

TÁBOR, 27 October 2023

Speed of 200 km/h were tested at new sections of corridor to South Bohemia

Test runs at speeds of up to 200 km/h took place this week on the recently completed new sections of the fourth corridor. Their aim was, among other things, to test the real behaviour of the bridge structures when trains were running at speeds above 160 km/h. The findings will be evaluated for possible use of these structures on high-speed lines, i.e., also for speeds over 300 km/h. The tests have been planned to have minimal impact on the running of regular trains.

Test runs at speeds of up to 200 km/h took place from 23 to 26 October on the newly built line sections Soběslav – Doubí u Tábora and Sudoměřice u Tábora – Votice. The locomotive Vectron of Správa železnic was used for the tests. The own tests and evaluation of the behaviour of the bridge structures were carried out using special diagnostic equipment of the Faculty of Civil Engineering of the Czech Technical University in Prague.

The aerodynamic effects in the tunnels were also evaluated in cooperation with Výzkumný ústav kolejových vozidel (Railway Vehicle Research Institute) during the passage of the test set at high speeds. The experts focused in particular on the determination of the pressure load of the vehicle and passenger comfort.

The object of the measurements on the platforms was to determine the aerodynamic effects of the passing test train and the services in regular operation and to define the pressure changes in the proximity of the track. The own measurements and evaluation were provided by Vysoké učení technické v Brně, Ústav železničních konstrukcí a staveb (Brno University of Technology, Institute of Railway Structures and Constructures) and Univerzita Pardubice, Dopravní fakulta Jana Pernera (University of Pardubice, Faculty Transport engineering), Geofyzikální ústav Akademie věd České republiky (Institute of Geophysics on the Czech Academy of Sciences) and Výzkumný ústav železniční (Railway Research Institute).