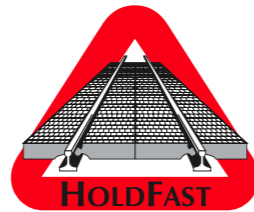


The HoldFast panels used to create the HoldFast Highway have been proven and tested in some of the most demanding rail crossing



The HoldFast Rubber Highway has been invented and developed by Peter Coates Smith, Managing Director of HoldFast Level Crossings Limited.

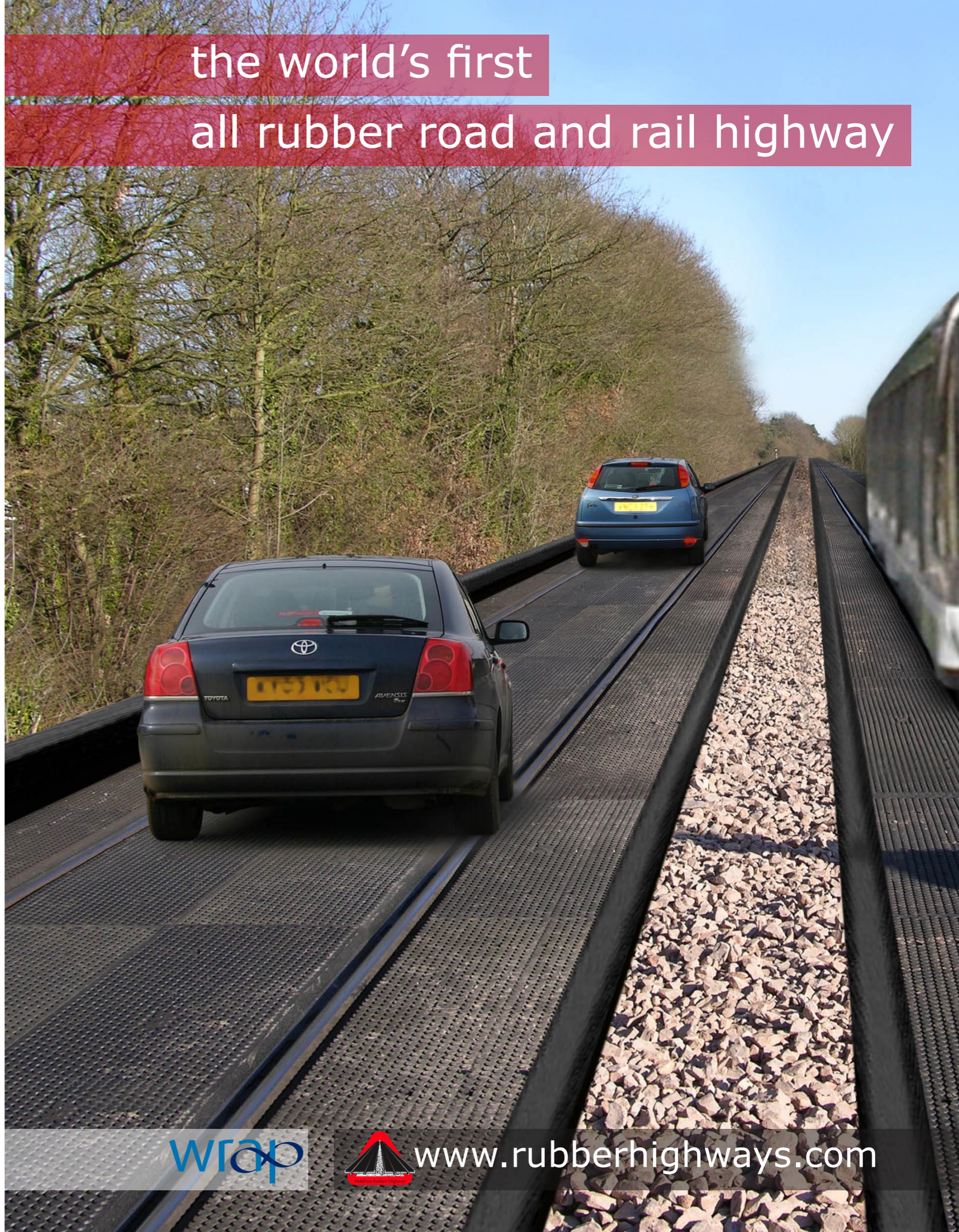
HoldFast is an innovative rail supplier, granted The Queen's Award for Innovation for improving level crossing safety and engineering, and supplying market leading level crossing platforms and associated products which have been exported to over 16 countries.

HoldFast has also been awarded The HSBC Rail Supplier of the Year award and was Supplier of the Year in Network Rail's Environment Awards. The latter recognises HoldFast's unique green credentials: millions of waste tyres have been reused by Network Rail in HoldFast products. Many millions more will be used in making the HoldFast Rubber Highway.

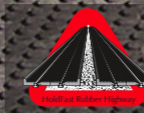


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the world's first
all rubber road and rail highway



www.rubberhighways.com

it's about moving people

The Corby test site is a 300 metre trial installation of The HoldFast Rubber Highway. Fast, simple and inexpensive to supply and install, this revolutionary road / rail platform could transform redundant rail lines, revitalise subsidised Network Rail branch lines and make light rail schemes affordable.

Redundant branch lines

Many existing branch rail lines that still maintain infrastructure integrity but are in disuse can be easily and inexpensively put into use for 50 mph light tram and vehicle traffic - even if the track bed needs to be renewed. Rail track is normally fairly level and the turns are so slight that it is a naturally easy and safe route for vehicular traffic.

Even where there is no track, HoldFast can re-instate track before installing HRH and the cost still remains a fraction of new road build.

Light rail

Using rubber to encase a light rail infrastructure on the growing number of light rail routes provides an easier and simpler removable platform for maintenance to the track itself and track bed, reducing road and rail closures.

Depot Platforms

The System can be used to create track bed platforms in rolling stock maintenance and cleaning sheds. Indeed, it is suitable for any location where rail, people and vehicles converge.

Junctions

The hard wearing nature of the rubber panels make it an ideal platform for busy junctions where fluted and flat bottomed rail would generally be used and encased in asphalt.



Guided Bus Lanes

We are also applying revisions of our technology to facilitate affordable guided bus lane routes. Please visit www.rubberhighways.com.

fast and inexpensive to install

The modular HoldFast Rubber Highway is exceptionally fast to install and can sit on random sleeper centres.

The HoldFast panels are 1.8 metres to 5 metres in length when positioned laterally along the track. They consist of a cess panel (outside of the rail edge) and one full gauge panel (these sit in between the two rails), joined via a unique connecting system.

The panels have been thoroughly tested and proven in some of the most critical level crossing locations on the UK rail network.

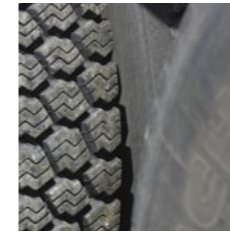
The HRH system also includes side curbs (not been installed on the trial).

key features and benefits



Road traffic diversion

Branch rail lines can be used to divert traffic from A / B roads to run along the highway between occasional rail traffic or during road closures and peak traffic times.



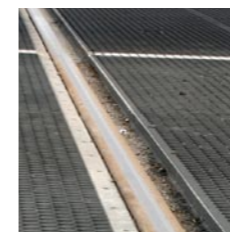
Quieter and more comfortable

Car tyres running on car tyres is extremely quiet, in contrast to cars on asphalt or concrete. Any shock loads that may be created are absorbed in the panels, ensuring driver comfort and rail track bed protection.



Long life, low maintenance

The truly modular platform system ensures that if any panel is damaged then it can simply be removed and replaced. Our panels are proven to survive continual freight traffic in some of the busiest port locations.



Track bed protection

Any shock loads are absorbed in the rubber, protecting the rail track bed. All rail flanges and rail clips are also protected from the elements and the continuous relief over the rail fittings will stop corrosion. The rubber will flex to any minor track movement.



A safer surface

HoldFast panels do not suffer from cracking, splitting or pot holes created by freeze / thaw and wear. Water drains straight off the raised anti-skid surface, whilst the flexibility of the rubber will break up any ice that may form.

The Trial Track at Corby

WRAP funded trials

WRAP funded the initial Corby trials following an open call for demonstration trials using UK post consumer tyres in a range of new applications. The funding covered installation of the Corby demonstration site along with recycled rubber panel testing using 8000 vehicle movements.

WRAP is a major UK programme established to promote resource efficiency. Its particular focus is on creating stable and efficient markets for recycled materials and products and removing the barriers to waste minimisation, re-use and recycling.

A not-for-profit company, WRAP is backed by substantial Government funding from Defra and the devolved administrations in Scotland, Wales and Northern Ireland. For more information please visit www.wrap.org.uk.

"Gefco were pleased to cooperate with HoldFast allowing them to utilise the Corby facilities for testing purposes. It is hoped that in time, the whole rail sidings could become a 'rubber platform' enabling dual usage for train activity and vehicle parking whenever necessary. The surface meets our quality standards for vehicle storage and could also provide a safer working environment for our employees to operate."

Graham Holgate
Centre Manager, Gefco, Corby

Gefco has 55 years of experience in vehicle transport and the improvement of transport processes, employing more than 2,000 people dedicated to automotive activity, operating a base of 4,345 dedicated rail cars; a fleet of 1,900 trucks; 80 distribution centres and 40 preparation centres across Europe.