



S.M.A.R.T. News

Safety Materials and Research Technology News from Transpo Industries, Inc.

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Transpo CEO Receives 2006 Award

Arthur M. Dinitz, Chairman and CEO of Transpo, was the recipient of the Kenneth A. Stonex National Roadside Safety Award on Jan. 24, 2006. It was presented by the Roadside Safety Design Committee at the 85th Annual Meeting of the National Academy of Science Transportation Research Board (TRB) in Washington D.C.

The committee Chair, Dean L. Sicking, Director of the Midwest Roadside Safety Facility at the Univ. of Nebraska-Lincoln, presented the award which reads: "in recognition and appreciation of almost four decades of services to and leadership of the roadside safety community; for his service in numerous leadership roles in The American Road and Transportation Builders Association (ARTBA), the Civil Engineering Research Foundation, and the Institute of Traffic Engineers; for his visionary leadership of the American Association of State Highway and Transportation Official's Task Force 13, including support for the development of an industry-wide laboratory accreditation; for development of breakaway coupler systems that have saved countless lives over the last two decades; and for his contributions to the development of improved barrier delineation systems and high friction materials for use on bridge decks. His unwavering dedication to highway safety and industry leadership have reduced highway injuries and fatalities across the nation. The benefits of his efforts will continue to accrue for many years to come."

Mr. Dinitz has been a national leader in promoting the development and use of new materials and technologies in the transportation industry.

Blast-Safe™ for a Second Time in Seattle

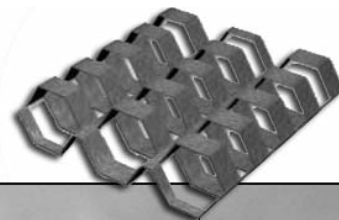
King County International Airport (Boeing Field) in Seattle, Washington had an installation of Blast-Safe™ completed in September 2005. Over 1,100 lineal feet of eight foot high protection was installed as part of a runway safety improvement project. The project included two gates and two 90 degree turns in the fencing run. It took a four man crew only two weeks to install the fence.

The consulting engineer was W&H Pacific from Everett, WA. The prime contractor was Gary Merlino and the sub contractor was OMA construction of Seattle, WA.

This is the second installation in the Seattle area. Blast-Safe™ was also installed at Sea-Tac International Airport in 1999.

Blast-Safe™ offers protection for airport assets in typical heights of 8 to 14 feet. The key component of the system is a unique Double-Reverse Corrugated (DRC) steel fabric that is installed with galvanized steel W-Beam posts. The "open" structure of the mesh allows jet-blast air to be diffused safely through the system, while preventing any penetration of dirt or debris. It can also has a double benefit as a security fence. Due to its narrow profile Blast-Safe™ is ideal for areas where space is limited.

For more information visit the web at: www.transpo.com/blast-safe.htm



BODAN (R) Highway Railroad Grade Crossing System News
Idaho Statesman, March 12, 2006 Reprinted with permission

"Dear Road Wizard: Are there plans to fix the railroad crossing on Milwaukee Street north of Franklin Road? The northbound lanes are especially rough." –W

"Yes, very interesting plans. What you experience in your rough ride is the product of an imperfect design. The material between the tracks is rubber, although it looks like iron and sounds like thunder.

The rubber plates between the tracks have been degrading gradually. The system for bolting them in place wasn't up to the job; early bolts sheared off. Although the Idaho Northern and Pacific Railroad replaced them with longer and better ones, every tiny little thump on the rubber stresses the system. Counting the thumps from each tire that crosses, pretty soon you're into real thumping. The rubber has tipped up, but other than the rough ride, it doesn't threaten your car like iron would. Rest easy on that score.

What we really need here, wouldn't you say, is a composite concrete crossing with light-emitting diode lights embedded in the edge and set to flash as a safety warning when a train is coming?

Picture it: a special concrete material replaces the rubber. Embedded in the edge facing traffic, the flashing warning lights are coordinated to work with other warning signals at the crossing. The locomotive engineer* can activate them remotely and be confident that the ACHD part of the system operates in perfect harmony; a world class urban railroad crossing.

The railroad expected to install exactly this picture at Milwaukee in 2003, replacing the rubber plates in the process. The trouble is, this will be not only world class but also, with the embedded lights, first in the world. Because of this, the railroad and Transpo, the manufacturer of the crossing material with the embedded-light system, have had to "prove" the system to a whole raft of regulators, standard-setters, funding authorities, and all of their respective attorneys.

Each year, the railroad has been expecting the go-ahead, but has been disappointed with the various mills that grind slowly. With success always seeming at hand, the replacement of the Milwaukee crossing also seemed at hand.

All parties, including the railroad, ACHD, and federal funding authorities, are thinking that 2006 will be the year that the long wait ends, that Boise goes on the charts as the home of this interesting "first", and that tiny thumps become irrelevant at the Milwaukee crossing."

**Note: the locomotive engineer doesn't activate the warning lights, the motion of the train on the track does that via sensors. –Transpo Editor*



EnviroSafe™ at APWA Product Expo

Transpo invites you to visit our EnviroSafe™ Modular Stormwater Catch Basin Filter System installation which will be on display at the Orangeburg, NY Highway Dept facility at this year's APWA Equipment and Products Exposition on May 24th, 2006.

EnviroSafe™ is a simple retrofit to existing stormwater catch basins. Equipped with advanced filtering technology, EnviroSafe™ can address a broad range of pollutants commonly found in storm water run-off including: sediment, oils, metals, organic matter and even bacteria. The modular construction of the filter cartridges (in a rugged co-polymer basin) make it easy to target pollutants. The basin offers large storage capacity for trash and debris. High filtered flow rates (over 100 gpm) coupled with an overflow bypass designed into the basin, alleviate flooding concerns. Ease of installation and low maintenance make EnviroSafe™ the logical choice as a stormwater BMP device.

For more information on this product, please call
Steve Orman at 800-321-7870 (x659),
or visit the company website at:
<http://www.transpo.com/envirosafe.htm>