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Raudteealased rakendused. Rööbastee. Tööde vastuvõtmine. Osa 4: Pöörmetel ja ristmetel rööbaste ümberprofileerimise vastuvõtmine

Railway applications - Track - Acceptance of works - Part 4: Acceptance of reprofiling rails in switches and crossings

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EUROPEAN STANDARD

NORME EUROPÉENNE

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English Version

Railway applications - Track - Acceptance of works - Part 4: Acceptance of reprofiling rails in switches and crossings

Applications ferroviaires - Voie - Réception des travaux - Partie 4: Critères de réception des rails reprofilés dans les appareils de voie

Bahnanwendungen - Oberbau - Abnahme von Arbeiten - Teil 4: Abnahme von Reprofilierungsarbeiten in Weichen und Kreuzungen

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Foreword

This document (EN 13231-4:2013) has been prepared by Technical Committee CEN/TC 256 “Railway applications”, the secretariat of which is held by DIN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by October 2013, and conflicting national standards shall be withdrawn at the latest by October 2013.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association.

This European Standard is one of the series EN 13231, *Railway applications — Track — Acceptance of works*, as listed below:

— *Part 1: Works on ballasted track — Plain line*;

— *Part 2: Works on ballasted track — Switches and crossings*;

— *Part 3: Acceptance of reprofiling rails in track*;

— *Part 4: Acceptance of reprofiling rails in switches and crossings*;

— *Part 5: Procedures for rail reprofiling in plain line, switches, crossings and expansion devices* (currently being elaborated).

According to the CEN-CENELEC Internal Regulations, the national standards organisations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

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1 Scope

This European Standard lays down the technical requirements and the measurements to be made for the acceptance of work for reprofiling longitudinally and/or transversely the heads of railway rails in switches, crossings and expansion devices.

For acceptance purposes two classes of longitudinal profile and three classes of transverse profile tolerance are defined.

It applies to reprofiled vignole railway rails and associated switch rails 46 kg/m and above.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 13231-3:2012, *Railway applications — Track — Acceptance of works — Part 3: Acceptance of reprofiling rails in track*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in EN 13231-3:2012 apply.

For the definitions of measurement instruments also, see EN 13231-3:2012.

4 Longitudinal profile

4.1 Principle

Measurements are made using either a reference instrument, or an approved instrument, see EN 13231-3:2012, Annex A or Annex B. The approved instruments shall be verified according to EN 13231-3:2012, Annex D.

Approved instruments do not offer the same accuracy as reference instruments but are generally adequate for the purpose of demonstrating compliance with the requirements of this standard.

NOTE An example of an approved instrument is the type of system used for routine measurements on reprofiling trains. Some of the systems used for routine measurements on reprofiling trains fall into this category.

In accordance with current practice, limits are set on the magnitude of the irregularities that can remain in track after a reprofiling operation. It is recognised, however, that it can be uneconomic to achieve 100 % compliance with these, particularly where isolated top faults, such as wheelburn, exist prior to reprofiling. Two classes are therefore offered, differentiated by the percentage of the reprofiled track meeting the specified criteria. Where isolated top faults exist, class 2 offers a lower cost option compared to class 1 as it will be achieved with fewer passes. However a larger number of isolated non-compliant zones will remain in the reprofiled site.

Class 1 also includes limits for very short (10 mm to 30 mm) and very long (300 mm to 1 000 mm) wavelength residual irregularities; these are not included in class 2. Where corrugations in these wavebands are required to be removed it will also be necessary to specify class 1.

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