Pfleiderer track systems at INFRARAIL 2003 in Manchester, England:

Pfleiderer ballastless track goes Great Britain.

* Pfleiderer track systems presents its patented ballastless track technology, as well as wide sleeper track systems for heavy-load and high-speed requirements.

* Pfleiderer track systems enters the British rail-transportation market by participating in two tunnel projects near Manchester.

Neumarkt, Germany, and Manchester, England, 16 September 2003:
Pfleiderer track systems, a subsidiary of SDAX-listed Pfleiderer AG, will present its products and services in Manchester, England, at the current INFRARAIL 2003, one of the leading European industrial fairs for railway infrastructure. Pfleiderer track systems will for the first time show its ballastless track technology to a broad public in Great Britain.

At its stand at this specialist fair from 16 to 18 September 2003, Pfleiderer will demonstrate what its technology is capable of doing by focusing attention on its RHEDA 2000® and GETRAC® ballastless systems, as well as on its wide-sleeper track. In addition, Pfleiderer track systems will play a major role in participation at the High Speed Lines Conference, also beginning in Manchester on 16 September and conducted in parallel with INFRARAIL 2003.

Pfleiderer track systems can furthermore demonstrate its capabilities at two tunnel projects in Britain currently being executed with application of RHEDA 2000® ballastless track systems, developed and produced by Pfleiderer AG. As part of modernization of the West Coast Main Line - which connects London, the Midlands, the Northwest, and Scotland - the
Prestbury and Hibel Road tunnels were executed over a total length of 860 metres with RHEDA 2000® ballastless track.

**Ballastless track and RHEDA 2000®: comfort and safety for travel at more than 300 km/h**

For more than a decade now, Pfleiderer track systems with its ballastless track technology has set new standards for high-speed rail traffic. This system, with its solid supporting layer of concrete or asphalt, replaces the conventional ballast substructure. This type of track-system design provides the basis for enabling rail lines to effectively meet the heavy loads typically applied by today’s high-speed rail traffic. Pfleiderer’s ballastless track combines the functional and safety advantages of absolutely stable track positioning with the cost benefits of extensive freedom from maintenance - thereby quickly compensating for the greater investment costs required in construction of new lines.

In addition to successful installation of ballastless track on high-speed lines in Germany - e.g., for the new ICE lines from Frankfurt to Cologne (2001-2002), and from Nuremberg to Ingolstadt (2003-2004) - ballastless track technology made by Pfleiderer is likewise globally in demand. In June of this year, for example, Pfleiderer track systems signed a contract for participation in construction of the new Dutch high-speed line, HSL-ZUID. For this stretch of around 88 kilometres, Pfleiderer track systems will deliver around 280,000 sleeper systems. It will moreover serve as partner in a joint venture especially founded for construction of this line, and will directly share responsibility for project planning, engineering, and quality management. As a result, Pfleiderer will be able to optimally apply its corporate potential to this venture. In addition, RHEDA 2000® will likewise be installed in essential sections of the current high-speed rail project being realised in Taiwan.

**Wide sleeper systems: wider, faster, stronger**

An additional focal point of the fair presentation by Pfleiderer track systems is its wide-sleeper systems. They have proved especially effective in mainline and regional track applications for traffic speeds up to more than 200 km/h, on lines with high axle loads for passenger and freight
traffic. The benefits of wide-sleeper systems are possible owing to their combination of the high quality of ballastless tracks with the advantages of conventional ballasted track systems.

As the name indicates, the greater width of these concrete sleepers - i.e., 0.57 m wide in comparison to 0.30 m for conventional monoblock sleepers - increases the bearing surface of the sleeper by up to 80%. Consequently, these greater widths more uniformly distribute the loads acting on their surfaces into the ballast substructure. The benefits include significant reduction of ballast compaction, and lessening of the effects of loads applied to the track substructure. Wide sleepers also lower the vibration levels to which rolling stock, track systems, and track surroundings are subjected. Maintenance intervals and life cycles of the track facilities are also lengthened. The closed upper surface of the track also simplifies the care required for vegetation at the track. Mechanized installation and low maintenance costs make the wide sleeper track system a cost-effective and ecological alternative for a great number and variety of applications.

This system was developed throughout years of collaboration with the company Heinrich Cronau GmbH of Homburg, Germany, which also holds the basic patent. After six years of service and with over 100 million load tons of traffic, the German Federal Bureau of Railways (EBA) provided its general approval of this wide-sleeper technology. Pfleiderer track systems sees promising market potential for wide-sleeper technology not only in Germany for sections of track with heavy traffic loads and high speeds, but also for international applications. These system solutions are effective under problematic soil conditions and reduce requirements for expensive ballast: which represent additional ecological and economical advantages in many countries.

**Pfleiderer track systems**

For decades now Pfleiderer track systems has delivered innovative systems to Germany and abroad for railtrack infrastructure in mainline railways and urban transportation. As market leader in Germany, Pfleiderer track systems offers engineering, production, supply, logistics, and quality management on a one-stop-supplier basis. With its own eleven
production plants, currently at seven locations in Germany, Spain, Hungary, and Romania, Pfleiderer track systems holds a leading position in track systems technology and in concrete sleeper production. In fiscal year 2002, the company achieved a sales volume of more than 107 million euros. In Germany alone, Pfleiderer track systems in 2002 for the first time exceeded the production level of one million concrete sleepers, and manufactured 260 km of turnout sleepers.

**Thumbnail sketch of Pfleiderer AG**

After concentration on the business units of Wood Materials and Infrastructure Technology, SDAX-listed Pfleiderer AG is among the leading European system providers for wood materials and surface finishing, railtrack sleeper technology, and mast and pole structures of numerous types. With approx. 6,200 staff at 26 locations in 9 countries, the company achieves annual sales of over one billion euros.

As a result of further internationalization of its activities, Pfleiderer as industrial supplier will continuously expand the share - currently 48% - of its sales earned abroad. In the balance achieved with its two high-performance business areas, Pfleiderer AG will continue its approach of earnings-geared growth and optimized added value, toward continued increase in corporate value.

**Further information on the Web:**

* www.pfleiderer-track.com
* www.pfleiderer.com

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