Production of sleepers

Prestressed concrete turnout sleepers

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Production of sleepers
Prestressed concrete turnout sleepers
voestalpine BWG rounds off its long-standing systemic idea for the track, stretching from the wheel flange to the substructure, with its own production of prestressed concrete sleepers for turnouts for high-speed traffic as well as metro and tram, long-distance and heavy haul. The customer profits from all the benefits of a system supplier, from interface optimisation up to the lowest possible LCC, with a concomitant high safety standard. The sleeper production in the turnout plant delivers definite advantages to the customer through transport optimisation as well as presegmentation, in conjunction with just-in-time deliveries to the construction site.

Systematically toward success
The leading partner all around the turnout - tracks with system

The plant
The turnout sleeper plant is situated on the compound of the voestalpine BWG location in Butzbach in close proximity to the turnout production and assembly. On around 3,700 square meters and with 2 double stressing moulds initially, we continue to bank on innovation also in the sector of concrete sleepers. The fully automated concrete mixing facility and the test laboratory are equipped with state-of-the-art technology and are managed by experienced co-workers. The Q1 certification awarded by the German DB AG as well as the successful auditing for ISO 9001:2000 for all locations and product sectors give proof of our great claim to quality. The production process as well as the end products are subject to a continual inhouse and external monitoring.

Scope of products
Our philosophy for the design of sleepers is captured in an ideal solution for the customer at the given basic conditions. Therefore we are offering adapted sleeper forms for main rails, metro and tram traffic and high-speed traffic rails in slab track. In addition, our production process offers the option of various concrete technologies and different arrays of the sleeper reinforcement as well as the option for the integration of the most common fastening devices for KS or W superstructure and for E and fast-clip or Halfen rails. Hence the main benefit for the customer is comprised in our mastery of all interfaces in terms of the track as well as the capability of integrating all these components into a comprehensive and needs-based system and adapting it to individual requirements. So the focus of our future development will be placed on the seminal presegmentation of turnouts and the process optimisation in installation entailed in that. Experience derived from the construction process as well as the operational experience on the part of our customers will be incorporated in this project.