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RAILTRACK PLC

**MODEL CLAUSES FOR SPECIFYING
CIVIL ENGINEERING WORKS**

SECTION 212

**Installation of New and Renewal of
Existing Permanent Way**

ISSUE NO. 1 REVISION B

RT/CE/C/008/212N

Page 1 of 22

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Committee on 14 May 1997

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Amendments

Amendments and additions since the previous issue are marked by a vertical line in the right hand margin.

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SECTION 212

INSTALLATION OF NEW AND RENEWAL OF EXISTING PERMANENT WAY

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SECTION 212

INSTALLATION OF NEW AND RENEWAL OF EXISTING PERMANENT WAY

General **212.001** Installation of new track and renewal of existing track shall be carried out to provide the Permanent Way construction standards specified in Section 217: Construction Standards for Permanent Way. **!C!** **!CHECK!**

!C! The type, and extent of the renewal of existing track and the location of each renewal shall be in accordance with the relevant Particular Specification. **!CHECK!**

The length of track to be renewed at each Site, including lengths of rail and number of sleepers where applicable shall be confirmed to the Employer's Representative by the Contractor.

NOTE TO SPECIFIER

The Specifier should ensure that the information provided in the Particular Specification for the brief description of work content for renewal of the Permanent Way complements the scope Clause given in the Contract.

!C! Requirements for track drainage shall be in accordance with Section 185: Track Drainage. **!CHECK!**
(212.001)

Maintenance of the track during renewals **212.002** Track inspections and maintenance of the existing track affected by the work, and the renewed track until Final Handback to Railtrack's maintenance contractor shall be carried out by the Contractor in accordance with in accordance with Section 214: Inspection of Permanent Way, **!C!** **!CHECK!** and Section 215: Maintenance of Permanent Way, **!C!** **!CHECK!** respectively.

!C! Railtrack's maintenance contractor for the track at each renewal location is as detailed in the relevant Particular Specification. **!CHECK!**
(212.002)

Track gauge tolerances and track geometry irregularities **212.003** If during the installation or renewal, the track gauge tolerances or track geometry irregularities exceed the limits specified in Section 215: Maintenance of Permanent Way, **!C!** **!CHECK!** applicable to the track category, an emergency speed restriction shall be applied such that the track gauge tolerances or track geometry irregularities are within the limits applicable to the speed restriction.

No further work affecting the existing or installed track shall be carried out until measures for controlling the work and removing the ESR have been agreed with the Employer's Representative.

Track geometry irregularities in excess of the limits specified in Railtrack Line Standard RT/CE/S104 shall be actioned as specified in Railtrack Line Standard RT/CE/S104.
(212.003)

Method of working 212.004

A method statement appertaining to each location shall be provided for acceptance by the Employer's Representative not less than the minimum period before each renewal is scheduled to be carried out specified in the relevant Particular Specification. **!CHECK!**

Further to Railtrack Line Standard RT/LS/S008, **!CHECK!** the method statement shall be determined following hazard identification by the Contractor, and shall include as applicable, but shall not be limited to:

- (i) method and procedures to inspect and maintain the track in accordance with Clause 212.002, **!CHECK!**
- (ii) details of absolute possessions, protection (TII) and isolations of electrical traction supply equipment required to be taken,
- (iii) details of speed restrictions required to be applied,
- (iv) details of all temporary disconnections, alterations and relocation of signalling, telecommunications and electrification equipment,
- (v) method of materials delivery including unloading, storage, and loading and removal from Site of redundant materials including where applicable details of materials trains,
- (vi) method of setting out track geometry,
- (vii) details of Contractor's Equipment including if applicable rail mounted vehicles to be used on the Site,
- (viii) method of materials recovery and transportation to stacking location or material disposal,
- (ix) method of excavation and disposal of excavated material,
- (x) method to be adopted for attainment of specified compaction and level of subgrade, formation and ballast below sleeper level,
- (xi) method of installation of track components including rail welding and stressing, with procedures for inspection and testing of rail welds,
- (xii) method of track consolidation and adjustment to line and level,
- (xiii) safety procedures,
- (xiv) details of competency standards to be applied to Contractor's personnel employed on the Site.

(212.004)

**Dismantling
existing tracks and
recovery of
materials**

212.005
!C!

Existing Permanent Way materials as listed in the relevant Particular Specification!**CHECK!** shall remain the property of Railtrack and shall be stacked for reuse on the Site.

Before any tracks are dismantled, all signalling, electrification or any other affected lineside equipment shall be disconnected in accordance with Clauses 212.024, 212.025, 212.026 and 212.027!**CHECK!** as applicable.

Rail shall be recovered in accordance with Section 210: Permanent Way General!**CHECK!**

*Only if rails are to be
reused in the Contract*

Rail joints shall be numbered before dismantling and so far as possible when re-laid, the rail joints shall be matched.

Existing track to be recovered for re-use on the Site, shall be removed to an agreed stacking area.

Existing concrete sleepers specified to be reused in the relevant Particular Specification!**CHECK!** shall be checked for compliance with Railtrack Line Standard RT/CE/S062. Where compliance is obtained the sleepers shall be recovered for reuse and transported to and off loaded at the locations as listed in the relevant Particular Specification!**CHECK!** Non-compliant sleepers recovered from the tracks shall be removed from the Site.

Other Permanent Way materials as listed in the relevant Particular Specification!**CHECK!** shall remain the property of Railtrack. Such materials shall be recovered for reuse and shall be transported to and unloaded at the locations listed in the relevant Particular Specification!**CHECK!**

Materials recovered for reuse shall be carefully loaded to avoid such materials being damaged in transit and shall be stacked as directed.

Glued insulated joints and track bolts shall not be reused and shall be removed from the Site.

Where specified in the relevant Particular Specification,**CHECK!** that components other than rail are to be recovered for reuse, the following shall apply:

- (i) components shall be carefully dismantled,
- (ii) adhering ballast, earth, etc shall be removed,
- (iii) fishplates and other small components shall be sorted, bagged and labelled,
- (iv) components shall not be damaged.

All ballast and spoil shall be removed from the sleepers and rails prior to track panels being loaded onto rail vehicles, and being transported off Site.

(212.005)