



# *Share with Pain*

## *SWP 009/14*

*Split Pin Security*

*Infrastructure Projects*



## ***Background***

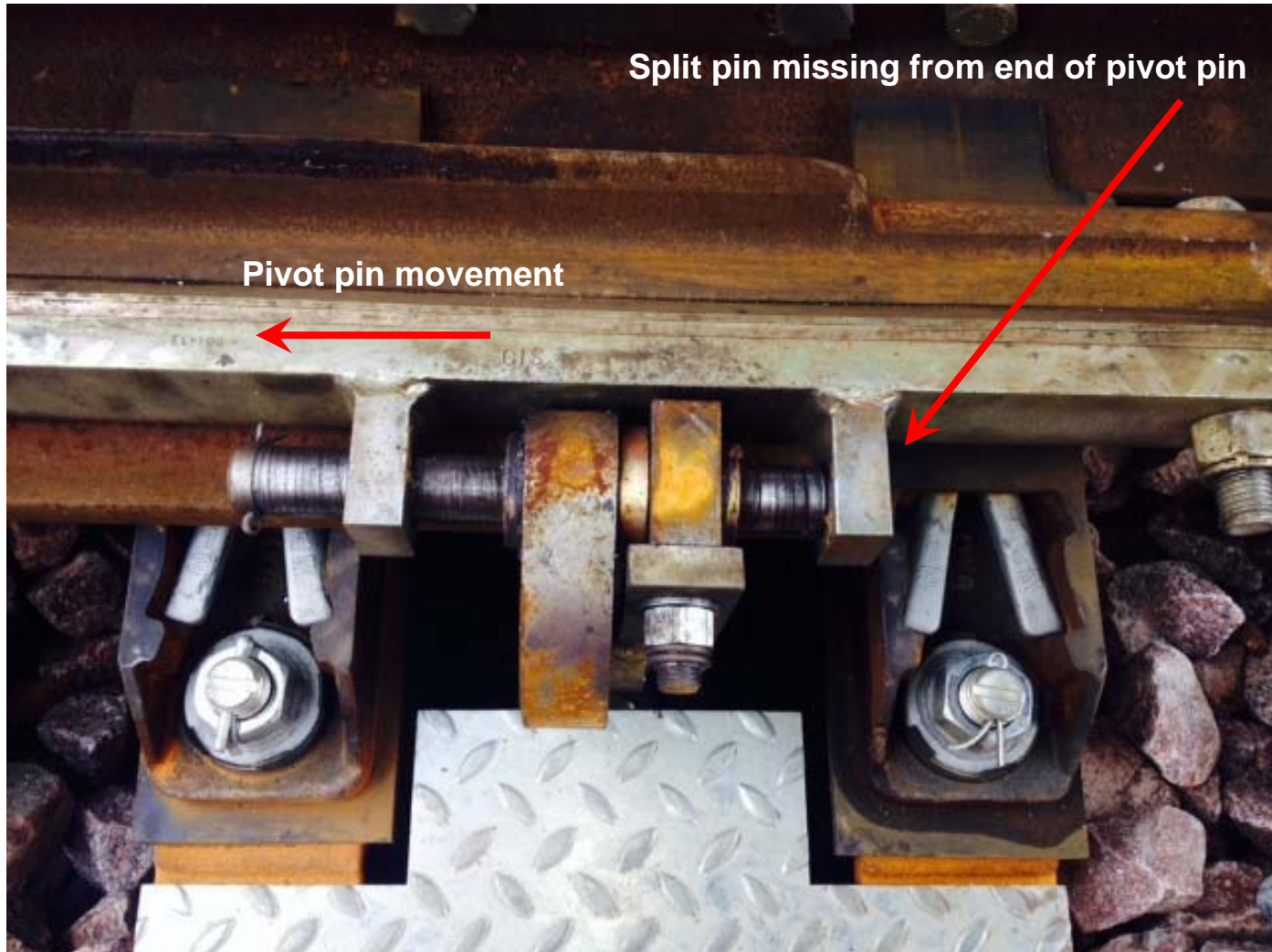
A set of points was recently discovered with a split pin missing from a component.

The component originally secured by the split pin (an IBCL lock arm pivot pin) had moved from its correct position.

Investigations are underway to establish the root cause.



# Missing split pin



## ***General Instructions***

Staff are reminded that NR/GI/U003 section 6 states

**“Split pins in all signalling apparatus must always be properly opened out so that they are tight and cannot be moved from end to end.**

If withdrawn they must not generally be reused. An exception applies in the case of locking frames and other equipment where it is difficult to obtain replacement split pins, in which case only broken pins need be replaced.

When split pins are used as a retaining device for crank or similar pins (as at connections between cranks and rodding), the split pin shall be greased before passing it through the hole in the end of the pin and then **the legs of the split pin shall be opened equally to make an angle of between 60 and 90 degrees.**”

# Actions

Managers & supervisors are to remind installation staff of the requirements of GI/U003

## S&C Fabricators

- Inspect split pins on all S&C layouts to ensure split pins are correctly installed before they leave your premises.

## Infrastructure Project Teams

- **Inspect all S&C layouts and other areas where split pins are used to ensure split pins are correctly installed.**

## Installation, Fitting & Testing Contactors

- Ensure all split pins are correctly installed as part of installation, fitting, testing and commissioning work

Staff are reminded that installation standards may be subject to audit.

## ***Further Information...***

**For any further details or information please contact:**

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