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Issue	I
Date	December 1999

Adjustable Tie Bar for Rail Clamp Point Lock (formerly RT/E/PS/00002)

This temporary front sheet facilitates change to the new Network Rail Standards referencing nomenclature.

The Ref above will be formally allocated to this standard when it is next changed in the meantime the contents, date and issue number of this Network Rail Standard are UNCHANGED and with immediate effect it should be referred to as “(new ref) formerly (old ref)”.

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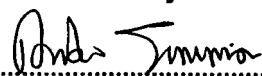


RAILTRACK LINE PRODUCT SPECIFICATION

ADJUSTABLE TIE BAR FOR RAIL CLAMP POINT LOCK

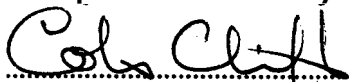
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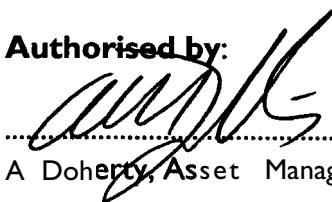
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Summary

This Line Specification details the design, functional, physical, interface, performance and safety requirements for an Adjustable Tie Bar used on Rail Clamp Point Locks.

Standard Issue/Revision Record

This specification will be updated when necessary by the distribution of a complete document. Amendments will be marked by a vertical black line in the adjacent right hand margin. The latest issue of this specification shall be implemented immediately upon receipt.

Issue	Date	Comments
Issue 1	December 1999	New Issue

Implementation

The requirements of this Specification shall apply to all Adjustable Tie Bars for Rail Clamp Point Locks supplied for use on Railtrack controlled infrastructure with effect from December 1999. It is not retrospective. The following documents are superseded:

Superseded document reference number	Issue	Date
None	N/A	N/A

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Safety

All persons are reminded that all appropriate safety precautions must be observed when undertaking any work involving the subject of this specification.

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I. INTRODUCTION

I.1 Purpose

This Specification details the requirements for an Adjustable Tie Bar for Rail Clamp Point Locks.

I.2 Scope

This specification states the requirements for the design, manufacture and testing of the Adjustable Tie Bar. The requirements of this specification apply to the design of Adjustable Tie Bars to suit Rail Clamp Point Locks installed on Plain Leads, Double and Single Slips, Switch Diamonds and Tandem layouts.

I.3 Background

The Tie Bar is an essential part of the Rail Clamp Point Lock design. Its purpose is to couple the two Drive Lock Slides together. To fit the original design of Tie Bar, the Tie Bar had to be marked and drilled on site and the same process was used for fitting the P-Way Stretcher Bars.

The incorrect drilling and fitting of the 1st Stretcher Bar and Tie Bar of the original design, can influence the operation and reliability of the Rail Clamp Point Lock. The Railtrack Track Engineer has now introduced adjustable Stretcher Bars in order to reduce point failures and to ease installation and maintenance. It is considered that an Adjustable Tie Bar could have similar benefits.

The main advantages of using Adjustable Tie Bars are that they are easier to fit, easier to adjust, can be readjusted in-situ, less support equipment is needed on site, and less time is required for installation and maintenance. In the event of a run-through both the Stretcher Bar and the Tie Bar usually had to be changed, this is not necessarily the case with adjustable bars.

1.4 Definitions

Tie Bar	Part of the Rail Clamp Point Lock mechanism, used to permanently couple the two Drive Lock Slides together.
Stretcher Bar	Part of the Permanent Way, used to couple the two switch rails of a set of points together.
Lock & Detector Body Mechanism	The parts of a Rail Clamp Point Lock bolted to the two fixed rails of a set of points and containing the locking mechanism.
Drive Lock Slide	A slide passing through the Lock & Detector Body Mechanism performing the locking function.
Drive Bracket	A bracket connecting the Drive Lock Slide to the Tie Bar and carrying a drive socket for the Actuators.
Actuator	Single acting hydraulic rams that operate the points by thrusting on the Drive Brackets.
Power Pack	The electro-hydraulic mechanism which provides the hydraulic power to the Actuators.
Drive Lug	A device bolted to the side of the Drive Bracket to facilitate manual operation of the points.