TAMPER MANAGEMENT – A SUMMARY OF BEST PRACTICE

The experience of permanent way engineers and staff along with previous research work has been drawn on in producing this tamping best practice document. Tamping techniques are compared and recommendations made on when to tamp, how to plan work, and how to achieve the best results.

The report's conclusions include:

- Smooth lining is quick, easy and useful for removing faults shorter than 30 metres in wavelength. Design lining may be used to remove wavelengths of greater than 30 metres with some success. Three point lining is best used when the design versines are known i.e. on straight track and circular curves. BR Research's ATTA computer controlled system can remove short and long wavelength faults in track top and alignment.
- The amount of uplift applied to track is important; too much and the track will loose lateral stability; too little and the track will settle rapidly to its original state.
- Poor ballast condition increases the deterioration rate of the track geometry. Tamping contributes to the deterioration of ballast, and often the results of tamping are not durable under traffic.
- It is recommended that stoneblowing be used to improve the durability of track with heavily contaminated ballast, to defer ballast cleaning.

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