



Switch transport

Switch Transport Wagon WTW

Technical Datasheet

WTW: the modern way to transport switches!

The WTW switch transport wagon transports pre-assembled new switches straight to the place at the construction site where they're to be installed. The WTW has a fitted loading table which is tilted at an angled and locked in place to enable large turnouts that have been separated into their segments to be transported in compliance with the loading gauge. The concept answers the challenges of short possession times and the frequent lack of space to assemble switches. The wagons are also equipped with a modern immobilization system to ensure the load is secure.



Benefits

- / Quick unloading and installation (Plug & Play) saves time = short track possessions
- / No on-site assembly area required, and less noise and inconvenience for nearby residents
- / Environmentally-friendly transport (lower CO₂ emissions)
- / Use is made of the railway infrastructure / transport all the way to the unloading point
- / High quality switches thanks to factory-standard production
- / Gentler transport and unloading of the segments

Applications

- / Infrastructure with a track gauge of 1,435 mm
- / Switch replacement or modernization works
- / High-speed lines
- / All track construction sites without pre-assembly facilities



WTW Switch Transport Wagon

Technical Data

Designation	WTW 2001 – WTW 2009	WTW 3001 – WTW 3006
Track gauge	1,435 mm	1,35 mm

Main dimensions		
Length over buffers	26.50 meters	25.24 meters
Height	corresponds to the G1a structure gauge	4.20 meters
Width	2.96 meters	2.57 meters
Number of bogies	2	2
Number of wheelsets	4	4
Wheelbase between bogie pins	19.50 meters	19.30 meters
Distance between last wheelset and front buffer	2.00 meters	1.80 meters
Distance between axles on bogie	21.50 meters	21.10 meters
Distance between inner wheelsets	14,700 mm	14,700 mm
Height above TOP of vehicle floor	1.55 meters with the tilting table flat	1.60 m with the tilting table flat
Loading gauge / structure gauge	empty: G1 / G1C1 loaded: dependent on diagram / loading	empty: G1 / G1C1 loaded: dependent on diagram / loading

Speed		
Hauling speed as part of train set	100 km/h	100 km/h

Weight		
Tare weight	34.7 t	48 t
Maximum weight per meter	2.57 t/m	3.17 t/m
Maximum axle load	empty: 16 t (for all line categories EN 15528 A-D); loaded: 18 t (for all line categories EN 15528 B-D)	empty: 16 t (for all line categories EN 15528 A-D); loaded: 20 t (for all line categories EN 15528 C-D)

Brake system		
Brake system type	KE-GP-A	KE-GP-A
Brake blocks	K-Jurid 816M	K-Cosid 810
Braked weight	max. 53 t	max. 55 t
Braking power percentage	dependent on loading weight	dependent on loading weight
Transport setting (F/P)	dependent on operation and network	dependent on operation and network
Handbrake / parking brake fitted	in some cases	yes

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On-track operability		
Shunting maneuvers not permitted	Hump-shunting and loose shunting not permitted	Hump-shunting and loose shunting not permitted
Sequencing restrictions	no restrictions	no restrictions
Smallest traversable curve radius	120 meters	120 meters
Max. uphill and downhill gradients	depending on segment size	depending on segment size
Max. superelevation	- / 50 mm	- / 70 mm
Transport inside train set	yes	yes

Weather constraints		
Ambient temperature (operating mode)	between -20° and 40° C	between -20° and 40° C

Power supply		
Central power supply	individual for each wagon	individual for each wagon

Equipment (basic equipment for each machine and features)		
Maximum loading weight	28 t	32 t
Loading / unloading of the switch	onto / from table	onto / from table
Performance data	dependent on loading system	dependent on loading system
Applicable standards	not relevant for WTW	not relevant for WTW
Personnel / machine operators / crew	3 WTW operators from VMRS / VLOG	3 WTW operators from VMRS / VLOG
Wagon equipment	Tilting table, cross-members on the tilting table to secure the load. Flooring: steel grating	Tilting table, cross-members on the tilting table to secure the load. Flooring: steel grating



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