

TECHNICAL INSTRUCTION

TI 055
Issue 1
February 2007
Page 1 of 2



NETWORK RAIL - SIGNAL ENGINEERING

Introduction of NR60 Point Layouts

Relevant Standards:

NR/SP/SIG/10064 - General Instructions to Staff Working on S&T Equipment (Issue 3)
NR/WI/SIG/00101 - Risk Based Maintenance - Rail Clamp Point Lock (Issue 2)

Purpose:

This Technical Instruction gives details of amendments to sections of the above Standards to include reference to NR60 point layouts. The amended sections are to be included in at the next re-issue of the documents

Amended Sections: (Note all amendments & changes are shown in *Italic*)

NR/SP/SIG/10064 - General Instructions to Staff Working on S&T Equipment

NR/GI/A003 - Definitions

- Page 4 of 34 add the following definition:-

CEN60 Rail Section of 60kg/m rail

- Page 19 of 34 add the following definition:-

NR60 Network Rail designed point layouts using CEN60 rail section

- Page 25 of 34 add the following definition:-

RT60 Point layouts using CEN60 rail section to Railtrack specification

NR/GI/E054 - Securing Points Out of Use

- Page 2 of 7 - 1.1 Securing Switches

Amend the last sentence after the 2nd bullet point to read as follows

"RT60 & NR60 designs with hollow steel bearers and *notched* baseplates shall be secured with an *authorised lockable switch securing device*."

NR/WI/SIG/00101 - Risk Based Maintenance - Rail Clamp Point Lock

- Page 11 of 36 - Section 4.4.15

Reword section as follows:-

"For each switch in the open position, check that there is a minimum *free wheel clearance*, of 50mm on 113A & UIC54B and 60mm on RT60 & NR60 compliant S&C, throughout the length of the switch using an S&C maintenance gauge. Arrange for rectification as necessary".

END

Originator's Details:-

Norman Fray
Standards & Assurance Engineer
Network Rail
085 778351

PUBLISHED UNDER NR/SP/SIG/11120