



SELECTED REFERENCES

RENEWAL OF CATENARY SYSTEM FOR MJÖLBY-NÄSSJÖ RAILWAY LINE

Commissioned by: Trafikverket
Value of order: 360,00 Mio. sek

Project start: 26.07.2011
Project end: 14.02.2014

The Mjölby-Nässjö line is one of the busiest railway lines in Sweden. The entire catenary system along this 230 kilometres long line was renewed to accommodate the consistently increasing amount of railroad traffic on this line. It is one of the biggest catenary renewal projects of the Swedish Trafikverket company since 1930. SPL Powerlines Sweden is responsible for the renewal of the catenary system as well as the construction of the auto-transformer system. This project is divided into five phases: phases 1-4 comprise the Mjölby-Nässjö line while phase 5 focuses on the southern Skonenbanen between Hässleholm and Astorp. The renovation of the main line that runs from the north to the south will be carried out in several smaller segments because phases 1-4 of

this Swedish main line are double-tracked. One of these two tracks always remains in service to keep obstructions of ongoing railroad traffic to a minimum. Noteworthy challenges of this project include its diligent installation and safety planning as well as its material logistics. The team of SPL Sweden, with a staff of approximately 45 professionals, is facing a substantial workload – seven days a week and in any weather. The size of the vehicle fleet for this project is also substantial: eight heavy-duty vehicles including four Huddig rail-road excavators, two SRS rail-road vehicles as well as two mobile work platforms. The completion of this project is planned for March 2012. At this point the new auto-transformer system will be operational as well.



The work carried out by SPL Powerlines Sweden/Mass Traffic OHL division for this project included the following:

- 3 782 old masts as well as foundations were removed and 3 938 new masts were erected
- 4 000 old cantilevers were removed and 4 457 new cantilevers were erected
- 230 km of aluminium cable were removed
- 861 km of feeder line were installed
- 215 sections with approx. 1.2 km long catenary lines were removed and replaced by 218 new sections
- 100 switches were removed and replaced by 127 new switches

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