

THE ASSESSMENT AND RECTIFICATION OF CROSSING RUNNING SURFACE WEAR

The welding practice of crossings has been surveyed. The survey looked at the criteria used to decide when maintenance welding is carried out, the assessment techniques employed to assess crossing wear, and the shapes of the profiles applied to restored crossings.

Re-profiling is frequently carried out a good deal later than the 6mm upper limit laid down in Handbook 32, primarily because of resourcing difficulties. A weld repair request procedure which for the most part relies on visual rather than physical assessments of crossing wear also contributes to the problem.

Successful re-profiling requires the accurate assessment of worn and restored profiles but welders currently have no more than a 1m straight edge and an engineer's rule to achieve this task.

Two significantly different nose profiles are applied to restored crossings on the network as a whole. These profiles are based on built-up designs yet are applied irrespective of crossing type.

The report proposes a work programme to aid both the crossing wear assessment activity and the planning of remedial work.