

ZRUČ NAD SÁZAVOU, 28 June 2019

Trains Return to the Railway Line Leděčko - Zruč nad Sázavou

Správa železniční dopravní cesty (SZDC) completed repairs on the line of the so-called "Sázava Pacific Train" between Leděčko and Zruč nad Sázavou. Railway superstructure and substructure was repaired on approximately 30 kilometres, the rock massif in close vicinity of the line had to be sanitized at several places. Construction works for a price of CZK 709.7 million also allowed eliminating slow rides in a section 8.3 kilometres long.

"Our priority was to complete repairs on this line with a great tourist potential before the beginning of summer holidays. Repair works included e.g. building a continuous welded rail which will ensure more comfortable and smooth rides of trains. Thanks to the sanitation and clearing of rocks, we were able to increase railway operation safety", said Mr. Jiří Svoboda, Director General of SZDC.

The line section being repaired starts right after the railway crossing at Zruč nad Sázavou, continues through Kácov and the well-known bridge over Sázava River at Rataje to Leděčko. Repairs started in autumn 2018. First of all, unstable rock had to be sanitized and safeguarded; bridge and abutments had also to be repaired. Then, the ballast bed was cleared and the railway superstructure was laid.

From the construction point of view, there were two parts divided by Kácov. In the first part, 21 railway crossings were repaired, rocks were cleared from flying wood pieces and maladjusted sedimentary rocks and platforms at five railway stops were repaired. In the second part, 15 more level crossings were repaired as well as platforms at six railway stops. Activities concerning clearing rocks, renewing abutments and replacing some small bridges and culverts were demanding here as well. A separate chapter included repairs of Kácov railway station where railway superstructure was exchanged on two station tracks; six switch points and platforms were repaired.

Due to insufficient space for placing traditional concrete sleepers and small curves' radii, steel Y sleepers were used during repairs as well as rails with higher steel quality with better resistance towards axle loads. From the total 30 kilometres, steel Y sleepers occupy practically a half of the repaired line's length.

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