

SHORES SAFE

INSULATED OVERHEAD
SHORE SUPPLY SYSTEMS



Individually Engineered Systems:

- Traditional “Stinger” Systems
- Interlocked Switchable Systems
- Fixed or Trolley Systems
- Enhanced Personalised Systems

CONDUCTIX

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Certificate No. FM 21334

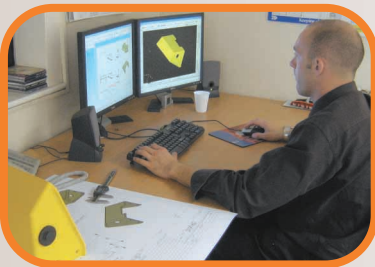
SHORES SAFE

SHORES SAFE SUPPLY

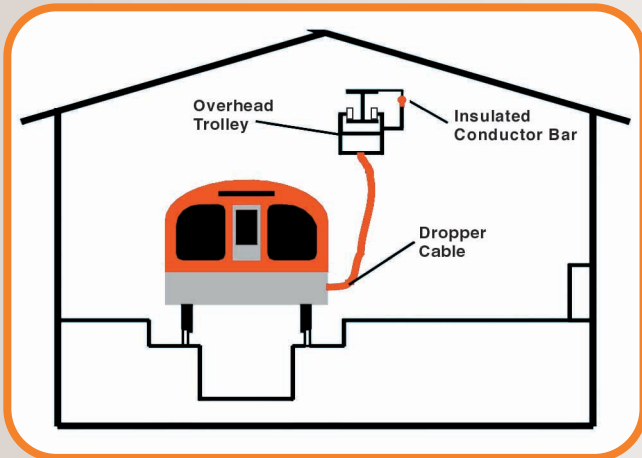
- Conductix became involved in shore supply equipment in the mid 1980s.
- Railway systems using ground level, or third rail electrical conductor rails, do not utilise the conductor rails within the train maintenance depot for safety reasons.
- If the electrical supply is required by the train whilst in the depot, it can be connected to a special 'shore supply' cable.
- Provision of the cables has been achieved by various means.

CONDUCTIX - THE SOLUTIONS PROVIDER

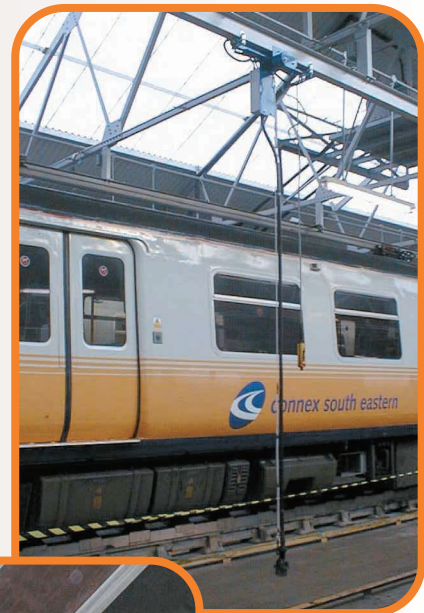
- With many years of experience in the rail industry our Engineers can provide specific solutions to your individual requirements.
- Conductix can offer a turnkey project from design to build, install and maintain.



STANDARD SHORE SUPPLY SYSTEM - "STINGER"

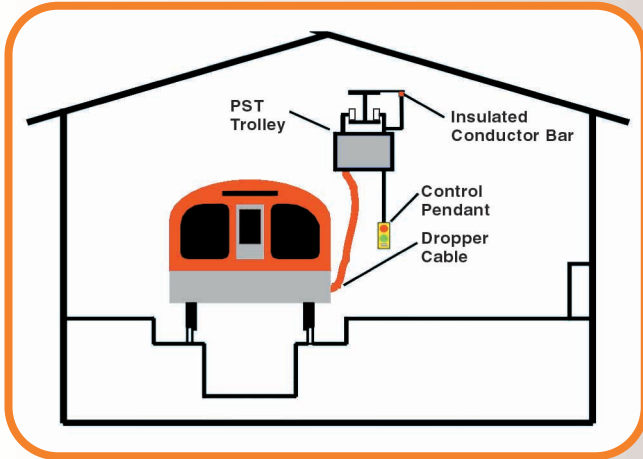


- This system is an economical and simple solution. It is the traditional method of providing power to a train berthed in a maintenance depot by way of an insulated conductor rail and a dropper lead attached to a mobile trolley.
- To allow the train to be driven into and out of the depot, trolleys rolling on I beam supports are provided. The safety of the overhead trolley system is enhanced by the provision of insulated power conductors.
- Note: The plug is live when the power conductor is energised. Therefore the entire road must be switched off (de-energised) to avoid live plugging / unplugging.



Example of a
"Stinger"
System
in operation

ENHANCED SHORE SUPPLY SYSTEM – “P.S.T.” (PENDANT SWITCHABLE TROLLEY)



- This solution provides a shore supply trolley, which can be individually switched on and off.
- A small control pendant suspended from the trolley is used to switch the trolley on and off.
- Individual trolley switching means that idle plugs cannot be left live.
- Automatic switch off on loss of demand / power is provided.
- Plug status indication is provided
- Existing plugs can usually be adapted for interlocking, without rolling stock modification.



Example of a “P.S.T.” System in operation

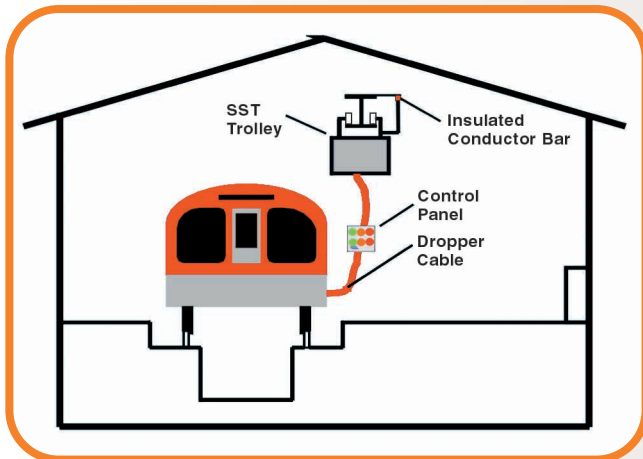


P.S.T. in action

SHORES SAFE

TECHNICAL DATA SHEETS

CUSTOMISED SHORE SUPPLY SYSTEM - "S.S.T." (SMART SWITCHABLE TROLLEY)



- The S.S.T. is an example of a specifically designed solution for use on 4th rail applications.
- The S.S.T. includes additional benefits of:
 - earth fault detection
 - traction voltage monitoring
 - train detection
 - additional specific plug stowage facility incorporating operator interface

Example of a
"S.S.T."
System
in operation



POWER LEAD SEPARATION FEATURE

- With all systems the Power Lead can be fitted with a disconnection device.
- Should the train leave the depot with the cable still attached this will safely detach and minimise any potential damage.





POWER AND DATA TRANSFER

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