

Presseinformation

Press release

Information de presse

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A further tunnel contract for RAIL.ONE:

Schlüchterner Tunnel upgraded with GETRAC® A3

- * *Already the fifth tunnel in succession with GETRAC® A3*
- * *Order for 14,000 GETRAC® A3 sleepers*

Neumarkt, Germany, 19 August 2008 – An important milestone has been reached for attainment by GETRAC® A3 of the “standard-design” (*Regelbauart*) classification for tunnel upgrading in the Deutsche Bahn AG network: RAIL.ONE Group has won contracts for delivery of ballastless track for the new Schlüchterner Tunnel tube in Germany, as well as for upgrading of the existing tunnel tube at the same location in Sinnthal-Sannerz, in eastern Hesse, Germany. Now – after similar contracts for the Kehretunnel (2001), the Heiligenberg Tunnel (2001 - 2002), the Esslingerberg Tunnel (2004), and the Brandleite Tunnel (2005) – the Schlüchterner Tunnel marks the fifth tunnel in succession to be equipped with the GETRAC® A3 system. RAIL.ONE will produce over 14,000 wide concrete sleepers for the Schlüchterner project. In addition, the Neumarkt concrete-sleeper plant will for the first time also manufacture the anchor blocks required for such a project. As a result, RAIL.ONE will deliver all components for the GETRAC® A3 ballastless system, on a one-stop basis, thereby guaranteeing maximum quality and operational safety and reliability.

The Schlüchterner Tunnel

The Schlüchterner railway tunnel, until now double-track in one tube, is on the line between Hanau and Fulda. It was opened in 1914 and is 3,576 metres long: the second-longest tunnel in the old network of Deutsche Bahn. With an average of approximately 270 trains per day,

the line is one of the busiest train routes in Germany, with its important connections from Frankfurt am Main to Hamburg and Berlin. As a result of the condition of the structural components of the tunnel, and owing to new tunnel regulations, the decision was made to comprehensively upgrade the tunnel and to build a second tunnel tube.

Beginning in mid-2009, planning is for train traffic to be routed initially on a dual-track basis through the new tunnel tube, while the old tube is being restored and adapted to the new safety stipulations. When work is completed, traffic will be routed on single tracks through each of the tubes, with the rest of the tunnel area to be used for rescue access. The entire project is scheduled for completion in 2013.

The GETRAC® A3 ballastless track system

The GETRAC® A3 is a ballastless track system with direct support of wide concrete sleepers on a multi-layer asphalt course. Special anchor blocks fix the concrete sleepers to the supporting layer below, to provide a high degree of positional security of the track panel. The system is characterized by long-lasting stability of track position, which guarantees high quality, safety, and availability over the long term. The wide sleepers, inherently part of the system, additionally reduce track structural height and the loads applied to the track substructure.

Profile of RAIL.ONE GmbH

RAIL.ONE GmbH conducts business with the goal of providing comprehensively oriented systems and engineering for the entire field of railway tracks and their many and varied requirements. With its patented RHEDA 2000® ballastless track system, the company has achieved an internationally leading position in the field of high-speed rail transportation. In addition, RAIL.ONE manufactures main-track and turnout sleepers made of concrete. In these areas, RAIL.ONE GmbH – as one-stop supplier and in close collaboration with its customers and partners – performs all activities involved in product development, manufacture, and application of concrete sleepers: beginning with engineering; including production, supply, and logistics; and extending to quality management.

With its plants in Germany, China, Romania, Spain, South Korea, Turkey, and Hungary, RAIL.ONE annually produces more than 2.5 million main-track sleepers, as well as over 600,000 linear metres of turnout sleepers. In 2007, the company achieved annual sales of approximately €160 million.

For further information:

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