

Effektive Design Appoints Global Rubber to Manufacture Recycled Railroad Crossties Utilizing Patented Technology

March 28, 2005 -- Effektive Design has appointed Global Rubber, USA to develop composite railroad crossties effective immediately. The composite railroad crossties are to be manufactured utilizing a patent owned by Effektive Design principal Charles Nygard. Effektive Design was recently awarded a grant from the Ben Franklin Technology Group to develop railroad crossties with the assistance of Philadelphia University and Howarth Associates. The new railroad crossties will be manufactured with a combination of recycled rubber, plastic and a structural reinforcement.

"We are extremely excited to work with Global Rubber and utilize their extensive experience in the recycled rubber industry," said Charles Nygard. The new railroad crossties are targeted as replacements for chemically treated wood products currently used in the railroad industry. The chemicals used to protect wood products, specifically creosote, are under harsh attack from many environmental groups seeking to ban their use.

The new railroad crossties have been modeled and exceed the requirements of replacement crosstie products as defined by the American Railway Engineering and Maintenance of Way Association, commonly known as AREMA. The first ties manufactured by Global Rubber are intended to be shipped to AREMA for testing.

Press

FOR IMMEDIATE RELEASE:**CONTACT:**

Charles Nygard
Global Recycling Technology Group
<http://www.grtginc.com>

July 10, 2005
King of Prussia, PA

PHILADELPHIA UNIVERSITY COMPLETES RECYCLING PROJECT FOCUSED ON MARKETS FOR DISCARDED SCRAP TIRES.

In an effort to provide sustainable markets for discarded scrap rubber tires, Dr. Chris Pastore of Philadelphia University has recently completed a project analyzing the application of using composite materials in the manufacture and production of railroad crossties. Specifically, the crossties are comprised of recycled scrap rubber; commonly known as crumb rubber, ground discarded plastic, polymers and a structural reinforcement. Analysis was performed using a finite element methodology in an effort to predict the performance of the composite railroad crosstie under specifications as developed by The American Railway Engineering and Maintenance of Way Association.

The project was completed in conjunction with a grant received by a metro-Philadelphia area design firm, Effektive Design, which uses proprietary and patented technology in the manufacture of structural composite products. Analysis results indicate that there is merit to the application and that the tie should perform to specification.

The railroad industry has shown interest in increasing the use of composite materials as a replacement for chemically treated wooden products. Given the nature of rubber and plastics, which are resilient to natural elements and require little to maintenance, they are expected to last much longer than wood.

Plans to develop the crosstie is under the direction of Global Rubber, USA, a leading rubber processing and manufacturing firm located in King of Prussia, PA. Global Rubber, with over 17 years experience in the rubber recycling industry, expects the first prototype crossties to be completed by the Fall, 2005.

###

[close window](#)

[grtg home](#)

Press

FOR IMMEDIATE RELEASE:

CONTACT:

Charles Nygard
Global Recycling Technology Group
<http://www.grtginc.com>

July 14, 2005
King of Prussia, PA

PENN EASTERN RAIL LINES TO INSTALL COMPOSITE RAILROAD CROSSTIES ON TRACKS.

Penn Eastern Rail Lines, located in Langhorne, PA, has announced plans to install composite railroad crossties on their rail lines located in Eastern Pennsylvania. The new railroad crossties will be supplied by the Global Recycling Technology Group (GRTG) located in King of Prussia and is part of a project by GRTG to develop railroad crossties.

"GRTG's experience in the recycled rubber market along with their proprietary and patented technology presents a great opportunity for our company to improve our rail maintainence and reduce costs. Each time a crosstie needs replacement it costs us more in labor to replace the tie than the tie itself. Composites are the furture and we are ready to embrace the new technology", said John Nolan, President of Penn Eastern Rail Line.

The new railroad crossties should be installed in the Fall, 2005, according to GRTG officials.

###

[close window](#)

[grtg home](#)