

TAMS Rail Track Access Matting System

(Rail Operations and Installation)

Rail track Access Matting System for use with road rail plant.



Important Notes:

All installation work must be thoroughly planned before work commences on site to identify hazards and assess risk.

These instructions form guidance for the operation and installation of the TAMS Rail Track Access Matting System. Non-standard applications should be approved by a suitably qualified engineer.

Ensure all personnel engaged in installation operations are properly briefed and adequately supervised by a competent person.

THIS DOCUMENT IS NOT CONTROLLED WHEN PRINTED

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**IF IN ANY DOUBT SEEK FURTHER ADVICE:
24 HOUR HELPLINE: 0870 240 2381**

Rev	Date	Comments	Initial
1.2	08/02/19	Update	DSW



Note: Failure to comply with the following requirements and instructions may result in damage to the RRAP, machine and/or the rail infrastructure. **TAMS must only be used to provide access and egress for renewal digs.**

General

The track access matting system (TAMS) has been developed to ensure safe and easy access and egress into formation renewal work by road rail plant.

Handling

The standard TAMS comes in x4 sections:

2x Lower ramp sections (1) 270cm long x 80cm wide - 80kg weight (each individual section)

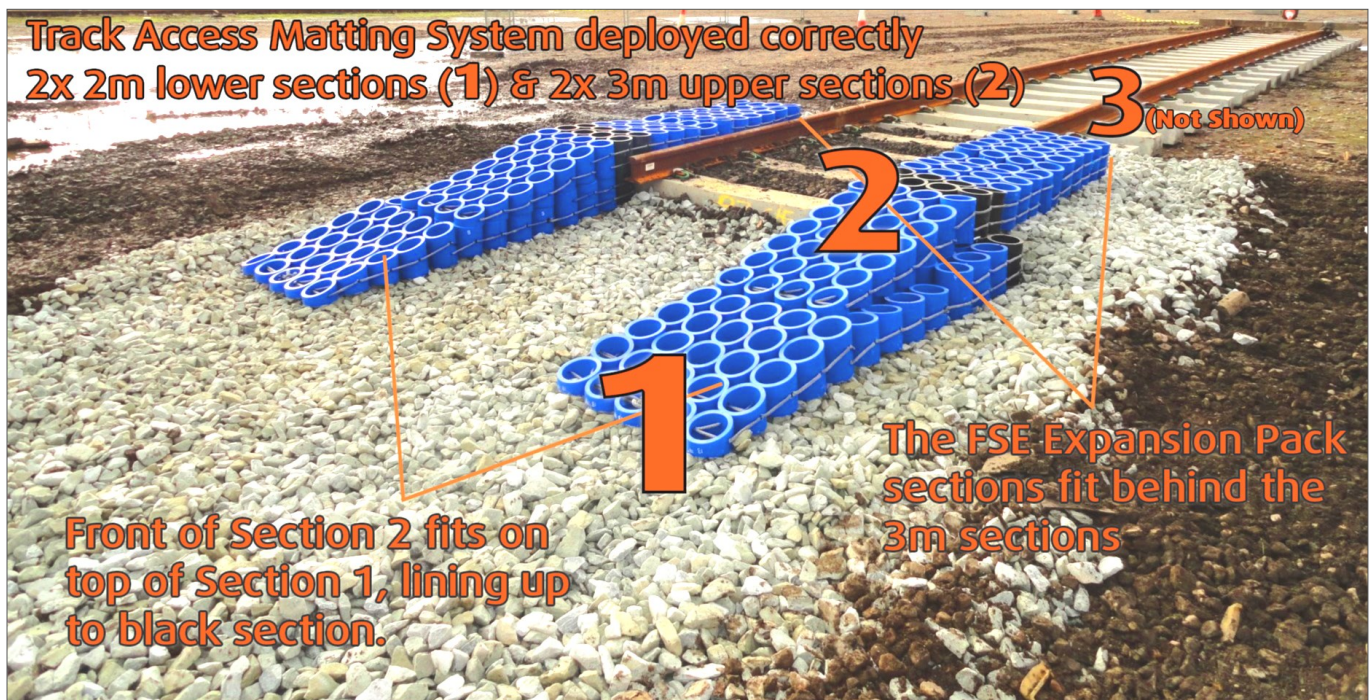
2x Upper ramp sections (2) 325cm long x 65cm wide - 100kg weight (each individual section)

An Accessory Expansion Platform is available for plant unable to raise or lower rail bogies in x2 sections.

2x Expansion Platforms (3) 280cm long x 65cm width - 80kg weight (each individual section)

Each section can be moved into place by a small team of operatives in line with the installation instructions.

Diagram 'A'



Location and Scope of Use

The TAMS system shall **ONLY** be used to provide access and egress in and out of renewals digs.

The TAMS is **NOT** designed to allow RRVs to cross track, or to move 'on and off' the Network Rail infrastructure.

If the TAMS is damaged in anyway, please notify the supplier before the TAMS is used.

Diagram 'B'



Site Preparation

Before installing the TAMS, ensure that there is sufficient ballast to raise the Ramp Section 1 to a height just below the rail. (See **Diagram 'B'**).

Installation

Diagram 'C'



1. Place both section 1 ramps on the ballast outside of the rails as shown in **Diagram 'B'**. Pushing the black coloured end section as close to the sleeper as possible.
2. Once section 1 ramps are in place, position section 2 ramps on top of section 1, lining up the front black tubes of ramp section no 2 with the black tube section of ramp section 1. (See **Diagram 'C'**).
3. To be secure, the first 4 tubes of section 2 must be positioned into the 'cut out' or key way of section 1. (See **Diagram 'D'**).

Note: Ensure the rail is protected at all times during this operation

Diagram 'D'



Installation Cont...

Diagram 'E'



1. If the Expansion Platforms (section 3) are used, place these on the ballast behind ramp section 2 (See **Diagram 'E'**).
2. To manoeuvre the road rail plant into and out of the dig, the operator should ensure safe and steady movements at low speed, all under the direction of the machine controller.

Removal - After Use

1. The TAMS should be removed from the dig and stored safely.
2. A visual inspection should be undertaken and any damage of the HDPE sections on the winch rope / knots / tape should be reported to the supplier immediately and should not be used again until repaired.