NORTEK
GLOBAL HVAC

Orient Express

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REZNOR

Background

Stewarts Lane railway depot in Battersea has been providing maintenance and stabling for the South East of England's rolling stock since 1862 and was, at one point, the largest locomotive capacity in the Southern region. Having stabled the Royal Train, one of the depots main uses today is for the maintenance of the prestigious Orient Express.

After the installation of a Nor-Ray-Vac system in the high bay and main locomotive shed at Orient Express 28 years ago, the system now needed to be replaced. Orient Express approached Multigas and asked them to assist with the replacement of the existing and also an additional two areas that were previously unheated.

Entrance and exit doors often occupy the full width of the building and may be left open for many hours a day. When doors are open at both ends, a wind tunnel effect is created, cold air at high velocity is drawn into the shed.

Reznor was able to offer the ideal and most effective and economic heating solution by warming only the areas where personnel are working. Over time this produces considerable fuel economies and cost reductions.

Reznor replaced the old system with the latest Nor-Ray-Vac series system which was happily received by the client due to the past financial benefits of this type of heating system within a train depot environment.

The Nor-Ray-Vac system combusts the fuel at the point of use enabling maximum efficiency, with no distribution losses and has rapid response to changed conditions. It is uniquely designed to accommodate the building constraints and required zoning for the method of working within the shed.

Orient Express now benefits from a radiant heating system capable of maintaining the depot at a comfortable environment well into the late 2030's.

Installation Summary

/ Venice Simpion Orient Express invested in a Nor-Ray-Vac continuous radiant tube heating system
/ Suspended from the roof, the continuous radiant tube heating system emits infra-red rays that warm only objects and people in their path
/ Low operating costs are achieved by concentrating the heat at low level
/ A heating system with flexibility in design – tailored to the exact requirements of the design brief
/ No movement of air – thus, dust and airborne particles are not moved around
/ No distribution losses – fuel utilised at the point of use

Technical Summary

/ Phase 1

Area	41m long x 15m wide
Height	7m
Volume	4305m3
Heaters	6 x 24kW NRV burners with one flue discharge

/ Phase 2

Area	30m long x 15m wide
Height	7m
Volume	3150m3
Heaters	6 x 18kW NRV burners with one flue discharge

/ Phase 3 – High Bay

Area	30m long x 20m wide
Height	12m
Volume	7200m3
Heaters	10 x 18kW NRV burners with one flue discharge

/ Phase 3 – Main Loco Shed

Area	77m long x 15m wide
Height	7m
Volume	8085m3
Heaters	18 x 18kW NRV burners with two flue discharge

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