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# STRAIL<sup>®</sup>astic

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Rail insulation  
& green track systems

made  
in  
germany





# || Rail insulation

## Track damping systems for all superstructures.

The established and extremely economic **STRAILastic** track damping systems **STRAILastic\_TOR** and **STRAILastic\_TOR simplex** are available for both sleeper tracks and continuous support and are used for all superstructures.

A joint sealing compound which is generally high-maintenance (and therefore rather expensive) is not required for our chamber filling elements reaching up to the **Top Of Rail (TOR)**.

This is made possible thanks to our unique production method: hot vulcanisation in combination with a top layer of virgin rubber. This method creates durable elements that are resistant against UV-light, ozone and wear.

We could say our 40-year experience with **STRAIL** level crossing sys-

tems speaks for itself.

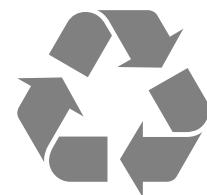
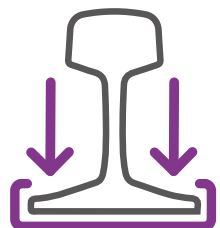
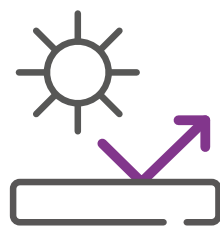
Due to their special geometries, the elements can be installed easily and fast – without adhesives. **This reduces installation time significantly and therefore keeps costs low.**

**STRAILastic\_TOR** and **STRAILastic\_TOR simplex** have different additional components which vary depending on the construction type. All of them are tried and tested and adjusted to the respective damping system.

**STRAILastic** -/ reduced installation time > lower costs.

## Advantages

- || Made of hot vulcanised rubber
- || High mechanical strengths
- || UV-light and ozone resistant
- || Stray current insulating as per DIN EN 50122-2
- || Material properties tested as per DIN45673-8
- || Defined deflection possible
- || Easy and fast installation > no bonding required due to self-clamping elements
- || Environmentally friendly as it is manufactured from recycled rubber which can also be recycled again in its entirety
- || Pre-assembly possible



FOR

ALL

SUPER-

STRUCTURES



# System TOR

for baseplates and sleeper tracks.

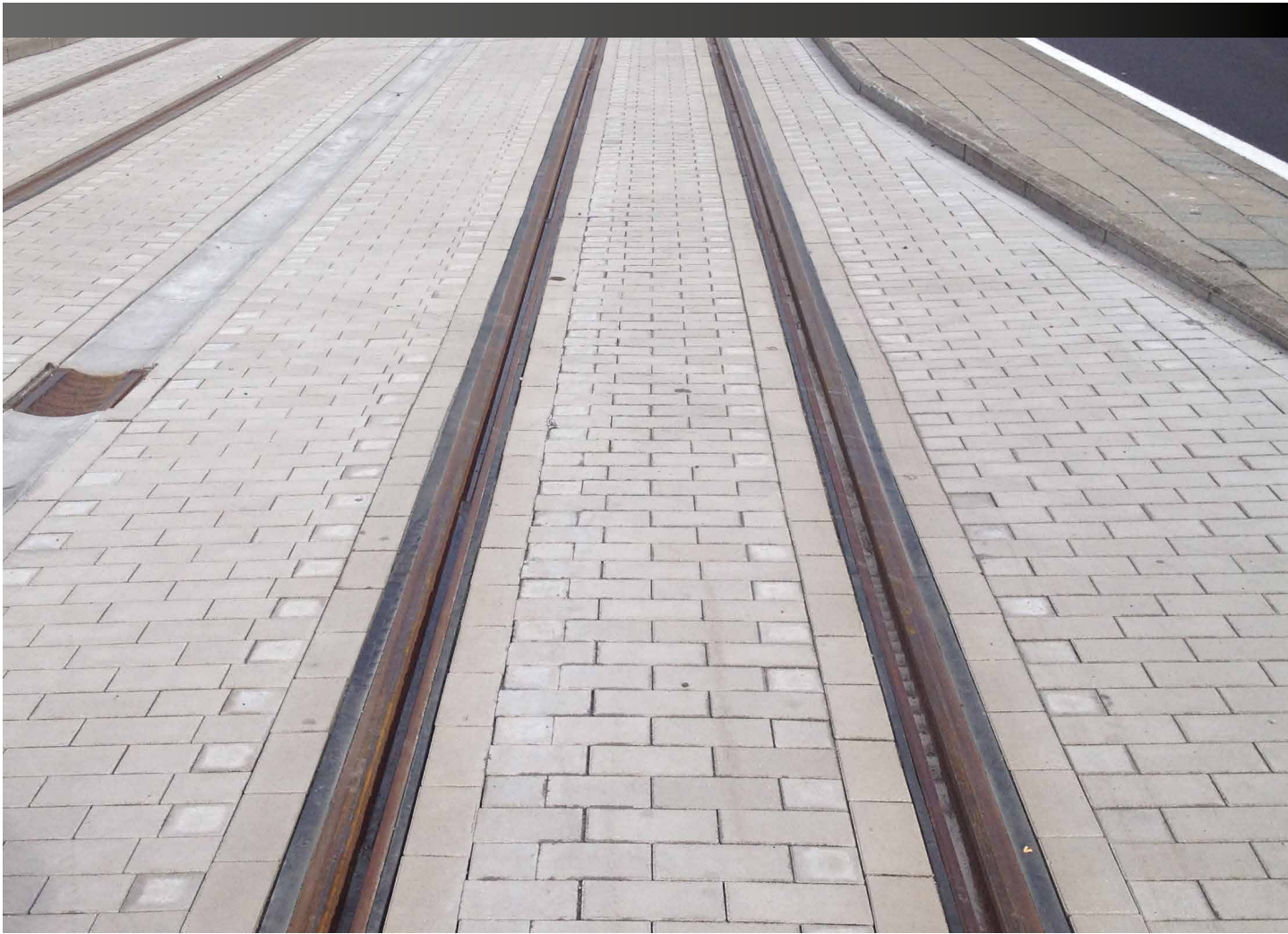
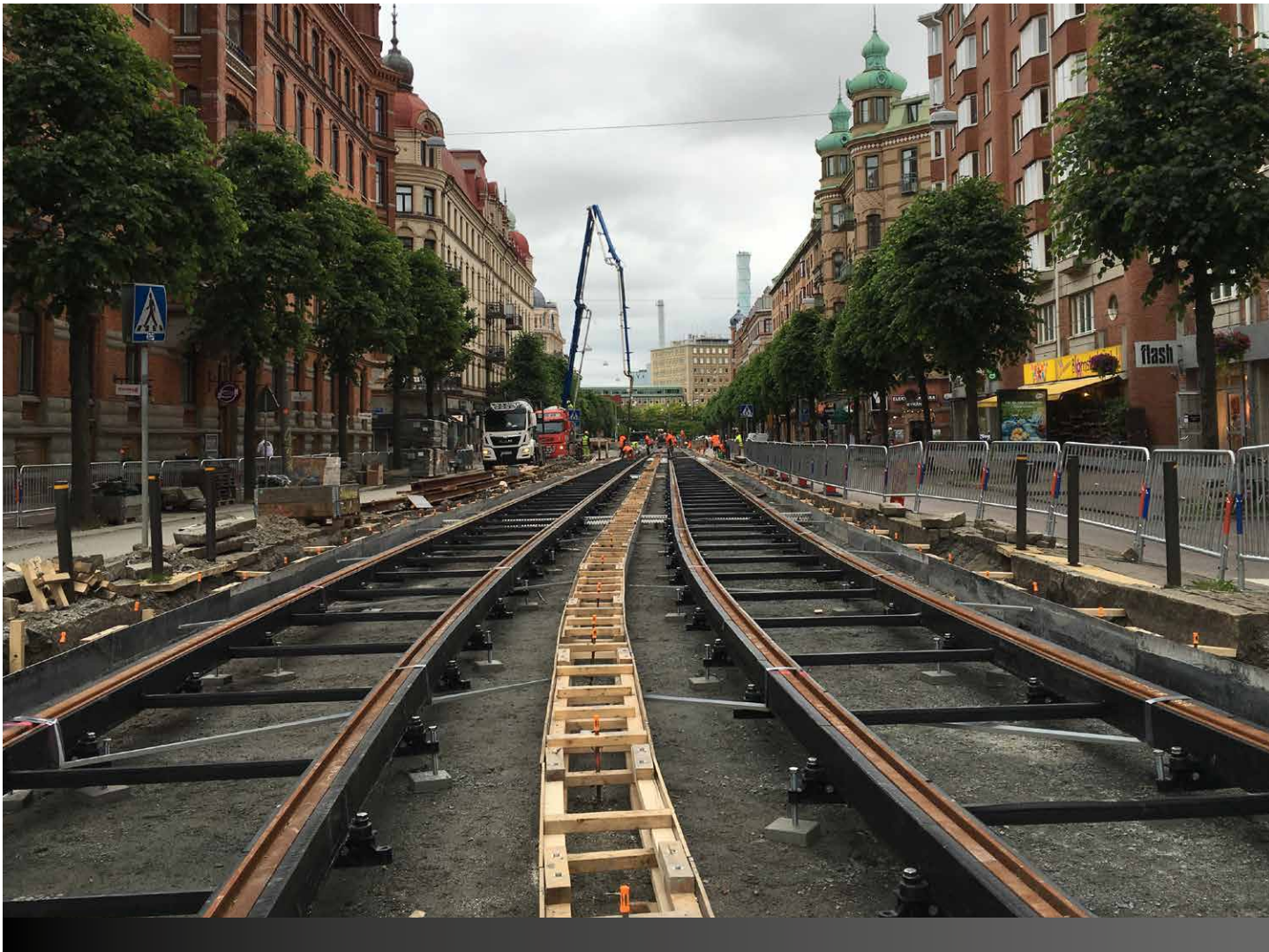
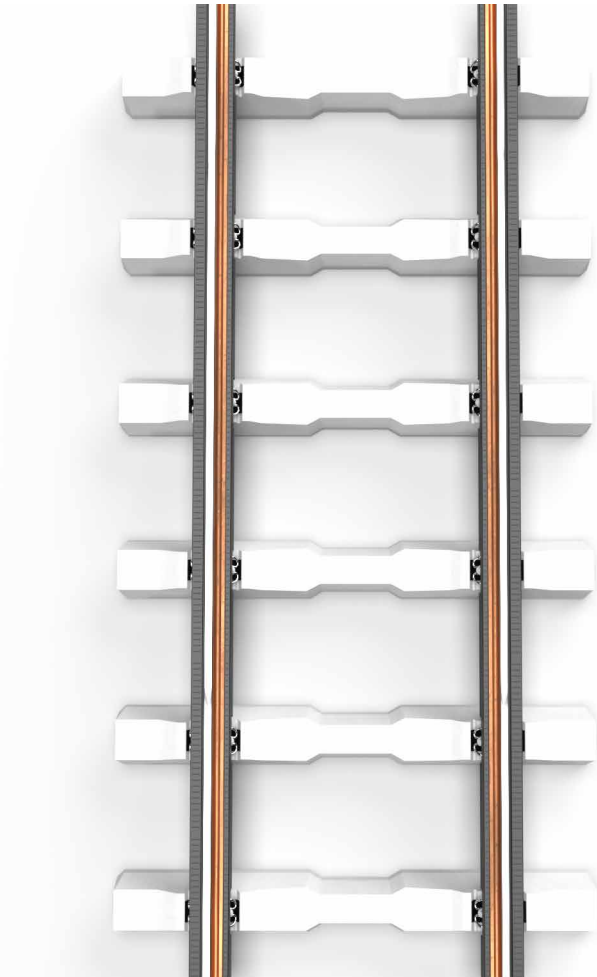
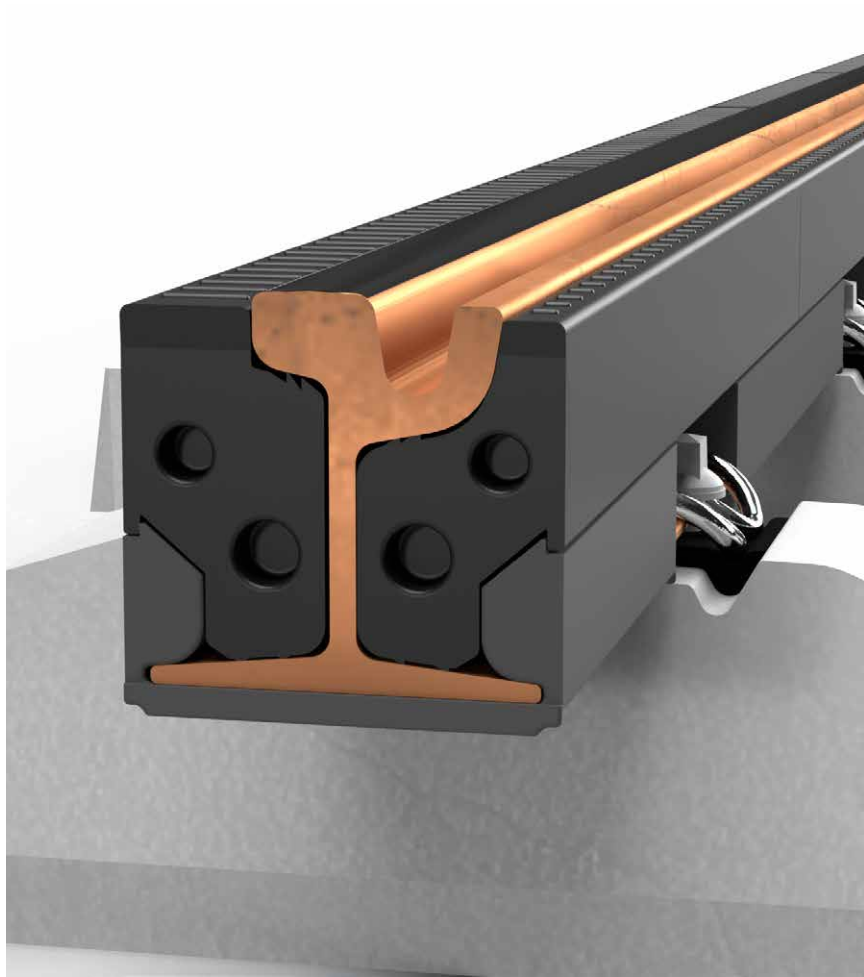
**STRAILastic System TOR** is used for grooved rails and any kind of baseplates and sleepers for stray current insulation

Due to the special geometry, the chamber filling elements can be installed independent of the sleeper or fastening distance.

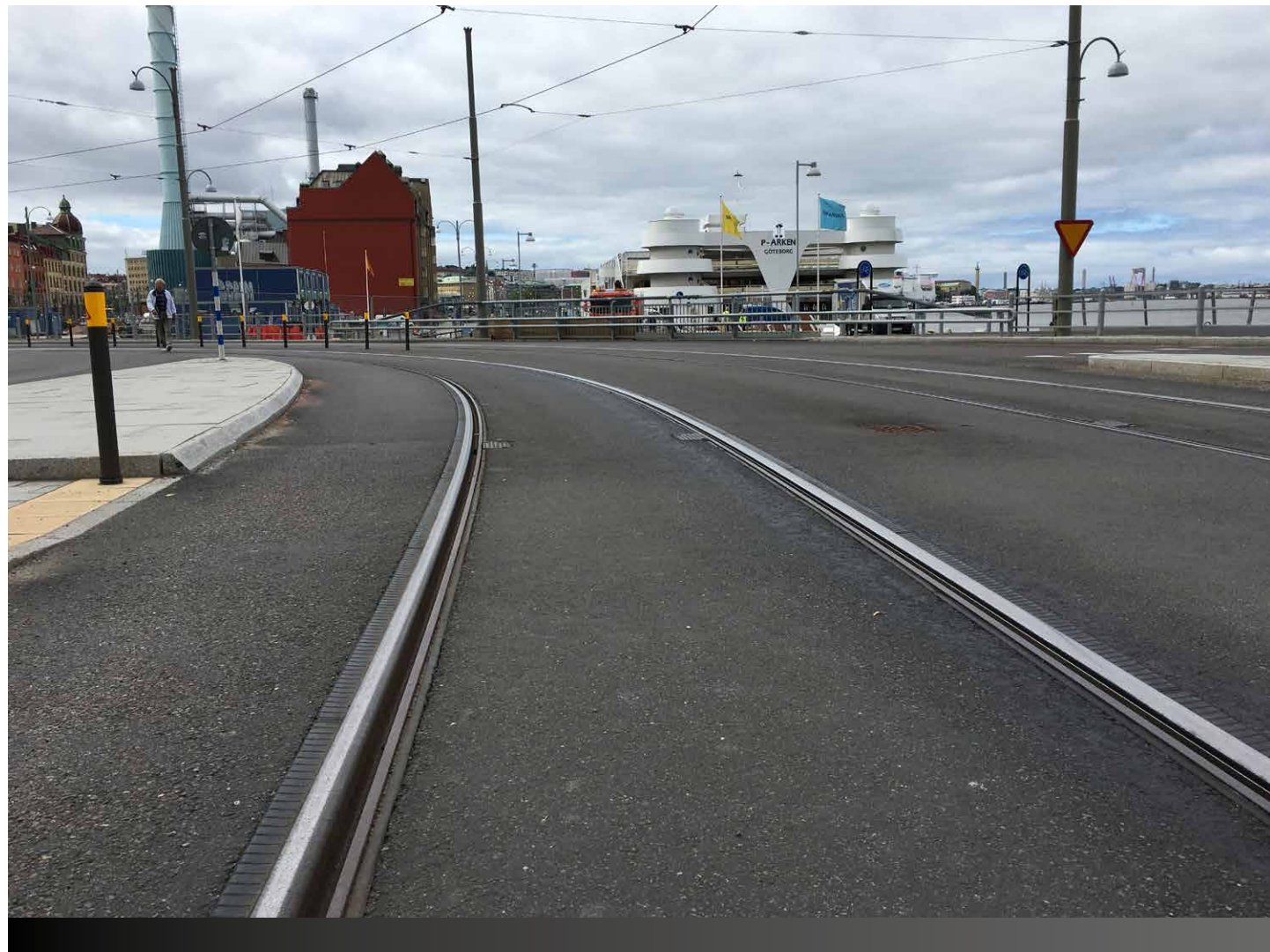
The modular construction type allows individual adjustments of this system to different baseplate and sleeper constructions.

**The system consists of:**

- || hot vulcanised, UV-light and ozone resistant chamber filling elements which reach up to top of rail
- || rail base profiles made of elastic and closed-cell polyethylene foam which are installed between the baseplates or sleepers
- || cover caps







## System TOR simplex

for continuous support.

**STRAILastic System TOR simplex** is a track damping system used for embedded tracks with tie bars. It supports the rail continuously and embeds it completely.

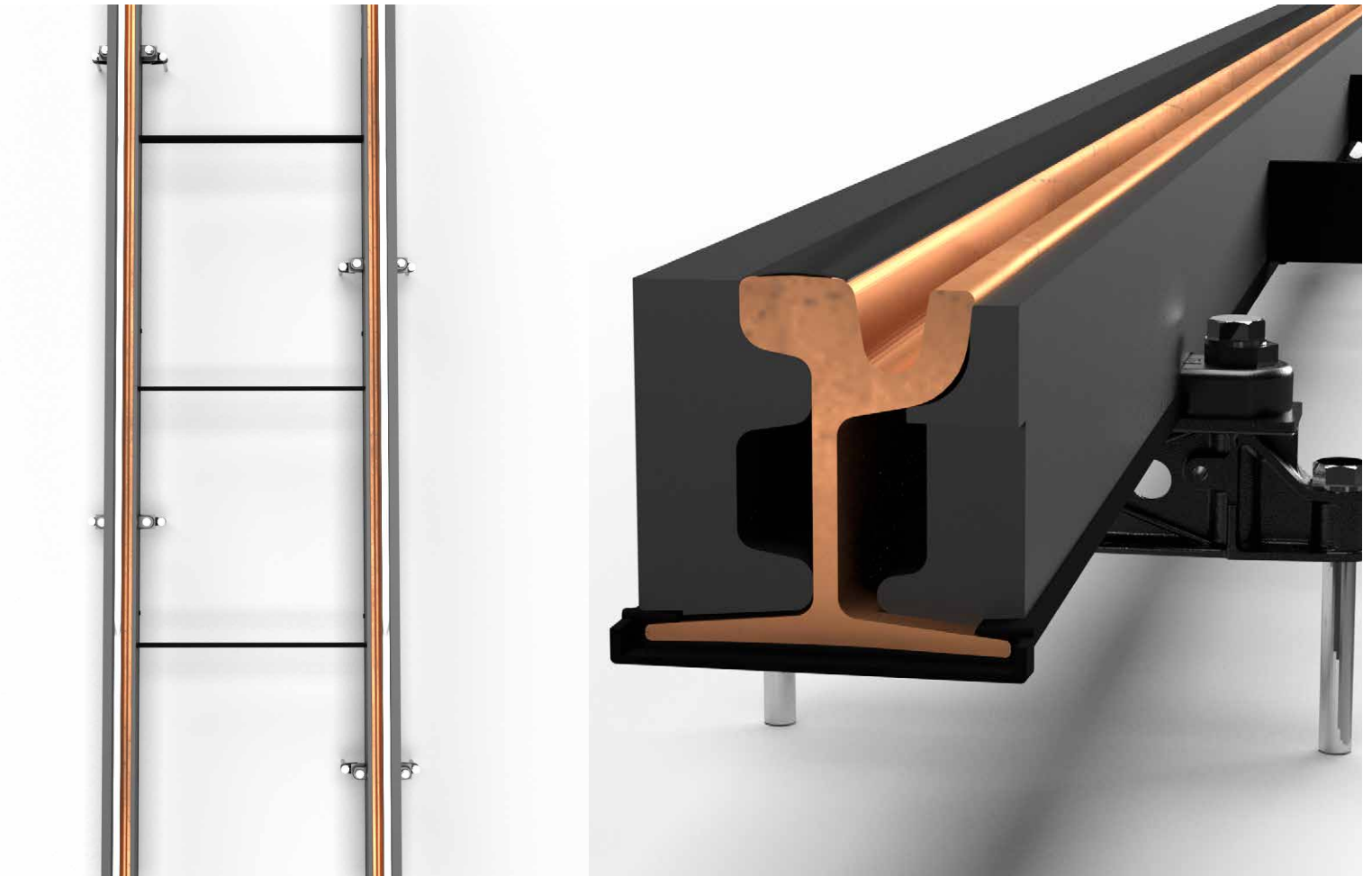
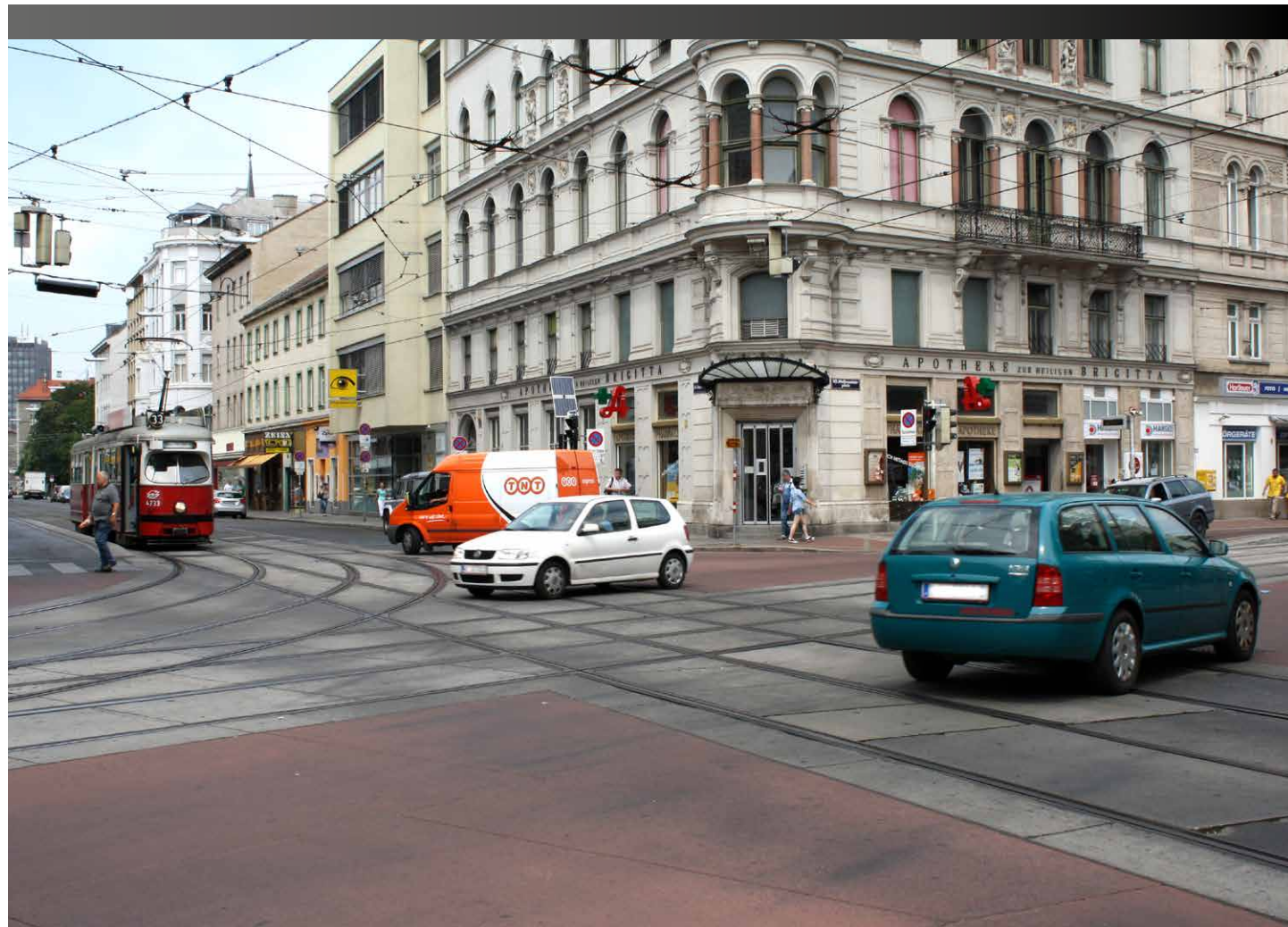
The system can be adjusted with different deflection settings to different requirements.

**Would you like to save even more construction time?**

› Then use our **STRAILastic \_GRS** track section base plate.  
(|| Accessories).

**The system consists of:**

- || hot vulcanised, UV-light and ozone resistant chamber filling elements which reach up to top of rail
- || one-piece, fibre-cord reinforced rail foot profiles made of premium virgin rubber which ensure a continuous and elastic support
- || tie bar covers
- || adjustable retainer clips





# Green track systems.

As unique as your city.

Ecological awareness has risen starkly in the past few years and meant that large cities in particular are continually looking for new ways of increasing the amount of greenery in their urban environments. City planners and architects have a pioneering role to play here.

Green tracks retain a large amount of rain water and they bind road dust, which in view of today's fine particulate concerns represents a clear advantage, and thus improves the microenvironment in the urban centres. Adding lawn or sedum to routes injects the tramway with a whole new lease of life!

Moreover, due to the encapsulation of the rail, primary airborne noise is reduced significantly compared to ballast tracks. Noise emissions are minimised!

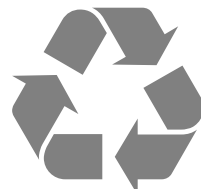
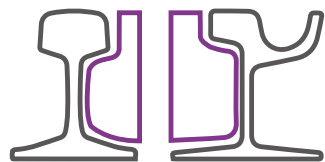
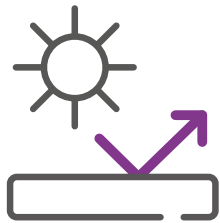
Yet, apart from giving your track a natural appearance and making it usually attractive, **STRAILlastic\_R** also offers significant advantages that meet the highest demands.

The individual design of **STRAILlastic\_R** gives every cityscape a new, distinctive face.

We can also adapt **STRAILlastic\_R** to your individual demands.

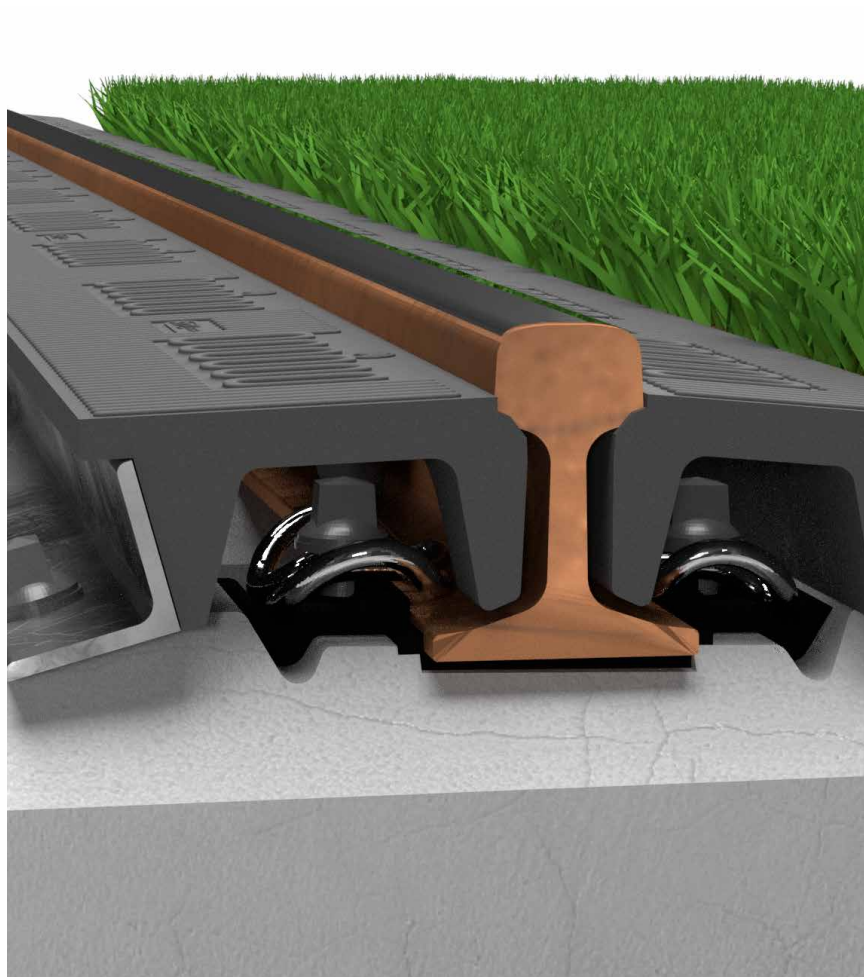
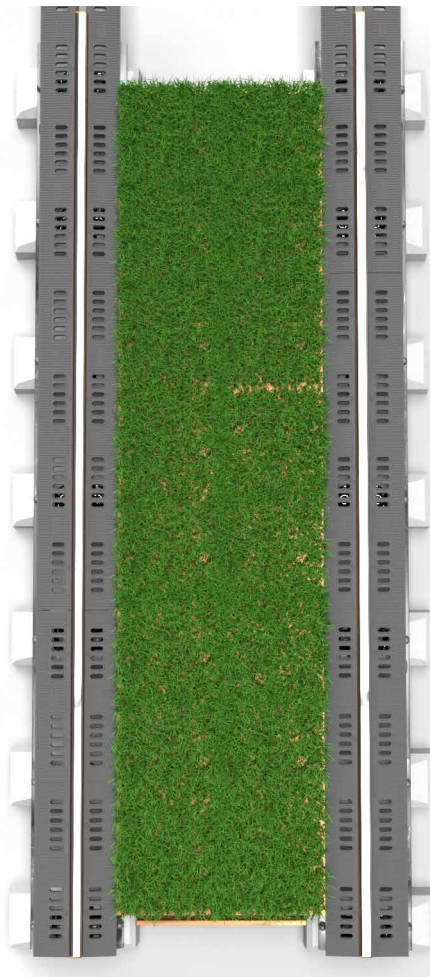
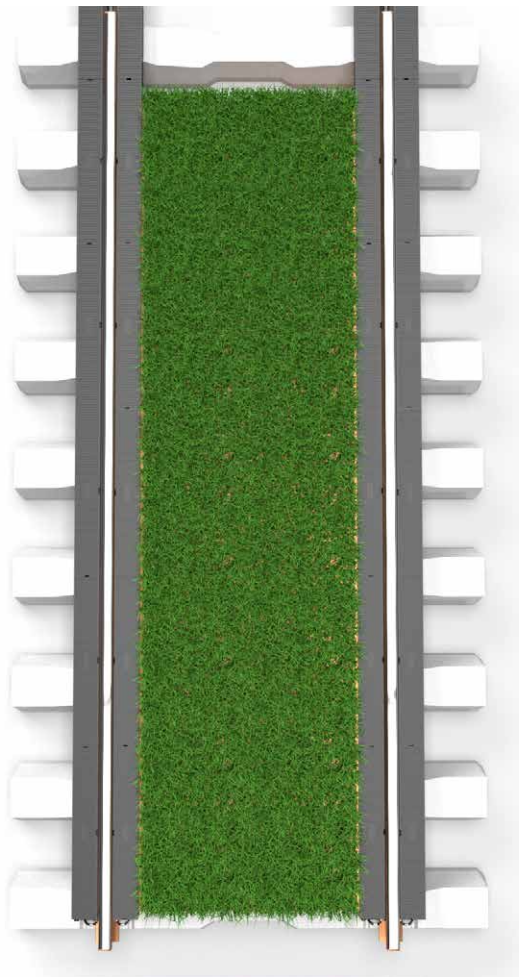
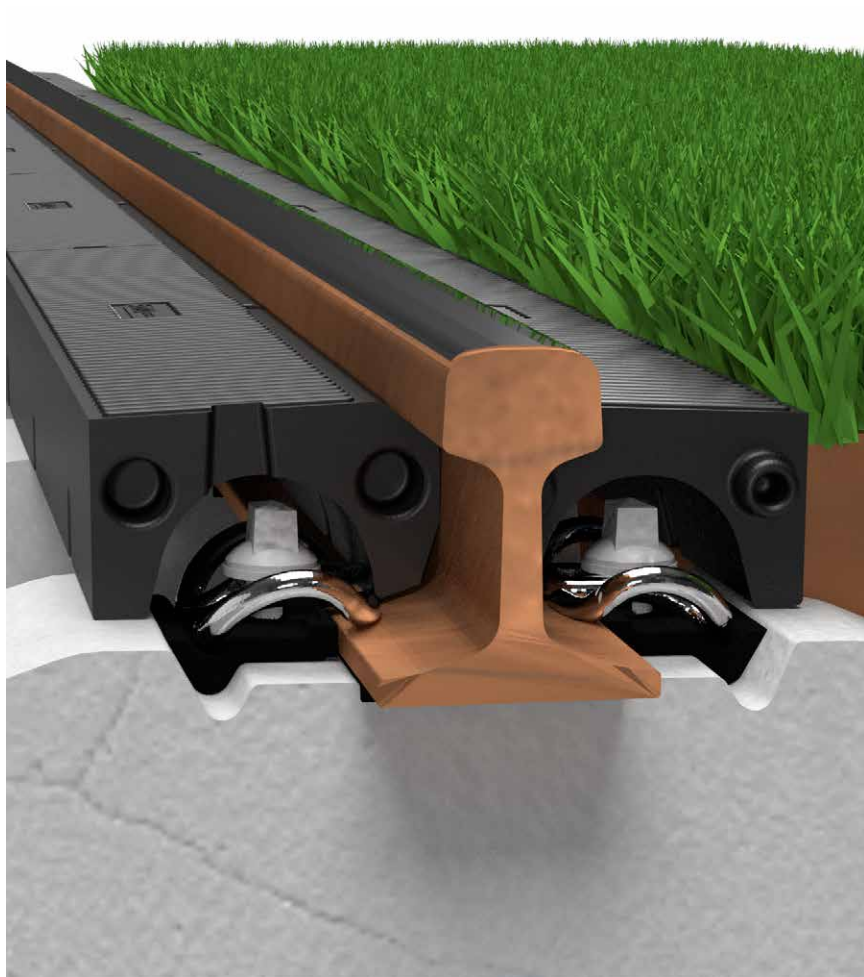
Naturally, **STRAILlastic\_R** is stray current insulating and UV-light and ozone resistant. There is an easy maintenance access to rails and fastenings.

**STRAILlastic\_R** can be configured to enable it to be crossed by other vehicles in an emergency situation.

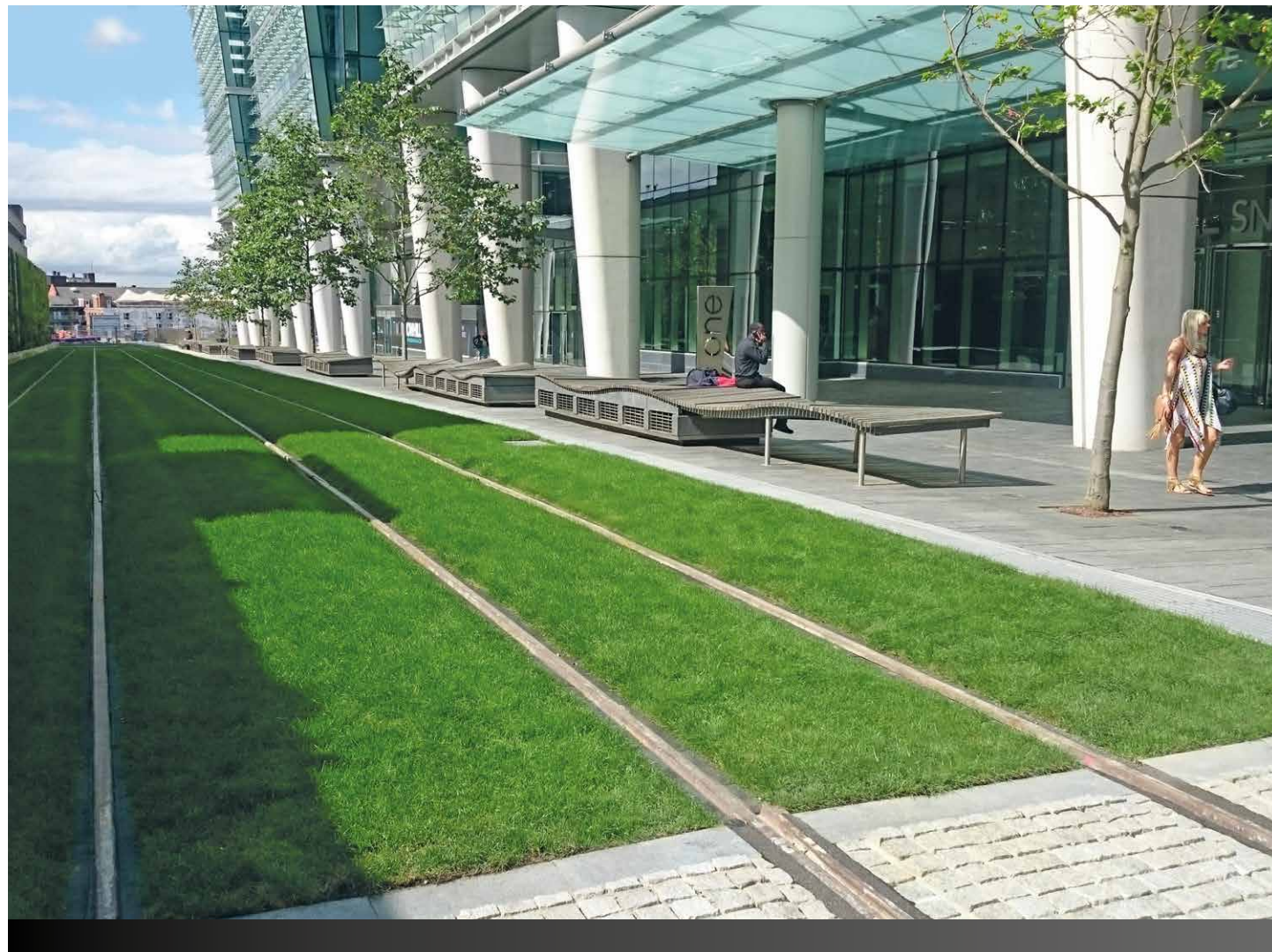


## Advantages

- || Made of hot vulcanised rubber
- || High mechanical strengths
- || UV-light and ozone resistant
- || Stray current insulating as per DIN EN 50122-2
- || Material properties tested as per DIN 45673-8
- || Protection of the fastenings
- || Easy maintenance of rails and fastenings
- || Easy and fast installation > no bonding required due to self-clamping profiles
- || Installation during on-going operation possible
- || Adaptable to all track superstructures
- || Individually tailored design
- || Environmentally friendly as it is manufactured from recycled rubber which can also be recycled again in its entirety (LCC)







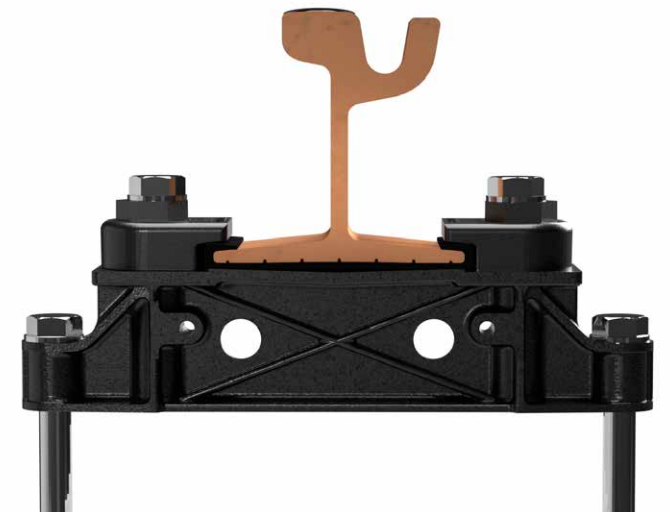
## Accessories

### STRAILlastic\_GRS - track section base plate.

The **STRAILlastic\_GRS** track section base plate is designed to fit track sections of grooved rails, limited to a width of the foot of the rail of 180 mm. The base plate is designed to match our **STRAILlastic SOK simplex**.

**STRAILlastic\_GRS** allows to fix the track section for position and height and to adjust it in a way that the supporting slab can be concreted underneath the track. The filling concrete can also be poured between the rails without interruptions.

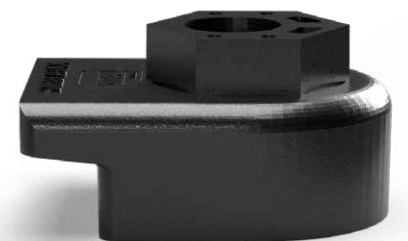
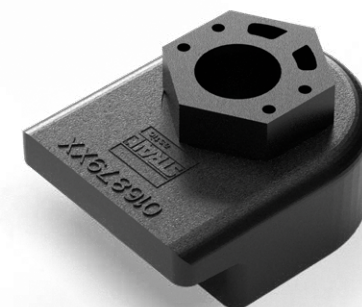
Due to this construction type there is no need for a rail bottom casting. This reduces installation time and costs significantly.



### STRAILlastic adjustable retainer clip.

The **STRAILlastic** adjustable retainer clip is made of glass-fibre reinforced polyamide and serves to fasten rails (position stability and fixation).

The adjustable retainer clip has an adjustment range of  $\pm 4$  mm and is available for anchor rods M20, M22 and M24.





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# Rail insulation & green track systems

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