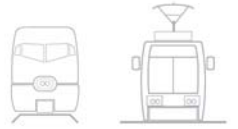




STRAIL[®]lastic



STRAIL

Project report / Chemnitz – Tram

Subject to technical changes / December 1999



STRAIL level crossing systems & STRAILastic track damping systems

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1 **CHEMNITZ – the STRAIL domain in Eastern Germany**

In 1993 **STRAIL** was installed for the first time in three double-track railway crossings in Chemnitz along Stollberger Street as access to a large newly constructed area.

Our product, which had been especially constructed for this application purpose, in combination with the track structure used for the Chemnitz tram System (CVAG) complement each other splendidly. very important point for the handling of this project was our detailed project engineering, with close contact to the consultants. These additional services, going beyond the product, found a very positive response with the customer.

There was also a great demand on our application engineers:

- track radii up to 25 meters
- tram stops
- high-loaded skew level crossings

Since then, more than 80 **STRAIL** railway crossings with an average standard length of 12 m have been installed in the city area. This also includes several major projects.

In our most recent project at Annaberger Street/Scheffel Street almost all requirements to our **STRAIL** product were combined together and had to be solved:

- several tracks with a 25-meter radius,
- an intervia section of two non-parallel tracks with differing radii,
- a combination of road with sidewalk,
- poor weather conditions (frost and snow) during the installation on-site

just to mention a few. A number of major projects had also been planned, delivered and installed in the year 2000 and in 2001.

As of today, about 650 t of rubber have been laid in the form of **STRAIL** panels in Chemnitz. This corresponds to a quantity of more than 100,000 automobile tyres.

2 Installation of STRAIL in Chemnitz / Inner City Ring in 2001

We were asked to contribute our expertise for the planning of the inner city ring of Chemnitz in the summer of 1999 by the engineering office in charge of planning. We designed the installation plans, material quantity determinations, texts for invitation to tender and extensive technical consultation for the three renovation sections.

After numerous visits and negotiations, we were awarded the contract in the fall of 2000. A decisive factor in this, in addition to the prices, was the adaptation of **STRAIL** panels to the track radii (100 m) and various requirements as well as previous good experiences in project planning and management and construction site support. The project consists of more than 1.300 **STRAIL** and „city“ **STRAIL** panels with matching installation foundations and T-curbstones.

The installations of the three sections were performed in day and night shifts with adverse weather conditions in some cases, working together with Lasch of Zwickau.



view: before



after



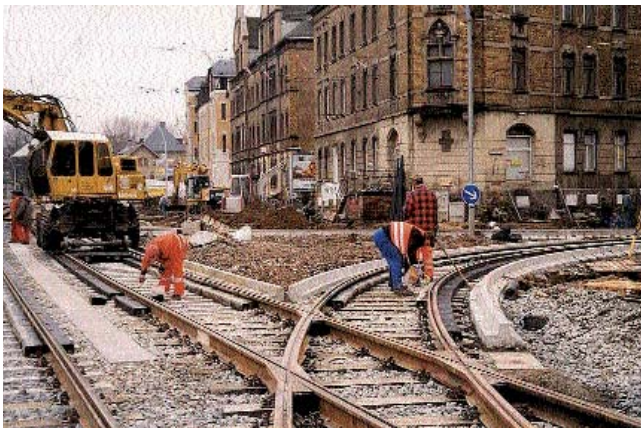
3 Pictorial documentation



Annaberger Street



Annaberger Street



Annaberger Street



Annaberger Street



Paul-Gruner-Street



Scheffelstreet



Annaberger street



Annaberger street



Annaberger street



Annaberger street