Supplementary Information

The following information is associated with Network Rail Standard:
NR CIV/SD/1040 Rev B

Additional Content Access

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CAD Drawing

- CIV/SD/1040

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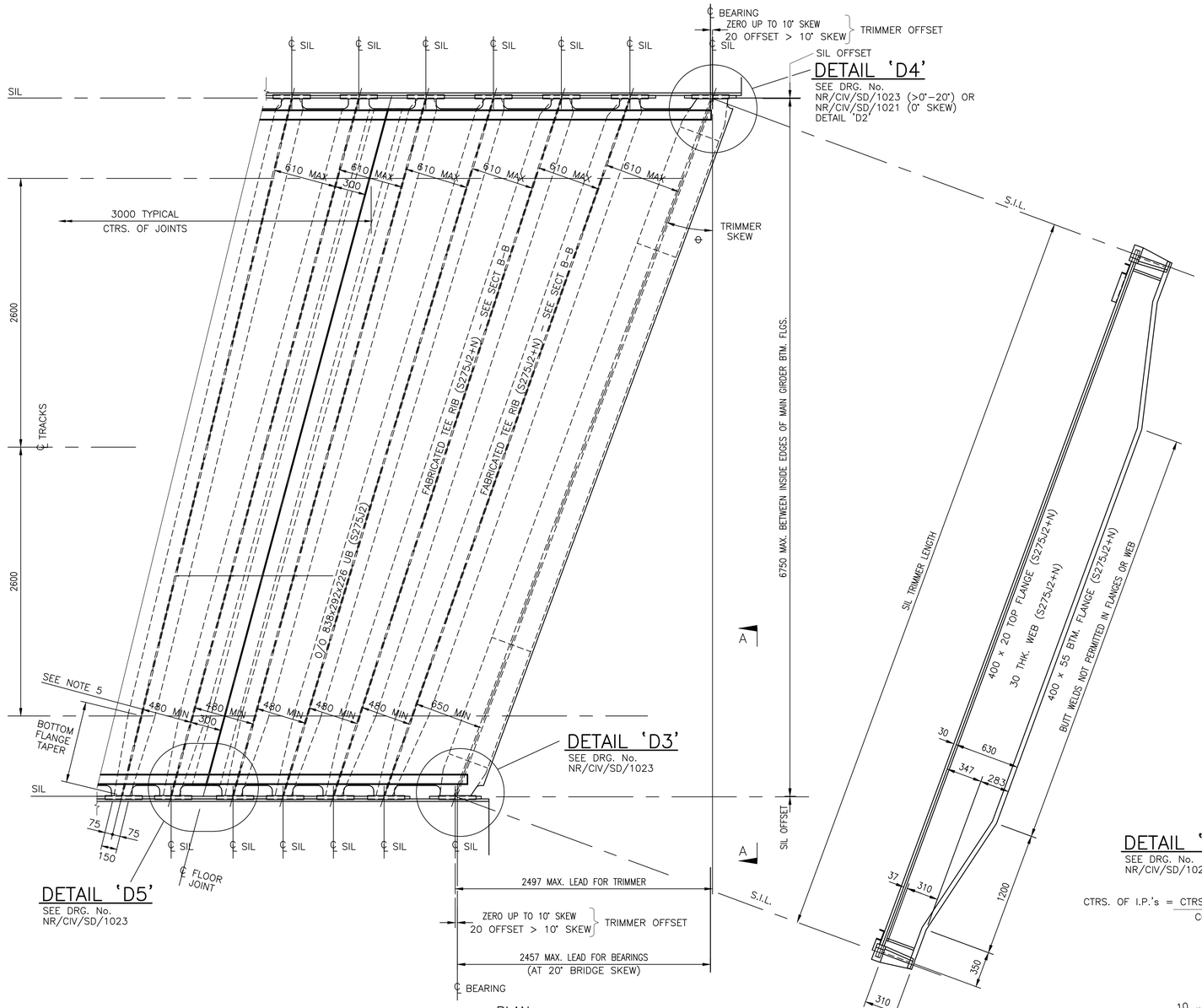
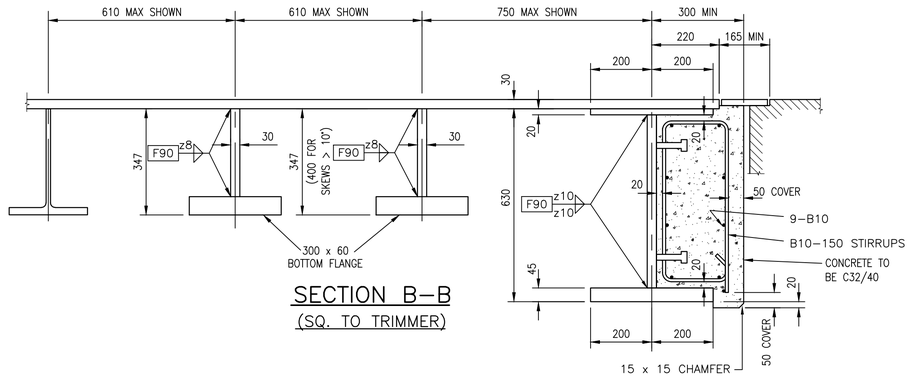
DRAWING No. NR/CIV/SD/1040

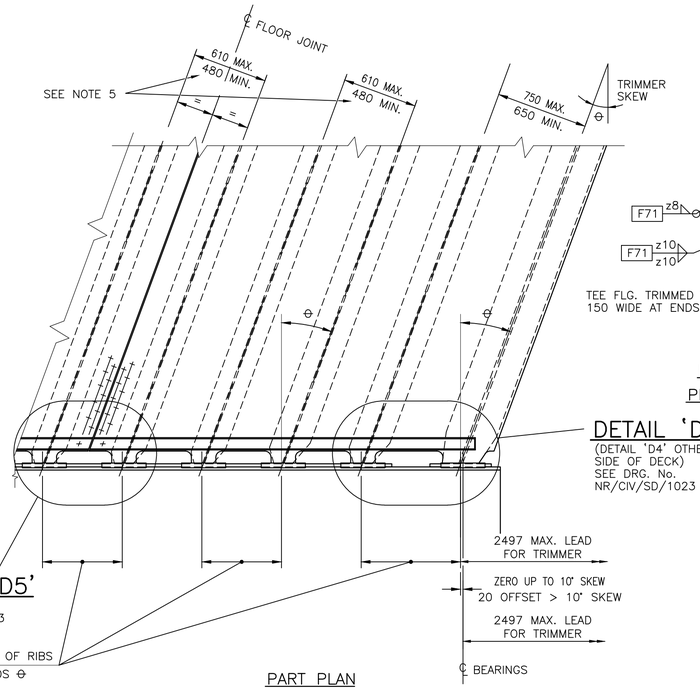


PLAN

TYPICAL TRIMMER UNIT
NARROW FLOOR/20° MAX. END SKEW/FANNED RIBS

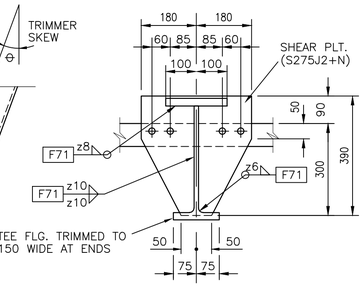


SECTION B–B
(SQ. TO TRIMMER)

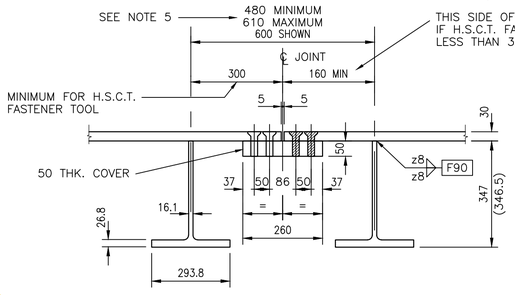


PART PLAN

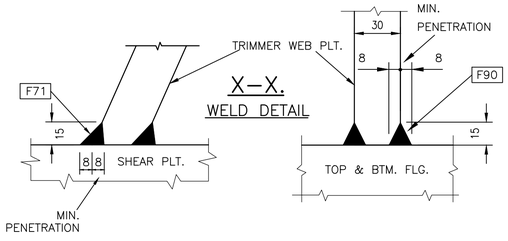
TYPICAL TRIMMER UNIT
NARROW FLOOR/20° MAX. END SKEW/SKEWED RIBS



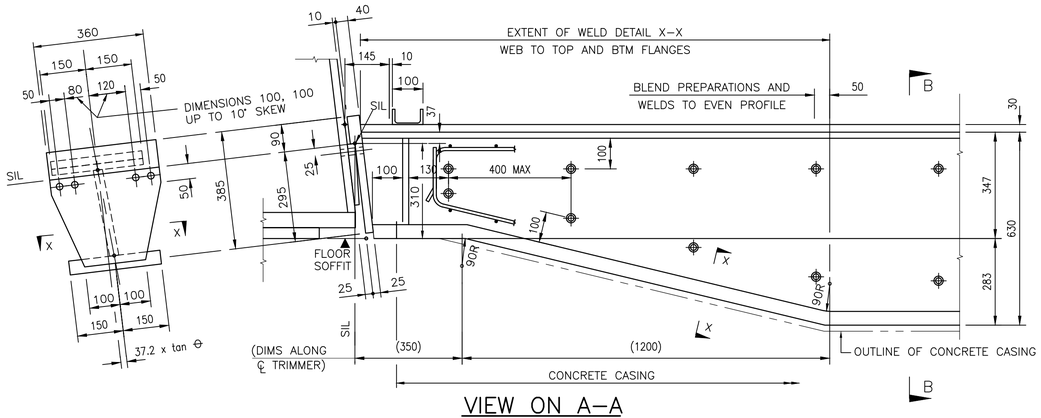
ELEVATION ON SHEAR PLATE TO ALL TEE RIBS



FLOOR JOINT



X–X.
WELD DETAIL



VIEW ON A–A

Rev	Date	Description of revision	Design'd	C'kd
B	Dec 10	EUROCODE ISSUE	CH	MM
A	Dec 09	ORIGINAL ISSUE	CH	MM

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Master copy with original signatures held by Network Rail HQ
CIVIL ENGINEERING STANDARD DESIGN

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STANDARD HALF THROUGH UNDERBRIDGES
BOX GIRDERS & TRANSVERSE RIBBED FLOORS

DOUBLE TRACK – 2 GIRDERS

NARROW FLOORS
0° – 20° SKEW

Scale	1:25, 1:10, 1:2
Drawing Number	NR/CIV/SD/1040 B

1. DETAILS GENERALLY SIMILAR TO WIDE FLOORS, UNLESS SHOWN OR STATED OTHERWISE REFER TO DRGS. NR/CIV/SD/1038, NR/CIV/SD/1020, NR/CIV/SD/1021, NR/CIV/SD/1022, NR/CIV/SD/1023.
2. TEE RIBS SHALL BE FORMED IN ONE LENGTH. INTERMEDIATE WELDED JOINTS ARE NOT PERMITTED.
3. TRIMMER IS FABRICATED INTEGRAL WITH FLOOR UNIT.
4. NORMALLY SKEWED RIBS SHOULD BE ADOPTED. FANNED RIBS SHOULD BE USED WHERE THE SKEW ANGLE VARIES BETWEEN BRIDGE ENDS.
5. 480 RIB SPACING IS DESIRABLE MINIMUM TO ALLOW WELDING, PROTECTIVE TREATMENT & MAINTENANCE. MAY BE REDUCED TO 460 ABSOLUTE MINIMUM WHERE RIBS ARE FANNED.
6. SEE DRG. NR/CIV/SD/1020 FOR LOCATION OF FLOOR PLATE BUTT WELDS.
7. HIGH STRENGTH CLAMP TYPE (H.S.C.T.) FASTENERS TO HAVE STRENGTH AND PERFORMANCE EQUIVALENT TO SPECIFIED HR BOLTS AND ARE TO BE APPROVED BY THE ENGINEER. HOLE DIAMETERS TO BE MODIFIED TO SUIT H.S.C.T. FASTENERS AS REQUIRED.

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