



Appendix H4, *Equipment and drawing identification*

Network Rail specification

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1 Introduction

1.1 Background

The concept of Modular Signalling has been adopted and developed within Network Rail to introduce new products and changes in the implementation of signalling projects in order to bring about significant cost savings.

1.2 Purpose

This specification specifies the way in which the various components of a Modular Signalling scheme are identified. This achieves a consistent approach across all applications of Modular Signalling and avoids the need to change design templates, etc., which would create additional work and cost.

This document is sectioned in accordance with the project development and delivery stages. Each section sets out how the components introduced or created in that stage shall be identified.

The identification methods documented are generally taken from Signalling Principles Committee Paper 2005/012.

Numbering of design drawings which form part of the final records for the scheme are required to be carried out as shown in **5.3** to provide a simple, standardised way of numbering drawings, especially where many can be reused, almost unchanged, from site to site.

Version control is required to be applied to drawings in accordance with the practice set out in NR/SP/SIG/11201.

1.3 Scope

This document applies to any resignalling scheme that has been designated a "Modular Signalling scheme" by the Professional Head, Signals and Controls and the Head of Operations Development.

Such schemes will make use of Modular Signalling principles, technology and processes which are fundamentally different from those used for a conventional resignalling scheme undertaken by Network Rail.

1.4 Definitions

Common definitions are contained in the main section of the Modular Signalling Handbook.

Particular definitions used in this Appendix are as follows.

Series of numbers

A series of numbers is denoted by the first two digits of the number.

NOTE For example, 21xx is a different series from 22xx.

Uni-directional line

A line which is signalled for movements in one direction only.

Bi-directional line

A line which is signalled for normal movements in both directions (as may occur through a station or as on a single line).

Reversible line

A line where normal movements are in one direction, but which is provided with signals for movements in the opposite direction. (As may occur on a double line, where signalling is provided to facilitate possessions for maintenance).

2 General

Signalling infrastructure identities and the logic behind the methodology shall be recorded in a strategic numbering plan.

NOTE For existing control points, such a document should already exist and should be updated to include the methodology and allocations for the resignalling scheme under development.

For new control points and those without such a plan, one shall be created and held as an ongoing record for future expansion and alteration of the site.

This document sets out the way in which the various components of a Modular Signalling scheme shall be identified. This achieves a consistent approach across all applications of Modular Signalling and avoids the need to change design templates, etc, which would create additional work and cost. **[MSPI 1.1H5]**

Numbering of design drawings which form part of the final records for the scheme shall be carried out as shown in **5.3**. This gives a simple, standardised way of numbering drawings, especially where many can be reused, almost unchanged, from site to site. **[MSPI 1.2H5]**

The requirements set out in this document shall be used even if they do not follow existing local practices. The benefits of avoiding alteration to the Modular Signalling templates and methods outweigh local preference **[MSAC 1. 1H5]**.