

Ref:	NR/L2/TRK/001/mod16
Issue:	7
Date:	06 September 2014
Compliance date:	05 December 2014

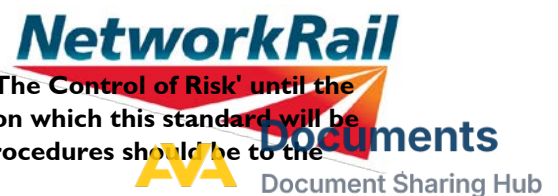
Adjustment Switches

This document is the property of Network Rail. It shall not be reproduced in whole or part nor disclosed to a third party without the written permission of Network Rail.
© Copyright 2014 Network Rail.

Uncontrolled copy once printed from its electronic source.

Published and Issued by Network Rail, Kings Place, 90 York Way, London. N1 9AG.

This standard should only be used for reference to ensure 'The Control of Risk' until the compliance date of its replacement standard is reached, upon which this standard will be withdrawn. The development of all new processes and procedures should be to the replacement standard.



Ref:	NR/L2/TRK/001/mod16
Issue:	7
Date:	06 September 2014
Compliance date:	05 December 2014

Contents

1 Scope	3
2 Definitions	3
3 Provision	3
4 Inspection	3
4.1 General inspection and measurement	3
Figure 1 – Check for switch tip support	4
Figure 2 – Check for full width support of the foot at the end of the machining	4
Table 1 – Adjustment switch setting dimensions	5
Table 2 – Adjustment switch timber / bearer spacing	5
4.2 Inspection for lipping	6
Table 3 – Inspection frequency and follow up actions for lipping	6
5 Maintenance	7
5.1 Gap opening	7
Table 4 – Actions for non-standard gaps	7
5.2 Position of switch tips	7
Table 5 – Action for sub-standard switch tip support	7
5.3 Rail foot support	8
Table 6 – Action for rail foot not fully supported at the end of the machining	8
5.4 Voiding	9
Table 7 – Timescales for rectification of voiding under adjustment switches	9
5.5 Lubrication	9
5.6 Clamp plate bolts	9
Figure 3 – Adjustment switch baseplate detail	9
5.7 Strengthening straps	9

This standard should only be used for reference to ensure 'The Control of Risk' until the compliance date of its replacement standard is reached, upon which this standard will be withdrawn. The development of all new processes and procedures should be in line with the replacement standard.

Ref:	NR/L2/TRK/001/mod16
Issue:	7
Date:	06 September 2014
Compliance date:	05 December 2014

1 Scope

This module of NR/L2/TRK/001 applies to adjustment switches in all track categories and covers:

- a) general inspection and measurement checks;
- b) inspection for lipping and the follow-up ultrasonic testing requirements;
- c) dimensions and tolerances;
- d) maintenance requirements, including minimum actions and timescales for repair.

2 Definitions

See Glossary (NR/L2/TRK/001/mod01).

3 Provision

Adjustment switches (scarf joints which accommodate the expansion and contraction of continuous welded rail) of an approved design are normally provided:

- a) between CWR and jointed track;
- b) between CWR and adjacent unstrengthened S&C;
- c) clear of the structural expansion joint of the moving end of any underline bridge.

Install adjustment switches so that the inside tongues are trailing to the predominant direction of traffic and the switches are square across the gauge.

Install a pair of strengthening rail straps fastened to the bearers.

4 Inspection

4.1 General inspection and measurement

Undertake inspections once per year.

Use TEF3204 to record details of the inspection and any action required.

During the inspection of adjustment switches, measure and check:

- a) the gap openings against the dimensions in Table 1;
- b) the length of switch rail tip supported by the baseplate (see Figure 1);
- c) that the full width of the foot is supported by the baseplate at the end of the machining and is within the clamp plates (see Figure 2);
- d) the tightness and condition of fastenings;
- e) the bearer spacing against the dimensions in Table 2;
- f) that the strengthening straps are in place and holding down screws are tight.

This standard should only be used for reference to ensure 'The Control of Risk' until the compliance date of its replacement standard is reached, upon which this standard will be withdrawn. The development of all new processes and procedures should be in line with the replacement standard.