

## Installation instructions – 3<sup>rd</sup> rail work covers

This instruction assumes the installation site has been predetermined and that the works are authorised and safe.

Approved PPE should be worn by persons required to install the work cover in accordance with Network Rail safe systems of work

1. Check all the equipment is delivered and stored at the site access point
2. Ensure all users trained and familiar with the 3<sup>rd</sup> rail work cover
3. Examine the 3<sup>rd</sup> rail work covers
  - a. Ensure there are sufficient covers for the site
  - b. Ensure the covers are in good condition
    - i. Not cracked, split or damaged
    - ii. Rubber flaps present and not ripped
    - iii. Rivet cover strips present and retained
    - iv. Within their expiry date
4. If transporting the work covers, whilst walking to site, ensure that sufficient room is available, should the wind catch the cover, to avoid placing yourself in danger.
5. Fit the cover over the 3<sup>rd</sup> rail. The cover can be fitted to the 3<sup>rd</sup> rail either vertically or horizontally as detailed below:
  - a. Ensure that there is no foreign material / items draped or lying against the 3<sup>rd</sup> rail
  - b. Push the cover over the third rail. Do so by pushing on at one end first before pushing the cover hard against the rail
  - c. **Do not** rotate the cover from vertical to horizontal (or vice versa) whilst on the rail
  - d. If linking the covers, ensure the interlocks are engaged
  - e. Ensure the rubber flaps have dropped after the cover has been pushed fully home
  - f. Check visually – do not use your hands
6. **Do not fit** the cover onto the running rail or onto part of the track which is subject to movement (i.e. a switch)
7. When the 3<sup>rd</sup> rail is fully covered through the worksite – work may start
8. Be aware that the covers are protecting you from the traction current
  - a. **Do not** kick, hit or impact the work covers with tools or boots during the work
  - b. **Do not** step or stand on the covers
  - c. Be aware that the handle strip stands up above the third rail and is a trip hazard
  - d. Avoid catching boots or tools in the carrying strap on the covers
  - e. Not all the “live components” are covered (e.g. pot supports) so avoid contact
9. If the work covers need to be removed during the works (e.g. passage of an engineering vehicle) lift the interlocked end first and lift the cover vertically.
10. **Do not** stack the covers on top of each other at any time. This overstrains them and may cause them to fail.

### Note:

The work covers are manufactured from a flame-retardant plastic which is resistant to most oils, greases and solvents found on the railway. The use of some paints may damage or embrittle the plastic and thus any such consequence is the responsibility of the user.

Modification by the user is not permitted and the addition of marking / labels must not compromise the integral safety of the product. For example: a metal label plate attached by metal pop-rivets will form a direct conductive path to the protected space within the cover.

It is imperative that the covers are examined before each use and checked for items such as; Warped covers, exposed metal parts, cracks or any feature which could potential reduce the level of safety protection afforded by a new cover.

The covers should not be used for functions which they were not designed for (snow shovels, toolboxes, steps....etc)

At the end of their useable working life the covers should be disposed of carefully. They contain Styrene and thus if incinerated will liberate toxic fumes. ABS is classed as a recyclable material and thus local facilities should be checked to see if disposal is available.

The covers contain no user serviceable parts and thus if damaged should be disposed of.

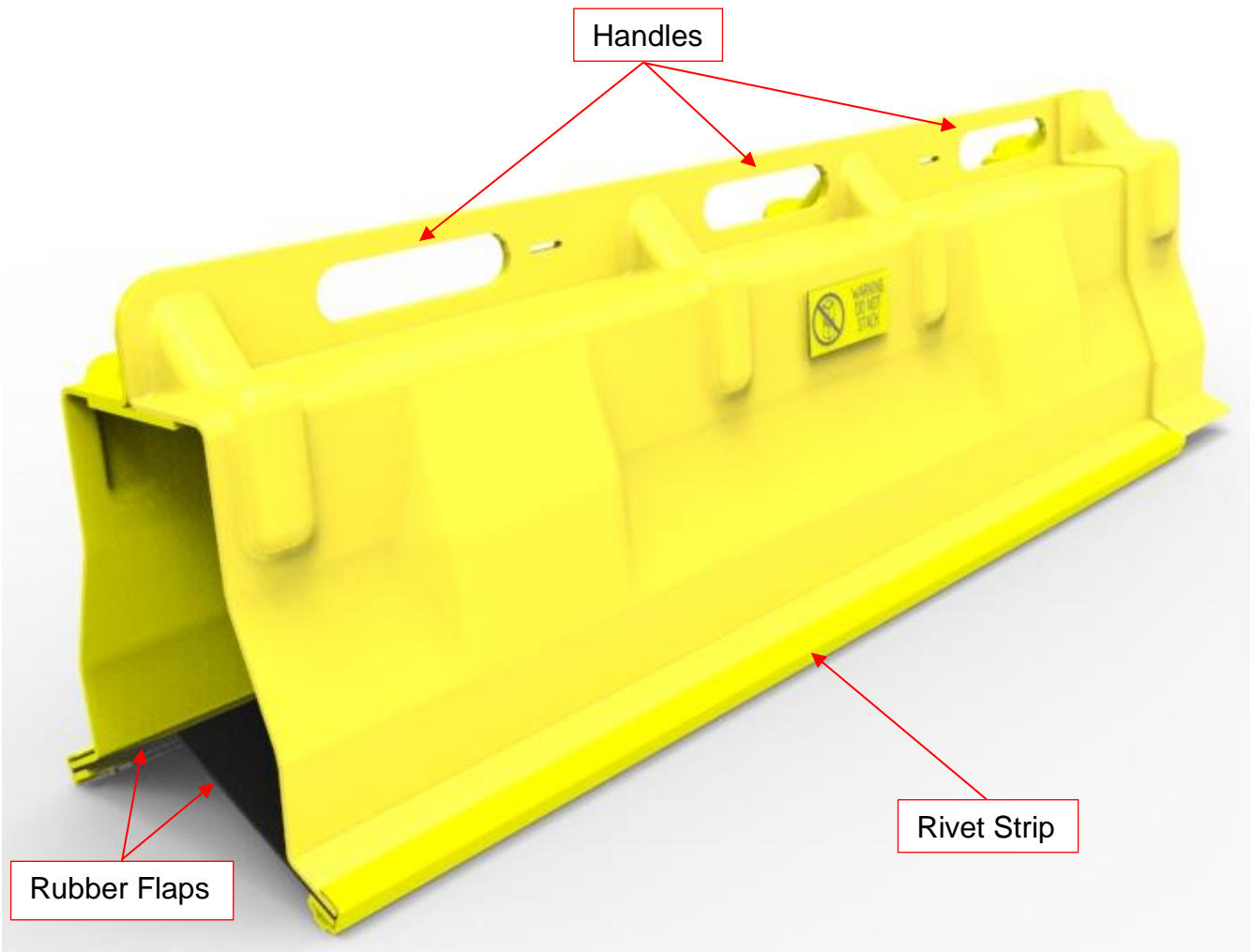


Figure 1 – Vortok 3<sup>rd</sup> Rail Work Cover

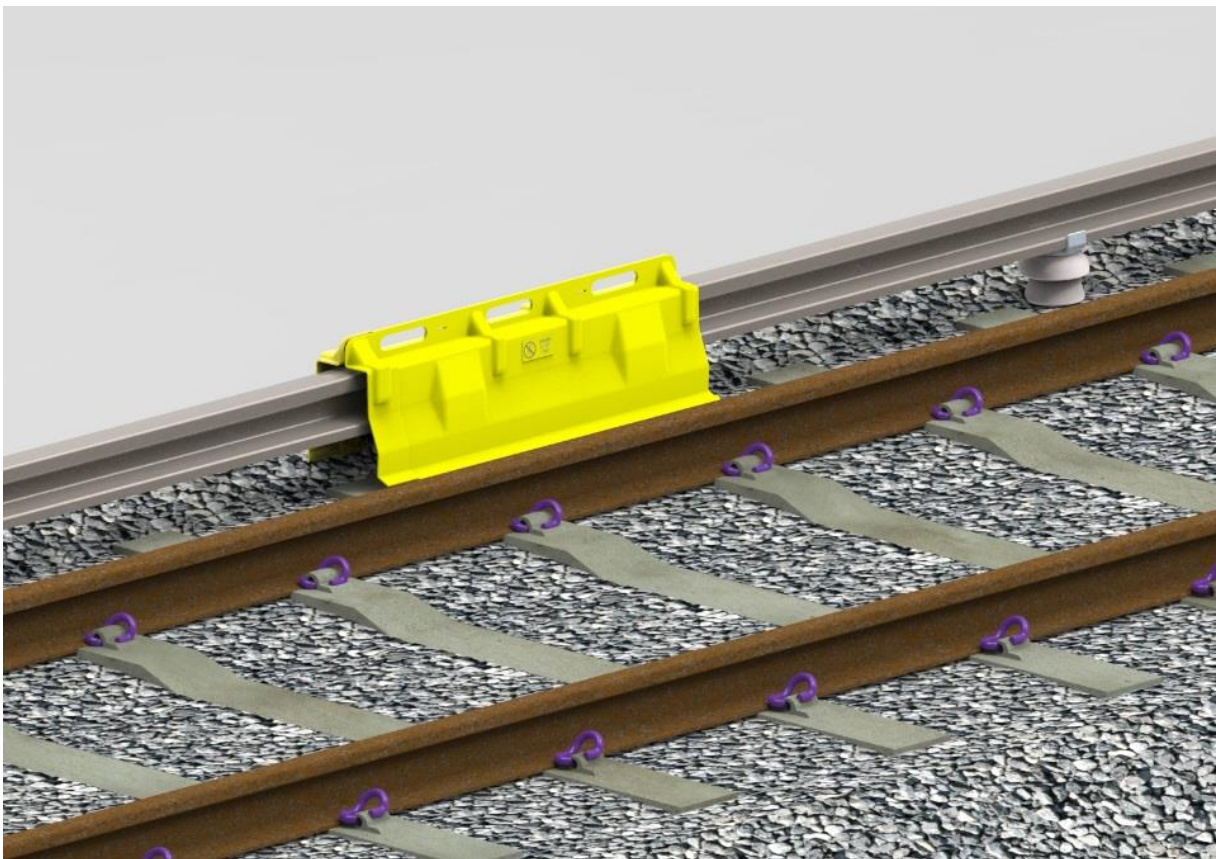


Figure 2 - Example of cover fitted vertically on the 3rd Rail.