

Specification

T0442

Track: Running rails and check rails

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1 Purpose

The purpose of this Specification is to specify material characteristics for running rails and check rails in the London Underground network.

2 Scope

This Specification applies to rails of the following profiles (other than 95RBH, these are defined in EN 13674):

- 54E1
- 56E1
- 54E1A1
- 95RBH, as defined in BS 11
- Forged transition rails (FTRs): 56E1 to 95RBH
- Forged switch rails: 56E1 to 54E1A1
- 33C1.

Note	54E1 is not currently a standard LU rail but it may be adopted in the future.
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3 Requirements

3.1 General

- 3.1.1 New symmetric flat-bottom rail shall comply with EN 13674-1 in which the following selections shall be made:
- a) rail profile tolerance to be class X;
 - b) rail straightness to be class B.
- 3.1.2 New asymmetric flat-bottom rail (for switch rails in shallow-depth junctionwork) shall comply with EN 13674-2.
- 3.1.3 New check rails of profile 33C1 shall comply with EN 13674-3.
- 3.1.4 New 95RBH rail shall comply with EN 13674-1 except that rail profile and rail profile tolerances shall comply with BS 11.
- 3.1.5 Suppliers seeking acceptance for a proprietary rail and/or grade not recognised by EN 13674 shall agree acceptance criteria with LU. These criteria shall include relevant aspects of EN 13674.

3.2 Grades

- 3.2.1 The current standard grade for rails used by LU is R260, as defined in EN 13674.
- 3.2.2 In the event that other grades are proposed for acceptance by LU, evidence shall be supplied to demonstrate that the rail can be machined, inspected and maintained, and in particular that it can be:
- a) welded to itself and to R260 by an aluminothermic process;
 - b) welded to itself by flash-butt welding (Note: this will involve trial welding at LU's welding facility);
 - c) weld-repaired by means of manual metal arc and flux-cored arc welding.

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