



HIGH OUTPUT TRACK RENEWAL TRAINS

Fast and accurate in best quality
350 m track per hour.



LEONHARD WEISS
CONSTRUCTION COMPANY

We make sure, that there are no unforeseen train delays.

Staff competence and well designed technology will make our High Output Track Renewal Train unbeatable.

Limiting track possession times to an absolute minimum is becoming paramount to the efficient operation of today's railroads, thereby creating the need to develop faster and more cost efficient track maintenance equipment.

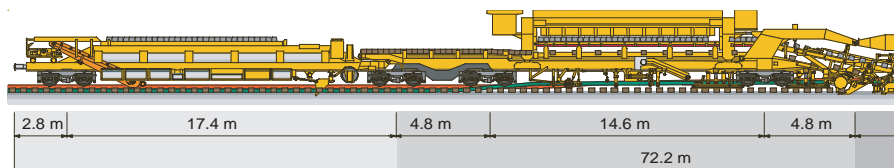
LEONHARD WEISS – with more than 25 years experience of mechanised track renewal, manage all required jobs with the maximum accuracy and the minimal interruptions of the train availability together with their three High Output Track Renewal Trains. The in-house Research & Development Department optimised the machinery to guarantee the maximum output, flexibility and availability. Our experience: More than 4,000 km of renewed track all over Europe.

The track renewal is conducted through the use of a continuous and fully automated system and the flexibility of our track renewal trains allows many variations of sleepers such as: wood, steel, concrete, wide concrete and Y-steel-sleepers. The track geometry is monitored and documented using state of the art technology.

Our track renewal trains are capable of handling short radii curves and with a reliable and continuous 350 m/h track renewal rate, the construction time is minimized considerably.



Gantry crane for 30 sleepers



WES Wagon for removal of rail fastenings and magnetic conveyor belt.

WM Transfer wagon for old and new sleepers as well as old sleeper pick up.



Wide sleepers



Steel sleepers



Y-Steel sleepers



Planning

- work site scheduling
- administration and logistics
- turnkey high output track renewal

Technology

- full mechanised and continuous renewal technology
- all common types of sleepers
- short radii
- own fleet of sleeper carrying wagons

Speed

- short cut in and cut out times
- in an 8 hours shift performances up to 2,500 m output
- double shift capability
- guaranteed average track renewal output of up to 350 m/h
- high output in short track possession times, also under "live" catenary

Quality

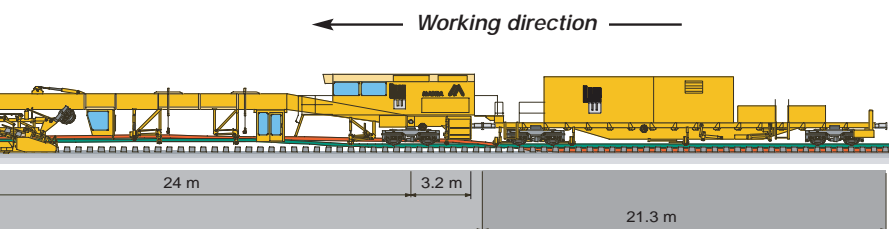
- perfect track geometry
- open to rail traffic without tamping
- continuous documentation of track geometry
- stress free handling of work materials
- high availability and reliability

Innovation

- Steel sleepers
- Y-Steel sleepers
- Slab track "Cronau system" with wide sleepers
- in house Research & Development Department

Environment

- use of biodegradable hydraulic oil PANOLIN
- quiet
- dustless



WF Wagon with dynamic ballast plough, new sleeper laying unit as well as system control and power unit.

WMM Workshop, fuel and track measurement wagon.



High Output Track Renewal Train: Technical Data

Technical Data	HOHENSTAUFEN	SCHWOBAPFEIL	EDELWEISS
Overall length incl. powered Ganger's Trolley and old fastening wagon:	135.70 m	153.70 m	155.90 m
Overall weight incl. powered Ganger's Trolley and old fastening wagon:	360 t	369 t	370 t
Total axles:	28	29	29
Driven axles:	8	8	8
Minimal workable radius:	$r \geq 170$ m	$r \geq 220-200$ m	$r \geq 200$ m
Minimal workable super elevation:	$\ddot{u} \leq 160$ mm	$\ddot{u} \leq 160$ mm	$\ddot{u} \leq 160$ mm
Maximal usable sleeper length:	2.60 m	2.60 m	2.60 m
Track open for traffic with a max. speed of 70 km/h without tamping:		x	x
Powered Ganger's Trolley:	WINDHOFF VG 90	WINDHOFF VG 90	ROBEL BULLOK
Self propelled speed:	90 km/h	90 km/h	100 km/h
Length:	12 m	12 m	14.40 m
Weight:	31 t	31 t	40 t
Axles:	2	2	2
For track preparation work:	cut in and cut out prepwork removal of ballast in areas with obstacles pulling and accurate placement of rail		
Technical equipment:	Hydraulic excavator Atlas 1304, loading platform and rail pulling equipment		



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Please do not hesitate
to contact us.

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