

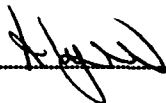
Ref	NR/PS/ELP/27182
Issue	2
Date	April 2006

Business Process Document

Insulating shroud for foot of conductor rail

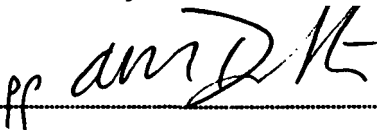
Endorsement & Authorisation

Endorsed by:



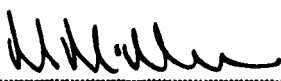
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Published & Issued by: Network Rail 40 Melton Street, London NW1 2EE



Ref:	NR/PS/ELP/27182
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Issue record

Issue	Date	Comments
2	April 2006	Re-issued as a SAF3 Business Process Document (<i>formerly RT/E/S/27182</i>)

Implementation

1 April 2006

Compliance

This Network Rail product specification is mandatory and must be complied with by Network Rail and its contractors from 1 April 2006

When this product specification is implemented, it is permissible for all projects, which have formally completed GRIP Level 4 to continue to comply with the Issue of any relevant Network Rail standards current when GRIP Level 4 was reached and not to comply with requirements contained herein unless the head of electrification and plant has stipulated otherwise in the accompanying briefing note.

Where the head of electrification and plant has specified that all projects will comply with the requirements, specific authority not to comply can be sought in the usual manner using the appropriate non-compliance authority processes described in Network Rail standard, [NR/SP/STP/045](#) *Managing the process for non-compliance authority* (formerly RT/LS/P/045).

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1 Purpose

Not used

2 Scope

This product specification covers the design, manufacture and testing of a conductor rail shroud for use in conjunction with Network Rail standard conductor rail systems other than the DC Electrified lines in the Liverpool area. Although made from an insulating material, the shroud is to act as a reminder to staff that the conductor rail is adjacent to the track circuit rail and they must not apply a short circuiting device. The shroud is not a primary insulator.

3 Reference documentation

BS 476 Fire tests on building materials and structures

4 Tender descriptions and drawings

The tender shall include a full description and such preliminary drawings as are necessary to show clearly what is proposed.

5 Departure from specification

This specification shall not be construed as determining in detail how the work shall be done, but where in the Tenderer's opinion modification is desirable, full particulars shall be given in his Tender under the heading "Departure from Specification". If this is not done, the Tenderer will be deemed to be satisfied as to what is required and how it shall be performed, and shall comply with this specification.

6 Alternative tenders

Alternative tenders may be submitted provided each is described and made on a separate form. All such tenders shall comply with this specification except insofar as variations there from are listed for each alternative tender.

7 Description of system

The Third Rail DC Railway Electrification System on which this conductor rail shroud is to be used, is one in which the electrical energy is supplied to trains by means of a conductor rail energised at a nominal system voltage of between 650 V and 750 V to running rail.

Transient voltages of up to 3 kV may be experienced on the system when the DC circuit breaker is opened under fault or overload conditions, or during sparking at the shoes by which the train collects current.