

Electric locomotive 143.059, Hector Rail

Epoch:



Art. No.:

Electric locomotive 143.059 of the Hector Rail. Epoch VI.

Motor with flywheel. Drive on four axles. One axle has traction tyres. LED-lighting white/red that change with the direction of travel. Coupler pocket according to NEM 362 standards. PluX22 Interface.

Hector Rail is a successful private Scandinavian railway company. Since the company is on the market (2004) it is expanding their pool of electric locomotive constantly.

In addition to modern vehicles from the Traxx and Europrinter families, Hecto Rail bought some standard locomotives from different European railways like f.e some of the Austrian Railway 1142/1012 or the German 151. 2014, and eight locomotives of the Swedish series SJ Rc3. At Hector Rail, the electric locomotives were sorted as series 143. The series SJ Rc3 is the third series of the Swedish Rc and was one of the most spread ones with 366 pieces. The Bo'Bo 'locomotives are about 15.5 meters long and weigh just under 80 tons, depending on the mounted buffers. ASEA has been building those locomotives since the middle of the 1960s for the Swedish national railways Statens Järnvägar (SJ). At the time of their introduction, the machines equipped with thyristor control were top-of-the-range technology and ASEA was one of the world's leading manufacturers of semiconductor technology. During the course of their twenty-year construction, the 3600 kW locomotives were continuously developed. The maximum speed was increased from 135 km / h up to 180 km / h, depending on the application as a freight or fast train locomotive. The locomotives of the third series, the Rc3, drove 160 km / h fast. By means of gearbox exchange and other conversions, locomotives of the second delivery series could be converted to the technology of the Rc3 and also back again. So also Rc3 1059, the later Hector Rail 143.059: Built in the beginning of the 1970er, it was converted after ten years to the Rc2 and then changed almost two-yearly between Rc2 and Rc3. From 1988 she remained an Rc3. The main focus in Rc3-phases were fast D-trains, however also freight trains were to be transported. In 2013, the SJ decided to surrender the Rc3 series engines completely. Eight of the locomotives went to Hector Rail as HCTOR 143. That's why we speak of the Rc machines as "matured to modern classics". The last three digits of the order number were kept, and so the number changed from SJ Rc3 1059 to 143,059. In addition, the locomotives (as well as the other Hector Rail machines) received names. 143.059 was baptized on "Fenrisulfven". Today 143.059 runs in mixed freight services as in multiple traction before heavy trains.

Specifications:

General data

Coupling	NEM shaft 362 without close coupling mechanism
Minimum radius	358 mm
Number of axles with traction tyres	1

General data

Number of driven axles	4
Flywheel	yes

Electrical

Interface	Electrical interface for traction units PluX22
Head light	Light changeover true to the Swedish original.
LED head light	yes

Measurements

Length over buffer	179 mm
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