

Plain Line Tamping

Scope Includes: Plain Line Tamping
Excludes:

Preparation

Tools, equipment and plant items required but not limited to:

- Mechanical tamping equipment (kango)

Work planning considerations:

- Electrification requirements
- Design alignment

Method

1. Tamping shall not take place if the rail temperature is at, or likely to exceed, 32°C
2. Tamping shall not take place if the rail temperature is at, or likely to fall below, -7°C
3. Should temperature factors be of concern, these shall be escalated to the appropriate on call engineer
4. Person in charge of the machine to check operator's certificate for the machine
5. All pre-work checks on the machine to be completed at the stabling point
6. TQS to be in possession of a list of controlled clearances
7. TQS to brief the Operator before work and agree the method and scope of work
8. TQS to mark up obstructions, transitions, cant marks, design lifts etc ahead of the machine (if not completed in advance)
9. COSS on the S&C tamper to brief the team before any work on safety arrangements. In particular of the clear zone for getting on and off machine and the 9m radius area in which ear defenders must be worn
10. COSSs of other work groups to brief their teams on the safe method of work before any work begins
11. T(ii) protection will be used for set up / close down of machine if an adjacent line is open to traffic. Red Zone working with lookouts is only permitted in daylight
12. T(ii) or T(iii) arrangements must be used to protect traffic if the tamping bank or any part of the tamper can possibly become foul of another line whilst the machine is working
13. Tamping banks must be locked to prevent lateral movement if working adjacent to an open line and there is any possibility of them becoming foul of passing traffic

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14. Regularly during and on completion of the tamping work the TQS will: -
 - Check for correct cross levels
 - Check for correct line and top
 - Check that clearances have not been worsened
 - Check for damage to the permanent way
 - Check for damage to S&T equipment
15. TQS shall carry out a post run to confirm the installed alignment and record new Standard Deviation values.
16. Where there is a follow up mechanical (Kango) packing team working with the S&C tamper the TQS will direct them to areas requiring packing
17. The TQS will arrange for any switches or switch diamonds tamped to be tested and adjusted if necessary before handing the line back to the ES / PICOP
18. If not the ES the TQS is to provide a positive report to the ES that the line is clear and fit for traffic on completion of work
19. TQS to complete all sections of the PHIRES form
20. The TQS will report work done to the TSM (or as otherwise directed) with particular regard to any areas requiring follow up packing if this was not done in conjunction with the tamping
21. TSM to instigate hot weather precautions as required

References

Supports Ellipse Standard job

- 009112 Track – PL- Tamping

If applicable refer to the following associated documents:

- NR/SP/TRK/001 Inspection and Maintenance of Permanent Way
- NR/WI/TRK/001 Track Inspection Handbook
- NR/PRC/MTC/TK0002 Planning of on-track machines
- NR/PRC/MTC/TK0003 Control of on-track machines
- NR/PRC/MTC/TK0004 Preparation for use of on track machines
- NR/PRC/MTC/TK0005 Post-work activities following works using on-track maintenance machines
- NR/GN/TRK/7001/TWI2T008 How to prepare track for tamping
- NR/GN/TRK/7001/TWI2T020 How to manage track after lifting and packing or tamping
- NR/GN/TRK/7001/TWI3S093 How to tamp Switch & crossing
- NR/GN/TRK/7001/TWI3T019 How to use a (was - decide on whether to use) a continuous action tamper
- NR/GN/TRK/7001/TWI3T041 How to manage tamping