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## **Corridors near Praha Underwent Repairs**

During past months, Správa železniční dopravní cesty (SŽDC) carried out repairs on several corridor lines in Praha and Central Bohemia. Works were going on in the section Poříčany – Praha-Libeň, Praha – Vraňany and lastly between Praha-Hostivař and Votice.

*"There is intense long-distance and suburban transport on these lines together with heavy operation of freight trains. Therefore it is necessary to carry out repair works systematically in an extent that will ensure smooth and safe transport and thus satisfy high requirements on the technical state of tracks", says Mr. Jiří Svoboda, Director General of SŽDC. As he adds, repairs allowed an extension of the life cycle. Moreover, a decrease of costs for maintenance is expected as well as only a minimum of closures for the period to come.*

### **Section Poříčany – Praha-Libeň (Czech Transit Corridor I and III)**

Closures took place by phases from 5 June to 11 July, repairs were carried out in sections between stations Poříčany and Praha-Libeň (km 372.032 – 403.716).

During repairs, an exchange of 2,500 concrete sleepers for new ones from the same material occurred. Rails in a total length of 3.5 kilometres together with insulated joints were exchanged. Automatic tamping was carried out in a length of 28 kilometres. For the closures' effective use, a reinforcing feeder exchange on the second open line track in sections Poříčany – Český Brod and Český Brod – Úvaly occurred besides railway superstructure repairs.

### **Praha – Vraňany (Czech Transit Corridor I and IV)**

Repairs were carried out from 1 June up to 23 August. They were divided into the following partial sections:

- Praha, branching Stromovka – Praha-Bubeneč (km 413.586 – 414.768)
- Praha-Bubeneč – Roztoky u Prahy (km 416.426 – 420.926)
- Roztoky u Prahy – Libčice nad Vltavou (km 422.062 – 430.394)
- Libčice nad Vltavou – Kralupy nad Vltavou (km 432.149 – 435.651)
- Kralupy nad Vltavou – Nelahozeves (km 437.961 – 441.835)
- Nelahozeves – Vraňany (km 113.120 – 449.620)

In these sections, repairing grinding of rails in a total length of 40 kilometres occurred. 600 metres of rails were exchanged for new ones. Ballast in a total volume of 10,000 m<sup>3</sup> was exchanged, 8 kilometres in total were tamped and 2 kilometres of continuous welded rail were built. In the Dolany nad Vltavou area, noise absorbers were placed directly on the rail web.

### **Section Praha-Hostivař – Votice (Czech Rail Transit Corridor III)**

Adaptations were carried out from 21 August up to 19 September and were divided into the following partial sections:

- Praha-Hostivař – Praha-Uhřetěves (km 175.460 – 173.461)
- Praha-Uhřetěves – Říčany (km 170.571 – 165.510)
- Říčany – Strančice (km 163.774 – 158.432)

- Strančice – Senohraby (km 157.297 – 150.768)
- Senohraby – Čerčany (km 149.992 – 145.607)
- Čerčany – Benešov u Prahy (km 143.240 – 134.730)
- Benešov u Prahy – Votice (km 133.570 – 116.900)

In these sections, automatic tamping of tracks was carried out including 99 switch points. Ballast in a volume of 13,000 m<sup>3</sup> was completed together with profile levelling. Rails in a length of 48 kilometres were grinded and 600 metres of new rails was added. A continuous welded rail 2 kilometres long was repaired. Closures were also used for cleaning adjoining side ditches and rescue service surface at tunnel portals was adapted.

#### **Modern technology and night work**

Works took place mostly during night closures to keep transport restrictions at minimum. In order to shorten the number of closure days as much as possible, mechanization able to accelerate works by 30 – 40% was used.

Besides assets mentioned above, the result of adaptations carried out will be also an elimination of unexpected works on important corridor lines. The situation on these important European routes is a top priority of SŽDC.

Thanks to a new system of ordering cyclic corridor repairs, rail transport will be shortened considerably especially during day hours with the objective of using closures at night. Another important impact of this system is that companies use the most modern machines available on the market for necessary works, such as high-speed tampers. Similarly they will use procedures which will save time during closures as well as the need for a higher number of workers moving in the trackage. In the years to follow, these methods will be used on other lines as well.

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