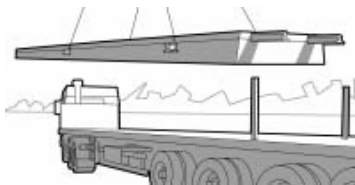


ZOOM: the longer, the shorter; Making way in the construction of level crossings

On up to 3.000 locations in the Netherlands the railway meets a road at a level crossing. In the present construction process of a level crossing, several steps have to be carried out on site. The work requires precision and takes up a lot of time, as a result of which rail and road traffic comes to a standstill for considerable time.

For heavy, class 45 and 60 road traffic Voestalpine Railpro has developed a solution that leads to a substantial reduction in construction time and therefore causes less disruption to rail and road traffic: the **ZOOM** (Dutch abbreviation for Prefab Heavy Level Crossing). Instead of the relatively short slabs of concrete of six and nine metres that are currently being used (and often produce surplus length), this solution involves using one slab of up to 21 metres long with glued-in rails. These are driven to the site in their entirety. This way, two customized level crossing slabs (for a double track) will in many cases be sufficient. As a result, the quality and durability of level crossings increase considerably.



The **ZOOM** saves a substantial amount of time. Hoisting and jacking a slab in place takes about an hour. Now that only one slab is required, the construction time is considerably shortened.



In addition, the pregluing of the rails saves time as well. The rails no longer have to be set on site, and the gluing can always take place

under optimal conditions. Due to this, the time it currently takes for the glue to set can be eliminated: the rails can be welded immediately after the slab has been put in place. All in all, this produces another gain in time on site of 6 hours.

- 75% less disruption
- 6% less disruption nationwide
- Cost neutral
- Full guarantee
- Completely customized

The total saving of time, based on the present minimum construction time of 12 to 14 hours, amounts to approximately 6 hours. A substantial time-saving, higher quality, less burden on the environment (no waste as a result of gluing the rails on site) and a reduction in disruption for both rail and road traffic are the main advantages.

The **ZOOM** has been developed in cooperation with:

