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Installation Guide Lines for Lesmac Foam Rail Ramps

RAMPS SHALL ONLY BE INSTALLED ON LINES UNDER ENGINEERING POSSESSION

General

The purpose of the Lesmac Foam Rail Ramps is to provide an easy to install temporary RRAP for the on/off/cross tracking of RRV's fitted with road wheels and having axle loads up to 15 tonnes.

The ramps are only suited for use on flat bottom plain line with a sleeper spacing of 650mm (28 per 60ft rail). The recesses for the clips will allow for some variation in the sleeper spacing.

Handling

Each section has a hand hold for ease of handling.
While each section is under 33kgs, it is easier and safer for two men to lift each section, due to the size.

Location

The RRAP **shall** only be installed for use;

- on straight plain line or a track curve of more than 400m radius
- with a flat level approach from the cess
- with the ballast profile level with the top of the sleepers
- with any ballast shoulder on the access side removed

The RRAP can be installed

- on any gradient that is within the limits of the vehicle to be on/off tracked.
- on any angle of approach that is within the limits of the vehicle to be on/off tracked.

The RRAP must **not** be installed;

- on the track other than during an engineering possession of the line
- over catchpits or cable routes
- at locations where 3rd rail DC traction is installed
- on Bull Head track

When installed, ballast trains and other rail mounted engineering vehicles may pass over the ramps at a **maximum speed of 5mph**.

Site preparation
Before installing the RRAP, prepare the site as follows.

- If in the hours of darkness, adequate lighting must be provided
- Remove all rubbish of any size, eg bricks, pieces of wood, old rail clips, tin cans etc from the area where the ramps are to be laid and the approaches
- Remove any ballast from within the rail and around the clips
- Level off the ballast such that the top of the ballast is level with the top of the sleepers
- Remove any ballast from the top of the sleepers – the top of the sleepers must be complete free of any material before laying the sections down

Installation
The rail ramps are to be installed as detailed below.

1. Carry out the preparation as detailed above.
2. The RRAP **must** be laid from the centre of the access point working progressively outward.
3. Start by positioning the outer 4ft slabs noting the following points:
    a. The “tongues” of the slab must slide under the railhead and fit snugly to the flange.
    b. Ensure that the slabs sit such that the rail clips are central to the two internal recesses in each slab.
    c. Ensure that the ends of the two slabs are in line.
4. Take the first 4ft infill section and drop into position between and inline with the two outer slabs. If it is tight to fit, slightly lift the inner edges of the two slabs and then lower in place.
5. Position the cess/6ft panels as shown on the drawing noting the following points.
    a. The “tongues” of the side ramp **must** slide under the railhead and fit snugly to the flange.
    b. Ensure that the ends of the two side ramps are in line with the slabs.
6. Progress the remainder of the RRAP in a similar manner, completing each section at a time before moving on to the next. Note that the side ramps have a tab that engages into the slot in the next side ramp.
7. Usually a RRAP will be made up from either 3 or 5 adjacent sections

Restrictions on Use
The RRAP is **not** to be used

- for RRV’s fitted with any form of caterpillar track
- for vehicles with any axle load exceeding 15 tonnes

Removal
After removal of the foam access ramps, ballast shoulders are to be returned to the correct profile as per Network Rail requirements. (NR/SP/TRK/102 Para 14:3)

THE RRAP MUST BE REMOVED AND SECURED CLEAR OF THE RUNNING LINE BEFORE THE END OF THE ENGINEERING POSSESSION