



BSI Standards Publication

# **Railway applications — Infrastructure — Survey on isolated defects**

**National foreword**

This Published Document is the UK implementation of CEN/TR 16978:2016.

The UK participation in its preparation was entrusted to Technical Committee RAE/2, Railway Applications - Track.

A list of organizations represented on this committee can be obtained on request to its secretary.

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

© The British Standards Institution 2016.

Published by BSI Standards Limited 2016

ISBN 978 0 580 87234 1

ICS 93.100

**Compliance with a British Standard cannot confer immunity from legal obligations.**

This Published Document was published under the authority of the Standards Policy and Strategy Committee on 31 October 2016.

**Amendments/corrigenda issued since publication**

Date	Text affected
------	---------------

---

TECHNICAL REPORT

**CEN/TR 16978**

RAPPORT TECHNIQUE

TECHNISCHER BERICHT

October 2016

ICS 93.100

English Version

## Railway applications - Infrastructure - Survey on isolated defects

Bahnanwendungen - Infrastruktur - Überblick von  
Einzelfehlern

This Technical Report was approved by CEN on 23 May 2016. It has been drawn up by the Technical Committee CEN/TC 256.

CEN members are the national standards bodies of Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and United Kingdom.

EUROPEAN COMMITTEE FOR STANDARDIZATION  
COMITÉ EUROPÉEN DE NORMALISATION  
EUROPÄISCHES KOMITEE FÜR NORMUNG**CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels**

## Contents

Page

European foreword.....	4
Introduction .....	5
1 Scope.....	6
2 Normative references.....	6
3 Terms and definitions .....	6
4 Symbols and abbreviations .....	6
5 Methodology .....	7
5.1 General considerations.....	7
5.2 Collected data .....	7
5.2.1 Scope of survey.....	7
5.2.2 Speed classes.....	8
5.2.3 Parameters investigated .....	8
5.2.4 Calculation of lengths of exceedances .....	9
5.2.5 Data processing.....	9
6 Participating networks and involvement.....	10
6.1 Participating networks .....	10
6.2 Coverage .....	10
7 Results.....	11
7.1 General remarks.....	11
7.2 Results for longitudinal level in <i>D1</i> .....	11
7.3 Results for alignment in <i>D1</i> .....	12
7.4 Results for mean gauge over 100 m .....	13
7.5 Results for twist on a base of 3 m .....	14
7.6 Results for narrow gauge .....	15
7.7 Results for wide gauge .....	16
7.8 Results for longitudinal level in domain <i>D2</i> .....	17
7.9 Results for alignment in domain <i>D2</i> .....	18
Annex A (informative) Spread of collected data .....	19
A.1 General.....	19
A.2 Results for longitudinal level in <i>D1</i> with $V \leq 80$ km/h.....	19
A.3 Results for longitudinal level in <i>D1</i> with $80 \text{ km/h} < V \leq 120 \text{ km/h}$ .....	20
A.4 Results for longitudinal level in <i>D1</i> with $120 \text{ km/h} < V \leq 160 \text{ km/h}$ .....	21
A.5 Results for longitudinal level in <i>D1</i> with $160 \text{ km/h} < V \leq 230 \text{ km/h}$ .....	22
A.6 Results for longitudinal level in <i>D1</i> with $230 \text{ km/h} < V \leq 300 \text{ km/h}$ .....	23
A.7 Results for alignment in <i>D1</i> with $V \leq 80$ km/h.....	24
A.8 Results for alignment in <i>D1</i> with $80 \text{ km/h} < V \leq 120 \text{ km/h}$ .....	25
A.9 Results for alignment in <i>D1</i> with $120 \text{ km/h} < V \leq 160 \text{ km/h}$ .....	26
A.10 Results for alignment in <i>D1</i> with $160 \text{ km/h} < V \leq 230 \text{ km/h}$ .....	27

A.11	Results for alignment in <i>D1</i> with $230 \text{ km/h} < V \leq 300 \text{ km/h}$ .....	28
A.12	Results for mean gauge over 100 m with $V \leq 80 \text{ km/h}$ .....	29
A.13	Results for mean gauge over 100 m with $80 \text{ km/h} < V \leq 120 \text{ km/h}$ .....	30
A.14	Results for mean gauge over 100 m with $120 \text{ km/h} < V \leq 160 \text{ km/h}$ .....	31
A.15	Results for mean gauge over 100 m with $160 \text{ km/h} < V \leq 230 \text{ km/h}$ .....	32
A.16	Results for mean gauge over 100 m with $230 \text{ km/h} < V \leq 300 \text{ km/h}$ .....	33
A.17	Results for twist on a base of 3 m with $V \leq 80 \text{ km/h}$ .....	34
A.18	Results for twist on a base of 3 m with $80 \text{ km/h} < V \leq 120 \text{ km/h}$ .....	35
A.19	Results for twist on base of 3 m with $120 \text{ km/h} < V \leq 160 \text{ km/h}$ .....	36
A.20	Results for twist on a base of 3 m with $160 \text{ km/h} < V \leq 230 \text{ km/h}$ .....	37
A.21	Results for twist on a base of 3 m with $230 \text{ km/h} < V \leq 300 \text{ km/h}$ .....	38
A.22	Results for narrow gauge $V \leq 80 \text{ km/h}$ .....	39
A.23	Results for narrow gauge $80 \text{ km/h} < V \leq 120 \text{ km/h}$ .....	40
A.24	Results for narrow gauge $120 \text{ km/h} < V \leq 160 \text{ km/h}$ .....	41
A.25	Results for narrow gauge $160 \text{ km/h} < V \leq 230 \text{ km/h}$ .....	42
A.26	Results for narrow gauge $230 \text{ km/h} < V \leq 300 \text{ km/h}$ .....	43
A.27	Results for wide gauge $V \leq 80 \text{ km/h}$ .....	44
A.28	Results for wide gauge $80 \text{ km/h} < V \leq 120 \text{ km/h}$ .....	45
A.29	Results for wide gauge $120 \text{ km/h} < V \leq 160 \text{ km/h}$ .....	46
A.30	Results for wide gauge $160 \text{ km/h} < V \leq 230 \text{ km/h}$ .....	47
A.31	Results for wide gauge $230 \text{ km/h} < V \leq 300 \text{ km/h}$ .....	48
A.32	Results for longitudinal level in domain <i>D2</i> with $160 \text{ km/h} < V \leq 230 \text{ km/h}$ .....	49
A.33	Results for longitudinal level in domain <i>D2</i> with $230 \text{ km/h} < V \leq 300 \text{ km/h}$ .....	50
A.34	Results for alignment in domain <i>D2</i> with $160 \text{ km/h} < V \leq 230 \text{ km/h}$ .....	51
A.35	Results for alignment in domain <i>D2</i> with $230 \text{ km/h} < V \leq 300 \text{ km/h}$ .....	52
	Bibliography .....	53

## **European foreword**

This document (CEN/TR 16978:2016) has been prepared by Technical Committee CEN/TC 256 “Railway applications”, the secretariat of which is held by DIN.

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

## **Introduction**

The Working Group CEN/TC 256 SC1/WG 28 "*Railway applications/Infrastructure/Track geometry quality*" conducted a European Survey on Isolated Defects (ESID) in order to support the process of the development of the EN 13848 series. The goal of the survey was to get an overview of certain thresholds of selected track geometry parameters in several European networks in terms of Isolated Defects (ID).

This Technical Report does not include urban rail matters.

## 1 Scope

This Technical Report describes the methodology used for the survey on Isolated Defects (ID) and gives the results.

## 2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 13848-1, *Railway applications — Track — Track geometry quality — Part 1: Characterisation of track geometry*

EN 13848-5:2008+A1:2010, *Railway applications — Track — Track geometry quality — Part 5: Geometric quality levels — Plain line*

## 3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

### 3.1

#### **decolouring**

algorithm which converts one signal into a different signal

Note 1 to entry: It is used in EN 13848 series to convert a chord measurement signal into a *D1* or *D2* measurement signal.

### 3.2

#### **Immediate Action Limit**

##### **IAL**

value which, if exceeded, requires taking measures to reduce the risk of derailment to an acceptable level

Note 1 to entry: To reduce the risk of derailment can be done either by closing the line, reducing speed or by correction of track geometry.

### 3.3

#### **isolated defect**

part of the signal exceeding a given limit such as IAL with at least one sample (data break)

Note 1 to entry: The length of the exceedance is given by the number of samples exceeding the limit. A minimum length of exceedance may be applied to determine an isolated defect.

## 4 Symbols and abbreviations

For the purposes of this Technical Report, the following symbols and abbreviations apply.