



FAST AND ACCURATE IN BEST QUALITY
350 M TRACK PER HOUR

HIGH OUTPUT TRACK RENEWAL TRAINS



EXPERIENCE THE JOY OF CONSTRUCTION



PROFESSIONAL RENEWING TRACKS

HIGH OUTPUT TRACK RENEWAL TRAINS



STAFF COMPETENCE AND WELL DESIGNED TECHNOLOGY 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 35 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 maxi-

mum output, flexibility and availability. Our experience: More than 6,000 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.

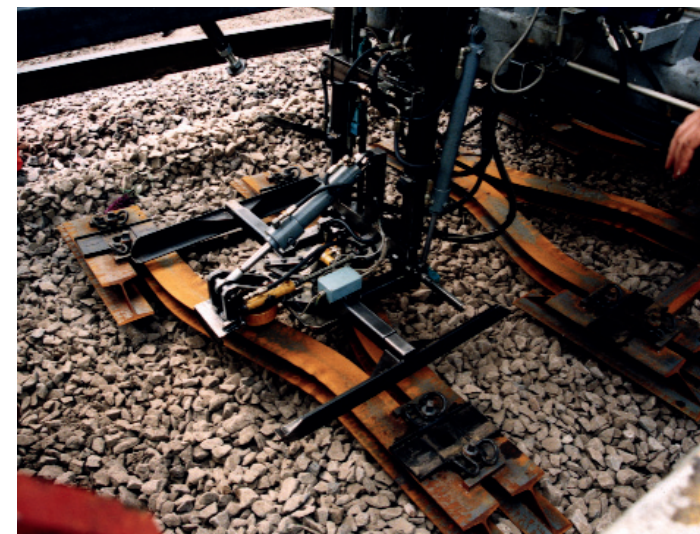
Our track renewal trains are capable of handling short radii curves and with a reliable and continuous 350 m/h track renewal rate, the construction time is minimised considerably.



Concrete sleepers



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

Quality

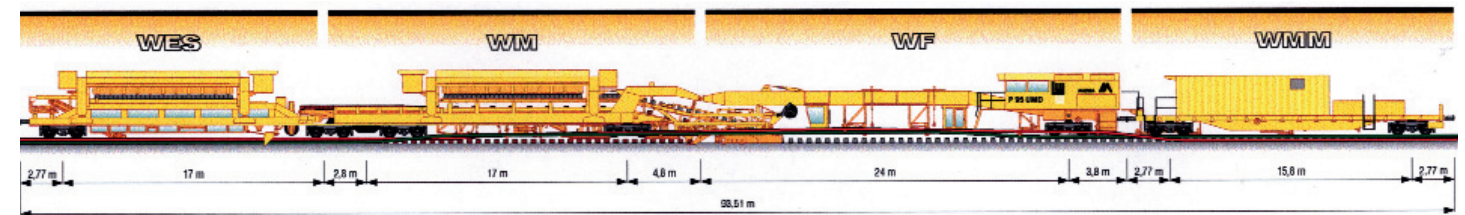
- perfect track geometry
- open to rail traffic without tamping
- continuous documentation of track geometry
- stress free handling of work materials
- high availability and reliability

Innovation

- Steel sleepers
- Y-Steel sleepers
- in house Research & Development Department
- machinery warning system

Environment

- use of biodegradable hydraulic oil PANOLIN
- quiet
- dustless



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

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



TECHNICAL DATA	HOHENSTAUFEN MATISA P91 UMD	SCHWOBAPFEIL MATISA P93 UMD	EDELWEISS MATISA P95 UMD
Length:	80,20 m	94,39 m	93,51 m
Weight:	242 t	252 t	247 t
Total axles:	14	15	15
Driven axles:	8	8	8
Minimal workable radius:	$r \geq 170$ m	$r \geq 230$ m	$r \geq 190$ m
Maximal workable super elevation:	$\ddot{u} \leq 160$ mm	$\ddot{u} \leq 160$ mm	$\ddot{u} \leq 160$ mm
Maximal usable sleeper length:	2,70 m	2,70 m	2,70 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	37 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		



LEONHARD WEISS
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