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Railways Factory in Resita

This paper proposes an exemption Analysis railway factory in Resita impressed having experience and also provide some technical characteristics of freight wagons representative technology, used to transport products made in factories in Reșița.

Keywords: *railways factory, rail technology, transport, steel industries,*

1. Introduction

To serving the industrial and their connection to the national network of our country were created railway factory. Thus, they are designed to ensure arrival of trains from different places outside to inside industrial objective industry. Rail network starting from rail junction point republican, often being in the railroad off-site economic objective. There are also situations where railway lines entering or factory are located indoors. Railway lines generally follow the ground level factory arranged to meet safety exploatare. Ecartamentul these lines may be less than or equal to the normal gauge railway.

First railroad fabric that was used horse traction was built at plants in 1846 Resita In the late nineteenth century and the beginning of, the Company's areas St. EG Rail were built many factories, narrow track, which went through the mountains and connects various centers of its industry. and mining

One of the most interesting of these, and among the least known today, linking the fields of Delinești Resita on a route that passed through the village of Lindenfeld According to Ion Pășărică, *Monograph Iron Works and Estates of Resita and natural beauty of the surroundings*, Bucharest, 1935, page 40, the Delinești ferro-manganese ore is extracted for use in factories reșițene, containing 5-20% iron and 26% manganese.

Its operation was made "on the surface in the form of bags", with an annual production of between 3,000 and 6,000 tons. Transporting this ore was done by a forest rail with a length of 27 km to the Bridge Secul, currently in storage dam right Secul. There was some compartments downloaded hoists, where they charge

in factory cars that transported them beyond a distance of about 7 km, to the plant.

Elsewhere (p. 57 of the same work), Ion Pășărică clear that the line "Secul Bridge - Tâlva Bobului" was built in 1911, with a gauge of 700 mm and serve to transport forest products and minerals from Delinești to Bridge Secula. Traction was performed by two locomotives, which used 31 cars, 5 of which were special cars for ore. All these locomotives and wagons were manufactured at Reșița.

Rail requires a staff of two officers and 34 employees, and in 1934 she was taken into service by railways factory.

2. Variants of rail cars used in fabric technology

Technological or steel wagons are used mainly to rail metallurgy plant and part of their technology because with the make transport, metallurgical by-products or between different sectors of development.

2.1. Technology wagon with iron pot

Iron pot made wagons transport liquid iron iron pots different capacities.

Depending on the capacity ladle cars are built with 2 to 12 axles, so that the load per axle does not exceed 40 tons.

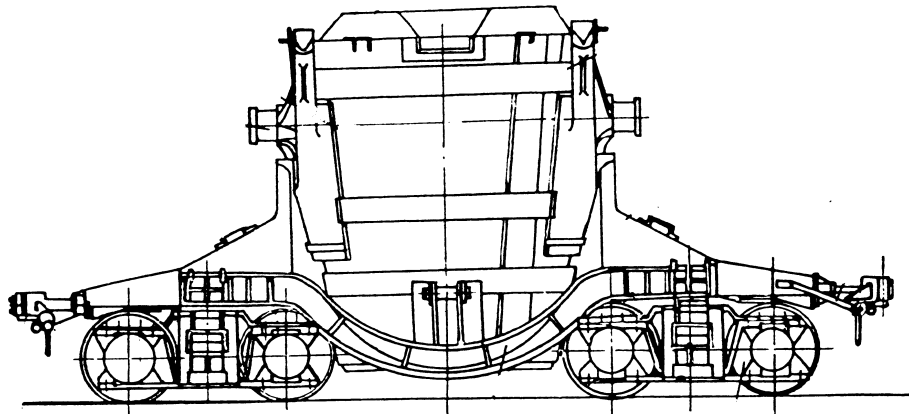


Figure 1. Wagon with iron pot

Whole wagon-iron pot consists of pot itself and wagon and the wagon structure comprises: wagon chassis, bogies and traction-binding machine, iron pot also includes: metallic body of the pot, refractory brickwork, the knob and cone of iron pot lid

2.2. Wagons technological slag pot

Wagons transporting slag pot furnace by-product called slag from the blast furnace slag or granulating plant. Figure 2 shows the slag pot wagon, wagon composed of itself and slag pot capacity of 16 m³. Wagon clay pot is composed of: chassis, bogies, traction-binding machine and the feature for this type of car we find a mechanism for tilting slag ladle

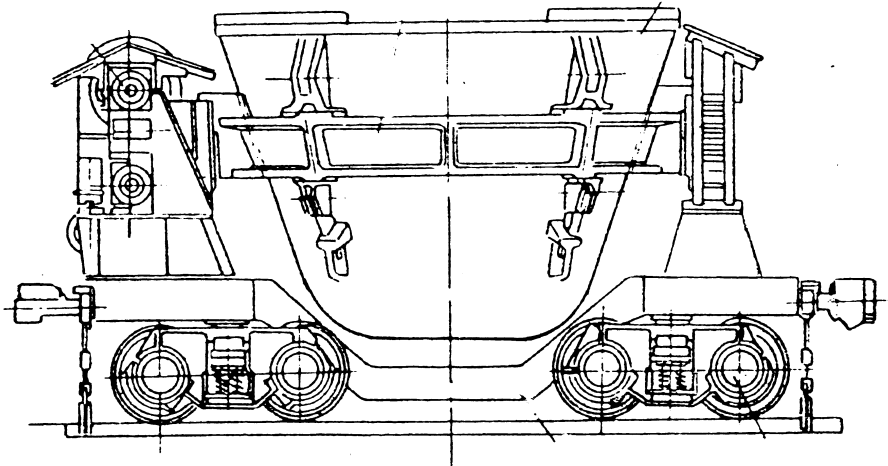


Figure 2. Wagon with clay pot

2.3. Casting wagons

There are wagons that sit steel casting plant comprising: bridge casting molds, casting and feeder trap. Construction of buildings for casting metal is formed of coach body, axle or axle bogies. Wagons for casting suspension is ensured by double coil springs placed between the outer axles of coach and his piece for the dog and no bogies for coaches with bogie suspension is achieved by helical springs of the bogies. Table 1 shows several types of buildings for casting structural characteristics depending on the load bearing capacity

Table 1.

Load capacity of coach	Number of axles and bogies
60 tons	2 axles
80 tons	3 axles
110 tons	3 axles
160 tons	2 bogies with 2 axles
180 tons	2 bogies with 2 axles

3. Conclusion

Railroad plant was based on the volume of goods transported, can go from one line to enter the premises of the economic unit to complex lines. In the case of complex lines, they are provided with marshalling yards, with their depots for locomotives, with stations and directing traffic facilities.

On rail wagons used in fabric technology, one can differentiate national railway, large axle bearing capacity can reach 40 tons per axle, given the relatively small distances and speeds encountered in industrial railway.

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