

Ref:	NR/L3/ELP/27218
Issue:	3
Date:	26 August 2008
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Level 3

Preparation or modification of comprehensive track diagrams

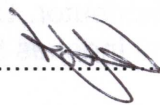
Endorsement and Authorisation

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Issue record

Issue	Date	Comments
3	26 August 2008	Phase 2A / Engineering reorganisation responsibility change

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 26 August 2008.

When this standard is implemented, it is permissible for all projects that have formally completed GRIP Stage 4 to continue to comply with the Issue of any relevant Network Rail Standards current when GRIP Stage 4 was reached and not to comply with requirements contained herein, unless the designated Standard Owner has stipulated otherwise in the accompanying Briefing Note.

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Ref:	NR/L3/ELP/27218
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Date:	26 August 2008
Compliance date:	26 August 2008

Contents

1 Purpose	4
2 Scope	4
3 Requirements	4
4 Sidings	5
5 Symbols	5
6 Checking and approval of drawings	5
7 Numbering of drawings	5
8 Simplified isolation protection arrangements for operating department staff	6
Appendix A Symbols library for comprehensive track diagrams	7

Ref:	NR/L3/ELP/27218
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1 Purpose

This standard is to provide a basis for the preparation or modification of Comprehensive Track Diagrams. It shall apply to all Comprehensive Track Diagrams issued as from the date of this document. Each diagram completed to this standard shall be endorsed, "Drawn to NR/SP/ELP/27218". Any diagrams without this endorsement may contain dual standards for an interim period.

2 Scope

This Level 3 standard is specific to areas where Comprehensive Track Diagrams are used.

3 Requirements

3.1 The diagrams shall be prepared on separate sheets and in general be of "D" size (297mm x 841mm). The larger size of "A1" (594 x 841mm) may be used for complex areas.

3.2 The diagrams shall be divided such that complete electrical sections (Substation to TP Hut, Substation to Substation etc) are shown on each sheet. Where this is not possible, the sheet boundaries shall be on plain track and agreed by the Principal Maintenance Support Engineer (M&E).

3.3 At complex locations the track layout outside the electrical section shall be shown as a single black line for clarity of track layout.

3.4 Where the division between two sheets occurs at a Substation or TP Hut, only the gap hook switches (if existing) shall be shown on both sheets. However the track feeding identification table for the whole location shall be shown on both sheets.

3.5 The track shall be in the following colours:

Up Line	Red
Down line	Blue
Reversible Line (designated)	Green
Siding fed from its own circuit breaker	Orange

In complex areas the following colours may be used to distinguish different feeding sections.

Colours which provide poor contrast (ie bright yellow) shall be avoided.

Brown
Violet
Pink
AN Other

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4 Sidings

4.1 If lines other than Sidings are bidirectional, they shall be coloured, with a dotted centre line as indicated in Appendix "A".

5 Symbols

5.1 Symbols for use on Comprehensive Track Diagrams are listed in Appendix "A". (Symbol Library for Comprehensive Track Diagrams).

5.2 Diagrams shall be drawn to show all symbols in the correct sequence along the track.

5.3 All Substation, TP Huts, Stations, Signals, Signal Boxes, Crossings, Bridges and Tunnels shall be named or numbered and shall have their Ordnance Survey reference and mileage indicated.

5.4 Overhead Power Lines shall be indicated and have their Ordnance Survey reference indicated.

5.5 Mile posts shall be shown with the mileage against them $\frac{1}{4}$, $\frac{1}{2}$ and $\frac{3}{4}$ mile posts shall be indicated without mileage information.

5.6 Other lineside buildings shall be included by special arrangement.

6 Checking and approval of drawings

6.1 Each diagram shall be checked on site unless base data has been recently validated. Approved signatures for each Comprehensive Track Diagram shall be obtained. The signatories will be indicated on the drawing.

7 Numbering of drawings

7.1 All drawing numbers to be preceded by SR/Control Room code then followed by 3 sets of numbers as follows:

Brighton SR/BR/-/-/-
 Canterbury SR/CY/-/-/-
 Eastleigh SR/EL/-/-/-
 Lewisham SR/LW/-/-/-
 Paddock Wood SR/PW/-/-/-
 Raynes Park SR/RP/-/-/-
 Selhurst SR/SU/-/-/-