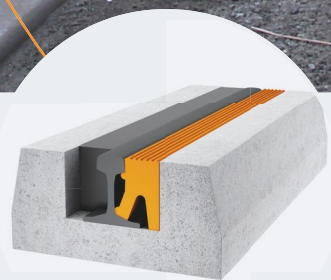
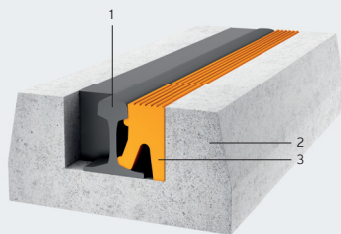


Sylomer® Rail Groove Filler

Crossing Point Track and Road



Safety for people and material



- 1 Rail
- 2 Covering (concrete, plaster, asphalt ...)
- 3 Sylomer® Rail Groove Filler

Product advantages:

- Increased safety in road traffic for pedestrians, wheelchair users as well as all single-track vehicles
- Quick and easy installation
- Keeps dirt and icing out of the grooves
- High resistance against ageing and weathering
- Less danger of slipping on the rail groove filler, even during wet weather
- References in Austria, Switzerland, Germany and France

Diverse applications:

- Level crossings
- Industrial tracks (connecting tracks leading to factory grounds)
- Depots and workshops at railway and local transport operators
- Logistics centres and port areas



Sylomer® Rail Groove Fillers at the SBB workshop

Wherever street users and railway tracks meet, safety is the top priority. The groove between the rail and the guard rail or between the rail and the trackslab surface for level crossings and track systems represent a danger for pedestrians and single-tracked vehicles.

Sylomer® Rail Groove Fillers eliminate this accident risk, provide improved safety for road traffic and also protect the grooves from being filled in by stones, road grit and other deposits/objects. Sylomer® Rail Groove Fillers are characterized by high stability and wear resistance.

The perfectly optimized elasticity guarantees that the system will function properly. As soon as a rail vehicle travels over the track, the groove is freed up for the rail wheel flange. The groove is closed again after the train has passed, once again eliminating any danger. Sylomer® Rail Groove Fillers can be installed quickly and easily. The prefabricated parts are laid in the grooves either loose, with facing sides glued together or as pre-welded components.

General Information and Characteristics

Getzner Sylomer® Rail Groove Fillers are made of a closed-cell polyurethane elastomer. The product is characterized by excellent stability and wear resistance.

Sylomer® Rail Groove Fillers increase the safety of all road users, especially those using single-track vehicles or wheelchairs. Due to the accuracy of fit, Sylomer® Rail Groove Fillers can be installed quick and easy. The profiles supplied can be easily glued or thermally welded together on site to form larger individual lengths.

The Sylomer® Rail Groove Fillers are resistant to aging and weathering, protect the track system from heavy soiling and the grooves from freezing, during the cold season.

Getzner looking back on more than 30 years of positive experiences and satisfied customers.



Installation in slab track

Permit and maximum allowed speed for traversing Sylomer® Rail Groove Fillers

A railway construction permit no. 224.898/3-II/2/90 by the Austrian Federal Ministry of Public Works and Transport has been issued for the use of Sylomer® Rail Groove Fillers in various forms and designs. Sylomer® Rail Groove Fillers are intended for use on tracks with a maximum train speed of $V_{max} = 40$ km/h (~25 mph)



Welding the groove filler profiles together



External groove and rail groove filler



Level crossing with Sylomer® Rail Groove Fillers

Installation

Prior to installation of the Sylomer® Rail Groove Fillers, the groove must be free of loose materials such as leaves, stones, dirt etc. The width of Sylomer® Rail Groove Fillers is designed to ensure there is a good form and fit to the grooves, meaning that the width of the profile at the top is about 1.5 mm - 2 mm (0.6 in - 0.8 in) smaller than the groove width. This ensures complete closure of the groove with Sylomer® Rail Groove Fillers after the wheels of the rail vehicle pass (no sticking to the railhead and no overlap). The height of the groove filler profile must be selected so that it is about 2 mm - 3 mm (0.8 in - 1.18 in) lower than the railhead.

The Sylomer® Groove Filler profiles which are delivered can easily be bonded or thermally welded together into longer strands on location. Generally speaking, end-to-end welding with a mirror welding set is the fastest and simplest approach and is not influenced by the weather nor temperature.

If the Sylomer® Rail Groove Filler profiles are to be bonded together using adhesives, the instructions of the adhesive producer, such as mixing ratios, setting times, curing times, ambient temperature for use etc. must be complied with.

Maintenance

Sylomer® Rail Groove Fillers are durable products which handle exposure to the elements and wear-and-tear very well. Influences of mechanical effects, such as grit and salt in the winter or other deposits which may collect over time between the railhead and the Sylomer® Rail Groove Filler, the groove filler may sometimes not return to its original position after the train passes and

remain wedged in the groove below the level of the railhead. In such cases, the groove fillers should be removed and reinstalled properly after the groove and rail channel has been cleaned. If Sylomer® Rail Groove Fillers are damaged in any way, they can be easily removed and replaced with new ones.

Lifecycle of Sylomer® Rail Groove Fillers


This product is a part which is subject to wear.

It is not possible for us to make a serious estimation of the expected lifecycle of the product because of the wide range of factors to which the product is exposed, such as the installation position, condition of the rail wheel flanges, debris, number of train passages, axle loads, rail wear etc. However, we can look back on 30 years of positive experience with this product.

Technical Details



Installed Sylomer® Rail Groove Fillers with wheel flange

| RGF - Type Getzner ASW ²⁾ | Rail | Length [mm] | Drw.- No. | Sketch | Designation |
|---|---------|------------------------|--------------|--------|--|
| 12338 | RGF-GTP | S 49 | 1,300 | 4090 |  RGF 65 S 49/1 (1300x77x156/ZG 4090) |
| 12337 | ARF-GTP | S 49 | 1,300 | 4089 |  ARF 65 S 49/1 (1300x83x152/ZG 4089) |
| 13188 | RGF-GTP | S 49 | 1,300 | 4097 |  RGF 65 S 49/0 (1300x81x121/ZG 4097) |
| 13190 | 56 | S 49 / div. | 1,500 | 4087 |  RGF 56 (1500x65x42/ZG 4087) |
| 13191 | 60 | S 49 (track pan) | 1,500 | 4088 |  RGF 60 S 49 (1500x75x56/ZG 4088) |
| 13193 | 5 B | S 49 | 1,300 | 4083 |  RGF 5 S 49 (1300x69x126/ZG 4083) |
| 13199 | 4 B | S 49 | 1,300 | 4080 |  RGF 4 S 49 (1300x70x130/ZG 4080) |
| 13201 | 6 B+e | S 49 / div. | 1,300 | 4086 |  RGF 6 S 49 (1300x65x100/ZG 4086) |
| 13203 | HAL | div. | 1,300 | 4124 |  RGF HAL (1300x80x90/ZG 4124) |

Product description:

- Cellular polyurethane elastomer (PUR)
- Outstanding resistance to oils, grease, road salt etc.¹⁾
- Usable at temperatures between -30° C to +70° C (~ -22° F to 158° F)
- Maximum train speed of Vmax = 40km/h (~25 mph)

Standard colour: grey

Delivered form: for common rail types and groove cross-sections

Delivered form: 1,300 mm and 1,500 mm (~4.2 ft - 4.9 ft)

¹⁾See chemical resistance data sheet

²⁾Anton Schuh GmbH, Vienna

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