

BRITISH RAILWAYS - EASTERN REGION

File 25

B.R. 34001/2

Public Relations & Publicity Officer  
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Public Relations & Publicity Officer  
Liverpool Street Station  
London, E.C.2

Our Ref: P.R. 1167/222.

7th February, 1962.

Pathe News,  
142, Wardour Street,  
London, W.1.


Dear Sirs,

You will have received a copy of the enclosed handout issued last November, describing the new single line track layer, the first of its kind to be used on British Railways.

The machine will be operating in daylight on Sunday, 25th February, when it will be relaying track between Brookmans Park and Potters Bar station and I propose arranging filming facilities. This will not be a specially staged demonstration but merely an opportunity of seeing the machine working under normal conditions.

My representative will be at Potters Bar at <sup>9.45</sup>~~10.0~~ a.m. on the 25th February to escort the party to the site, which is accessible by road and I should be pleased to learn if you would like to obtain coverage on this occasion.

Yours faithfully,

  
for M.B. THOMAS

# BRITISH RAILWAYS • EASTERN REGION

LIVERPOOL STREET STATION, E.C.2.

TELEPHONE: AVENUE 1168/9

INFORMATION FOR PRESS

6th November, 1961.

## A NEW SINGLE LINE TRACKLAYER FOR THE EASTERN REGION.

A new prototype single line tracklayer is in use on the Eastern Region of British Railways. This machine, known as the "Arki-Endon", can be operated without possession of an adjoining line. In principle, it is similar to an appliance already used on the Continent, but several modifications have been carried out during manufacture to make it suitable for the Eastern Region, who have pioneered its use in this country.

Benefits accrue from the employment of this type of machine, for mechanised relaying by conventional methods occupies two lines, entailing traffic diversions or alternative services which are costly and inconvenient. By using the "Arki-Endon" to relay one line of a two-tracked route, single line working can be employed on the other, effecting great savings. The machine also shows great advantages when relaying a single line - an operation which hitherto has had to be carried out by hand. It is particularly suitable for use on the Eastern Region electrified lines as it can be used under the overhead wires, giving adequate clearance.

The machine consists of five portal cranes, power driven and self-propelled, dispensing with the necessity for a prime mover as is required with a conventional tracklayer. Each portal is fitted with a lifting bale of three tons capacity. The unit travels to and from the relaying site on two "Sturgeon" wagons specially modified for this purpose, the whole being within gauge.

UNLOADING AND ERECTING ON SITE.

While travelling to the relaying site the portals sit on their driving wheels on the wagon floors to keep them within the load gauge. After arrival, they are jacked up to sit upon free wheels on rails laid to gauge on the wagon floors and along which they are in turn moved to one end of the wagons. From here they run down a ramp on to a turntable which forms part of the equipment carried with the train. The turntable turns them at right angles to the track and then, sitting on their driving wheels, they are run down another ramp on to the guide or service rails upon which the appliance works. The generators are fixed in position, electrical connections made, and the machine is then ready for work.

GUIDE OR SERVICE RAILS.

These are formed from long-welded rails previously brought to the site and with which the track will be re-railed after the initial laying in of 60 ft. lengths of prefabricated track. The 300 ft. long-welded rails are lifted by means of small portals, seven of which are provided with the apparatus, to sit, at about 15 ft. centres, on specially made lifting and traversing jacks also supplied with the equipment. The guide rails, which are laid 6 in. above the plane of the running rails to line and level by means of a gauge, are held down about every 60 ft. by rail anchors. They are connected together with temporary fishplates. The guide or service rails then act as running rails for the tracklayer.

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PERFORMANCE.

The appliance safely lifts a 15 ton load and will deal easily with 60 ft. lengths of concrete sleepered track having the maximum number of concrete sleepers required.

The height of the portals enables the machine to deal with three tiers of concrete sleepered track or four tiers of timber sleepered track loaded on "Sturgeon" wagons.

Manufacturer of "Arki-Endon" tracklayer:-

Messrs. Heinrich Arneke & Co.,

Seelze,

Near Hannover, Germany.