

Ref:	NR/L3/SIG/11303/2Y05
Issue:	2
Date:	03/03/2012
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Module

Signalling Installation

Balises: TASS Balise

For endorsement, authorisation and issue record of this document, please refer NR/L3/SIG/11303.

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User information

This Network Rail standard may contain requirements that are colour-coded according to the following Red–Amber–Green classification.

Red – Mandatory requirements

- **Requirements** that **will** be complied with, and achieved under all circumstances.
- Accountability for the efficacy of these requirements lies with the Professional Head/Standard Owner.
- These requirements are monitored for compliance.
- Local non-compliances, discovered through engineering verification visits, will be reported and monitored through the quarterly Engineering Verification Report.
- Corrective actions will be enforced where local non-compliances remain open beyond the agreed mitigation plan dates.
- These are presented in a red box **and with the word “shall” or a direct instruction.**

Amber – Conditional requirements

- **Requirements** that **will** be complied with unless deviation has been approved.
- Accountability for the efficacy of these requirements lies with the Professional Head/ Standard Owner, or their nominated Delegated Authority.
- These requirements are monitored for compliance.
- Derogations **may** be permitted; which are to be approved by Standard Owner in advance.
- Derogations and Temporary Non-Compliances **may** be granted through the existing Delegated Authority arrangements.
- These are presented with an amber sidebar **and with the word “shall” or a direct instruction.**

Green – Guidance

- Guidance based on good practice; representing supporting information, based on good practice, to help achieve **RED** and **AMBER** requirements.
- This guidance is **not mandatory** and is not monitored for compliance.
- Alternative solutions may be used, which do not need to be formally approved.
- Decisions made by a competent person to use alternative solutions should be backed up by appropriate evidence/documentation.
- This is presented with a dotted green sidebar **and with the word “should” (usually in notes).**

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Issue record

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2	03/03/2012	Published as part of RT/E/S/02024 (1) now transferred into NR/L3/SIG/11303

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 03/03/2012.

When this standard is implemented, it is permissible for all projects that have formally completed GRIP Stage 3 (Option Selection) to continue to comply with the issue of any relevant Network Rail standards current when GRIP Stage 3 was completed and not to comply with requirements contained herein, unless stipulated otherwise in the scope of this standard.

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1 Balise Assembly; General

The balise assembly will be provided with accompanying documentation that clearly identifies the exact positional requirement for the individual balise. Details of the Balise Positioning Form and process are given in [NR/L2/SIG/02024](#) Requirements For TASS Infrastructure – Installation, Test and Maintenance.

The balise will normally be provided with the appropriate mounting brackets assembled (see Balise Mounting Systems).

The balise will have been pre-programmed with the correct telegram data for the specific installation, based on the Infrastructure Data compiled (see [NR/L2/SIG/02023](#) Requirements For TASS Infrastructure – System Design).

Every balise assembly will be uniquely identified for each individual installation with an identical label ID on the balise and balise mounting bracket arrangement (see Appendix [1M20](#)).

The balise assembly is normally assembled in a workshop environment away from the trackside. If at site it is found that incorrect brackets are fitted then remedial action may be taken away from the running lines. See the section titled 'Installation Difficulties'.

Where the balise and mounting components require assembly this shall be undertaken off-track using the appropriate balise assembly instructions at the end of this section.

2 Balise Mounting Arrangements

The mounting system comprises a set of components which should normally be pre-assembled prior to despatch to site. Each balise mounting bracket arrangement comprises three different beam types. The basic beam types are:

Type 1 - Fixed beam, has attached to it brackets to which two longitudinal beams will be bolted during pre-assembly. It is also fitted with two balise-mounting spigots fitted with elastomeric mounts. This beam is fitted along the centre line of one of the sleepers at the desired location.

Type 2 - Sliding beam, has two horizontal through-holes; each hole lined with a nylon sleeve. This beam is fitted along the centre line of the neighbouring sleeper to which the brackets on the fixed beam are facing.

Type 3 - Longitudinal beam, has one end square and cross drilled to fit into the brackets on Beam 1 and has a balise mounting spigot, fitted with an elastomeric mount, on its top face. The other end of this beam is round and passes through the sleeved hole in Beam 2.

Balise mounting bracket arrangements are available for a variety of sleeper types. The longitudinal beams are the same for all of the various mounting bracket types, while the fixed and sliding beams vary in length or have different yoke types depending on the sleeper type they are designed to be mounted on. The yokes are the metal fittings at the ends of the fixed and sliding beams. The type of sleeper and fastening that the mounting bracket is to be fitted to determines the yoke shape.

The balise mounting bracket arrangement allows for sleeper spacing from 600mm to 780mm and $\pm 5^\circ$ misalignment.