

West Rail CC230, CR



Track Isolation

CDM-BAM-C-L25



To ensure that the Light Rail system will be effectively integrated with the new railway, Light rail system will be extended over the next five years.

The project includes the construction of two new extensions of Light Rail in Tin Shui Wai New Town, upgrading and modifying of three Light Rail stops to provide an interchange service for West Rail, Phase I, grade separation of some busy Light Rail / road junction.

Cross section

Labels in diagram: 1.5mm THK. 50x25x50mm Z CHANNEL, CDM 43020/10, CDM-17, GEOTEXTILE, BALLAST WALL, 150x300 TIMBER SLEEPER, BALLAST, GEOTEXTILE, CDM-17, CDM 43020/10 (WAVY)

Installation of the ballast mats

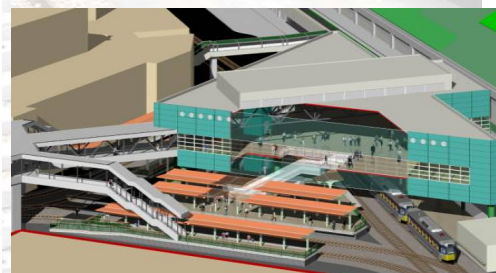
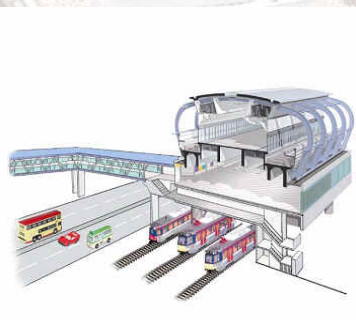
CDM Partner Building Harmonic
Main Contractor Leighton Contractors (Asia) Limited
Consultant Atkins China Limited
Client Kowloon Canton Railway

When the system becomes operational at the end of 2003, West Rail will serve 340,000 passengers a day. Demand is expected to grow to 500,000 passengers a day by the year 2011.

Light Rail will become a major feeder service when West Rail Phase I commences operation in 2003.



CDM ballast mats were installed between the ballast and the concrete slabtrack bed of viaducts and other supporting structures. They consist of a soft, resilient layer faced with a protection layer against penetration of ballast stones. The system provides a minimum vibration insertion loss of 10dB at 63Hz and maximum track deflection in the ultimate static condition < 5mm.



CASE STUDY – CDM-ISO-TRACK

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