

# New track geometry ID system

Selectequip's T-Mark™ cant marking and curve transition ID gains Network Rail acceptance.

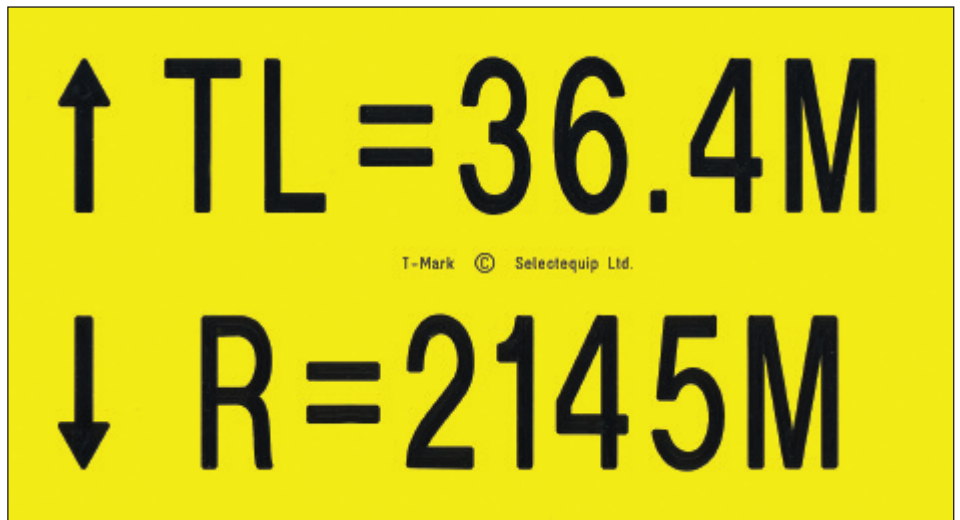
Selectequip's launch of its T-Mark™ system for permanent cant marking and transition identification of curves on track renewals has been an overwhelming success. In a six month period, thousands have already been installed across the rail network.

The traditional method of sleeper marking in recent times used thermoplastic backing plates, numbers, letters and symbols which were fused in place using the heat from a propane torch. The gas equipment and torch were bulky and cumbersome and the plates could not be laid in wet weather. It was a time-consuming and expensive procedure. Another method used the simple device of hand painting the characters and symbols onto the sleeper, which one senior rail engineering branded as 'industrial graffiti' and was totally inappropriate in today's sophisticated rail environment.

## New engraved laminate

The new system, T-Mark™, developed in consultation with Jarvis Renewals and First Engineering, consists of durable two-ply engraved laminate plates, constructed from revolutionary 'Gravoply', similar in appearance to the popular 'Traffolyte' but more flexible, with a permanent 3M super-tack adhesive backing. Information is engraved in the backing plate in the form of alphanumeric characters and symbols, producing clear, easy-to-read black symbols on a bright yellow background. Alternatively, individual engraved tiles of the required characters are glued in position, using an engraved grid on the baseplate as a guide.

The whole assembly is permanently attached to the sleeper using Selectequip's acrylic adhesive, T-Mark™ Power Adhesive, specially formulated in partnership with Henkel-Loctite, which has a controlled cure time that allows for positioning of the plates at a rate of one every two minutes in all weather conditions. The adhesive is dispensed through



a standard cartridge gun that is light and easy to carry. Alternatively, some trackside engineers prefer a mechanical fixing, so Selectequip has teamed up with Hilti to provide a choice of steel nails for steel sleepers, fired from Hilti's GX100-E nail gun or Hammascrows for securing onto timber and concrete.

The plates display excellent resistance to UV degradation and promise to provide clear, bright identification of cant measurement and transition curve identification for many years.

## First trials at Cresswell

Working under the watchful eyes of senior Network Rail engineers, the first trial site was Cresswell in Derbyshire where 40 plates were installed in conditions of heavy rain. The job was completed in less than one hour and the operators were delighted with the ease with which the plates went down. Using the old system, the job would have been cancelled owing to the weather conditions. Several further sites have now been completed and Network Rail, Jarvis Renewals and First

Engineering are delighted with the results.

Following Network Rail's acceptance PA05/03021, T-Mark™ has now been accepted for renewals on the West Coast Mainline with the first curve identification plates being laid at Airdie-Bathgate renewals site.

As a result of the success with track geometry, the T-Mark™ system has been extended to cover Insulated Block Joint (IBJ) ID, chainage plates and ultrasonic testing (UTU) plates.

For further information, please contact:

Peter Phillipson,  
Managing Director,  
Selectequip,

Unit 7, Britannia Way,  
Britannia Enterprise Park,

Lichfield, Staffordshire, WS14 9UY.

Tel: 01543 416641 Fax: 01543 416083

or log onto the website:

[www.selectequip.co.uk](http://www.selectequip.co.uk)

and select 'T-Mark' in the drop down menu.

