

Track inspection – Safeguarding the operational safety

The security in the railway transportation begins with the knowledge about possible weak spots. A weak spot shows among other things the wear of the track panel, however, also all symptoms of old age of the roadbed and track.

One of our central task is controlling the inventory of our clients sites in accordance with legal regulations, being documented in a technically reasonable scope and structured and illustrated in a simple way for further planning of investment and construction projects.

The basis for recording and examination of rail facilities and its analysis and technical documentation of the superstructure is established by the trolley "crab"



Goal-oriented project handling

Problemstellung / Problem definition

- Definition der Aufgabe / Task definition
- Orientierungsgespräche / First discussions
- Begehung / perperatration
- Festlegung der Arbeiten / Specification of the works

DATA

Datenaufnahme / Data recording

- Grundlagenermittlung / Basic project data
- Vermessungsarbeiten / Surveying work
- Inspektion der Anlagen /
Inspection of the railway facilities

DATA

Auswertung / Evaluation

- Auswertung der Messergebnisse /
Evaluation of the measurement results

DATA

Arbeitsgrundlagen erstellen / Working basis

- Berichte, Listen, Messschriebe, Kartierung,
Querprofile, Längsprofile, Dokumentation
- reports, schedule, mapping, cross-section,
longitudinal section, siteplan,documentation

DATA

Planung / Planning

- Entwurfs- und Ausführungsplanung /
Design and implementation planning
- Sanierungsplanung /
Reconstruction planning

Kundenbetreuung / Customer support

- Sanierung, Instandhaltung, Prüfung /
Reconstruction, maintenance, Examination

Name : Strecke 9402 Mannheim - Weinheim Rechtes Gleis Teil 1

Bemerkung : ab ca. km 0.82 (EBO/BoStrab) bis ca. km 12.26

Messdatei : 6122101I_n.KRK

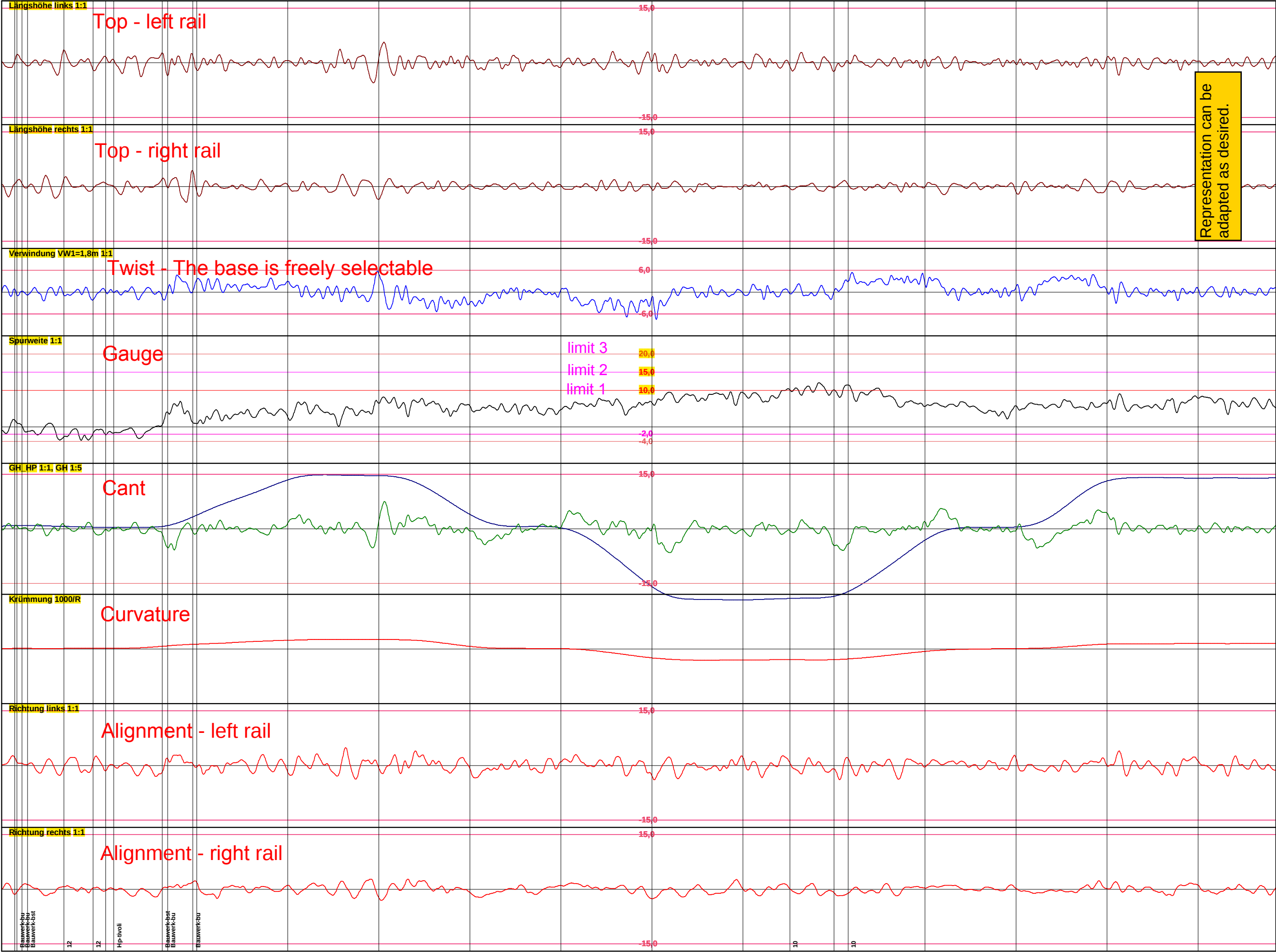
GB 1.part: Uniform SZ [RNV Parameter]

Toleranzen : SR100

KM von bis: 7,842800 - 9,271050 km

Datum, Zeit: 13/6/2012, 1:5; -1196 min.

Stellung : Vorwärts



Track events - freely selectable marks during the measurement

Extended collecting evaluation of track geometry and visual examination

Name : EXAMPLE
Remark : Prellbock - W9
Datafile : 170405092820.krx
Date, Time: 5/4/2017, 9:28,

Parameter	-	Srlim	Sr100
Gauge	-	-5/+30 mm	-5/+27 mm
Top	-	21 mm	15 mm
Alignment	-	21 mm	15 mm
Twist	-	3,5 mm/m	3,5 mm/m
Cant	-	13 mm	13 mm

Explanation: Example 60+10,2
Limit is exceeded on **60 m** length
Maximum in section is **+10,2mm**.
Algebraic sign + is gauge widening
Algebraic sign – is gauge restriction

Track-Km	Events	Alignment		Gauge	Cant	Twist	Top		Defect assessment				INVENTORY						
		left [mm]	right [mm]	[mm]	[mm]	1,8m [mm]	left [mm]	right [mm]	Reason		Service recommendation			rail	sleeper	recovery	fixation	other	constructions
-0,0110						1-7,0			track geometry	track set defect (displacement in balasted track)	Carry out tamping and straightening works	Srlim	V	H	S	K			
-0,0070		4+19,8							track geometry	abruptly change of curvature	No need for action	no defect	V	H	S	K			
-0,0070			1+22,4						track geometry	abruptly change of curvature	No need for action	no defect	V	H	S	K			
-0,0003	Turnout Start-14												V	H	S	K			
0,0220						0-6,6			turnout area	TWIST in the turnout area is faulty	turnouts / track crossings are examined separately		V	H	S	K			
0,0250	Turnout End-14												V	H	S	K			
0,0270						1+8,0			Weichenbereich	TWIST in the turnout area is faulty	turnouts / track crossings are examined separately		V	H	S	K			
0,0320				1-5,7					track geometry	gauge widening II	gauge adjustment / checking the ironmongery	OPERATIONAL RISK critical value	V	H	S	K			
0,0438	Turnout End-12												V	H	S	K			
0,0440							2+28,5		Weichenbereich	TOP in the turnout area is faulty	turnouts / track crossings are examined separately		V	H	S	K			
0,0450								1+23,1	Weichenbereich	TOP in the turnout area is faulty	turnouts / track crossings are examined separately		V	H	S	K			
0,0520				2-5,7					Weichenbereich	GAUGE in the turnout area is faulty	turnouts / track crossings are examined separately		V	H	S	K			
0,0660	Turnout Start-12												V	H	S	K			
0,0660							0-15,1		Weichenbereich	TOP in the turnout area is faulty	turnouts / track crossings are examined separately		V	H	S	K			
0,0670						1+12,5			Weichenbereich	TWIST in the turnout area is faulty	turnouts / track crossings are examined separately		V	H	S	K			
0,0678	Turnout Start-11												V	H	S	K			
0,0860							2+16,8		track geometry	track set defect (displacement in balasted track)	Carry out tamping and straightening works	Srlim	V	H	S	K			
0,0870						3-8,5			track geometry	track set defect (displacement in balasted track)	Carry out tamping and straightening works	Srlim	V	H	S	K			
0,0880								1+16,3	track geometry	track set defect (displacement in balasted track)	Carry out tamping and straightening works	Srlim	V	H	S	K			
0,0910			2+19,3						track geometry	abruptly change of curvature	No need for action	no defect	V	H	S	K			
0,0910		3+17,8							track geometry	abruptly change of curvature	No need for action	no defect	V	H	S	K			
0,0920	Turnout End-11												V	H	S	K			
0,0920							1-16,2		Weichenbereich	TOP in the turnout area is faulty	turnouts / track crossings are examined separately		V	H	S	K			
0,1003	Turnout End-9												V	H	S	K			
0,1060			3-19,6						track geometry	abruptly change of curvature	No need for action	no defect	V	H	S	K			
0,1070	Turnout Start-9												V	H	S	K			