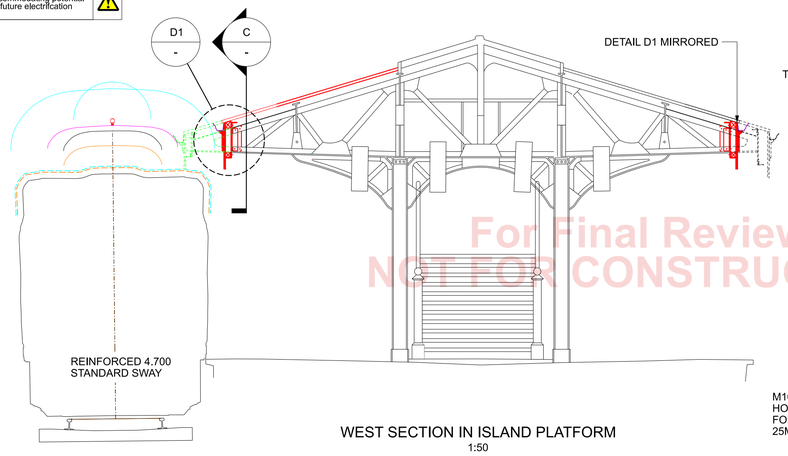
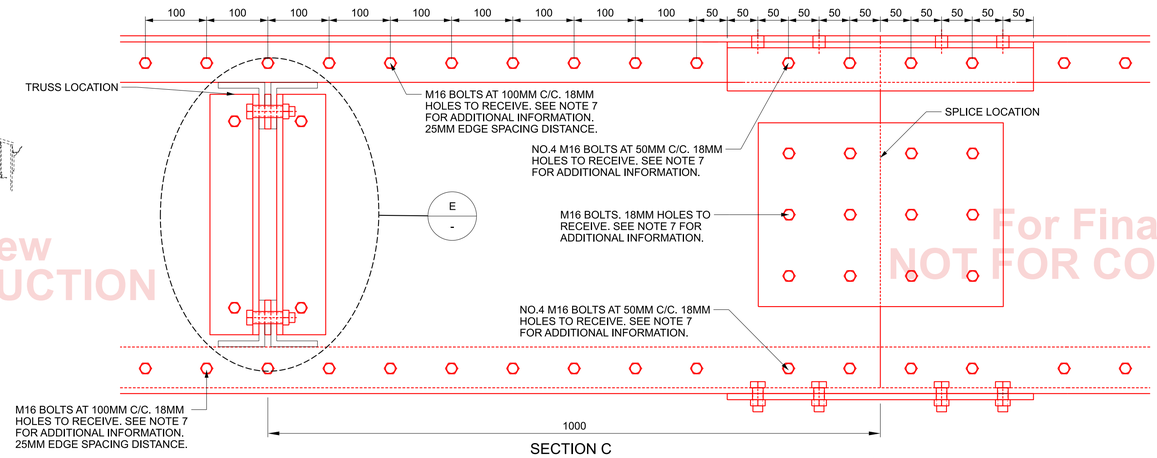
Drawing Number
180077-OIL-WST-MLN1-DRG-EST-000010 B01

Cxii Accommodating potential future electrification



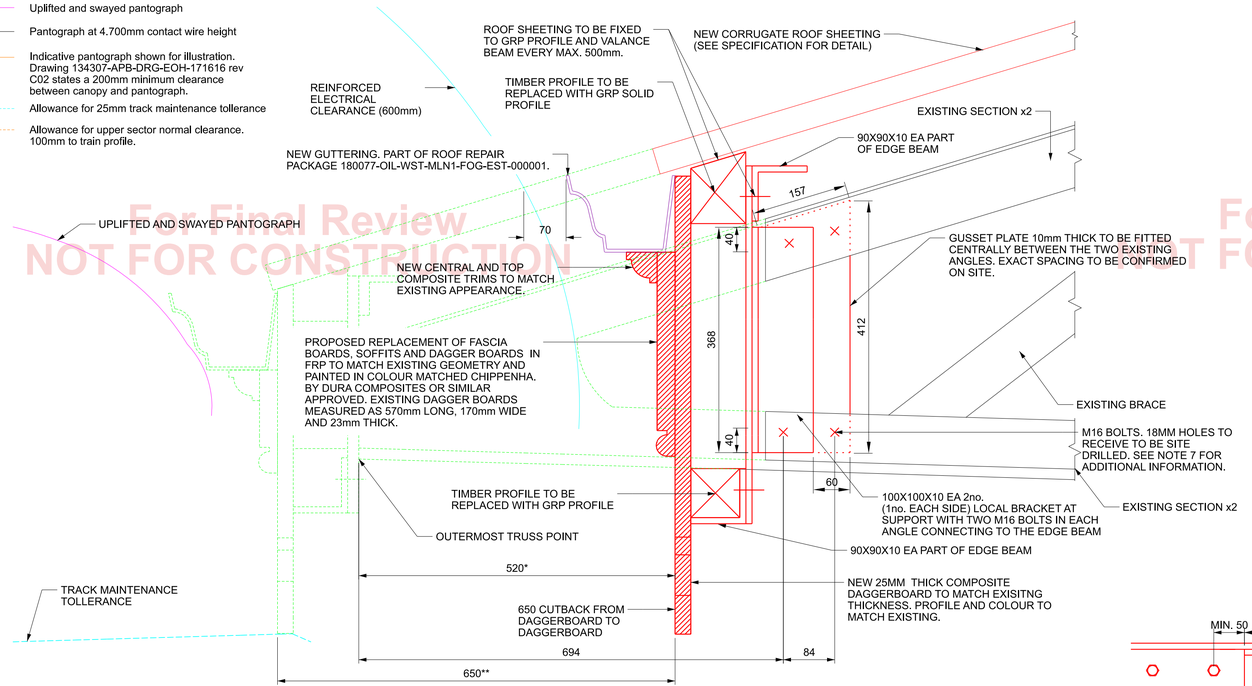
WEST SECTION IN ISLAND PLATFORM
1:50



SECTION C
1:5

F
-

- Reinforced electrical clearances (600mm)
- Uplifted and swayed pantograph
- Pantograph at 4.700mm contact wire height
- Indicative pantograph shown for illustration. Drawing 134307-APB-DRG-EOH-171616 rev C02 states a 200mm minimum clearance between canopy and pantograph.
- Allowance for 25mm track maintenance tollerance
- Allowance for upper sector normal clearance. 100mm to train profile.



TYPICAL DETAIL D1
1:5

** Proposed cutback measured from historical dagger board up to proposed dagger board.

* Proposed cutback measured from end existing truss up to proposed dagger board.

Note:
The historical dagger board and valance beam were removed as part of the remedial works at the station. The existing trusses remain on site, and their outermost points will be used as reference points for the cutback measurements.

The cutback measurement to be used on site was defined based on following assumptions:

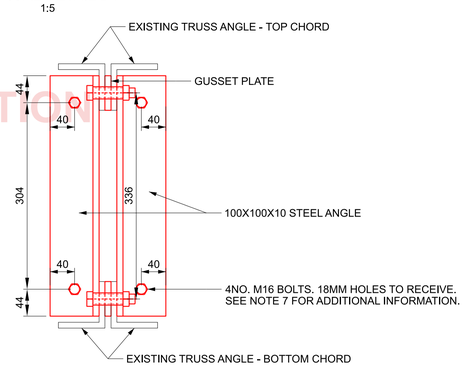
- The outermost point of the truss was identified using the point cloud survey conducted by Bridgeway in December 2024.

- At the time of the survey, the valance beam was still present on site, so its edges are also visible in the point cloud data.

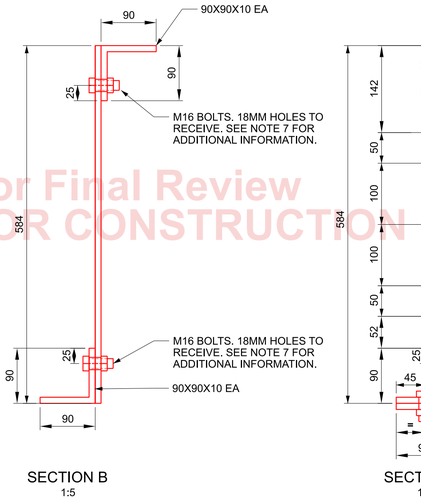
- An additional 25 mm was added from the edge of the valance beam to account for the thickness of the dagger board.

- From this virtual point (front of dagger board), a 650 mm cutback was measured.

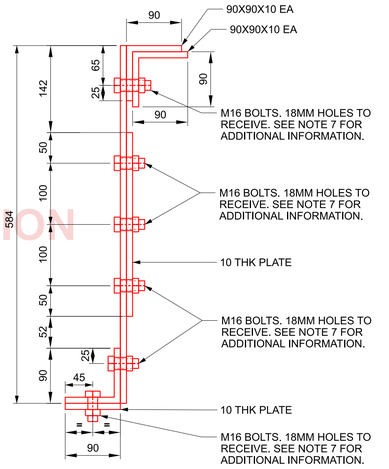
- The final 520 mm dimension was defined as the distance between the front face of the virtual dagger board and the outermost point of the truss.



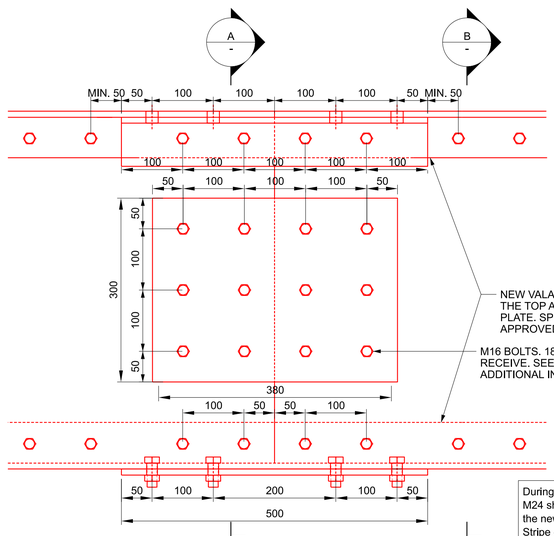
DETAIL E
1:5



SECTION B
1:5



SECTION A
1:5



SPLICE F - PLATE ELEVATION APPROX EVERY 9m LONG
1:5

During the application of protective coatings, the top coat for both N1 and M24 shall be withheld until the final stage and applied simultaneously to both the new and renovated steel elements.
Stripe coating shall be applied around sharp edges and protruding components to ensure adequate coverage is achieved, including bolt heads, rivets, and section edges.
Interfaces between new and existing steel shall be sealed with a bead of sealant, in accordance with NR/L3/CIV/040, and compatible with the protective coating system i.Sikadur 31 or similar approved.

DR-EST-002
Station canopies are Grade II listed and that all works on the station are subjected to appropriate planning permissions and consents.

0 1 2 3 4 5m
SCALE 1:50

0 100 200 300 400 500mm
SCALE 1:5

Legend/Notes

1. All dimensions are in millimetres unless otherwise stated.
2. Do not scale any items or information from this drawing.
3. The dimensions have been taken from historical drawings.
4. The drawing is based on the metallic structure repairs standard drawings NR/CIV/SD/801.
5. Steel to be in accordance with BS EN 10025.
6. Minimum grade of new steelwork to be S275.
7. Bolts shall be class HR 8.8 to BS EN 14399-3 and supplied with direct tensions indicator washers and nuts to class HR8. Grade S10T tension control bolts may be used as an alternative.
8. Steelwork shall comply with BS EN 1990-2 for execution class EXC3 and tolerance class 2.
9. Metallic epoxy filler may be used to take out difference in level/profile between existing and proposed mating surfaces. It is not to be used as a packing material.
10. All temporary bolts shall not be reused in the permanent works.
11. Rivets are not to be removed, other than those indicated on the drawings- rivets are to be removed by approved mechanical techniques without damage to the existing structure. (See TUM for guidance).
12. All temporary works to be arranged by the Contractor.
13. Steelwork fabricator to check the steelwork dimensions prior to the fabrication. Fabricator to check the extent of section loss prior to fabrication to determine the precise length of the section.
14. All dimensions must be checked on site prior to manufacture, or order.

Protective Treatment Notes:

15. For general notes and Clauses refer to NR Specification NR/LE/CIV/140 Sections 172 & 173.
16. All metal work to be blast cleaned to ST3 to BS EN ISO 8501-3 prior to the application of any protective treatment.
17. Protective treatment system for new steelwork to be a N1 system with a performance life 25 of years.
18. Protective treatment system for existing steelwork to be a M24 system with a performance life of 25 years.
19. The system will be registered in Parts and Drawings Database (PADS), be certified compliant with the requirements defined in NR/L3/CIV/039 read in conjunction with NR/GN/CIV/002, be compliant with the contract performance requirements and accepted for use by the Engineer.
20. Chippenham station to be painted to the current GWR Station design guidance Version 3.3 colour pallet:
 - Guttering - Black (RAL 9005).
 - Dagger boards - Fint Grey (00 A 09),
 - Canopy Steelwork (other than columns) - Fint Grey (00 A 09).

Safety, Health and Environmental Information
Notes below are additional to hazards/risks normally associated with this type of work:
Construction
Ci. Exposure to lead within surface coating
Cii. Injury from paint and steel particles
Ciii. Working at height
Civ. Falling objects
Cv. Structural failure during the construction phase
Cvi. Utility / service strike
Cvii. Transportation of materials into confined areas
Cviii. Construction activities within public areas
Cix. Hidden structural defects
These notes are based on the use of experienced and competent contractors carrying out the work using an approved safe method of working.

Key
- Existing Structure
- Proposed Repair

Reference Drawings
1880077-OIL-WST-MLN1-DRG-EST-000008 - Platform 1&2 Cutback Section

Rev	Date	Description of Revisions	Drawn	Chkd	Appr
P01	11/08/25	First Issue	ME	SG	SG
P02	11/09/25	For NR Review	SG	SG	SG
P03	27/11/25	For NR Submisslon	SG	SG	SG
B01	27/11/25	For NR Submission	SG	SG	SG

Status: Fit for Internal Review & Comment
Suitability: S3

Authorised | Signed | Date

Contractor(s): Octavius Infrastructure

Location: PADDINGTON-BRISTOL-PENZANCE

Type: CAD Drawing | Sub-type: Section
Role: Structural Engineer | Sub-Role: Building Structures
Zone: Western Region
Phasing | Project Stage

Region: Wales and Western

Contract No.: 180077

Contract Title: Chippenham Station Canopy

Drawing Title: Chippenham Station Canopy Refurbishment Platform 1&2 Cutback Section

		Signed	Date
Designed			27/11/25
Drawn	S.Gajewski		27/11/25
Checked	S.Gajewski		27/11/25
Approved	S.Gajewski		27/11/25

Scale(s) | ELR & Mileage: 93.1685 to 93.1685
Alternative Reference | Sheet of

Drawing Number: 180077-OIL-WST-MLN1-DRG-EST-000010 | Revision: B01

Sheet Size A1 594 x 841

For Final Review
NOT FOR CONSTRUCTION
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