

FlashPoint



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The Evolution of On/Off Track Mobile Flash Butt Welding Equipment

For many years, the primary method of producing long welded rails in the field was through the use of the thermite welding process. With the introduction of the electric flash butt welder, the long welded rails were produced using a mobile welder vehicle. Holland pioneered the MobileWelder when it introduced, in the United States, its first MobileWelder over forty years ago. Today, Holland's contracting division has over 100 road/rail vehicles.

Holland's first unit was a rail-bound converted passenger baggage car which could be moved from site-to-site in a consist. True, it was mobile, but it could not be removed from the track.

The next generation of mobile flash butt rail welding was Holland's in-track MobileWelder that was housed on a truck. This ten-wheeled rubber-tired vehicle carried a separate set of steel railway wheels. In order to go from road to track and back again, one had to drive to a crossing, jack the truck up from the road or rails, remove one set of wheels and replace them with the other. This process took one full day to convert from the road to rail mode of operation and then another day to convert back to the road configuration. Yes, this was a big improvement over the rail-bound unit, but still not ideal.



400 Series

A truly mobile and efficient road/rail vehicle was Holland's next generation, the 400 Series, hi-rail MobileWelder. No longer did the workers have to change out wheels -- they only had to move to a level crossing and hydraulically raise/lower the hi-rails and move onto the road

or rails. Today, Holland offers a purpose-built MobileWelder truck as well as a containerized welding unit that can be mounted on a locally built truck or flat wagon.

The latest technology in road/rail welders pioneered by Holland is the All Terrain MobileWelder (ATMW), which is a mobile welding vehicle that is designed to work on many different road and rail conditions. The need for this type of unit was expressed by a USA Class 1 railroad which was looking for not only more mobility, but also a unit that could be worked from either side of the track as well as on track.

The development of the ATMW was undertaken by Holland's flash butt welding division (MOD) in cooperation with /another Holland division (MBD). Together, they purchased a used CAT excavator, engineered the design of the welder and vehicle, developed the assembly methodology and perfected the final unit while it worked within Holland's contract welding operations.



Australian ATMW

Today, the ATMW is a successful piece of track maintenance equipment serving railroads around the world. After its showcase introduction at an AREMA/REMSA exhibition in Louisville, KY in 2007, the ATMW began working in the USA, UK, Australia, and Turkey. Also, four units will be manufactured and delivered to Network Rail in the UK in 2012 (see separate story).

In addition to the versatility and quality of Holland's flash butt welding system (along with its computerized weld management program), the ATMW offers the following advantages:

- On-Track or Off-Track Welding
- Access to tracks with small or no road crossings
- 5.9 meter offset knuckle boom reach
- Elimination of boom tail-swing fouling of adjacent track when working in a 1.5 meter side reach
- Full rotation 360 degree boom
- Accommodation of standard or closure welder heads
- Road/rail travel at 25 kph (max speed)
- Various welder head and gauge options
- Versatile applications – rail joint installation, installation of CWR, closure welding and joint elimination programs.
- Ability to work in overhead line electrified track (OHLE)

For further information about the advantages of the ATMW, contact Chuck Ewing (Cewing@Hollandco.com) or Ross Romary (Rromary@Hollandco.com).

Holland Is Pleased To Announce The Sale Of Four All Terrain Mobile Welders To Network Rail, UK.

This sale, which carries an option of up to six additional units, represents the largest equipment sale in the history of Holland's seventy-six years. Our local partner, GOS Tool & Engineering Services, located in Wales, UK, will assemble the ATMWs and Holland's welderhead partner, E.O. Paton Institute, will supply extended pull stroke welding machines.

Specifically developed for this order, the ATMWs will have:

1. Knuckle boom feature that allows the boom to swivel from side to side without having to rotate the machine.
2. Hydrostatic rail wheel drive and braking, which will enhance driving and braking in adverse weather conditions.
3. Outrigger systems that provide greater stability during welding and that also results in a lighter machine.
4. Dipper arm at the end of the boom which allows forward and back movement without moving the ATMW.
5. 120 tonne closure welding head with extended pull stroke to facilitate future Network Rail desires and concepts for extreme long rail string tension welding & track distressing.



UK ATMW

Holland appreciates the cooperation of **Network Rail**, **GOS Engineering** and **E.O. Paton Institute** in the two-year project, which has resulted in awarding of the order for these state-of-the-art ATMW mobile welding machines to Holland.

Brastan: What Started As A Concrete Diamond Drilling Business Is Now A Growing Railroad Business

In April 1982, Brastan, located in Sao Paulo, Brazil, started as a construction equipment rental business; it was, as well a contractor for the drilling and cutting of concrete. Mr. Antonio Pedro Saraiva, founded the company after leaving his job as product manager for a company that sold hardware and power tools, which had decided to discontinue the activities in the country. At that time, the Brazilian markets were nearly closed to international companies that lacked Brazilian operations. The original name of the company was inspired from the contracting side of the business, hence came to life Holemaker.



Brastan Building in Sao Paulo

Things changed in 1990, and Brastan began its commercial activities importing and reselling equipment. Around 1995, Brastan and a USA railroad supply company joined forces, and Brastan became their local distributor. This new line of track inspection equipment grew, and in 2006 the business was split into two separate companies, when the name Brastan officially came into the picture. Today Brastan is exclusively a manufacturer, seller and sales representative for railroad track equipment.

Brastan employs a team of about fifteen people.

The Managing Director is Bruno Saraiva (son of the founder), while his mother, Helga Jurse Saraiva, is the manager of the financial and administrative operations, and Marcus Spironello is the General Manager. The business also employs two sales people, several people in engineering and design and the balance in manufacturing and technical support.

Prior to 2008, the business had been growing at the rate of better than 20% per year. However, the downturn in the international economy also affected their business. Happily, today, Brastan is back to its growth mode of 20%. Holland was pleased to be a part of this return to growth as they selected Brastan to be their agent in 2008. The 2011 product line includes gauge and superelevation instruments, handheld software solutions for track inspections, as well as track tools such as rail drills, coach screwdrivers, grinders and weld shears. In addition to representing Holland, Brastan is the agent for a rail and wheel profile equipment maker, a portable track measurement supplier, an ultrasonic rail inspection equipment company and a railway engineering consulting group.

Holland's January 2011 FlashPoint Newsletter featured Brazil's upcoming Olympic Games and the effect the Olympics are having on the railroad business. What was not mentioned is that today, of the 30,000 kilometers of track, 18,000 is seasonal and the balance of 12,000 has daily traffic. The goal is that by 2020, 24,000 km of track will have daily traffic, not simply by renovating unused routes, but mostly through the construction of a new network on areas of increasing development.

Bruno Saraiva says, "Our goal is to move the business from its concentration on the maintenance of the track by expanding into new track construction projects." He continued, "We want to expand our new product growth rather than taking a greater market share with our existing products." Mr. Saraiva differentiates his agent business from other agents, as Brastan is very technically oriented. Their focus is to develop products to be marketed with the support from their overseas partners.

Holland has a very active presence in the Brazilian market, past, present and future. Brastan will be a very important partner, as Holland strives to capitalize on the growing Brazilian railroad market.



Railway Exhibition Stand

Ask the Service Department Answers to Your Frequently Asked Questions

Maintenance • Service • Training



Question #1: Can I count on Holland for service parts?

Answer: Yes, Holland carries both spares and consumables for all three welding machines (H-650, H-1000 and H-1200). It is our goal to have on hand a sufficient supply of safety stock to ship your products within 24 hours after receipt of your order, clearance of payment terms, and shipping arrangements.

Question #2: What information should I give Holland when ordering spares and consumables?

Answer: In addition to the part number and quantity, it is very helpful to us if you provide the serial number of the welder head and the model number of the container or Holland-provided mobile welder truck. With these serial and model numbers, the Holland Service Department can verify that part numbers are correct. With the correct information, Holland issues a quotation.

Question #3: How do I find the part numbers?

Answer: All spare and consumable part numbers are shown in the supplied manuals/catalogs. As some parts come from sub-suppliers, it is important to use the Holland part number and not a different number, which you may find on the box or in the packaging.

Question #4: What are Holland's recommended spares and consumables?

Answer: Every order for new welding equipment is unique. Therefore, recommended spares and consumables are based on the individual customer's requirements. Holland takes into consideration the forecasted annual weld production, the environmental working conditions and the location of the equipment. As a general rule, we recommend a one-or-two-year supply.

Newsletter Editor: Gene Parker

Newsletter Production Manager; Bill Roth

Holland L.P. 1000 Holland Drive, Crete, IL 60417-2120, USA