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Extensive Signalling Equipment Reconstruction Will Have Impact on Rail Operation for a Year

Passengers at the Main Station in Brno could notice construction activities in some parts of this frequented railway station this summer already. Works will enter a new phase with the validity start of the new train timetable on Sunday 9 December 2018; moreover, an extensive reconstruction of signalling equipment is going to start. All of this will have a considerable impact for travelling by train in the South Moravia capital for a period of one year.

This summer, Správa železniční dopravní cesty (SZDC) started at first reconstructing listed bridges spanning over Hybešova and Křídlovická Street which assured a grade-separated connection over two busy roads in the very centre of Brno.

Many replaced components will preserve their original shape

In the case of the bridge over Hybešova Street, the steel bearing construction is being reconstructed. The bridge deck plates will be replaced by new ones with the same shape or they will be repaired. Dewatering and the railings will be exchanged; its corroded and missing components will be replaced as well. Anti-corrosion protection will be renewed over the whole construction. The lower construction will be redeveloped too including stone blocks, brick railings and concrete pillar heads. Total costs amount to CZK 214 million.

Works on two steel bridge constructions over Křídlovická Street, situated approximately 600 metres to the south in direction to Brno-Horní Heršpice, have a similar extent. The original steel bearings will be replaced by new ones from stainless steel, current dewatering of the bearing construction by troughs and pipes will be replaced by a closed system. In case of the lower construction, the abutment walls with storage stone blocks will be demolished and new ones from reinforced concrete with stone covering will be built. Bridge stone abutments will be grouted and re-jointed. Ledges in the bridge constructions' vicinity will be new and connected to the existing ones. Costs of this construction amount to CZK 129 million.

New signalling equipment for a price of almost CZK 1.8 billion

With the new timetable validity start, improving infrastructure parameters at the most important railway station in South Moravia will pass to the next phase as a reconstruction of signalling equipment at the whole Brno Main Station will start for a price of almost CZK 1.8 billion.

An electronic signalling equipment Category III will be built at the railway station to be connected to the so-called unified service worksite. The technological installations will be situated in the new building which is already being constructed near Platform No 6. There will be no further use for current signalling boxes, therefore their demolition is suggested. Modern signalling equipment will be also installed in adjoining line

sections. At the same time, tracks and switch points track development in direction to Horní Heršpice will be reconstructed as well.

However, this will not be the only construction activity at the central railway station in Brno. Reconstruction of bridges over Hybešova and Křídlovická Street will continue. In the first case, builders will move to the tracks situated near the TESCO department store; on the other hand, passenger should already be able to use Platform No 5 and 6 which were reconstructed. Besides that, works will start under the signalling box No 5. These will include an exchange of 22 switch points' constructions in all; tracks in a length of 1,400 metres in the station part adjoining on the Břeclav side to Platforms 1 – 4 will be reconstructed as well. Any possible operation problems caused by snowfall will be prevented by installed electrical heating of the switch points.

At the lower station, trains will be using three tracks

Although practically all platforms will serve passengers during reconstruction works, the station will not be a through one. Entrance to platforms No 1 - 4 will be possible only in direction from Židenice. This will require a number of transport measures. The lower station will grow in importance once again. Beginning 8 December, a centre platform will be put into operation behind the Zvonařka bus terminal; grade-separated access there will be also provided by the newly built underpass. Passenger trains will be able to use three tracks at this station.

Restrictions will thus concern only some lines leading to Brno. In the direction from Tišnov and Kuřim, most regular passenger trains will ride quite normally up to Brno-Židenice; however, from there they will go to the lower station. Relief regular trains from Tišnov (running only in the morning and in the afternoon on working days) will run only to the Brno-Lesná railway stop. Fast trains will end their ride already at Brno-Královo Pole; connecting transport by tram can be used for journeying to the city centre.

All trains coming from Břeclav and international express trains in direction to Prague, Vienna and Bratislava will also run to the lower station. Transport from the lower to the upper station will be provided by the Line 61 buses. A part of trains from the direction of Slavkov will still be riding to the Main Station (through Židenice), other trains will end their journey at Židenice with the option to change to another train in direction to the city centre. Several trains in the afternoon will run only to Brno-Slatiny where substitute transport to the Main Station will be provided. Regular trains from Sokolnice-Telnice will end their ride at Brno-Chrlice; from there, buses will be running to the city centre.

Fast trains from Vyškov will also miss the Main Station and run through Židenice to Královo Pole. At Židenice, a change will be possible in the direction to Brno Main Station. It can be said in general that regular trains will be running between the Main Station and Židenice every 15 minutes during the whole day including weekends. On the contrary, the closure at Main Station will not concern trains arriving to Brno from Střelice. Similarly, the trains from Blansko including fast trains will still be running to the Main Station.

All closures mentioned above will last through the whole timetable 2018/2019 validity period; they should end on 15 December 2019 when permanent signalling equipment at Brno Main Station is activated. To improve passenger comfort at the lower station, SŽDC already opened a provisional background for passengers in universal mobile units. Moreover, a temporary waiting room will be opened at the end of this year as soon as necessary construction works are finished in the administration building which has been rented by the infrastructure manager from České dráhy

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