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EUROPEAN STANDARD
NORME EUROPÉENNE
EUROPÄISCHE NORM

DRAFT
prEN 13232-7

January 2020

ICS 93.100

Will supersede EN 13232-7:2006+A1:2011

English Version

Railway applications - Track - Switches and crossings for Vignole rails - Part 7: Crossings with moveable parts

Applications ferroviaires - Infrastructure - Appareils de
voie - Partie 7: Cœurs à parties mobiles

Bahnanwendungen - Oberbau - Weichen und
Kreuzungen für Vignolschienen - Teil 7: Herzstücke mit
beweglichen Bauteilen

This draft European Standard is submitted to CEN members for enquiry. It has been drawn up by the Technical Committee CEN/TC 256.

If this draft becomes a European Standard, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

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Contents	Page
European foreword.....	3
Introduction	4
1 Scope.....	5
2 Normative references.....	5
3 Terms and definitions	6
3.1 General.....	6
3.2 Common crossing with moveable point (Figure 7).....	6
3.3 Common crossing with moveable wing rails (Figure 8).....	8
3.4 Obtuse crossing with moveable parts (Figures 9 and 10).....	9
4 Performance requirements.....	11
4.1 Common crossings with moveable parts.....	11
4.2 Obtuse crossings with moveable parts.....	11
4.3 Materials.....	12
4.4 Geometry.....	12
4.5 Inclination of the running table.....	12
4.6 Construction.....	12
4.7 Relationship with the adjacent track.....	12
5 Design requirements	12
5.1 Geometrical data	12
5.2 Rolling stock data.....	13
5.2.1 Maximum axle load.....	13
5.2.2 Maximum speed.....	13
5.2.3 Wheel profile, diameter, back to back and wheel set dimensions	13
5.3 Supports and fastenings	13
5.4 Interface between crossing with moveable parts and operating system.....	14
5.5 Transfer of longitudinal track forces.....	14
5.6 Other requirements	14
5.7 Drawings	14
6 Tolerances and inspection.....	14
6.1 General.....	14
6.2 Tools and instruments	15
6.3 Critical dimensions.....	15
6.3.1 General.....	15
6.3.2 Critical dimensions for common crossings with moveable point	15
6.3.3 Critical dimensions for common crossings with moveable wing rails	15
6.3.4 Critical dimensions for obtuse crossings with moveable parts	15
6.4 Certification.....	15
6.5 Methods of examination for structural defects.....	15
7 Limits and extent of supply	16
8 Identification marks.....	16
Annex ZA (informative) Relationship between this European Standard and the Essential Requirements of EU Directive 2016/797/EU aimed to be covered	52
Bibliography.....	54

European foreword

This document (prEN 13232-7:2020) has been prepared by Technical Committee CEN/TC 256 “Railway applications”, the secretariat of which is held by DIN.

This document is currently submitted to the CEN Enquiry.

This document will supersede EN 13232-7:2006+A1:2011.

This document has been prepared under a mandate given to CEN/CENELEC/ETSI by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directive 2016/797/EU.

For relationship with EU Directive 2016/797/EU, see informative Annex ZA, which is an integral part of this document.

This series of standards “*Railway applications – Track – Switches and crossings for Vignole rails*” covers the design and quality of switches and crossings in flat bottomed rail. The list of Parts is as follows:

- *Part 1: Definitions*
- *Part 2: Requirements for geometric design*
- *Part 3: Requirements for wheel/rail interaction*
- *Part 4: Actuation, locking and detection*
- *Part 5: Switches*
- *Part 6: Fixed common and obtuse crossings*
- *Part 7: Crossings with moveable parts*
- *Part 8: Expansion devices*
- *Part 9: Layouts*

Part 1 contains terminology used throughout all parts of this series. Parts 2 to 4 contain basic design guides and are applicable to all switch and crossing assemblies. Parts 5 to 8 deal with particular types of equipment including their tolerances. These use Parts 1 to 4 as a basis. Part 9 defines the geometric and non-geometric acceptance criteria for inspection of layouts.

Introduction

Crossings with moveable parts allow a vehicle to pass the area where the two rails cross with a continuous running edge, so that the wheels of the vehicle are fully supported and guided in the whole crossing area, either in the facing or trailing direction.

The main criteria for the selection of crossings with moveable parts are:

- improvement of ride comfort;
- reduction of noise and vibration;
- reduction of maintenance;
- mixed traffic conditions (e.g. train/tram);
- security against derailment.

This last point is particularly important (critical) in diamond crossings. Effectively, as the wheel diameter and the obtuse crossing angle decrease, the distance without guidance (prEN 13232-3:2020, 4.2.5) increases. Therefore, to ensure the safety of running of the wheel set over the diamond crossing, it is sometimes necessary to design the obtuse crossing as moveable. Rules and recommendations for security against derailment in diamond crossings are set down in part 3 of this standard.

Crossings with moveable parts experience a combination of external forces from rolling stock, thermal influences etc. Operating, signalling systems, heater systems, load bearing supports, maintainability and safety are all major factors which affect the design.

The performance will be influenced by axle loads, frequency of traffic and speed.

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1 Scope

The scope of this document is:

- to establish a working terminology for crossings with moveable parts, which means crossings with moveable parts to close the gap of the running edge, and their constituent parts, and identify the main types;
- to list the minimum requirements for the manufacture of crossings with moveable parts and/or their constituent parts;
- to formulate codes of practice for factory inspection and tolerances for crossings with moveable parts and/or their constituent parts;
- to establish the limits and extent of supply;
- to list the method by which crossings with moveable parts and their constructional parts should be identified;
- to list the different and varying ways by which crossings with moveable parts can be described, using the following parameters:
 - geometry of crossings;
 - types of construction;
 - performance requirements;
 - design criteria;
 - tolerances and inspection.

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2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

prEN 13232-1:2020, *Railway applications – Track – Switches and crossings for Vignole rails – Part 1: Definitions*

prEN 13232-2:2020, *Railway applications – Track – Switches and crossings for Vignole rails – Part 2: Requirements for geometric design*

prEN 13232-3:2020, *Railway applications – Track – Switches and crossings for Vignole rails – Part 3: Requirements for wheel/rail interaction*

prEN 13232-4:2020, *Railway applications – Track – Switches and crossings for Vignole rails – Part 4: Actuation, locking and detection*

prEN 13232-9:2020, *Railway applications – Track – Switches and crossings for Vignole rails – Part 9: Layouts*

prEN 13232-7:2020 (E)

EN 13674-1:2011+A1:2017, *Railway applications – Track – Rail - Part 1: Vignole railway rails 46 kg/m and above*

EN 13674-2:2006+A1:2010, *Railway applications – Track – Rail - Part 2: Switch and crossing rails used in conjunction with Vignole railway rails 46 kg/m and above*

EN 13674-3:2006+A1:2010, *Railway applications – Track – Rail - Part 3: Check rails*

EN 13674-4:2019, *Railway applications – Track – Rail - Part 4: Vignole railway rails from 27 kg/m to, but excluding 46 kg/m*

EN 13803:2017, *Railway applications - Track - Track alignment design parameters - Track gauges 1 435 mm and wider*

EN 15689:2009, *Railway applications - Track - Switches and crossings - Crossing components made of cast austenitic manganese steel*

3 Terms and definitions

For the purpose of this document the terms and definitions given in prEN 13232-1:2020 and the following apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at <https://www.iso.org/obp>

— IEC Electropedia: available at <http://www.electropedia.org/>

3.1 General

oSIST prEN 13232-7:2020

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3.1.1**customer**

term used to define one party involved in using the EN as the technical basis for a transaction: the Operator or User of the equipment, or the Purchaser of the equipment on the User's behalf

3.1.2**supplier**

term used to define one party involved in using the EN as the technical basis for a transaction: the Body responsible for the use of the EN in response to the Customer's requirements

3.2 Common crossing with moveable point (Figure 7)**3.2.1****swing nose****moveable vee**

part of the crossing which forms the vee. It is moved to form a continuous running edge for either the main or branch lines

3.2.2**saddle****wing rail**

gives support to the swing nose and also forms the housings when the swing nose is thrown

Note 1 to entry: The saddle (or wing rail) is also used to support the wheel when transferring from the wing rail to the vee.

3.2.3**relief ramp**

ramp for false flange on worn wheels

3.2.4**distance block**

mechanical device to give strength and support to the crossing

Note 1 to entry: Depending on the design concept, the distance blocks may transfer track forces.

3.2.5**left hand wing front rail**

rail connected to left hand wing front

3.2.6**right hand wing front rail**

rail connected to right hand wing front

3.2.7**spacer block****stud**

block to give lateral support to the swing nose

3.2.8**foot relief**

reduction of section of point rail foot at the swing nose heel to facilitate flexing

3.2.9**longitudinal sliding area**

system to permit free movement of the swing nose, it allows for the changes in rail length as the swing nose is operated

Note 1 to entry: The longitudinal sliding area is normally situated on the branch line of the crossing.

3.2.10**left hand wing rail**

wing rail to the left of the vee when viewed from the vee (swing nose)

3.2.11**right hand wing rail**

wing rail to the right of the vee when viewed from the vee (swing nose)

3.2.12**left hand vee rail (monobloc vee)**

rail connected to the left hand vee leg between the swing nose and the longitudinal sliding area (as shown for a left hand crossing)

3.2.13**left hand extended vee rail (monobloc vee)**

rail between the longitudinal sliding area and the heel of the crossing (as shown for a left hand crossing)

prEN 13232-7:2020 (E)

3.2.14**right hand vee rail (monobloc vee)**

rail connected to the right hand vee leg of swing nose (as shown for a left hand crossing)

3.2.15**flangeway block**

block used to maintain the correct flangeway gap between the vee rails and wing rails

Note 1 to entry: Depending on the design concept, the flangeway block may transfer track forces.

3.2.16**left hand splice rail (assembled vee)**

rail spliced to point rail

— forming the vee and permitting longitudinal movement between point rail and splice rail (see Figure 3),

— forming the vee between the point rail and the extended splice rail and permitting longitudinal movement between splice rail and extended splice rail (see Figure 4) and

— forming the vee and without longitudinal movement between point rail and splice rail

3.2.17**left hand extended splice rail (assembled vee)**

rail between the longitudinal sliding area and the heel of the crossing (as shown for a left hand crossing)

3.2.18**right hand point rail (assembled vee)**

rail forming the swing nose situated in the main line from the swing nose to the heel joint (as shown for a left hand crossing in Figures 3 and 4)

3.2.19**point rail toe****PRT**

front physical end of the point rail that contacts the saddle or the wing rail to form a continuous running edge in the closed position (see Figure 10 a)

3.2.20**splice rail toe (assembled vee)****SRT**

front physical end of the splice rail that contacts the point rail (see Figure 10a)

3.3 Common crossing with moveable wing rails (Figure 8)**3.3.1****left hand vee rail**

rail forming the vee situated to the left of the vee when viewed from the nose

3.3.2**right hand vee rail**

rail forming the vee situated to the right of the vee when viewed from the nose

3.3.3**relief ramp**

ramp for false flange on worn wheels

3.3.4**vee**

part of the crossing forming the shape of a letter 'v'. The vee is fixed

3.3.5**supporting bar**

in the closed position of the wing rail this bar gives lateral support to the wing rail via the wing rail stops

3.3.6**wing rail stop**

stop fixed on the wing rails to transfer the lateral forces from the wing rail to the supporting bar (in the closed position of the wing rail)

3.3.7**foot relief**

reduction of section of wing rail foot at the wing front to facilitate flexing

3.3.8**left hand moveable wing rail**

wing rail to the left of the vee when viewed from the nose

Note 1 to entry: It is moved to form a continuous running edge for the right line as shown in Figure 8.

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3.3.9**right hand moveable wing rail**

wing rail to the right of the vee when viewed from the nose

Note 1 to entry: It is moved to form a continuous running edge for the left line.

3.3.10**nose**

point at which the vee commences at the level of the gauge reference plane

3.4 Obtuse crossing with moveable parts (Figures 9 and 10)**3.4.1****switch diamond**

type of obtuse crossing where both the point rails take the form of movable switch rails presenting fully supported running edges in the route for which they are set

Note 1 to entry: Switch diamonds are used for flat crossing angles, and for crossings with sharp curvature, and consist of two switch rails and a wing rail.

3.4.1.1**set of switch diamonds**

arrangement forming the centre part of a movable diamond and consisting of two wing rails (W) and four switch rails (S) (see Figure 10)

prEN 13232-7:2020 (E)**3.4.2****right hand switch rail**

rail to the right hand side of the switch diamond when viewed from outside the gauge

Note 1 to entry: This rail flexes to either form a continuous running edge for the wheel to pass over when the switch is closed, or flange way clearance for the wheel to pass through when the switch is open.

3.4.3**left hand switch rail**

as right hand switch rail but opposite hand

3.4.4**right hand back rail**

rail to the right hand side of the switch diamond when viewed from outside the gauge

Note 1 to entry: This rail gives support to the switch rail and also forms the fixed flexing portion at the heel of the switch rail.

3.4.5**left hand back rail**

as right hand back rail but opposite hand

3.4.6**heel block**

block used to form the fixed heel block assembly between the switch rail and respective back rail to limit the moveable length

Note 1 to entry: Depending on the design concept, the heel block may transfer track forces.

3.4.7**wing rail**

part of the crossing with horizontal set forming the running rail support at the switch rail ends

3.4.8**distance blocks**

mechanical device to give strength and support to the crossing assembly

Note 1 to entry: Depending on the design concept, the distance blocks may transfer track forces.

3.4.9**knuckle**

theoretical intersection of the running edges

3.4.10**spacer block****stud**

block to give lateral support to the switch rail

3.4.11**switch toe**

physical end of the switch rail that contacts the wing rail to form a continuous running edge in the closed position

3.4.12**moveable length**

part of the switch rail which moves in front of the first fixed position when the switch diamond is operated

3.4.13**foot relief**

reduction of section of switch rail foot at the switch heel to facilitate flexing

4 Performance requirements**4.1 Common crossings with moveable parts**

There are two major types of common crossings with moveable parts. These are crossings with moveable point (see Figure 1) and crossings with moveable wing rails (see Figure 2).

In both cases:

The wings and vee support can be:

- saddle (cast, welded, machined);
- assembled (made of different rail profiles, e.g. standard rail, asymmetric low section, symmetric thick web section etc.).

The vee can be:

- monobloc (cast, welded, machined);
- assembled (made of different rail profiles, e.g. standard rail, asymmetric low section, symmetric thick web section etc.).

Rail profiles shall be according to EN 13674-1 and EN 13674-2.

In the case of crossings with moveable point:

- the point may or may not contain a longitudinal sliding area;
- the vee of point and splice rail may be coupled by bolting, welding or fabricated out of a monobloc and welded to its respective adjacent legs.

For example see Figures 3, 4 and 5.

In the case of crossings with moveable wing rails a longitudinal sliding area is not required.

Other types of construction and their requirements shall be agreed between customer and supplier.

4.2 Obtuse crossings with moveable parts

The main type of obtuse crossing with moveable parts is the switch diamond crossing (see Figure 6).

The wing and switch rails' support can be:

- a saddle (cast, welded, machined);
- assembled (made of different rail profiles, e.g. standard rail, asymmetric low section, symmetric thick web section etc.).

The wing rail can be:

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prEN 13232-7:2020 (E)

- monobloc (cast, welded, machined);
- assembled (made of different rail profiles, e.g. standard rail, asymmetric low section, symmetric thick web section etc.).

Switch diamond crossings can be used in obtuse crossings with or without single or double slips.

Rail profiles shall be according to EN 13674-1 and EN 13674-2.

4.3 Materials

The materials used shall be defined at least by their respective European Standard or by their mechanical and chemical characteristics where a European Standard does not exist.

The grade and specification of rails to be used shall be specified by the customer and shall comply with EN 13674 (all parts). Materials for other components shall be agreed between customer and supplier.

4.4 Geometry

The geometry of the crossing at the running edges (straight or curved) shall be in accordance with the general layout according to prEN 13232-2:2020 and prEN 13232-9:2020.

4.5 Inclination of the running table

The running table of the crossing may or may not be inclined.

Inclination of any running table in the crossing and location and length of any twist (change of inclination) shall be defined.

4.6 Construction

If a transition from special rail profile to standard rail profile is required, the transition can either be located in the fixed part or in the moveable part. In case of a weld, in the moveable part, the weld shall be secured by fishplating.

4.7 Relationship with the adjacent track

The crossing can be joined to the adjacent track:

- by fishplates;
- by glued fishplates;
- by welding.

5 Design requirements**5.1 Geometrical data**

The following data shall be agreed between the customer and the supplier:

- geometry of the two intersecting running edges (straight, circular, clothoid, etc.);
- tangent at the theoretical intersection point;
- bearer layout at the crossing;
- position of the gauge plate/strut (if required);

- height of the crossing;
- rail profiles;
- rail inclination;
- track gauge;
- check gauge (if non-active check rail is requested by the customer);
- machining profile of nose and wing-rail (see Figures 11 to 13);
- minimum flange way width;
- minimum opening between the wing rails (throat opening);
- opening at the drive position.

And any other interfaces with the turnout deemed to be necessary for the design of the crossing.

Check rail profiles shall be according to EN 13674-3.

5.2 Rolling stock data

5.2.1 Maximum axle load

The customer shall provide the value of the maximum axle load for the line where the crossing is to be installed.

5.2.2 Maximum speed

The customer shall provide the value of the maximum speed for the main line according to EN 13803.

5.2.3 Wheel profile, diameter, back to back and wheel set dimensions

For wheels designed and maintained in accordance with EN 13715 and EN 15313, dimensions and profiles to be used are defined in those documents.

For other configurations, the customer shall provide the supplier with the wheel profile/profiles, diameter, back to back and wheel set dimensions. The wheel profile/profiles to be used in the design of the crossing may be new ones, with an average wear or maximum wear values. The customer shall indicate which profile/profiles are to be used in the design, and also if special circumstances are to be taken into account, e.g. false flanges in the wheels, etc.

Wheel profile and wheel set geometry determines the geometry of the profile of the crossing, the flangeway width and the check gauge if non-active checkrails are requested. For further detail of requirements, see prEN 13232-2:2020 and prEN 13232-3:2020.

5.3 Supports and fastenings

The relationship of the crossing to the adjacent track and the closure panel, the fastening and supporting systems are to be agreed between supplier and customer according to EN 13145, EN 13146 (all parts), EN 13230 (all parts) and EN 13481 (all parts).

It shall be specified if the crossing is to be welded to the track or joined by fishplates. In the latter case, the type and details of the fishplates to be used shall be specified by the customer, i.e. section details, length, size and number of holes, bolt centre line height above base of rail and material of fishplates.