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SŽDC Will Present New Rolling Stock at the Czech Raildays Fair

SŽDC is a regular exhibitor at the Ostrava railway technology fair Czech Raildays. This year, it will present and ceremonially christen a quite new special vehicle MTW 100.013/7 for checking, maintenance and repairs of the catenary. The infrastructure manager will also symbolically take over an integrated compact diagnostic unit DJ NDT for measuring flaws on rails. An integral part of the exposition is a presentation of the SŽDC Fire Rescue Service. At the occasion of the fair, lifts at Ostrava-Hlavní nádraží (Ostrava Main Station) will be ceremonially put into operation in the morning.

Special vehicle MTW 100.013/7 for checking, maintenance and repairs of the catenary

MTW 100.013/7 is a new vehicle specially designed for maintenance of the catenary. In the past, frames of railcars used mostly for passenger transport were always being modified. This is a four-axle vehicle with hydrodynamic power transmission and 520 kW engine power. A freight crane with a possibility of connecting a basket is installed on the vehicle as well as a lifting platform, jibs for manipulating the catenary conductor and cable, a tower for height calibration of the catenary conductor and a measuring current collector. The vehicle is specific by its length (21,400 mm), which is by 2,500 mm greater than the Series MTW 100 vehicles standardly produced. Moreover, it has a camera set which provides the driver and the crew not only a perfect view on the vehicles' surroundings but also supervision on the state and activity of equipment and the measuring current collector.

The vehicle has been produced by the company Plasser & Theurer. In October 2015, SŽDC signed a contract with this Austrian company for a delivery of three vehicles in total. The other two vehicles will be delivered by the Austrian side this autumn.

Diagnostic vehicle DJ NDT

Compared to current practice, this is not only a measuring vehicle as such; same as with the most modern railways worldwide, the diagnostic vehicle is an integrated compact unit consisting of three separate vehicles – the tractive unit, the driving trailer and the measuring unit. The set can be

controlled from both train heads located at the end of the tractive unit and the control trailer. The general supplier of the train-set is the company NDCon Logic a.s. in cooperation with the company CZ Loko a.s. and technology suppliers - the German company PLR and the Russian company Tvema.

The diagnostic unit is designed for non-destructive measuring of flaws on rails by means of diagnostic systems of ultrasonic control of rails, visual control of rail strings and a control system of contact fatigue flaws by eddy currents. The DJ NDT unit can measure at speeds up to 70 kph, more than 500 km of lines can be measured per day. The data measured can be evaluated immediately in the train-set; standardly it is being transferred to SŽDC offices for further processing.

The train-set was created by modernisation of older vehicles. The tractive unit has been rebuilt from an original railcar Series 850, the measuring unit from an original post car Series Postw and the driving trailer from a boarding car of the DS NDT trainset for measuring flaws of rails. Each car has been thoroughly reconstructed, and they acquired modern driving and control components. The train-set is 73.79 m long, its maximum carriage speed reaches up to 110 kph, maximum speed during measuring is 70 kph and its total weight equals 150.36 tonnes.

Presentation of railway firemen

The integral and much favoured part of the SŽDC exposition is the Fire Rescue Service stand. This year, visitors can expect a cableway from a lighting pole and the possibility to dive with guaranteed protection. Railway firemen will also demonstrate re-railing of a railway vehicle. A so-called first-departure vehicle CAS 20 Scania will be situated in front of the fair premises with a possibility of inspection.

Lifts at Ostrava Main Station setting off

The main station in Ostrava was one of the most heavily used stations in the region without barrier-free access. This is going to change tomorrow morning and passengers will start using six new lifts with a total value of approximately CZK 20 million. During construction, lifts between the passenger building, the ticket hall and centre platforms in the corridor part of the station and on the so-called Frýdlant platforms were installed. The original term of February set for putting the lifts into operation has been extended till June due to unexpected and unscheduled complementary works mostly in connection to structures' uncovering.. The construction of lifts was carried out by the company OHL ŽS.

Two passable lifts with a bearing capacity of 1 tonne/13 persons and the inner cabin' sizes of 1.1 x 2.0 m are located in the passenger building. One of them connects the first and second above-floors within the premises near the building main entrance; the other one connects the second and third above-floors within the premises in front of the upperbridge entrances. There are four non-passable lifts on each platform with a bearing capacity of 630 kg/8 persons and the inner cabin' sizes of 1.1 x 1.4 m. These are situated within the upperbridge premises between stairs leading to individual

platforms. The lifts' position is based on the platforms' orientation and respects the current upperbridges' construction.

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