

# INDUSTRIAL TRACK INSPECTION GUIDE

An Aid for Industrial Track Inspection

## SWITCH PROBLEMS - UNDESIRABLE



**Broken point in frog.** Care can jump the frog and derail. Frog should have guard rails on stock rail or flanges on the frog seating to guide car wheels safely over the frog gaps.

**Point at split rails out of adjustment.** Notified by a gap between the split rail and the stock rail, the flange of a car wheel can pick the point and derail. Check the end of the point rails to make sure they are not broken out. Rails should be sharp and mate tightly and evenly with the stock rail.



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Switch machine and head stock ties. Photos on the left - the ties are good and everything is tight. Photos on the right - note the holes in the left tie. The tie has rotted from the inside and will no longer hold a spike. Both ties must be solid. The switch machine must be tightly spiked along with the two throw arm locks. The throw arm must lock down tightly. If anything is loose a sharp wheel flange can pick the switch point and derail.



This is a typical industrial switch stand. In some areas of the country these are used instead of the ground throw type, as seen at the top of the page, especially in areas of heavy snow.

Head ends of a turnout and it is not in good shape. The slot areas where the bridge bars are located (flat rods connecting the two split rails) are full of stone. This limits the amount with which the rails will slip from side to side. The slots should be clean at all times. The slot between the left split rail and the left stock rail is full of stone and trash, preventing the rails from tightly snugging against the stock rail.

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