Snow clearance at max capacity Page 4

100% success in England pages 5-6

Frechly painted in Långsele page 9

Long platform became safer pages 12-13

New market for Railcare Lining page 16
Disappointment and hopes for the future

2011 did not turn out at all as we had hoped. Tenders for work that had been expected during the first half of the year never appeared. Volumes of timber declined and the profitability of our timber transports became lower than ever. In the end, we had to pay through the nose just to be able to make these transports. In Denmark, we have had falling transport volumes and also there we have had to pay to run our transports. By means of the extensive changes in our activities that we have carried out in Railcare Tåg and in Railcare Danmark, we have steadied the boat so that our mast is standing upright again.

It always feels good to know that history is shorter than the future.

We feel good about the coming years for our operations. Trafikverket (the Swedish Transport Administration) has received 3.6 billion SEK in additional funds for the coming two years. This money is to be invested in maintenance and small projects. For this, it is important to have the skills needed to find good solutions and to bring in the work – and this is something that we know how to do.

Last year’s big effort was the snow-melting project. We are proud of our test runs, which show that we, in such a short time, succeeded in creating a working solution! There is considerable interest in this even outside of Sweden’s borders, so we believe that with this we also have a powerful export product on the way.

Railcare would not be Railcare without all these innovations. The tireless work, in both large and small undertakings, makes us a popular partner in collaborations both at home and, to an increasing extent, in for example England (see pages 6-7). In this work, EVERYONE in the group and EVERYONE in our great staff can receive their share of the honour.

Join us in this exciting (railway) journey!

Premiere for the world’s largest railway snowmelter

It took Railcare about half a year to “conjure up” an entirely new line in snow clearing machines for railways.

Three models have been developed. The smallest, SR 100, is a modified version of the machine that builds on Railcare’s vacuum technology, and the largest is represented by the flag ship SR 700. The “middle sister” is the SR 300 machine, adapted to, for example, level crossings. The two larger models work more or less as large snow blowers. In every case, the technique involves melting snow into water which is then emptied in the surface water system.

News about the world’s largest railway snowmelter was released in association with the railway trade fair, Nordic Rail, in September, and gained much attention in the branch and in the press.

The first SR 700 will begin clearing snow at the Stockholm region this winter. The method is to

Ulf Marklund, MD and CEO
Railcare Group
be studied and the operators are to be trained. All so that the details can be fine-tuned for the coming production.

“I estimate that we might be delivering two to three machines a year in the future, mostly for export”, says Ulf Marklund, MD at Railcare.
Safety and trust. These are two of the main arguments that lay behind the decision by Swedish Transport Administration to invest in snow clearing machines in a developing project with Railcare.

“There have been both incidents and accidents in connection with snow clearance work on the railways”, says Yngve Hagland, Swedish Transport Administration’s coordinator in the Stockholm East maintenance area. “It is clearly a risky situation when visibility is reduced, sound is dampened by snow and there are many people on or around the tracks. If we can replace manual handling, we can avoid many problems.”

Of course, the last two winters, with a great deal of snow and strong criticism about the level of service, have also had a role. “We are not going to hide the fact that we have had enormous problems in getting rid of the snow and that this has caused unacceptable hold-ups and delays in traffic”, says Yngve. “That is why it is important that we really get to grips with the problem. In the long term, this is a matter of maintaining trust in the railways, both for freight and for passenger traffic. What happens if people just do not trust the railways? They choose another mode of transport, such as lorry, bus or car, something that runs counter to society’s wishes as a whole.”

Since the 1970s, snow clearance on the railways has progressively worsened. The roughly ten locomotives for ploughing that are used today come from this time and there were originally about 30 of them. The number of employees that can be put to work in manual snow clearing has been much reduced.

“Mild winters, a low priority and the small part of the cake given to operation and maintenance lie behind things turning out like this. Now, we are finally doing something about the matter.”

One machine makes a difference

Can just one single machine, the first SR 700, which will be operating in central Stockholm, really make any difference? Yes, Stockholm really is a hub. Every day about 9 000 trains pass through the central station. There are about 400 points

How it works

1. The operator controls adjustable brush heads located on both sides of the machine, these clear the snow from the track and cess paths and sweep it into the centre of the track.

2. The operator works from a commanding position that keeps him clear from the blowing snow and allows him to maintain a clear view of the work.

3. The main brush head and the suction shaft remove the snow from the centre of the track and transport it into the first wagon of the set. Contact with the brush operator is performed by intercom.

4. The train driver working from a specialised cabin operates the locomotive at the end of the train via remote control and maintains constant contact with the brush operator by radio headset.

5. Heavier particles that are taken up with the snow are filtered out by the stench trap this can be easily emptied and cleaned.

6. The snow enters into a melting reservoir that works like a heat exchanger, constantly heating and melting the snow into water.

7. The water is then pumped into a 50 cubic metre capacity container wagon where it is held until it is discharged at the designated area or into the drainage system.

8. The water is unloaded into the drainage system.
A record quick project

On the 15th May, an agreement was reached between Swedish Transport Administration and Railcare for the development of the world’s largest railway snowmelter. On November 15, the machine was displayed in Stockholm.

“It has taken a real mustering of forces within Railcare to make the undertaking possible”, says Ulf Marklund, MD.

“Impressively fast”, says Yngve Handspik of Swedish Transport Administration. In a normal case, such a fast process would not have been possible, but development of the snowmelter was characterised by the distinguishing feature of Railcare – using existing technology and adapting it for the railway. This means that we know that the different parts of the machine are well-tested and that each of them works separately. Our task is to join them together in a good way.

Some of the most important components: 1. The idea itself of melting snow comes from Canada and a company called Glory Road Solutions. Railcare has collaborated with their representative in Portugal.
2. The snow blower technology comes from a Norwegian company, Øveraasen.
3. Railcare’s own experience with railway snow clearance.

Environmental and safety gains

However, how environmentally friendly is it really to melt snow, in this case with the help of diesel fuel? The SR 700 has a 12 MW unit that melts about 800 cubic metres of snow per hour, the equivalent of about 40 lorry loads.

“You should take into consideration that traditional railway snow clearance requires a great deal of fuel because the snow often has to be moved several times with the help of diesel locomotives, loaders and lorries”, explains Yngve.

“The distance to the location at which you dump the snow also plays a role. In central Stockholm, this can entail long distances. If we can reduce the total diesel consumption, or at least not increase the current use, then I think the gains in safety alone would justify investing in the world’s largest snowmelter.”

Increased safety for the snow clearers and reduced problems with delays during snowfall. This is what Yngve Handspik hopes for with the new snow clearer from Railcare.

The new SR 700 is demonstrated to considerable media attention. The launch created a large response in the local and national press.
A lot of news from the English railway

The railway in England is a lifeblood for the country in a much clearer way than in Sweden. Both freight and passenger traffic by rail are essential for everything to work.

During 2011, there were a number of wide-ranging items of news, for example:

• Devolution project, the country was divided into new regions, so-called routes, with one director per route.
• Cooperation between the operators and the track maintenance companies was stimulated. The aim is to increase efficiency and reduce costs. This also entailed decisions being taken closer to the activities themselves, so that even in this regard make the activity more efficient.
• A new concept, “7 day railway” (railway throughout the week) has been introduced, which involves seeing, for example, track maintenance as a continuous undertaking that should even be able to be carried out on weekdays during off-peak traffic.

"Taken as a whole, this is very positive for Railcare", says Håkan Johansson. "In practice, we are currently the only operator that can offer a concept in which we can carry out quick and efficient maintenance measures during the limited possessions that are involved. We are working just now with selling our idea in which you hire a Railvac machine and in a structured manner schedule for the larger projects to be carried out during the weekends and the smaller projects during the other days of the week."

The Railvac machine in England was fully utilised last year and is also fully booked during 2012. Extra capacity is on its way in the form of a specially-adapted machine.
Efficient work in heavy traffic

“The Railcare method makes it possible to use 95% of a shift with 100% success.” Kevin Hallam, works delivery unit manager at Network Rail in Leeds, is a true supporter of the Railcare method in England. “It has been a complete success everywhere that we have used it within our district. I expect there to be many more projects in the future.”

Rail traffic in England is very heavy, which makes maintenance work difficult. Kevin has access to five to six hours of traffic stoppage, during which the traffic is completely at a standstill, every fifth week. Other maintenance work can be done during short stoppages on the weekends, but the ambition is to also carry out measures during the weekdays. This is something that really demands time-efficient methods. Time is thus a decisive factor and a reason that Kevin Hallam is so happy with the Railcare method.

Efficient measures...

“We must plan every measure and carry it out as efficiently as possible. At the moment, for example, we are working with partial track maintenance, where we are replacing ballast and sleepers to give the tracks 10 – 15 years of new life.”

Kevin came in contact with Railcare two or three years ago when he was looking for a solution to a problem in replacing ballast. He had seen the method described in a newspaper and contacted Steve Muggleston at Railcare. The results of the first project gave a taste for more and many more projects followed.

...for troublesome assignments

“I am very impressed by the possibilities offered to solve really complicated assignments. An example of this is the renovation of the Neville Hill Train Maintenance Depot. We have also used the Railvac machine during drainage work in the worst possible conditions - just mud. The Railvac machine coped with this splendidly! Renovation work close to platforms is another very good area of use, because pipes and cables do not become damaged.”

New machine

The new Railvac machine, which is specially adapted for British railways and which can be transported by rail from one work site to the next, will be a new opportunity that will increase capacity in England.

“It has sometimes been a bit complicated transporting the Railvac machine to the work site by lorry. On the other hand, railway logistics need a great deal of planning and can be expensive. I believe that the expansion of Railcare in England requires a simple, ‘all-included solution’, with a ready-made package. Otherwise, it can be difficult for those who are going to plan and understand all the details in a Railcare plan.”

Adaptable Swedes

In all the jobs that Kevin has been responsible for, the operators have come from Sweden.

“They are the pleasantest people I have met and they are also good at adapting to our conditions, which I understand are rather different from those in Sweden. Kevin Hallam is a true ambassador for Railcare, always ready to provide information and to answer questions about the advantages of Railcare.

“I receive a lot of telephone calls and I also work at marketing the concept in my own organization. I am happy to do it, and I also want to do it in an honest way. Sometimes, the method is not quite suitable, but when it is, the results exceed expectations every time!”

On the way to the next job! The Railvac machine is transported by trailer through the British countryside.

The elephant helps in England

The elephant has become the symbol of Railcare in its investment in increased market penetration in the United Kingdom. In different types of marketing materials, elephants are seen in different poses.

“It has been much appreciated”, says Håkan Johansson at Railcare. “Apart from the trunk of the elephant having many similarities with, and being used in a similar way to, the vacuum equipment that sits on our machines, the elephant is also a much-liked animal with connections to England’s days of imperial glory.”

Railcare presented its new concepts at Network Rail’s Plant & Equipment Show, at their training centre in Westwood, England.
East and West agree:

Railvac machines provide results!

People usually say that East is East and West is West and never the twain shall meet. When it comes to Railvac machines and their considerable advantages, they are though in agreement. Last year, another two machines were delivered to the USA and one to Russia. “What is interesting is that there are large differences in perspective in the two countries”, says Erik Hardegård, managing director at Disab, the company that is collaborating with Railcare in machine exports. “In Russia, it is politics, and in the USA, it is business that is mostly pushing development.”

Both countries have been buying Railvac machines for many years. The machine that was delivered to the USA was the thirteenth in a row and it was in fact an export machine that the American customer, Loram Maintenance of Way delivered to South America.

“During 2012, we will be delivering a further two machines to Loram”, says Erik. “They are receiving more and more commissions on more track parts, and so their need seems to be increasing continuously.”

Strategic placement
The Russian customer is also holding discussions with Disab. An analysis was conducted there of the machine park and it was found that a number of machines were needed that are to be placed at strategic sites throughout Russia. If the plans are carried out, they would involve the delivery of a large number of Railvac machines during the coming years. To date, Disab has sold eight machines to Russia.

Railvac machine for Railcare England
Disab and Railcare have been collaborating for many years and last year was particularly intensive thanks to the development of a new machine, specially adapted to the British market. This machine has a more compact size so that it can be transported by rail from work site to work site. In comparison with Nordic conditions, the railway in England originates from an earlier date and older tunnels and bridges are adapted for smaller locomotives and wagons. The machine will be test-driven and demonstrated in England at the beginning of the year.

“It is full speed ahead in Railcare’s workshop! On the left, the new machine can be seen that is specially built for English conditions, and on the right, the new snow clearer, the SR 700.”
Good year for Three T

2011 was a particularly good year for Three T. Both the volume of operations and the number of employees increased, among other reasons because a couple of Railcare Transport’s engine drivers started at Three T.

“We are now about 25 persons in total and we produce good results”, says Tomas Säterberg, business manager at Three T.

Full speed ahead in Three T’s new locomotive workshop

Three T has started a locomotive workshop in Långsele. Four employees provide service and are renovating older and younger locomotives in the old premises of the former Swedish Rail Administration.

“If we have a lot of work at the same time though, we hire in extra staff, so sometimes there are up to eight of us here”, explains Patrik Söderholm, one of the repairmen working for the company.

The locomotive workshop has a total of 14 compartments, or “stalls” as they like to call them. Stalls 1-2 are for storage and the tractor garage, stalls 3-8 are rented by Hector Rail and the rest are used by Three T’s workshop. Consequently, they can have a total of six locomotives in for repair at the same time. Some of the locomotives are Three T’s own and some are owned by other operators.

“We take on all kinds of assignments and we have recently invested in a lifting-trestle and an overhead crane in order to be able to lift cylinder assemblies and traction motors. This makes us even broader and develops the workshop.”

Repainting locomotives

One of the men in Three T’s workshop is an experienced painter and he has during the autumn repainted two of Three T’s locomotives. Many hours of preparations are needed before painting can begin, and the painting itself is done entirely by hand.

“It takes many hours of work to paint a 21 metre long locomotive”, explains Patrik. “But that locomotive from the early 1960s, for example, has become as good as new!” Another locomotive is to be repainted at the start of 2012.

Young Railcare employee

Patrik Söderholm is 22 years old and is one of the Railcare Group’s younger employees. He started at Three T straight after finishing upper secondary school three years ago.

“I have been learning the job as I go along with the good help of my boss, Lars Filipsson and contacts in my own network. I am really happy here. It is a free and varied job – full of challenges.”

Good year for Three T

Before…

During the work…

And the shining final result.
Big assignment for Railcare Lining

Railcare Lining carried out during the autumn one of the largest assignments in the company’s history. This involved renovating a total of 59 railway drain culverts on the Kil-Laxå route and on the Hallsberg-Falköping route (Western Main Line).

“The drain culverts were in rather poor condition and we had to take care of some of them by hand, though we could use a jetting unit or a reamer in other cases”, explains Jonas Karlsson, Railcare, who was one of those who carried out the renovation work.

The work included cleaning or renovating culverts, cleaning out trenches, erosion protection, supporting walls and lining. The time needed per culvert varied from about a day, up to around 40 hours. The size of the culverts was from 40x40 cm to 150x150 cm.

“It was positive though that we also received assignments down in Skåne, where we have never previously carried out any drain culvert renovations”, says Daniel Öholm, Railcare Lining.

Better start in 2012

Apart from the big assignment in western Sweden (see the article above), 2011 was rather an indifferent year for Railcare Lining. It was characterised by a number of small assignments, mostly in central Sweden.

“It was positive though that we also received assignments down in Skåne, where we have never previously carried out any drain culvert renovations”, says Daniel Öholm, Railcare Lining. “In addition, our market penetration continued in Norway. We can already note that we seem to be getting a better start in 2012, with both actual assignments and a number of inquiries.”

New business manager

Roland Lindberg started as the new business manager for Railcare Lining in November. He comes most recently from a position at Metso, but mostly has a background at Inpipe, where he worked for a long time, nearly 20 years, with developing equipment and with the balance of products and services offered by the company.

“It feels very good to have the chance to work at Railcare Lining. This is going to be a real challenge and it is very motivating”, says Roland Lindberg.

An entirely overgrown railway drain culvert before Railcare renovated it. The pictures on the left show the result from both ends.

Roland Lindberg is the new business manager at Railcare Lining.
A large proportion of the letters that are sent in Sweden are transported by rail to be delivered the following day. Posten is now becoming a collaborative customer of Atumo.

Swedish mail becomes a collaborative customer

More letters and parcels than you probably think are transported by Posten, the Swedish mail service, by rail. In principle, all letters south of Sundsvall go via the railway, to arrive at the recipient the day after they are sent. To manage this, Posten has several terminals located beside the railway, where wagons are shunted and post is loaded. In total, there are 3-4 km of rail and 5-6 points that are the responsibility of Posten.

"Basically, I am the only one handling all the questions regarding our tracks, which can become a little lonely", says Kenneth Persson, Transport controller Posttåg (postal trains). "For a number of years, I had a collaboration with the predecessor to Atumo, and nowadays with Atumo. This is a collaboration that we are now deepening by signing a collaborative customer contract."

Municipalities and industries

Regardless of how many metres of railway an actor owns, the same regulations apply and all management is to be carried out with the same level of care in order to retain the permit to operate on a section of rail. Many municipalities and large industries have their own tracks and it is mostly these who are collaborative customers of Atumo, of which there are currently about 15.

A deeper collaboration

"We looked around at those who offer these services and decided on Atumo", says Kenneth. "They are serious and have the right attitude. We will now be collaborating with them at an even deeper level, with regular meetings at which Atumo takes a proactive role. This can concern, for example, following a new piece of legislation, looking after contacts with Swedish Transport Administration, signal and inspection issues, and investigating accidents."

"It is not becoming any simpler. All the time, new regulations are coming and it can be quite tricky to fulfil every requirement in every detail. That is why it is really good that we will be working even closer to each other."

Two major challenges

Kenneth Persson sees two major challenges for 2012. These are a new postal terminal in Hallsberg, where everything is to be connected together with the existing net, and the annual change in timetables that takes place in December.

"It is typical that this is done just in the month when we have double the volume of post compared with the other months of the year..."

Go ahead given for new Atumo training courses

“Förare/Tsm spärrfärd” (Driver/TSM special train route) and “Förare spärrfärd till förare av tåg” (Driver special train route to train driver). These are the somewhat cryptic names of two engine driver training courses that Atumo now has the right to offer. In addition to the Railway Training Centre, Atumo is the second independent company in Sweden that has obtained approval for its curricula.

Helena new educator

Helena Sjödin is a new educator in safety issues at Atumo. She comes from Kiruna and has a broad background within the railways, including experience as a train conductor and as a supervisor.

"Good to have someone to discuss things with"

“Förare/Tsm spärrfärd” (Driver/TSM special train route) and “Förare spärrfärd till förare av tåg” (Driver special train route to train driver). These are the somewhat cryptic names of two engine driver training courses that Atumo now has the right to offer. In addition to the Railway Training Centre, Atumo is the second independent company in Sweden that has obtained approval for its curricula.

Helena Sjödin is a new educator in safety issues.
Continued success for platform renovation à la Railcare

Railcare’s method for renovating platforms has had continued success. During the year, the station at Varberg was completed and new assignments at Arvika, Kristinehamn and Tierp were carried out. Of these three, the platform project at Tierp was the largest.

“‘This was simply because the platform there is longer than at the other sites’, explains the project leader, Bengt Hoppe, at Swedish Transport Administration. This in turn is in part because Tierp is the terminal station for Upplands Lokaltrafik, the local public transport provider in the district of Uppland, and the final destination for most of their trains.

Railcare won the negotiations for the contract by offering the best price. In addition to the surface of the platform, the project also included new lighting, benches, leaning benches, litterbins and safety signs.

“We know about Railcare’s work at previous stations and we know that the method works, but it was the price that was decisive. The final result is the same, regardless of which contractor we choose. However, there was the bonus of fewer joints between the slabs with Railcare’s method, which means that there are fewer places where a mass of dandelions can start to grow!”

Fresh foundation

The platform at Tierp was renovated fairly recently in connection with the X2000 high-speed train coming into service on the Stockholm-Sundsvall route. The foundation was thus good, which contributed to the project running entirely according to schedule during the period September-December.

“Yes, there were no problems and we have also avoided accidents during the work”, says Bengt Hoppe. “The biggest improvements are probably experienced by those who are handicapped or partially sighted”, says Bengt. “Others probably mostly just notice that there are new benches and fresher lighting.”

Sharpening the method

“With every completed assignment, we learn more and are able to further sharpen both the method and how it is carried out”, says Jonny Granlund, business manager Sweden, at Railcare.

The platforms are part of the project “Stationer för alla” (Stations for everyone) and are being renovated to fulfil the relevant EU regulations regarding handicap accessibility and to increase accessibility for the partially sighted. According to these rules, the nearest handicapped-accessible station is not to be more than 30 km away. Eventually, all the important stations in Sweden are to be adapted, but the pace of this change is of course determined by the overall economic priorities.

“We are presuming that additional projects will be carried out during 2012 and that we will continue to be competitive”, says Jonny.●
Pictures from Norway

Here are some pictures from Grenland Rail AS, Railcare’s part-owned Norwegian company:

Here, Railvac machine and gravel wagons are being transported from Myrdal. During the year, a large landslide occurred, about 30 m wide and 3 m high, which destroyed parts of the snow shield on the left. Fortunately, the machines were not parked at that spot and survived the landslide.

Changing wagons with new Toyota cars. The cars arrive by boat to Malmö and are taken by rail to Drammen. Grenland Rail has the task of changing the wagons at the “car harbour” in Drammen.

Delivery of points to the Örtfjell station on the Nordland Line. The sleepers are manufactured in Norway, transported to Sweden, where they are assembled to make a point, and then transported back to Norway.

Do not miss the films in which Railcare’s different special methods are presented! The films are available on the web at www.railcare.se/filmer and provide an excellent insight into how it all works – they are the next best thing to seeing it in real life. Here are some examples of what you can find there:

Renovating a drain culvert
Railcare Lining’s method of giving railway drain culverts (or other culverts, for example road culverts, for that matter) a new glass-fibre reinforced lining is shown in one of the films. In addition to making the inside of the culvert more maintenance-free and ensuring that water runs through more easily, it also works as a tension rod that stabilizes the embankment.

Working in mud
Mud is not a problem for Railcare’s vacuum excavator! This is demonstrated in the film, “Drainage work”. Quickly and elegantly, a well-formed dike is created for drainage pipes.
Railcare Danmark looks forward to a brighter future

A heavy year. That is how Uffe Mørch-Pedersen, business manager at Railcare Danmark, summaries the year 2011.

“However, prospects are much better for 2012. Among other things, there are three large railway projects that are to begin on Jutland during the spring. We do not have the capacity to be involved in all of them, but we hope that some of the work will come our way.”

Railcare Danmark has been less busy than in earlier years. Uffe explains that this is partly due to a re-organisation of railway maintenance in Denmark that has resulted in investments being postponed, and partly due to increased foreign competition.

“There are more and more railway contractors from Germany and Holland who are competing with us here in Denmark. They feel of course that we are close to them geographically, so the foreign presence is much more noticeable than in Sweden.”

Many inquiries

As a result of the difficult situation, Railcare Danmark has reduced its workforce by three persons. However, the prospects for 2012 look brighter. We have many inquiries for both transport assignments and contract work with the Railvac vacuum excavator.

VBU – a method for Denmark?

Railcare Danmark has received its first enquiry involving Railcare’s VBU machine. This is a machine that is used for ballast removal or for cleaning vegetation, such as weed, from embankments. The machine digs down and even roots are removed.

“I really hope that the assignment will be carried out so that we have the chance to test our methods in Denmark and to show what we are able to do”, says Uffe Mørch-Pedersen.

Uffe is looking for new contacts

Railcare Danmark will be intensifying its marketing.

“It is important to find new contacts and to come into direct contact with the project leaders of the railways”, says Uffe Mørch-Pedersen. “We are also planning to become much better at showing what we can do by holding demonstrations and exhibitions.”
A slimmed-down Railcare Tåg lives on

Railway veteran a new key person

Railcare’s management gave notice at the start of autumn that Railcare Tåg would no longer be involved in timber transports from the turn of the year 2011-2012. In connection with this, around ten employees were dismissed and the office in Östersund was closed. The remaining engine drivers were employed by Railcare’s subsidiary Three-T. However, Railcare Tåg lives on. Thomas Boström, a newly employed production planner and senior engineer, started at its new office in Skelleftehamn at the start of the year.

“It is exciting to start in this situation and have the chance to participate in developing something good”, he says. “We have a number of interesting ‘balls in the air’ and we will see what comes out of it.”

Thomas Boström has nearly 30 years of experience from the railways, starting with the old SJ, still the largest train operator in Sweden, and afterwards the railway company TGOJ and Green Cargo. His task is now to plan Railcare Tåg’s shipments and to maintain contact with Swedish Transport Administration.

Good opportunities

“Railcare’s flexibility is the most absolutely important feature we have, together with the competence of the staff and service”, explains Thomas Boström. “I believe that we have good opportunities for developing interesting business, particularly regarding special assignments of difficult cargo. I am also not averse to our collaborating with other actors, both large and small, in the same branch.”

The Norwegian Railways are looking for suppliers

The Norwegian National Rail Administration wishes to see more suppliers competing for the coming railway projects in the country. The budget has increased by about 1 billion Norwegian kronor, and so there are more and larger projects ahead in Norway. During the Nordic Rail trade fair, the Norwegian National Rail Administration was present to interest more actors in participating and competing for work.

Extended railway highest on the wish list

The Swedish people would like to see more tracks, more trains and more places where the train stops. This is shown in an investigation by the social research company SIFO, which was presented at the Elmia Nordic Rail trade fair.

Despite the winter chaos, delays and other disturbances that have affected the railways, the Swedes are relatively satisfied. 56 percent are satisfied with the railways, while the figure for those dissatisfied is only eleven percent. This indicates that there is considerable patience among Swedes regarding railborne traffic.

Quick way to the east

The new high-speed train Allegro travels between Helsinki and St. Petersburg. The time saved travelling the 443 kilometers, compared with earlier rail links, is nearly three hours. This makes the Allegro train faster than flying. On the Russian side, the train travels at 200 km/hour, and on the Finnish side, 220 km/hour. During the winter, there are two trips daily. In the summer, this increases to four.
New market for Lining

During the autumn, Railcare, in cooperation with Swedish Transportation Administration, has on some occasions tested carrying out lining at newly formed culverts. This is a new application, which opens up an additional market for the Lining method.

Railcare's method for renovating railway drain culverts is to carry out a lining of the existing culvert. In short, the method entails a lining of fibre glass-reinforced plastic being inserted in the existing culvert. After this, the lining is inflated so that it lies closely against the existing wall of the culvert. Using ultraviolet light, the plastic is then hardened, which thereby takes on the shape of the original culvert, regardless of whether it is round or rectangular.

The old method for making a new culvert is to push a steel pipe through the railway embankment and then to insert a smaller plastic pipe into the steel pipe. After this, concrete is cast around the plastic pipe.

The new method

In Railcare's new method, the steel pipe is pushed in as before, but then a glass fibre lining is made of the steel pipe. As a result, the quality is more secure, it is stronger, and above all, the culvert's area is considerably larger for a steel pipe of given size. The increase in the area is noticeable. Given a steel pipe with a diameter of 600 mm, the area with Railcare's method is 1.13 m², whereas the old method gives an area of 0.28 m². The total solution provided to the customer has better quality, a culvert with greater capacity and more railway for the money spent.

"The results of tests have been fully satisfactory, and I hope that customers will see the value of this development", says Daniel Öholm at Railcare.

In addition to the lining formed with Railcare Lining’s technique, a connection has been made to a well. Thanks to the lining, the connection to the well will be both tight and hold together in a stable manner. Tomas Hedlund demonstrates the method.