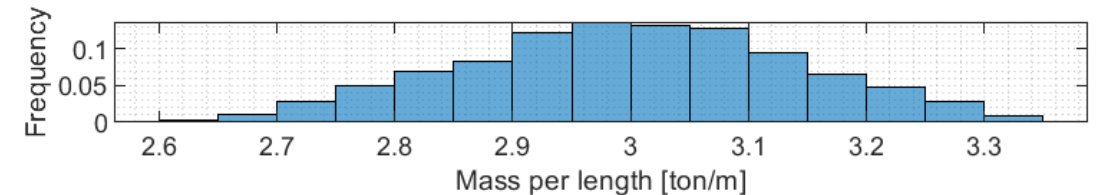
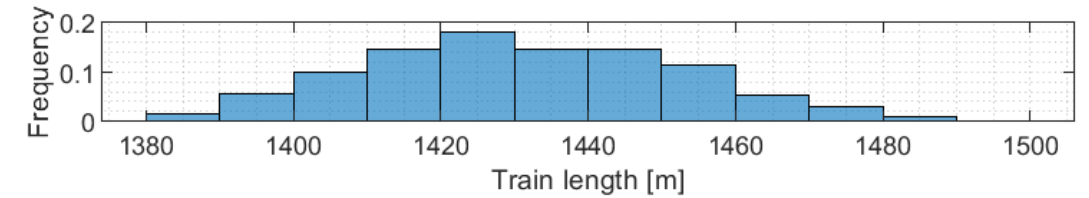
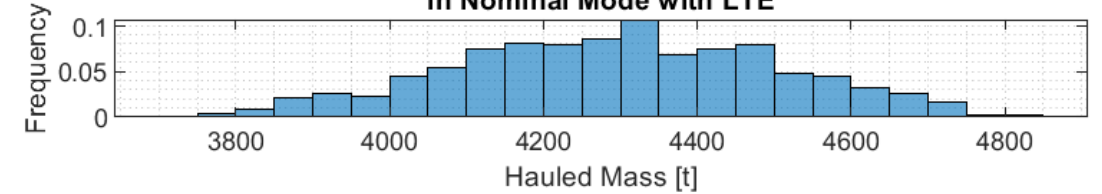


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 1201-1600, 1201-1600, 1201-16
running all in G brake mode and performing a T-EB
in Nominal Mode with LTE

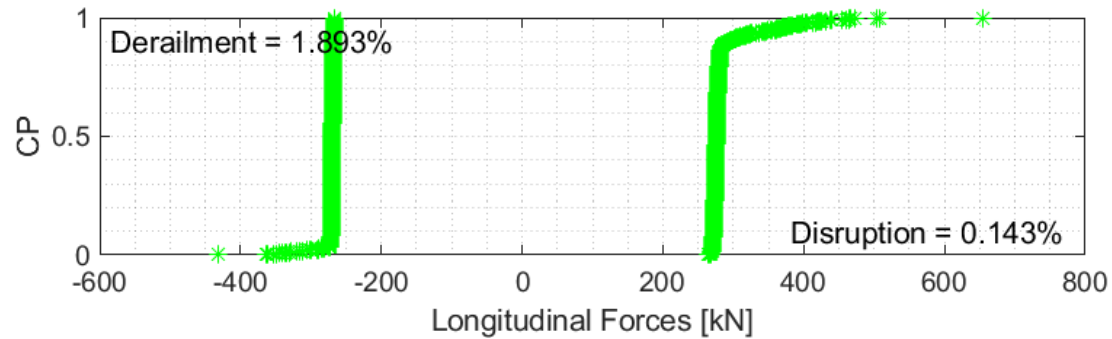
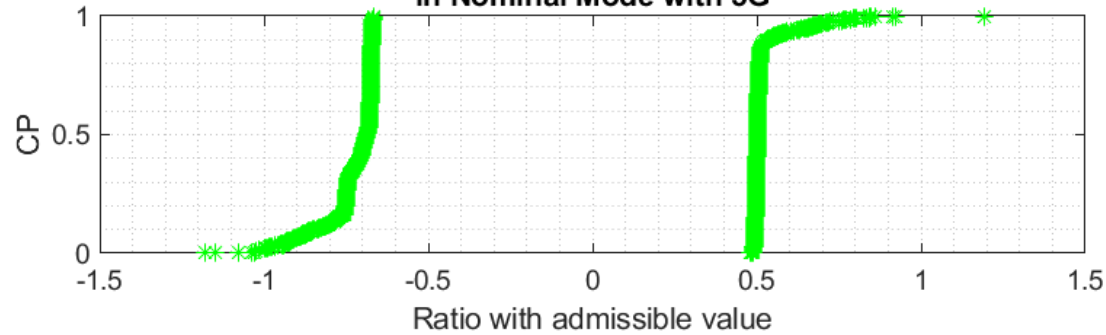


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 1201-1600, 1201-1600, 1201-1600
running all in G brake mode and performing a T-EB
in Nominal Mode with LTE

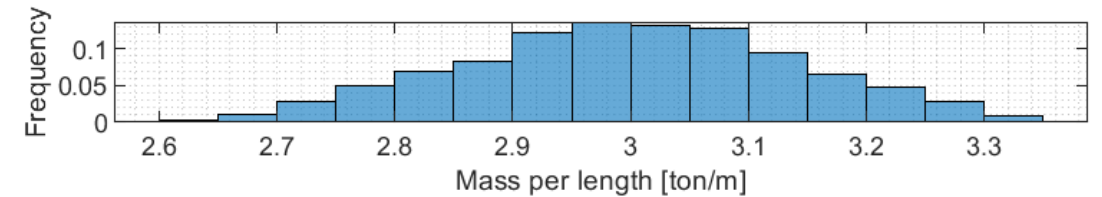
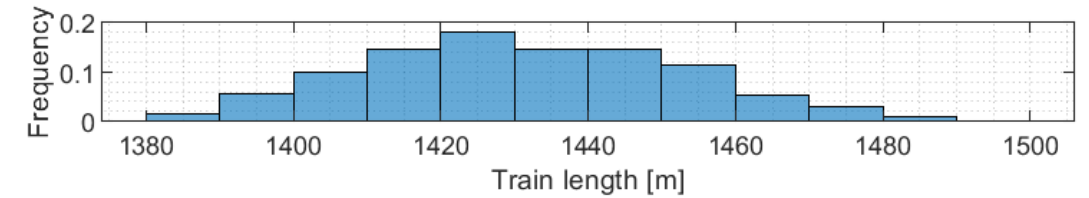
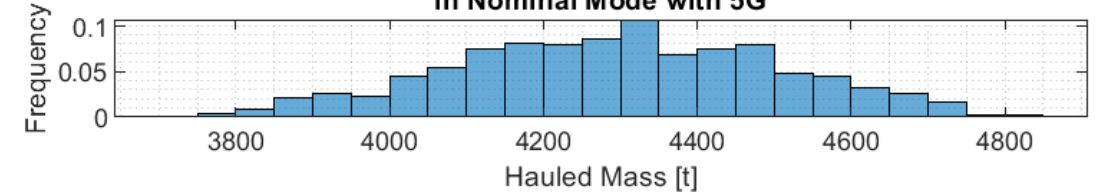


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 1201-1600, 1201-1600, 1201-16
running all in G brake mode and performing a T-EB
in Nominal Mode with 5G

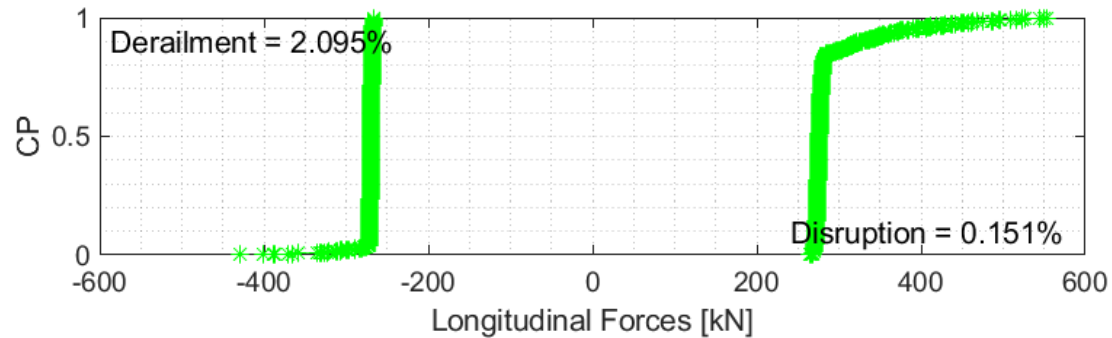
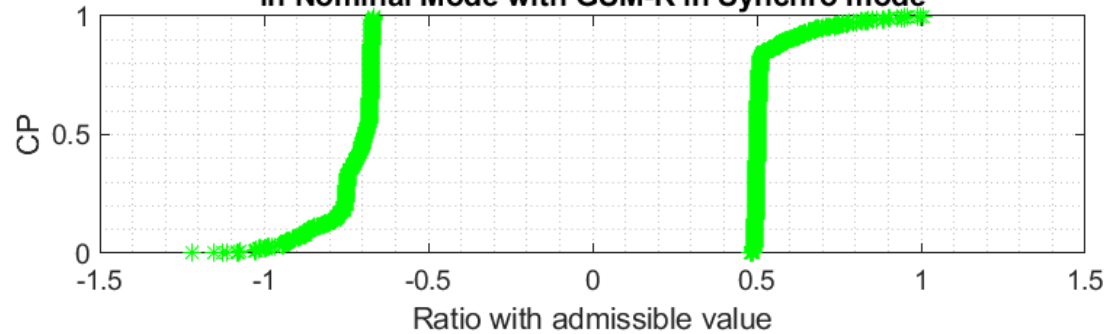


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 1201-1600, 1201-1600, 1201-1600
running all in G brake mode and performing a T-EB
in Nominal Mode with 5G

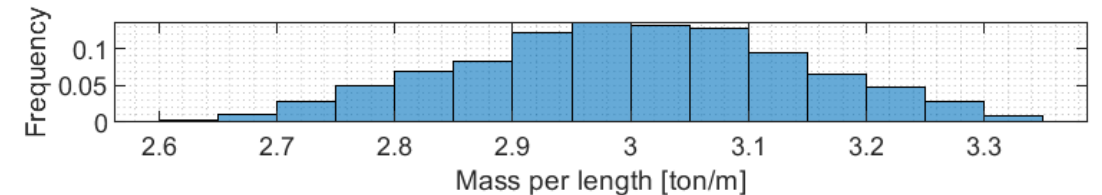
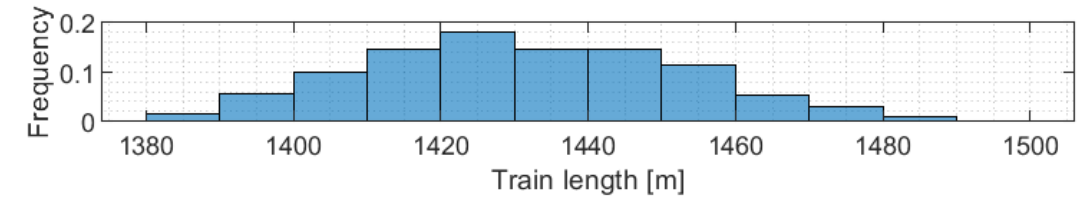
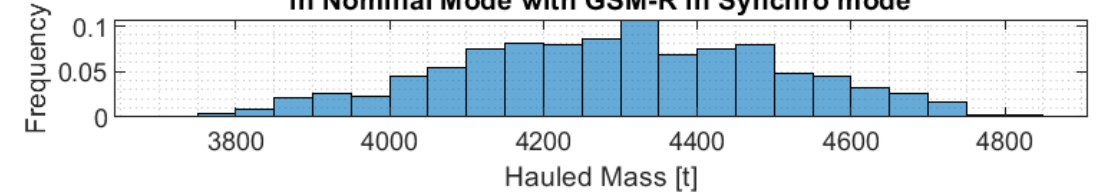


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 1201-1600, 1201-1600, 1201-16
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode

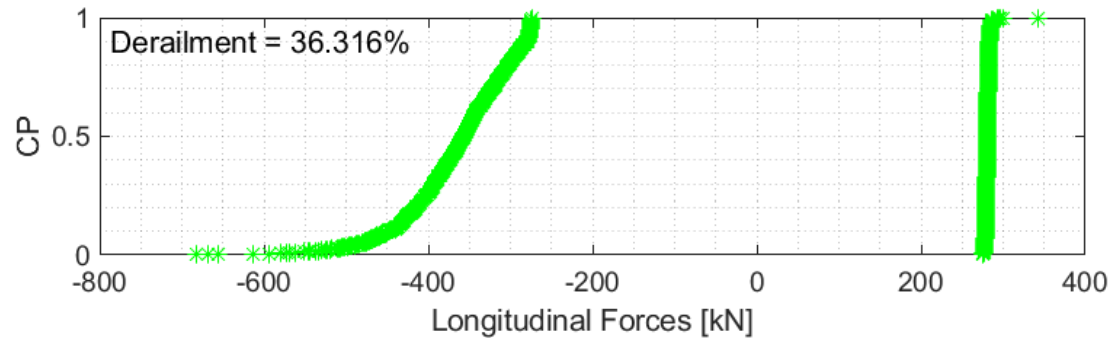
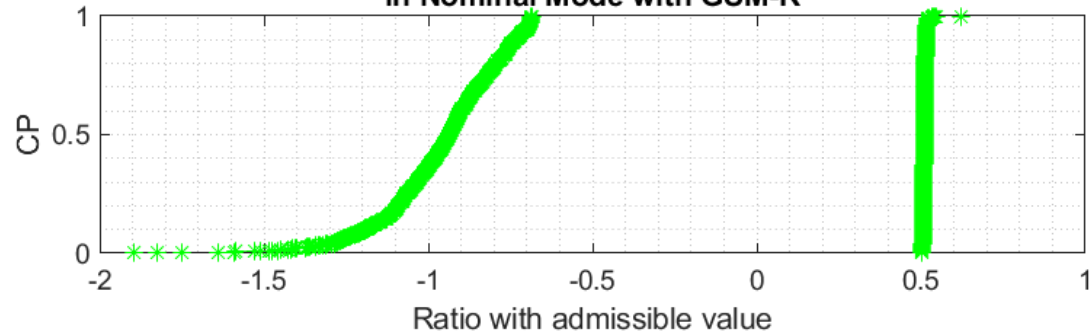


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 460-500, 460-500, 460-500, and masses of 1201-1600, 1201-1600, 1201-1600
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode

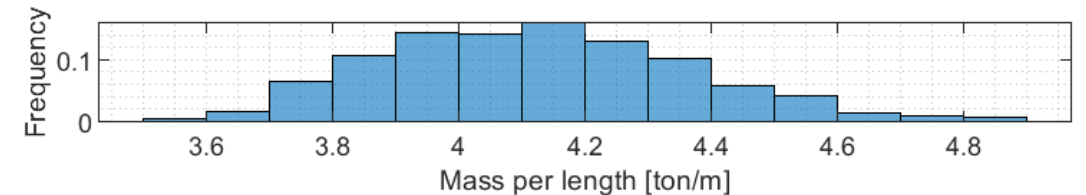
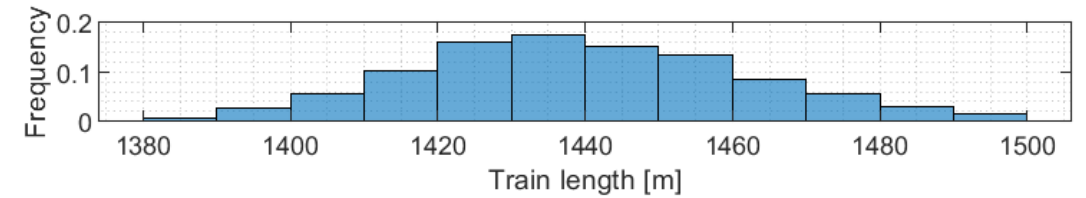
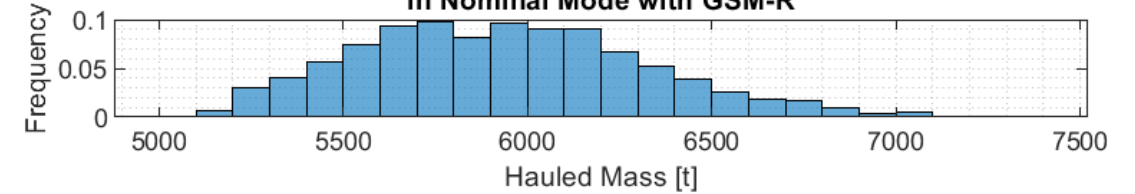


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 480-520, 460-500, 440-480, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

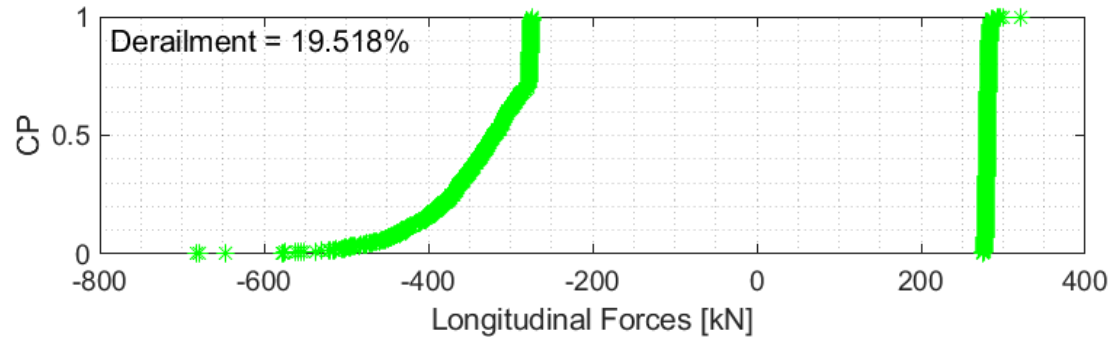
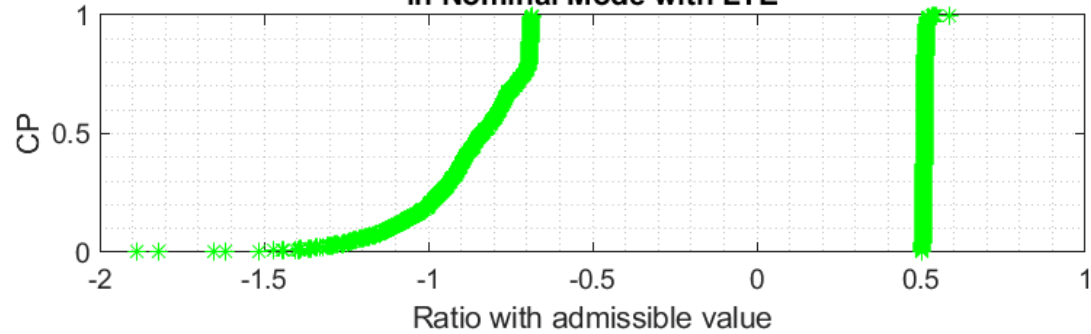


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 480-520, 460-500, 440-480, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

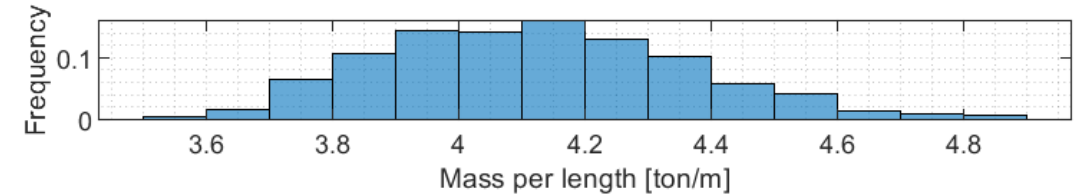
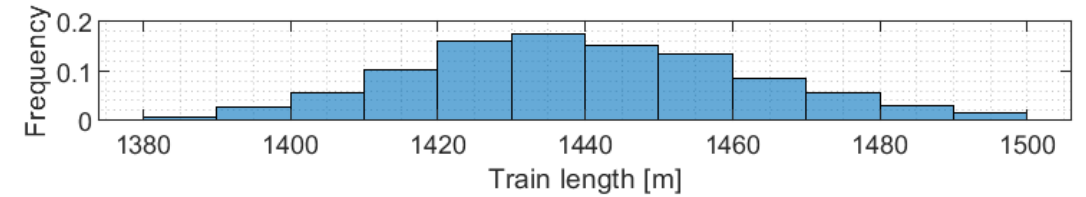
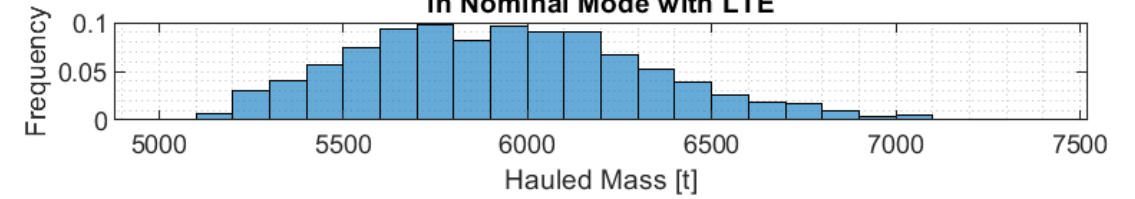


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 480-520, 460-500, 440-480, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with LTE

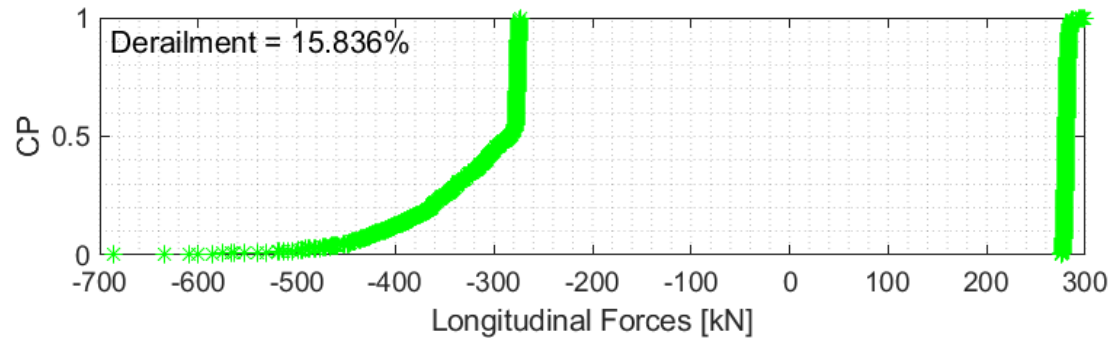
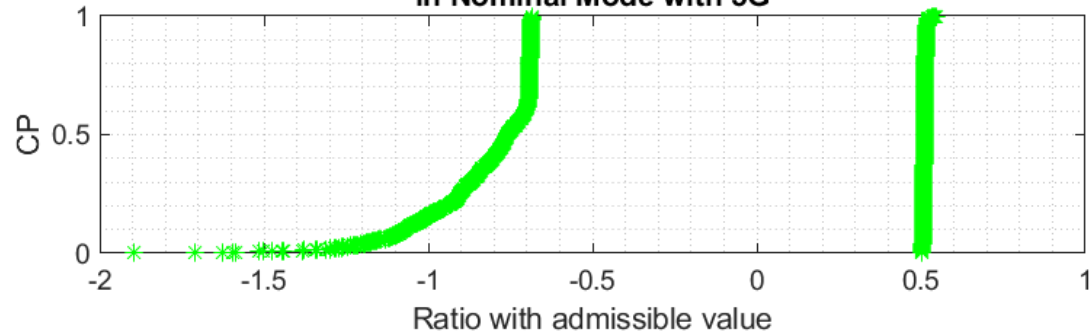


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 480-520, 460-500, 440-480, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with LTE

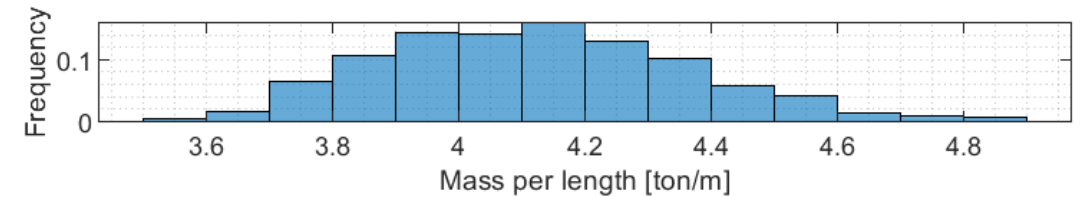
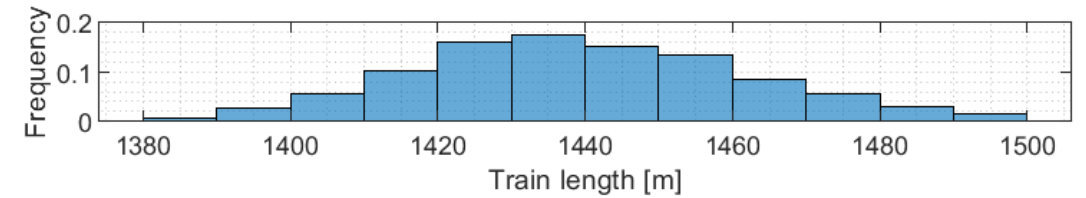
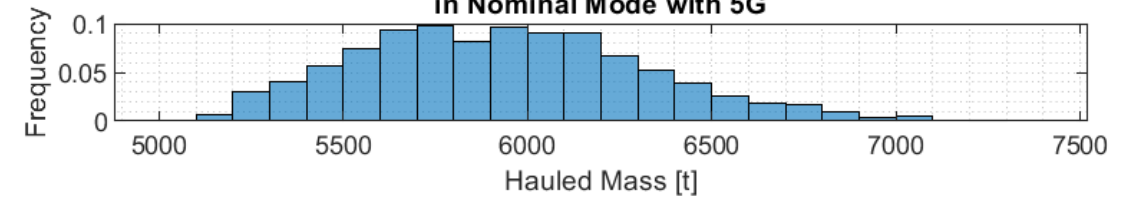


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 480-520, 460-500, 440-480, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with 5G

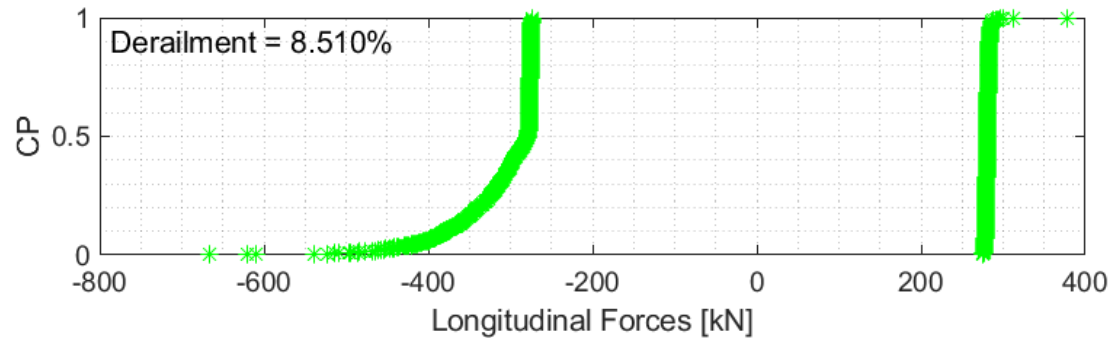
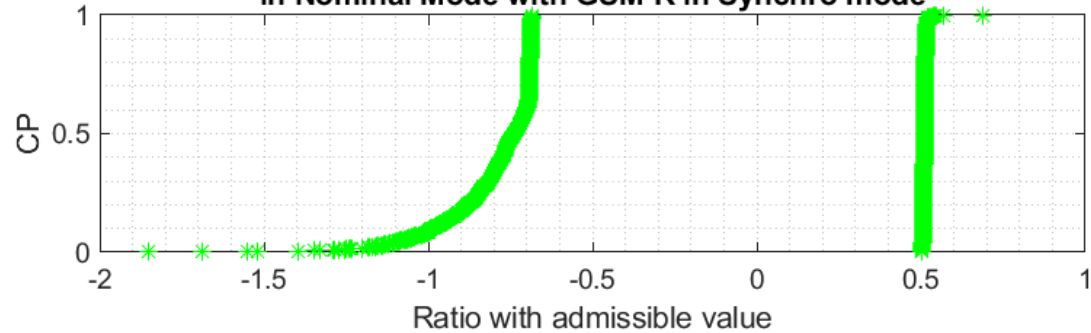


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 480-520, 460-500, 440-480, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with 5G

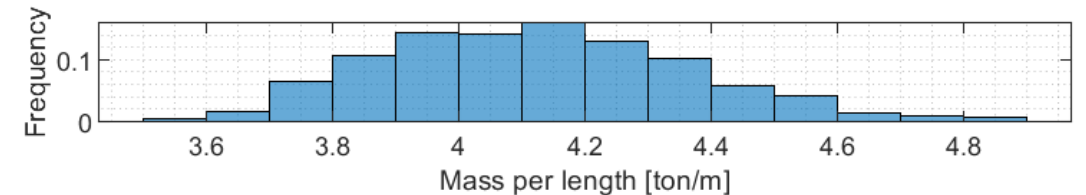
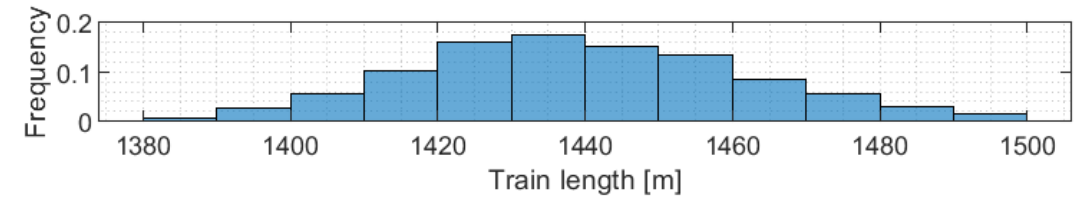
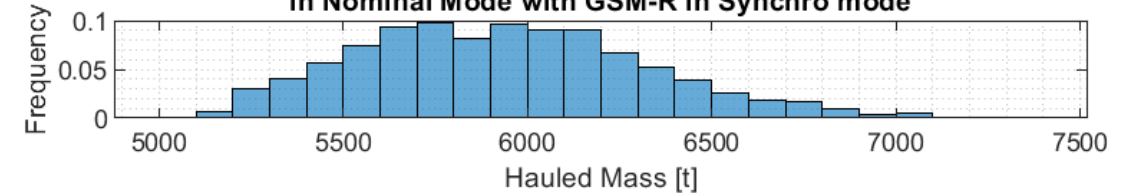


Results – 3T-SW

3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 480-520, 460-500, 440-480, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode

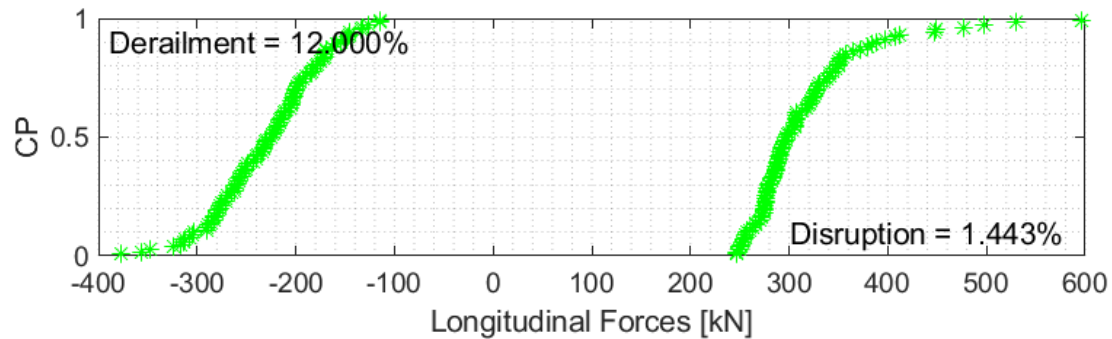
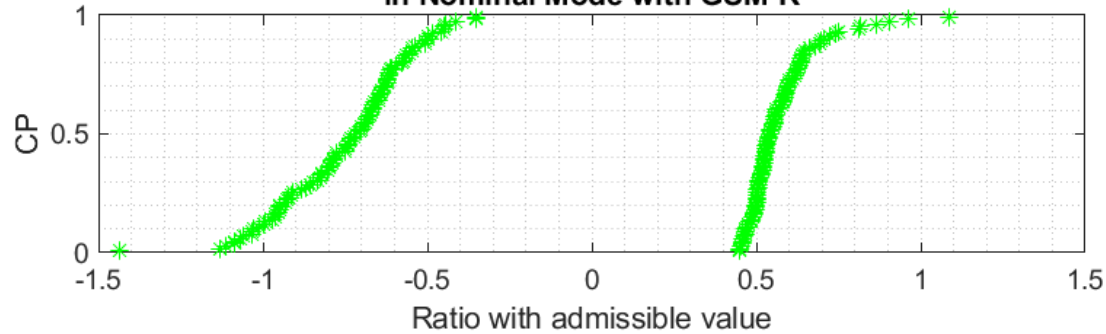


3T-SW with loco BR187 formed by connection of 3 trains
having lengths of 480-520, 460-500, 440-480, and masses of 1601-2500, 1601-2500, 1601-2500
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode

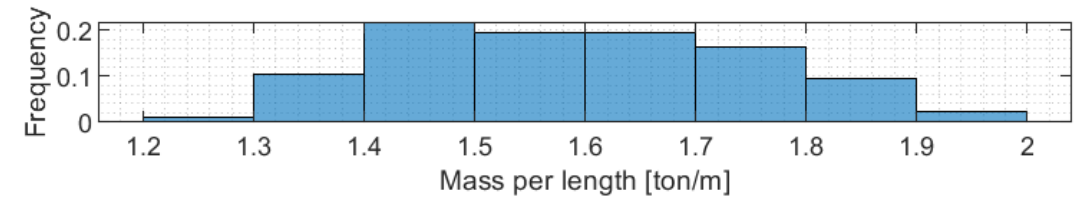
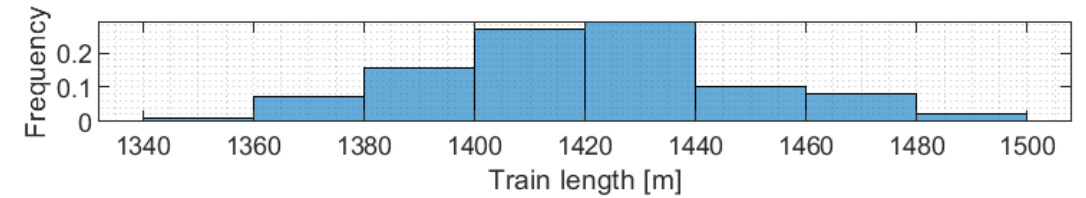
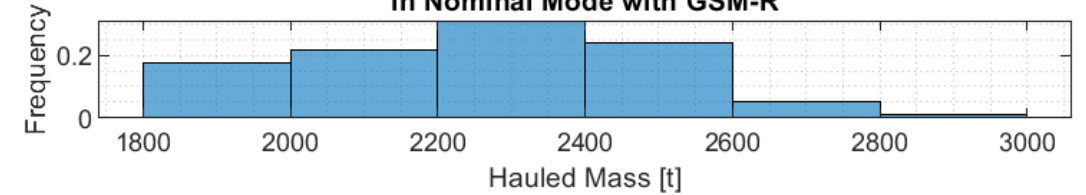


Results – 4T

4T with loco BR187 formed by connection of 4 trains
having lengths of 335-375, 335-375, 335-375, 335-375, and masses of 0-800, 0-800, 0-800, 0-800
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

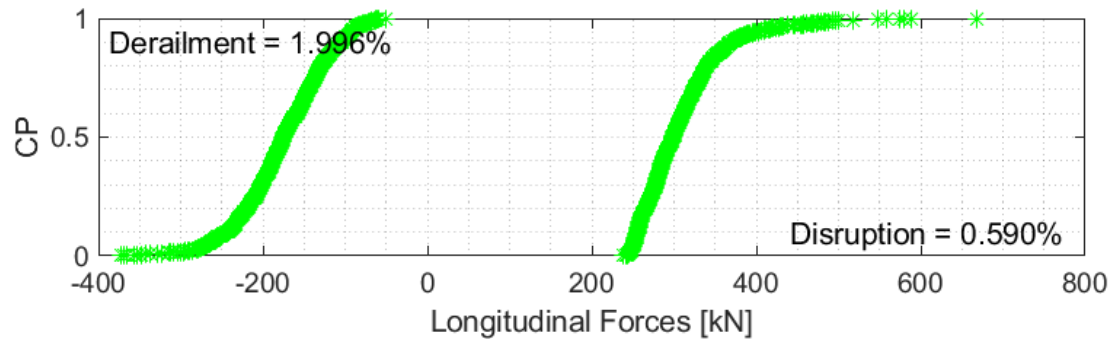
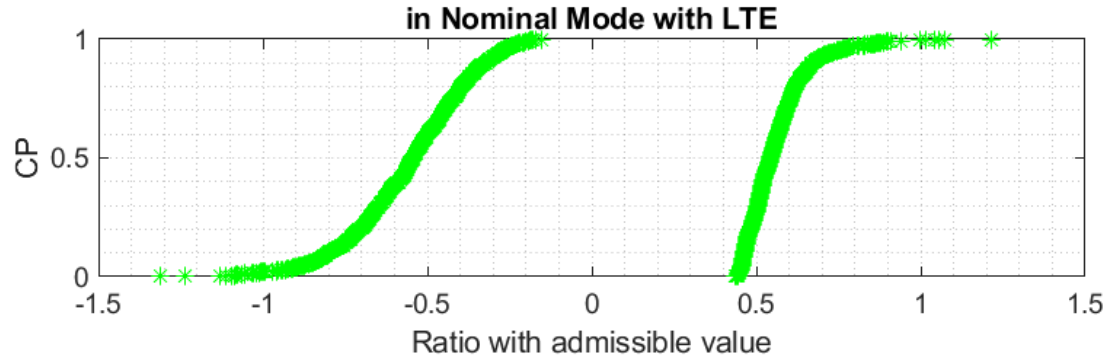


4T with loco BR187 formed by connection of 4 trains
having lengths of 335-375, 335-375, 335-375, 335-375, and masses of 0-800, 0-800, 0-800, 0-800
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

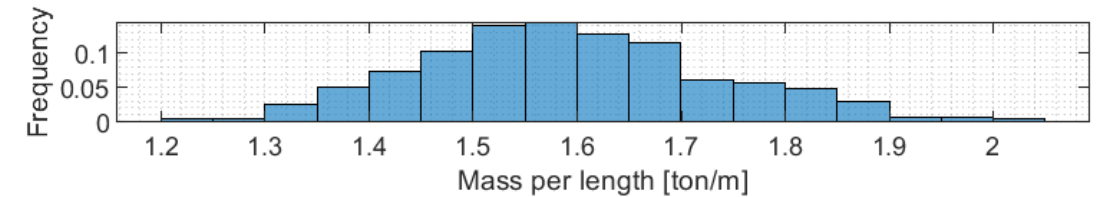
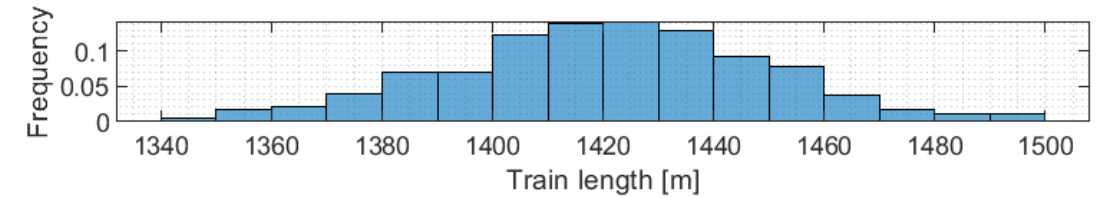
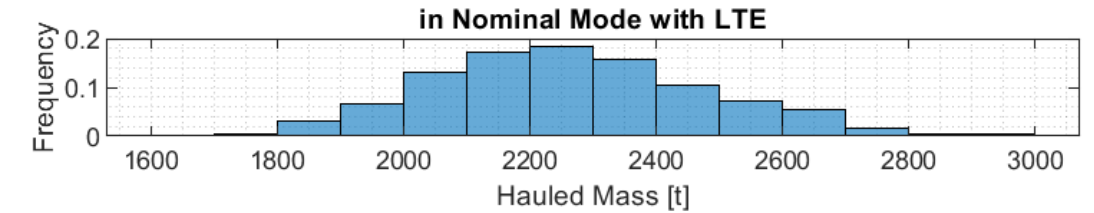


Results – 4T

4T with loco BR187 formed by connection of 4 trains
having lengths of 335-375, 335-375, 335-375, 335-375, and masses of 0-800, 0-800, 0-800, 0-800
running all in G brake mode and performing a T-EB

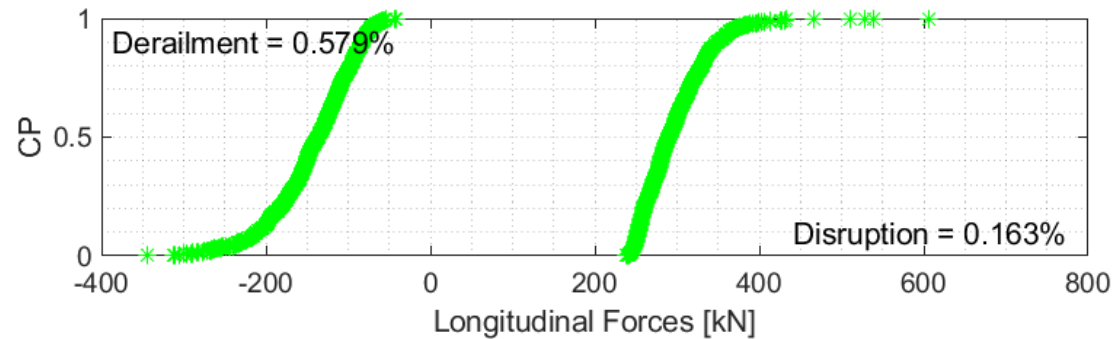
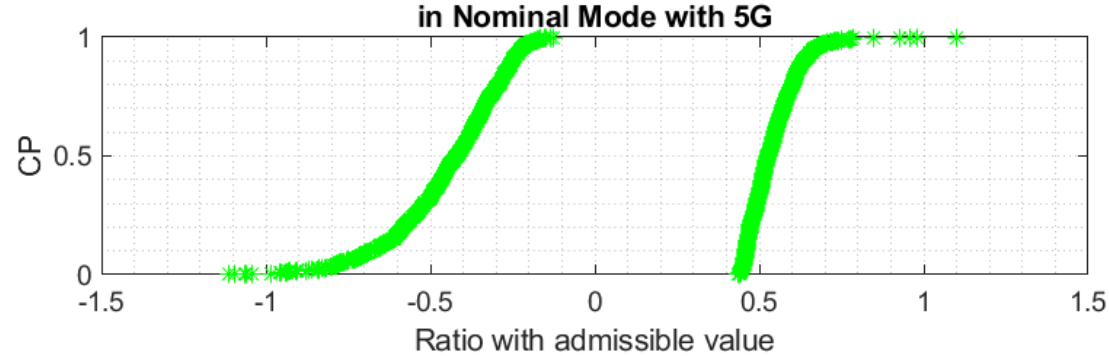


4T with loco BR187 formed by connection of 4 trains
having lengths of 335-375, 335-375, 335-375, 335-375, and masses of 0-800, 0-800, 0-800, 0-800
running all in G brake mode and performing a T-EB

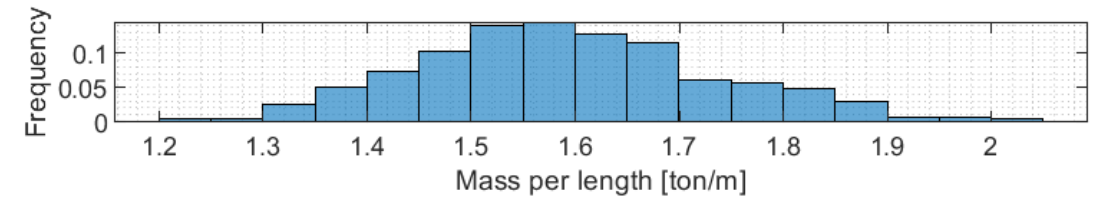
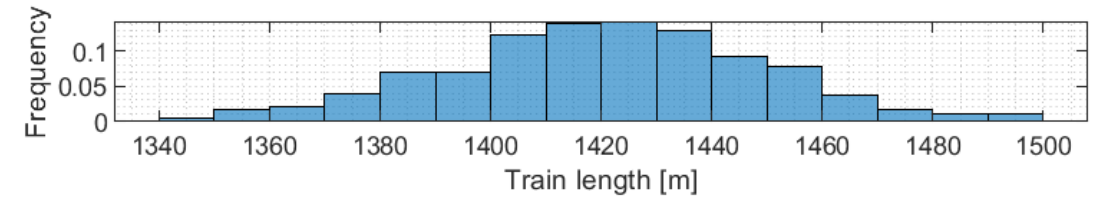
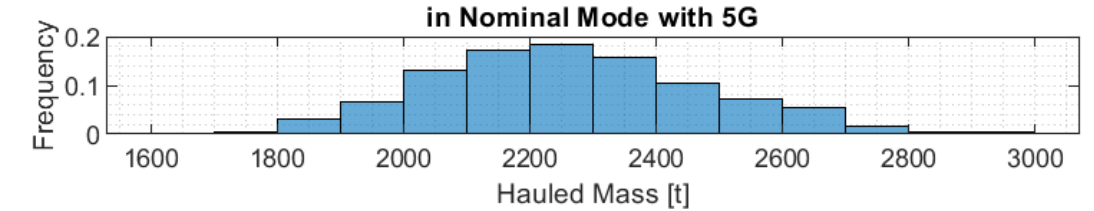


Results – 4T

4T with loco BR187 formed by connection of 4 trains
having lengths of 335-375, 335-375, 335-375, 335-375, and masses of 0-800, 0-800, 0-800, 0-800
running all in G brake mode and performing a T-EB

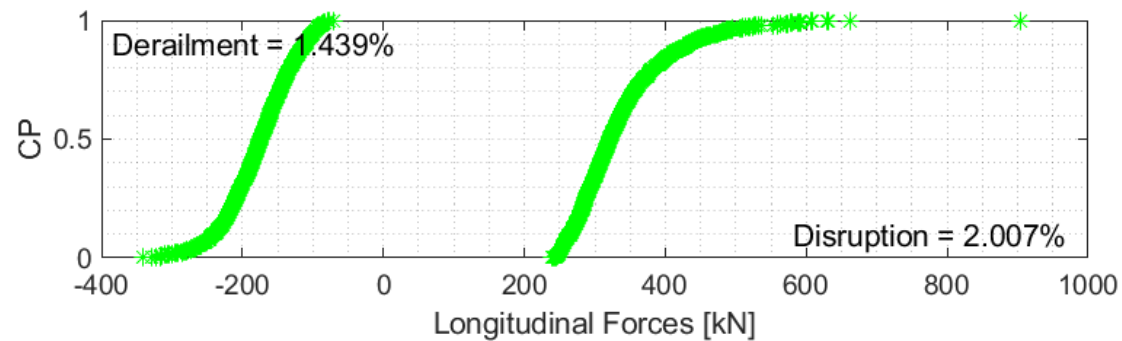
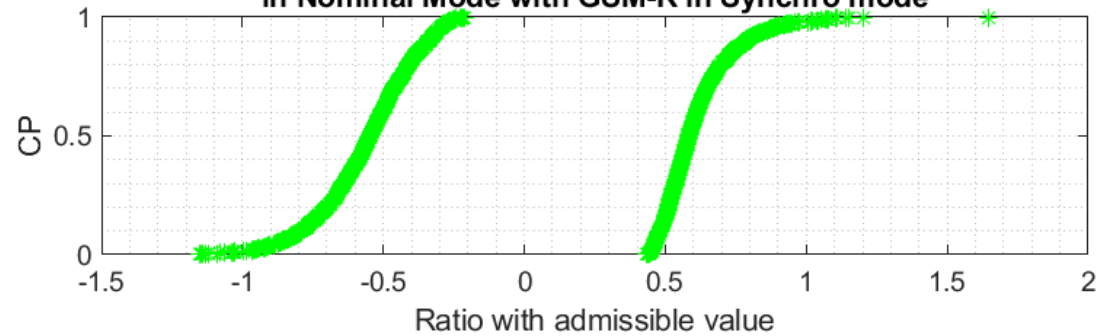


4T with loco BR187 formed by connection of 4 trains
having lengths of 335-375, 335-375, 335-375, 335-375, and masses of 0-800, 0-800, 0-800, 0-800
running all in G brake mode and performing a T-EB

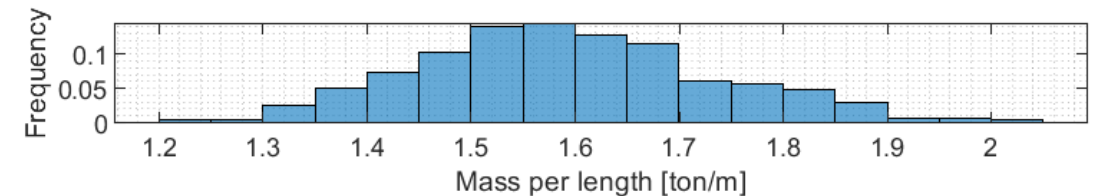
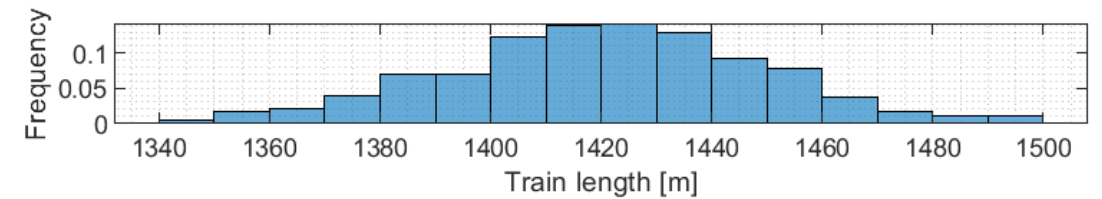
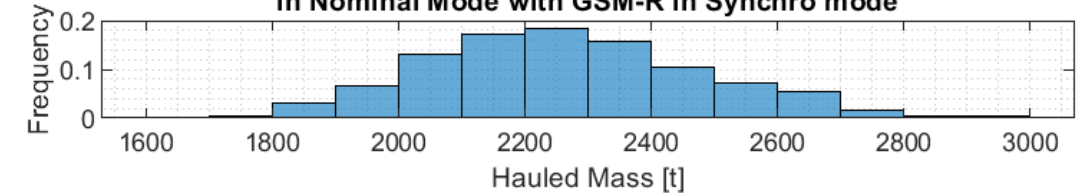


Results – 4T

4T with loco BR187 formed by connection of 4 trains
having lengths of 335-375, 335-375, 335-375, 335-375, and masses of 0-800, 0-800, 0-800, 0-800
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode

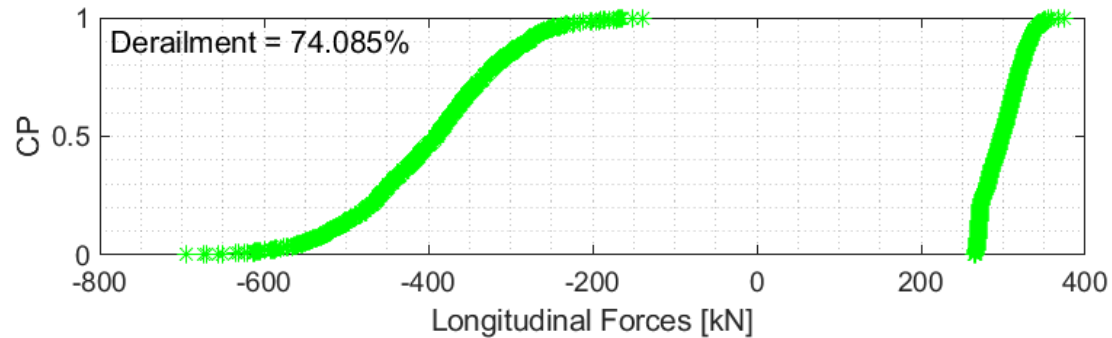
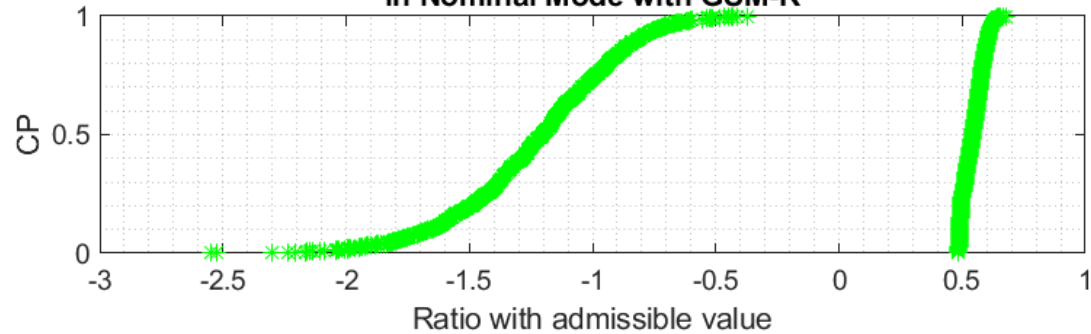


4T with loco BR187 formed by connection of 4 trains
having lengths of 335-375, 335-375, 335-375, 335-375, and masses of 0-800, 0-800, 0-800, 0-800
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode

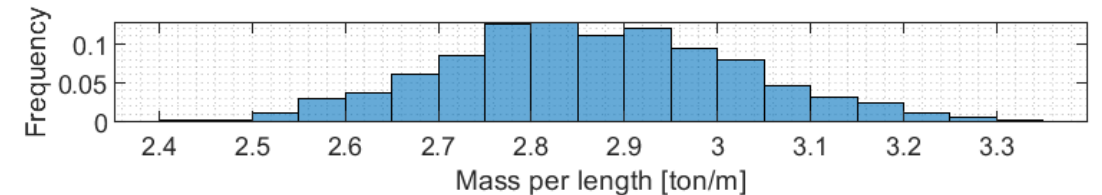
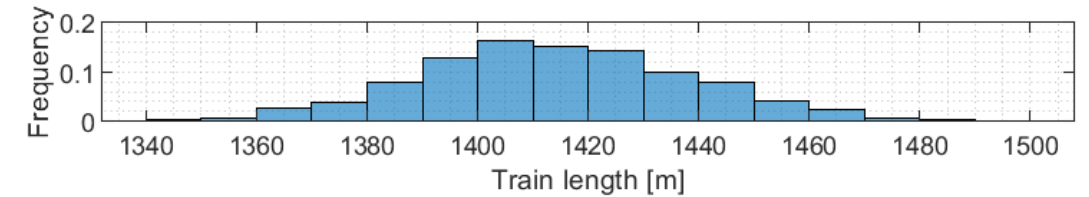
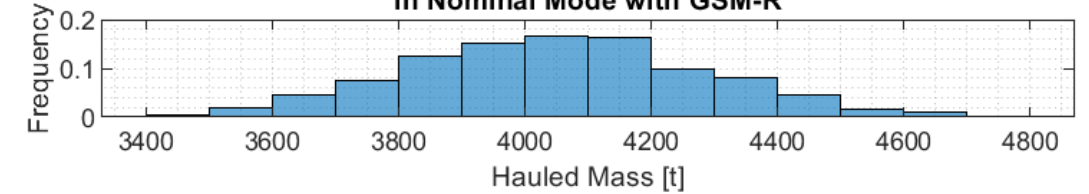


Results – 4T

4T with loco BR187 formed by connection of 4 trains
lengths of 410-450, 360-400, 310-350, 260-300, and masses of 801-1200, 801-1200, 801-1200, 801-1200
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



4T with loco BR187 formed by connection of 4 trains
lengths of 410-450, 360-400, 310-350, 260-300, and masses of 801-1200, 801-1200, 801-1200, 801-1200, 801-1200, 801-1200, 801-1200, 801-1200
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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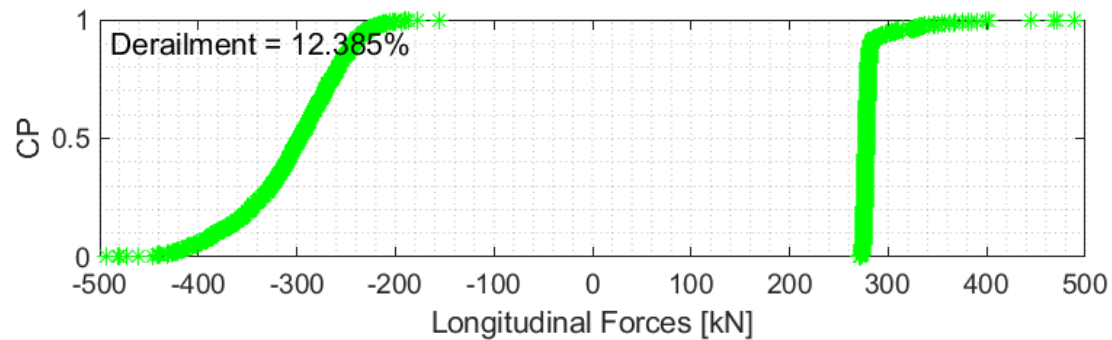
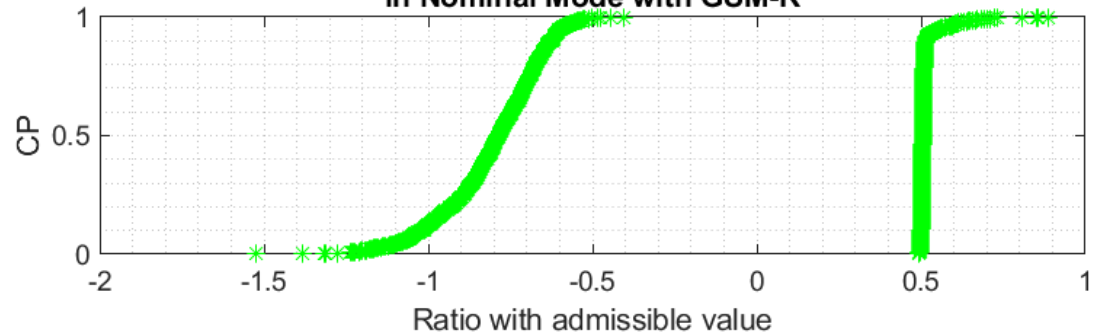


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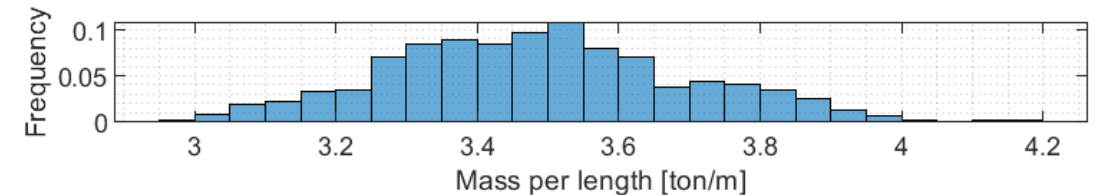
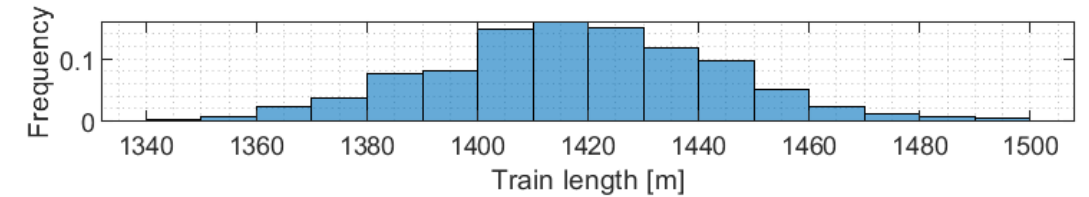
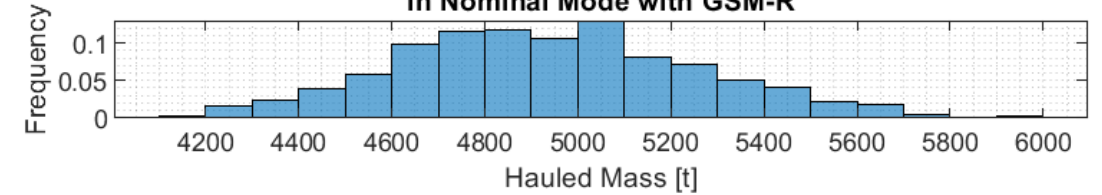


Results – 4T

4T with loco BR187 formed by connection of 4 trains
lengths of 485-525, 385-425, 285-325, 185-225, and masses of 1601-2500, 1201-1600, 801-1200
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

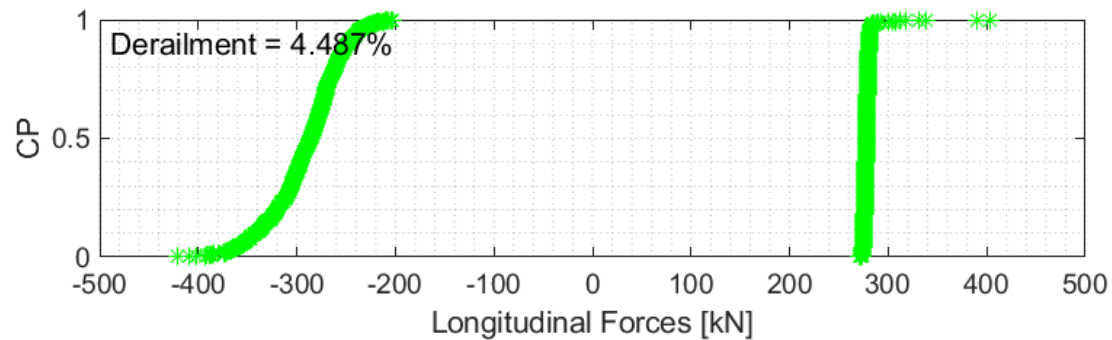
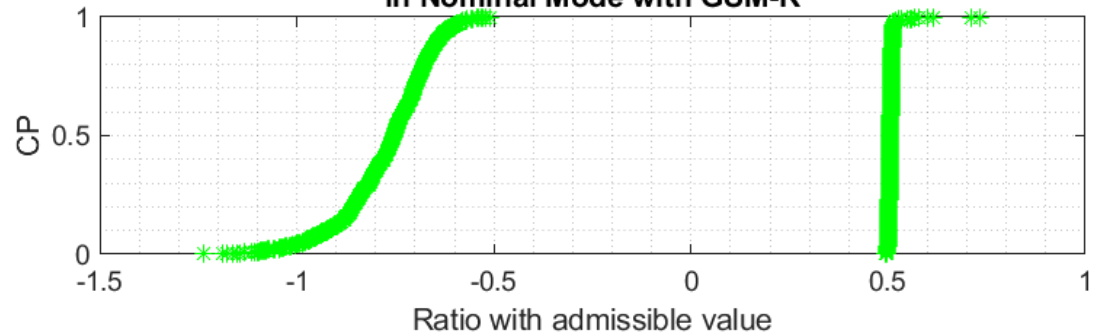


4T with loco BR187 formed by connection of 4 trains
lengths of 485-525, 385-425, 285-325, 185-225, and masses of 1601-2500, 1201-1600, 801-1200
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R

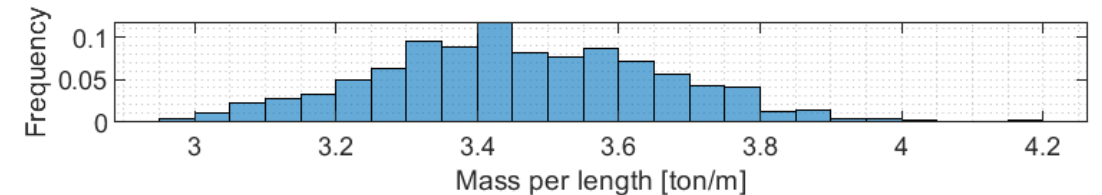
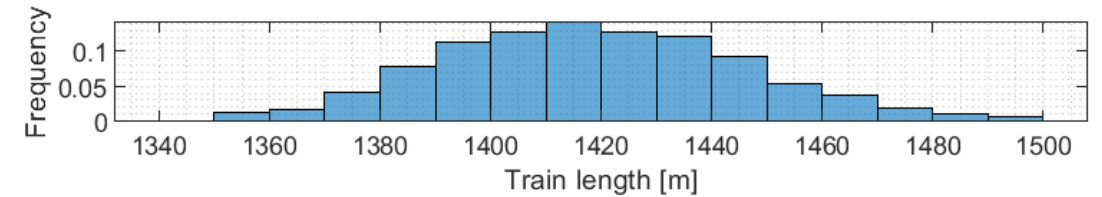
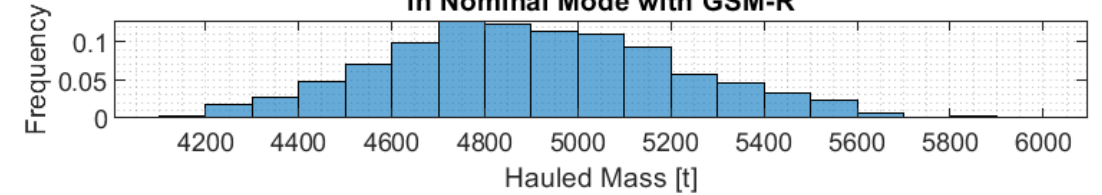


Results – 4T

4T with loco BR187 formed by connection of 4 trains
lengths of 500-540, 390-430, 280-320, 170-210, and masses of 1601-2500, 1201-1600, 801-1100, 401-500, running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



4T with loco BR187 formed by connection of 4 trains
lengths of 500-540, 390-430, 280-320, 170-210, and masses of 1601-2500, 1201-1600, 801-1200, 401-500, running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R



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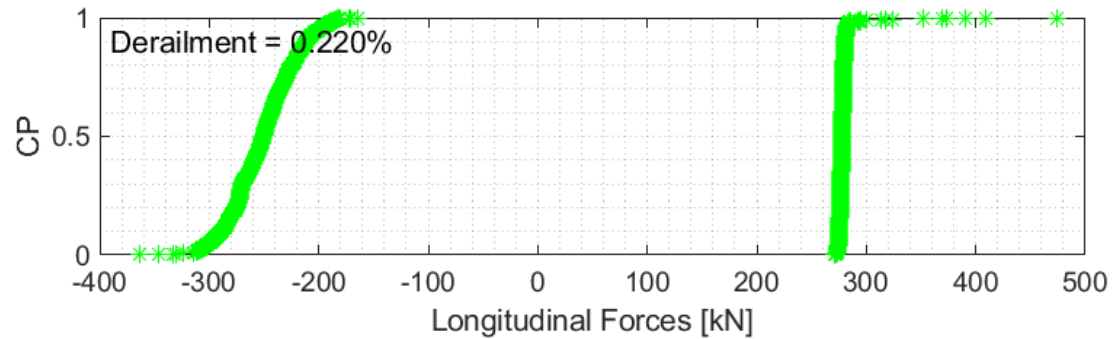
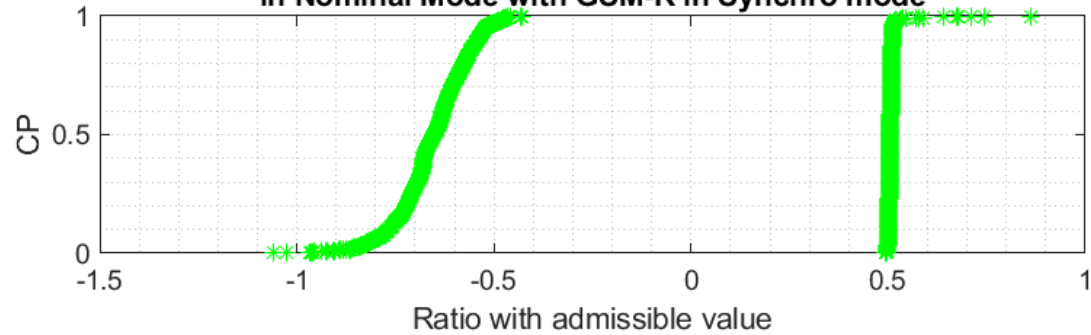


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Results – 4T

4T with loco BR187 formed by connection of 4 trains
lengths of 500-540, 390-430, 280-320, 170-210, and masses of 1601-2500, 1201-1600, 801-1100
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode



4T with loco BR187 formed by connection of 4 trains
lengths of 500-540, 390-430, 280-320, 170-210, and masses of 1601-2500, 1201-1600, 801-1200
running all in G brake mode and performing a T-EB
in Nominal Mode with GSM-R in Synchro mode

