# DETAILED TURNOUT INSPECTION – Housed Points

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| Location: Track: I.D. No.: | | | | |
| Kilometrage: Date: All measurements in mm  All speeds in km/h | | | | |
| This form is to be used in addition to ETE0301F-01 for Turnouts with Housed Points.  Refer to diagram below for dimensions A → G | | | | |
| Housed Points | | | Measure | Response | Comments |
| A & G - Checkrail flangeway and housing flangeway clearance | | |  | A4: >50 speed 60/65 and monitor  A6: 48 to 50 monitor  A6: 40 to 41 monitor  A4: <40 speed 60/65 and monitor |  |
| B – Top of housing above checkrail | | |  | A6: 32 to 35 monitor  A3: 36 to 37 speed 40/40 and monitor  A1: >37 speed 10/10 and pilot trains |  |
| C – Vertical clearance between switch tip and housing (3) | | |  | A6: <3 monitor |  |
| D – Switch tip to stockrail open throw dimension (Not mandatory. Only if housed switch is open.) | | |  | A6: 85 to 94 monitor  A2: 80 to 84 speed 20/20 and monitor  A1: <80 speed 10/10 and pilot trains |  |
| E – Width of housing (1) | | |  | <140 replace housing. Priority dependent on flangeway clearance. |  |
| F – Flare | | At end of housing (2) |  | A6: 91 to 99 monitor  A3: 80 to 90 speed 40/40 and monitor  A1: <80 speed 10/10 and pilot trains |  |
| At checkrail (2) |  |

Notes:

The width of housing is limited by the shimming adjustment available (about 10mm). Once the housing has worn to about 140mm it will need to be replaced. Urgency will be determined by the flangeway clearance.

The impact of the wheels on the flare should be assessed and a priority given based on this. Normally the flare will “wear in” to give minimal impact. Care should be taken when shimming the housing not to create an impact point on the flared ends.

The 3mm clearance allows free movement of the switch. Speed restrictions will not have any impact on this clearance. Monitoring should check to determine if point operation is affected.



**Name of Inspector: Signature:**