

Reducing Track and Wheel Wear - Wheel Flange Lubrication at Railtex

Submitted by: Ainsworth Maguire

Tuesday, 26 April 2011

Products designed for enhanced safety, reliability and maximum uptime for high speed rail, commuter and tram services feature prominently on the stand of IRIS Certified rail systems suppliers Rowe Hankins (<http://www.rowehankins.com>) at Railtex. (Stand A15)

The company pioneered wheel flange lubrication (<http://www.rowehankins.com/wheel-flange-lubrication.php>) in the UK and report growing acceptance and interest in their on-train lubrication controller, iWFL (intelligent Wheel Flange Lubrication). These systems reduce wear to wheel sets and subsequent downtime for maintenance – a major plus for train operating companies. Noise reduction on tight radius curves, common at station entrances and on urban tramways, has been proven in recent trials.

Rail network companies see reduced track wear and can dispense with maintenance intensive high-cost trackside lubricators. Environmental benefits arise from the more discriminating use of lighter, water based, lubricants that are less persistent and friendlier to the environment.

In the iWFL package, speed and distance sensors are allied with global positioning systems (GPS), gyroscope tilt detection or trackside transponders to map and store the precise location and severity of all track sections and curves that need lubrication.

Available as a complete lubrication package or as a control unit that can be mated to the operator's preferred lubrication system, the iWFL is easily retro-fitted to existing rolling stock. On underground systems, or longer tunnels, where the GPS unit is unable to function it may be substituted for a fixed position transponder from which the control unit calculates curve distance and duration.

One of the core technologies for Rowe Hankins, is the Hall-effect based speed direction and distance sensor. The company has unrivalled experience derived from the supply of many thousands of these systems that are in daily use throughout the global rail industry.

In addition to the iWFL and speed sensors, Rowe Hankins will also be showing the NIC361 Series Monitor. This is a non-intrusive DC current monitor that has trackside applications in safeguarding plant and can be used on vehicles to protect against reverse polarity in supply. Output signals from the unit are configured to give visual indication, record or interrupt supply depending on the nature of the event.

Rowe Hankins introduced high integrity Eaton hydraulic magnetic circuit breakers to rail industries in the UK over 20 years ago. These are noted for their tolerance to environmental extremes of temperature, vibration and dust. Their ability to discriminate between transient conditions that pose no real threat and genuine hazards makes them ideal for rail where reliability and avoiding nuisance tripping are essential for maximum rolling stock availability.

Rowe Hankins' residual current breaker overload RCBO ensures life protection from earth leakage with precise operation. A push button enables a trip condition to be simulated so that the RCBO can be periodically tested. Units can be reset immediately. This product has been jointly engineered with Eaton.

The UK partner to leading international rail systems companies, Rowe Hankins will also show on-train monitoring and recording equipment (OTMR's) from HaslerRail and contactors from Secheron.

More Information:

Peter O'Neill, Tel. +44 (0)161 765 3000 Fax. +44 (0)161 705 2900

E-mail: sales@rowehankins.com Web: www.rowehankins.com

Rowe Hankins Ltd, Power House, Parker Street, Bury, Lancashire, BL9 0RJ, UK

High resolution images are on the web at www.ainsmag.co.uk/rh109/4903rh1a-railtex.htm

