

## ROLLING STOCK



In 2001, the reorganisation of the rolling stock was carried out creating three repair centres: Locomotive Repair Centre *Lokomotivju serviss* (Locomotive Service), Wagon Repair Centre *Vagonu serviss* (Wagon Service) and the Traction Rolling Stock Repair Centre *Zasulauks*. Since the operation of the Rolling Stock Department was stopped, to ensure the coordination as well as provision of these centres two units of the Central Administration were formed subordinated to the Director of the Rolling Stock: the Rolling Stock Repair Unit that carries out the technical supervision and co-ordination of works, and the Rolling Stock Technical Unit that does the elaboration and approximation of the normative documents, approves the technological processes and designing solutions. Under the supervision of the Director of the Rolling Stock there is also the chemical and technical laboratory as well as the laboratory of complex control and measurements and these ensure technical control of the rolling stock repair units and of other structural units of *Latvian Railway* in their special area of operation.

Locomotive Repair Centre *Locomotive Service* was created by reorganising the locomotive depots in Daugavpils and Riga. The Centre is based in Daugavpils, with a branch in Riga, and workshops in Rēzekne, Jelgava and Liepāja. The Locomotive Repair Centre carries out all kinds of repairs (including medium repairs) and technical service for 2TE10M, 2TE10U, M62, 2M62,



Saloon carriage of the *Dinaburga* train.

2M62U, CME3 and TEM2 series diesel locomotives as well as for industrial locomotives and track repair machinery.

In 2001, the construction of a new modern boiler house was commenced at the Locomotive Repair Centre *Locomotive Service* and it was put into operation at the beginning of 2002. This boiler house was meant to supply heating for several areas of the Daugavpils railway junction (including also the Wagon Repair Centre). Construction works of the heating main were also carried out. The boiler house of Riga branch of the Locomotive Repair Centre was also rebuilt for operation with natural gas. Besides, new boiler houses were put into operation in Jelgava and Liepāja.

The Traction Rolling Stock Repair Centre *Zasulauks* was created on the basis of the locomotive depot operating under the same title. It carries out the repairs of ER2 and ER2T series electric trains, DR1P and DR1A series diesel trains, including modernised ones with power equipment of *MTU* and *Voith* companies, and does all kinds of repairs for AR2 series motorcars (for electric trains – including medium repairs, for diesel trains – also main repairs) as well as technical service.

In 2001, improvement to the saloons of two modernised DR1A series diesel train compositions was carried out. At present these trains are being operated as the *Dinaburga* express on the Riga – Daugavpils route. The train carriages are now more comfortable. Additionally they are equipped with machines serving hot drinks and

a video system fed by a special voltage transformer.

In 2001, a special unit for automatic coupling repairs was introduced at *Zasulauks* Traction Rolling Stock Repair Centre. A low-powered electric boiler was purchased and installed to ensure a supply of steam for the efficient functioning of this unit.

The Wagon Repair Centre *Wagon Service* (created on the basis of the wagon depots at Riga and Daugavpils) carries out depot servicing and heavy repairs for all types of freight wagons with 1520 mm rail gauge, as well as the production and repair of hubs and other parts.

In 2001, the Wagon Repair Centre acquired the right to carry out the thorough repairs of oil and petroleum cisterns, thus extending their working life for 16 more years. This means that now repairs are carried out on those wagons that were planned to be taken out of operation because of the expiry of their lifetime and poor technical condition.

Besides, a unit has been introduced at the Centre where wagons are prepared (water jet and steam cleaning) for carrying out heat-related works, as well as renewing the surfaces of worn out parts of the freight wagon bogies model *18-100* according to the dimensions on the working drawings by welding with automatic and semi-automatic equipment.

An automated working place for the wheel-shop foreman has been put into operation in the Wagon Repair Centre.