

Dow launches rail boot system in North America

Dow will introduce the Traxsys rail boot system in North America and present its rail technologies portfolio at the Arema conference and exhibition in Orlando, FL, USA, from 29 August – 1 September 2010. Dow experts will be on hand to discuss how the company's offerings can advance rail transport safety and extend the working life of tracks, platforms, and equipment.

The Traxsys system, which makes a debut in North America after being successfully applied in a number of projects in the United Kingdom, is designed to reduce noise and vibration while offering resilient track support and electrical insulation. Made from microcellular polyurethane elastomer, it can be used for grooved or conventional rails and is custom-moulded for each rail profile to ensure top performance. The system is easy to assemble and install, says the company.

"Railroads in North America face a rapidly growing demand for services," said David Frost, business development manager for rail at Dow, "and to meet this demand, the infrastructure needs to be reliably protected and optimally maintained. Dow has worked extensively with the European rail industry to research and apply solutions to corrosion, abrasion, weathering or water damage, and we're eager to put our advanced technologies in the service of the railroads on this side of the Atlantic."

Dow technology for ballast reinforcement and track stabilisation will be featured in a technical session at Arema. The paper, titled "Improving the Safety of the Railway Infrastructure Using In-Situ Polyurethane Geocomposites," will be given by Dr. Peter Woodward, an expert in geotechnical engineering. Conference participants at Arema will learn more about the technology that combines a polyurethane system from Dow and advanced computer modelling simulation to identify and repair ballast deformation and improve overall railway track safety and performance.

Dow's portfolio of rail systems was launched last year in North America, but it has been widely used in Europe's robust rail and tram sectors for years. Visitors to the Dow booth will have the opportunity to speak with the company's rail technology experts and learn more about the full scope of products and systems, including:

Ballast reinforcement

- XiTrack geocomposite technology provides ballast reinforcement which will reduce vertical and horizontal track movement, particularly in troublesome areas, such as ballast-to-concrete transitions. XiTrack technology is a solution using Dow chemistry and computer modelling that accounts for soil strength, axle loading, line speed and other factors.
- Dow also offers epoxy systems which stabilise ballast. The ballast stabilisation systems made with our epoxy resins help adhere to the individual aggregate and keep a stable, but porous surface, allowing water to pass through. This aids in the prevention of erosion and other problems caused by ice and water.

Energy absorbing components

- Microcellular elastomers from Dow are made to meet individual vibration and shock control requirements in a variety of applications. These elastomers possess excellent dynamic properties and are very durable. They can be used for high speed rail pads and rolling stock buffers.

Noise and vibration dampening

- Silent Track sound absorbers made with Dow polymers attach directly to the rail and can reduce peak track noise levels by 5 – 7 dB(A).
- Traxsys rail boot system and series-six rail embedment also reduce noise and vibration, whilst providing stray current protection.

Waterproofing & corrosion protection:

- Hyperkote polymer coating systems can help extend the working life of bridges, concrete track and rolling stock by protecting against weathering, abrasion and corrosion.
- Traffideck waterproofing & surfacing systems can help protect platforms, footbridges and car decks from water damage and help prevent passenger slip accidents.

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<http://www.gupta-verlag.com/polyurethanes/news/technology/8388/dow-launches-rail-boot-system-in-north-america>