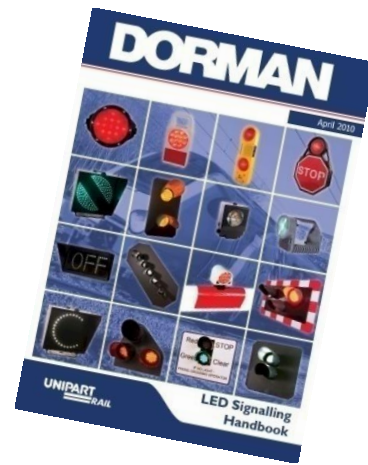


## Trackside Signal Range



The Trackside Signal Range is just part of the wider portfolio of Dorman products which cover every part of the railway.



The LED Handbook contains full details of all the rail products. Contact us to receive your copy, or visit [unipartrail.com/ledhandbook](http://unipartrail.com/ledhandbook) for the PDF version

### Dorman's LED Signalling Range:

With over 25 years of experience in LED Rail Signalling, Dorman has a complete range of Network Rail approved LED signals that are backwards compatible with the existing systems on the UK infrastructure.

This comprehensive range covers nearly 500 approved items to date and Dorman has in excess of 60,000 signals now installed across the network. Where Dorman LED signals have been installed, failures and delays associated with the signal heads have been virtually eliminated.

### Dorman, Design & Manufacturing Capabilities:

Dorman's engineering heritage goes back over 130 years. The innovation and design-led business philosophy revolves around listening closely to customers and ensuring product development is always focused on their requirements. Dorman is a leading light in rail with extensive product ranges available throughout the UK and in more than 30 countries across five continents.

Dorman has been at the forefront of LED technology since the 1980's. LED lighting offers unrivalled safety and economic benefits when compared to filament bulbs and the company's technological leadership has resulted in several industry 'firsts', including ConeLITE, the industry-standard warning lamp for road hazards, and the Dorman Colour Light Signal, introduced in 2003 and the first LED signal fully approved by Network Rail to Railway Group Standards.

### Contact Details:

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## Integrated Lightweight Signal (iLS)



The new Dorman iLS will revolutionise signalling from installation to operation. A quick to install, 'go anywhere' designs, easy to maintain, and totally eliminates complex gantries and posts/ladders.

### Revolution in Signalling

The groundbreaking initiative to develop a 'modular railway' has presented a unique opportunity to review existing signalling systems and define how the railway might look without historical constraints.

At the heart of the modular idea are four concepts:

- Standardised components for cost-effective projects.
- Standardised design of infrastructure elements within the whole project.
- Faster delivery of upgrades and enhancements.
- Reduced track possession time.

### The Dorman Solution

**iLS delivers considerable savings** by reducing the cost of signal structures, manpower and engineering activity when compared with conventional signals

**Working at height** is not required, totally **eliminating the risk ladders and gantries**, as well as a considerable decrease in all other risks to the workforce through greatly reduced exposure times at trackside.

**Engineering Possessions** can be measured in **minutes not hours**, vastly improving network availability and minimising service disruption to TOCs

**Dorman has used its 25 years of experience** in working with the industry to develop LED railway products, and field data obtained from the 60,000 signals currently on the network to innovate the next generation of railway signals.

# Integrated Lightweight Signal (iLS) Product Details



## Design

The new iLS signal system was introduced in 2007, and has been designed in close cooperation with Signal Engineers, Drivers and Installers to provide the ability to specify exactly any combination of signals required.

The complete signal arrives at trackside, is erected, and connected in minutes. Gone are the days of expensive design and installation projects for support structures and a long drawn out process of signal installation and commissioning.

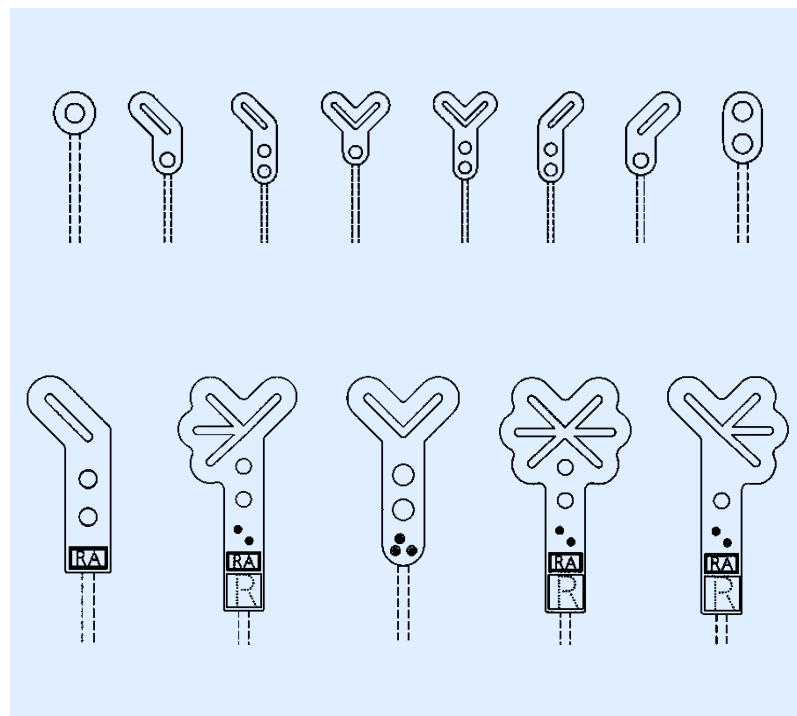
The iLS is supplied with either a 'Trunnion' mount (where separate location cases are to be retained or installed) or an 'Equipment Cabinet' mount (where control equipment is to be housed within the signal structure). Both are designed to mount on standard concrete bases or screw piles.



The iLS can be configured as a single signal, or a combination of different signals, tailored to the signal location



Signals are supplied with either 'Equipment Cabinet' or 'Trunnion' Base.



## Integration

The integration of the signal and all its control equipment into a single easily deployable unit is key to the Dorman solution. This means that a lightweight GRP signal post (and a base unit where specified) which connects into the infrastructure by 'quick action' integral plug-couplers, is all that is required to install the signal.

## Adaptability

Initially designed to meet the 'modular railway concept', this new signal can be installed across the rail network wherever a signal is required. It is particularly suited to restricted locations where expensive gantry solutions normally would have been specially designed and installed.

The signal system is completely future-proof and capable of embracing advances in technology such as 'contact free lamp proving

### Benefits at a glance:

- All signals in one unit
- Lightweight – no lifting equipment needed
- No high level working
- Fits standard concrete base
- Plug-couplers for fast installation
- Integrated equipment cabinet
- Reduced possession time
- No gantries, posts or ladders
- Uses proven Dorman technology



## Installation

The signal complete with post and mounting is delivered to the location required and is fitted onto existing bases, or (where new build is specified) onto concrete pads or screw piles with a greatly reduced footprint.

No lifting equipment is required to install the signal as the weight saving GRP construction means a small team of installation engineers can erect the signal by hand.

Electrical connection is achieved using quick action plug couplers to military specification and because the signal arrives complete and ready for immediate installation after a short functional test, the signal is brought into service.

## Worker safety

All work is carried out at ground level and the maintainer never has to turn his back toward oncoming trains.

The GRP construction renders the signal safe to install with nearby live OHLE, track circuits or third rails.

The integrated equipment cabinet has dual purpose arms for trackside worker protection and ease of manoeuvrability.

