

Supplement Notice

Information for users

The attached standard:

RT/CE/S/002

Issue 2

has essential supplementary information

Instructions for use

It is essential that you first read and understand the supplement pertaining to the standard before proceeding to the standard. You must then apply the requirements of the supplement to the standard.

Proceed to supplement ►**I have read & understand the supplement.
Proceed to standard ►**

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Issue	2
Date	August 1999

Serviceable rail for use in running lines and sidings (formerly RT/CE/S/002)

This temporary front sheet facilitates change to the new Network Rail Standards referencing nomenclature.

The Ref above will be formally allocated to this standard when it is next changed in the meantime the contents, date and issue number of this Network Rail Standard are UNCHANGED and with immediate effect it should be referred to as “(new ref) formerly (old ref)”.

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RAILTRACK LINE SPECIFICATION

SERVICEABLE RAIL FOR USE IN RUNNING LINES AND SIDINGS

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Summary

This specification gives the requirements for the selection and use of serviceable rail in jointed and welded applications, and for replacement of isolated defects.

Issue record

This specification will be updated when necessary by distribution of a complete replacement. Significant amendments are marked by a thick vertical black line in the margin, and minor rewordings by thin lines.

Issue	Date	Comments
I	February 1995	Original document
IA	October 1997	References updated
2	August 1999	Clarification of requirements for transposed or turned rails

Responsibilities and distribution

This specification shall be complied with by all personnel, whether Railtrack or its contractors, involved in the selection of serviceable rail for use in Railtrack's running lines or sidings.

Persons using this specification shall ensure that they use the latest version of any document to which reference is made.

Implementation

The provisions of this specification are mandatory and apply from August 1999.

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Supply

Paper copies of this document will be available by printing from electronic copy or, where this is not possible, may be issued on request to the Document Controller.

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I PURPOSE

This specification is for use in the selection of serviceable rail for installation in Railtrack's running lines and sidings.

2 SCOPE

This specification sets out the requirements for serviceable rail in the following applications:

(a) where rail recovered from one site is re-used at another:

- rerailing in jointed form;
- rerailing in welded form, using rails newly flash-welded for this purpose;
- re-using existing flash-welded rail;
- replacement of isolated defective rails in either jointed or welded track.

(b) where rail is re-used at the same site:

- transposition or turning of rails.

3 DEFINITIONS

Serviceable rail

Rail which has seen service in either jointed or continuously welded form and is proposed to be re-used in jointed or welded form either in the original location by transposing from one side to the other, or by turning end-for-end, or by transfer to another site. The latter is deemed to include the replacement of isolated defective rails.

4 JOINTED TRACK

4.1 Rail sections

4.1.1 Serviceable rail, excluding transposed or turned rail

The preferred flat-bottom sections for serviceable rail are 113A and 110A.

109 lb and 98 lb rail may be used in like-for-like replacement, but otherwise only with Railtrack's agreement and subject to the following:

- such rails shall be clearly identified;
- they shall be used with the appropriate insulators, pads and fastenings (which may differ from those used with 110A and 113A rail);
- they shall not be mixed with each other.

Bull-head sections may also be used for serviceable rail, the choice of section depending on the type of chair.

Rails must be used in matching sections as cess and 6ft rails, 110A and 113A being regarded as matching. 110A or 113A rail may also be used with 109-lb rail as long as the need for any different insulators is taken into account. (Note: the use of 109-lb rail to replace 110A or 113A rail shall be avoided where practicable.)

At level crossings the rail section must be compatible with the level crossing components.