

TECHNICAL INSTRUCTION

TI 054
Issue 1
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Page 1 of 2



NETWORK RAIL - SIGNAL ENGINEERING

SMTH for Alstom SO Hydraulic Supplementary Point Drive System

Relevant Standard: NR/SP/SIG/11231 - Signalling Maintenance Testing Handbook (Issue 4)

1) Purpose:

This Technical Instruction gives details of amendments to sections of the SMTH that are to be used to carry out maintenance testing on Alstom SO Hydraulic Supplementary Drive Equipment (also known as Hy-Drive).

The amended sections of the SMTH will be included in NR/SP/SIG/11231 at the next re-issue of the document.

2) Scope:

The contents of the amended sections of the SMTH are of relevance to all who are engaged in, or manage Signalling Maintenance Testing on Network Rail controlled Infrastructure that includes ALSTOM SO Hydraulic Supplementary Point Drive Equipment

3) Information on the Hy-Drive System can be found in the following documents:-

NR/GN/SIG/19808 - Alstom SO Hydraulic Supplementary Drive System -
Installation & Set-Up

NR/GN/SIG/11725 - Alstom SO Hydraulic Supplementary Drive System - Signal
Works Test

4) Amended Sections

NR/SMTH/Part 3/Test B8

Defined Test: Point Detection and Correspondence Test

Detection Test - Page 3 of 10

Add 2nd paragraph:

"Where the detection contacts are not accessible in the detector, e.g. as in the case with the Hy-Drive System, the 'Detection Test' must be undertaken by breaking detection once for each supplementary detector position at the outgoing detection links in the associated Location Case."

NR/SMTH/Part 5/T010
WSF Test Guide: Points
Non-destructive Tests - On-Track Equipment - Page 3 of 6

New Sections N39, N40 & N41

N39 "Check the break-out devices have not been operated (**Hy-Drive System ONLY**)".

N40 " Check the by-pass valve has not been operated or damaged such as would cause a loss of hydraulic pressure (**Hy-Drive System ONLY**)."

N41 " Check the plug/socket connectors are not damaged and that the connector plug has been properly connected and locked in place. Do not disconnect at this stage."

Next Sections to be renumbered N42 to N45

NR/SMTH/Part 5/T010
WSF Test Guide: Points
Destructive Tests - On-Track Equipment - Page 6 of 6

New Sections D32 & D33

D32 " Where air is suspected in the system it should be bled by: opening the by-pass valve; manually operating the points in only one direction for at least 90 seconds; and closing and locking the by-pass valve (**Hy-Drive System ONLY**)."

D33 " Check each SO Unit is working correctly by conducting the detection test [SMS test 009] (**Hy-Drive System ONLY**)."

Next Sections to be renumbered D34 to D36

End

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