ELASTIC RAIL FASTENING - PLATES WITH “SKL” RAIL CLAMPS

Fastening on concrete bearers in ballast track

Description
Ripped baseplates, “Skl” tension clamps, rail pads and under baseplate pads are used to fasten turnout parts on concrete bearers. The tension clamps ensure a permanently elastic clamping. The creep resistance and twisting resistance achieved meet the requirements placed on a continuously welded track. The baseplates are mounted on the concrete bearers by four coach screws.

Technical description
» meets EN13481 standard for fastening categories A, B, C, D, E
» pre-assembly possible
» spring force about 12 kN/clamp

Added value
» permanently elastic fastening
» Good creep- and torsion resistance for use in the continuously welded track
» High tilting stability by middle bend
» long service life
» low space required
» baseplate fastening can be selected, e.g.: coach screws, push-through bolts, angled guide plates
» the stiffness of the elastic rail pads can be chosen
» delivered with or without corrosion protection according to environmental conditions
ELASTIC RAIL FASTENING “SKL”

Description
The proven plate superstructure with Skl tension clamps ensures a permanent and secure fastening on bearers in ballast track. The tension clamps can be used with or without elastic pads between the turnout components and the plates. The defined mounting position ensures the full tensioning force of the tension clamps for different rail profiles and for pads of different sizes. A plastic deformation of the spring arms is not possible.

Material
» plate: Structural steel / GJS ductile iron / cast steel
» tension clamp: Spring steel
» rail pads / under baseplate pads: according to requirements
» corrosion protection: according to requirements

The tension clamp is fastened on the ribbed baseplate with T-bolt, washer and nut. At the beginning of the tension, both torsion spring arms rest on the rail foot. When the T-bolt is tightened, the middle bend is lead to the rail foot. The optimal mounting condition is reached when the middle bend is close to the rail foot.