

These instructions are for use with the rodded connection only, with this system there are no loose base plates between adjacent panels

Panel connecting method - pre-compressed rodded system (top connection)

- » For new installations using concrete edge beams. The edge beam should be set to fit the width of the panels - which is 713mm from the rail head to the top of the inside of the concrete beam support. A trench should be excavated to a depth of 830mm to accommodate a concrete bed of 300mm. The height of the concrete edge beam should be set 3mm higher than the rail head.
- » For new installations using angle edge beams - prepare trenches 500mm deep x 350mm wide at both ends of the sleepers within the crossing area.
- » Lay approx. 200mm depth of dry-mix concrete in the trenches for edge beams, compact and adjust if necessary to measure 305mm below rail top.
- Wedge the edge beam firmly against the cess/ field panels using either clamps or packing timber from delivery pallets.
- » Fill above and behind the edge beams with dry-mix concrete to approx. 70mm from rail top/road level, to allow for asphalt.
- » For existing crossings remove any old crossing panels.



- » Check that sleepers are parallel, at 600mm centres, and that ballast is raked level with sleeper top.
- » Clear debris away from rail clips and off the sleeper tops.
- » Determine the centre of the crossing, start with the centre panels and work out in either direction. Position both rows of panels and bolt together as shown in photo 2. It is important to bolt the panels together as soon as they are in position not after the entire row is in place.

TIP: A bucket of soapy water can be useful to ease the panels into place by applying it to the middle edges of the gauge panels and rubber cover plates for ease of installation.

» Tighten the nuts using the ratchet and ring spanners until both ends are firmly clamped together without gaps. Check the first bolt in each panel to ensure it is still tight. (Bolts M16 2 bolts per linkage provided). Tighten to 180 - 200 Nm.

TIP: Two sets of ratchets/ring spanners will reduce installation time even further.



» By using two sets of Rosehill safe locking lifting pins the gauge panels can be installed in pairs 'tent fashion', and easily manoeuvred into their final position, greatly reducing installation time - see photo 3.

Check the fixings for the entire length of the crossing before fitting the rubber cover plates.

» Fit the cover plates which fill the gap above the bolted joints, using a 5lb hammer, as shown in photos 4 & 5.





» The cover plates can be removed by inserting a pry bar between the joints and levering upwards, see photo 6.





- » Fit circular plugs in the bar holes to prevent the ingress of water and salts, and to discourage vandalism, see photo 7.
- » Fit end restraints at both ends of the crossing, or centre restraints as appropriate (see instructions overleaf).

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Equipment required: 4 P.Way bars (5'-0"), 5lb & 28lb lump hammers, 24mm A/F ratchet and 21mm ring spanners, pry bar, fork lift or suitable machine for lifting panels into place, two sets of Rosehill safe lifting pins, or other approved lifting device.





ROSEHILL RUBBER RAIL CROSSING PANELS

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INSTALLATION & MAINTENANCE INSTRUCTIONS

FOR THE ROSEHILL RUBBER RAIL CROSSING RODDED PANEL SYSTEM

Panel Sy

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Lateral restraints for 'EXCEPTIONAL' operating conditions only.





» Fit the eye bolt at the panel end and secure with the M16 nut as shown in photos 1 & 2. Tighten to 180 - 200 Nm.

Equipment required: 2 x 24A/F combination spanners and 2 x 36A/F combination spanners.

» Clear away ballast locally and fit the clamp assembly to the foot of the rail, as shown in photos 3 & 4. Tighten the locking nuts to 280 - 300 Nm. When assembling the end restraints, the gold nut attaches to the end with the two gold markers (left-hand thread). The silver nut attaches to the opposite end (right-hand thread).



» Fit the shackle pin at the rail clamp end as shown in photo 5, and adjust the length of the end restraint by rotating the nylon body as shown in photo 6.



« Alternative restraints for **'NORMAL'** operating conditions only **(not available for narrow gauge)** - see diagram left.



» Fit the centre restraint into the recess on the underside of the crossing panel.



» Lower the crossing panel into position across the two sleepers at the centre of the crossing.











» Tighten the locking nuts as shown in photo 7 and fit the rubber cover plate as shown in photo 8.

Ensure that all end restraints are equally tensioned, and that all shackle pins and locking nuts are correctly tightened.

» Repeat this procedure for each centre restraint across the centre of the crossing. Fit the remaining crossing panels working outwards from each side.

ROSEHILL SAFE LIFTING PINS & PANEL MARKING PAINT



Insert Rosehill safe lifting pin into the moulded lifting points.





...through 180° to secure the pin. Check the straps are not twisted. Lift crossing panels safely.





Rosehill Panel Marking Paint

Specially formulated in house by our chemists, this polyurethane system provides good mechanical properties, high tensile strength and elongation. Its flexibility enables it to move with atmospheric changes and is more durable than acrylic based products. When applied correctly it will also have a longer lifespan between applications.



