

STN	Železnice Koľaj Koľajnica Časť 2: Výhybky a križovatky používané pri širokopätných koľajniciach 46 kg/m a viac	STN EN 13674-2 73 6364
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Railway applications - Track - Rail - Part 2: Switch and crossing rails used in conjunction with Vignole railway rails 46 kg/m and above

Táto norma obsahuje anglickú verziu európskej normy.
This standard includes the English version of the European Standard.

Táto norma bola oznámená vo Vestníku ÚNMS SR č. 03/20

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English Version

Railway applications - Track - Rail - Part 2: Switch and crossing rails used in conjunction with Vignole railway rails 46 kg/m and above

Applications ferroviaires - Voie - Rails - Partie 2 : Rails pour appareils de voie utilisés avec des rails Vignole de masse supérieure ou égale à 46 kg/m

Bahnanwendungen - Oberbau - Schienen - Teil 2: Schienen für Weichen und Kreuzungen, die in Verbindung mit Vignolschienen ab 46 kg/m verwendet werden

This European Standard was approved by CEN on 2 January 2019.

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. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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

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EN 13674-2:2019 (E)

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EN 13674-2:2019 (E)**European foreword**

This document (EN 13674-2:2019) has been prepared by Technical Committee CEN/TC 256 "Railway applications", the secretariat of which is held by DIN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by April 2020, and conflicting national standards shall be withdrawn at the latest by April 2020.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN 13674-2:2006+A1:2010.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directive 2008/57/EC.

For relationship with EU Directive 2008/57/EC, see informative Annex ZA, which is an integral part of this document.

The most significant change which was made in this new edition are the following ones:

- 1) suppression of Profile 60E2A3 as Figure A.20 in Table A.1, and update of numbering of Tables A.1 and A.2 accordingly;
- 2) introduction of Grade R370CrHT in Table 3, and modifications of the relevant clauses and tables;
- 3) modification of the calculation formula for hardness in 9.1.7;
- 4) clean up of figures and editorial errors.

This part of EN 13674 is the second of the EN 13674 series, *Railway applications – Track – Rail*, which consists of the following parts:

- *Part 1: Vignole railway rails 46 kg/m and above;*
- *Part 2: Switch and crossing rails used in conjunction with Vignole railway rails 46 kg/m and above;*
- *Part 3: Check rails;*
- *Part 4: Vignole railway rails from 27 kg/m to, but excluding 46 kg/m.*

Other published standards include the following:

- EN 14587-1, *Railway applications - Infrastructure - Flash butt welding of new rails - Part 1: R220, R260, R260Mn, R320Cr, R350HT, R350LHT, R370CrHT and R400HT grade rails in a fixed plant;*
- EN 14587-2, *Railway applications – Track - Flash butt welding of rails – Part 2: New R220, R260, R260Mn and R350HT grade rails by mobile welding machines at sites other than a fixed plant;*
- EN 14587-3, *Railway applications – Track - Flash butt welding of rails – Part 3: Welding in association with crossing construction;*

- EN 14730-1, *Railway applications – Track - Aluminothermic welding of rails – Part 1: Approval of welding processes;*
- EN 14730-2, *Railway applications – Track - Aluminothermic welding of rails – Part 2: Qualification of aluminothermic welders, approval of contractors and acceptance of welds;*
- EN 14811, *Railway applications – Track – Special purpose rail – Grooved rails and associated construction profiles;*
- EN 15594, *Railway applications – Track – Restoration of rails by electric arc welding;*
- EN 16273, *Railway applications – Track – Forged rail transitions.*

According to the CEN-CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

EN 13674-2:2019 (E)

Introduction

This Introduction provides an explanation of the concepts and reasoning used in the drafting of this document. Its inclusion also ensures that during future revisions, restrictions are removed where technology progresses and held where it does not, thus ensuring continued safety as new manufacturers, products and technologies are introduced.

The most commonly used standards of the world for the supply of railway rails have been reviewed during the preparation of this document. However, modern rail production technology within the European Union has demanded a completely new look at the philosophy and content of this part of EN 13674.

Whenever possible this part of EN 13674 is performance based, recognizes the European Quality System standard EN ISO 9001 and requires manufacturers to offer the latest proven technology to consistently satisfy the demanding quality of the required product.

Rail grading is based on hardness rather than tensile strength.

The acceptance tests have been designed to control those characteristics of the rail steel and rail that are of relevance to the production of high quality rails and the demands of the railway.

The steel grades covered by this part of EN 13674 reflect trends in railway usage and heat-treated rails are included. This document includes rail profiles for switch and crossing rails used in conjunction with Vignole rails having a linear mass 46 kg/m and above.

To ensure the supply of high quality rails, some restrictions on production processes have been imposed.

This document supersedes other standards covered by the scope. In addition CEN required, where possible, a performance based standard, taking into account safety implications and at the same time addressing modern production technology. It was recognized that there would be few opportunities (and these would have to be for transparent safety considerations) for derogation from this document to operate between the user and the manufacturer.

This document reflects this change in philosophy from the traditional content of rail standards. A review was undertaken of the most commonly used rail standards of the world. All relevant aspects important to both user and manufacturer were considered with the aim of ensuring that all of the content had specific usefulness and relevance. For example rail grading and much of this European Standard has been based on hardness rather than tensile strength. While the two are directly related, hardness is very quick and cheap to carry out and provides more relevant guidance to the user particularly where properties vary in different parts of the profile.

Since many rail manufacturers would not have previously carried out proving trials, the document includes a prerequisite for all manufacturers to prove conformity against a set of qualifying test criteria at the time of tendering. The qualifying tests include all "normal" acceptance test results plus new 'type-casting' features such as fracture toughness, fatigue and residual stress (see EN 13674-1). To provide users with the necessary confidence, acceptance limits have been based on results from rail known to have performed well in demanding track installations.

One aspect of this document, which is a complete break from tradition, is the inclusion of quality assurance and inspection clause as part of product integrity.

So that quality management systems are consistent across all manufacturers and that users have the best assurance for the consistency of required product quality on this safety critical component of the track, the rail standard requires that the manufacturers' quality assurance systems are at least equivalent to the requirements of a quality management standard such as EN ISO 9001. The inclusion of this requirement also reduces the need to incorporate detailed method and calibration descriptions on items such as normal chemical composition determination and the need to define more extensive testing.

Ideally, manufacturing techniques should not be referenced in a product standard. However, some rail attributes are either not known in an exact manner or are not measurable with satisfactory statistical significance. In such cases best practice manufacturing techniques have been included as a last resort. The

equipment specified is that which gives the best probability of achieving the required product for use in track. In the future new technology can add to, but preferably will reduce or delete such items.

Examples of areas where the technological state of the art renders the standard less than complete include:

- oxide/oxygen relationships;
- hydrogen test techniques;
- roller straightening effects on residual stresses;
- roller straightening effects on contact scrub;
- measurement and effect of residual stresses throughout the rail.

EN 13674-2:2019 (E)**1 Scope**

This document specifies switch and crossing rails that carry railway wheels. These are used in conjunction with Vignole railway rails.

This document is not applicable for the check rails that do not carry railway wheels.

Nine pearlitic steel grades are specified covering a hardness range of 200 HBW to 410 HBW and include non-heat-treated non-alloy steels, non-heat-treated alloy steels, heat-treated non-alloy steels, heat-treated low alloy steels and heat-treated alloy steels.

There are 33 rail profiles specified in this standard, but they may not all be available in all steel grades.

Rails specified in EN 13674-1 can also be used as switch and crossing rails and if so used they will comply with the requirements of EN 13674-1.

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.

EN 10027-1, *Designation systems for steels – Part 1: Steel names*

EN 10027-2, *Designation systems for steels – Part 2: Numerical system*

EN 10163-1, *Delivery requirements for surface condition of hot-rolled steel plates, wide flats and sections – Part 1: General requirements*

EN 10276-1, *Chemical analysis of ferrous materials – Determination of oxygen in steel and iron – Part 1: Sampling and preparation of steel samples for oxygen determination*

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

EN ISO 6506-1, *Metallic materials – Brinell hardness test – Part 1: Test method (ISO 6506-1)*

EN ISO 6892-1, *Metallic materials – Tensile testing – Part 1: Method of test at room temperature (ISO 6892-1)*

ISO 4968, *Steel – Macrographic examination by sulfur print (Baumann method)*

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