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Planning

Purchase of Railway Signalling Training Unit

NETWORK RAIL INFRASTRUCTURE LIMITED

UK2: Preliminary market engagement notice - Procurement Act 2023 - [view information about notice types](#)

Notice identifier: 2026/S 000-000357

Procurement identifier (OCID): ocids-h6vhtk-05ff73

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Scope

Description

Network Rail Southern Region Market Enquiry

Network Rail would like to purchase a Railway Signalling Training Unit for Signal Engineers and Technicians for periodic familiarisation, training and general simulated know-how for operating signals on the Network Rail infrastructure.

Purpose

There will be a wide range of users for this equipment; from new employees starting off on their railway career up to advanced Signalling Technicians who will need occasional refresher opportunities and development of skills for new processes and methodologies or because of a change in the track access. Operatives need a good knowledge and skills with signals which will improve safety and operational performance.

Operatives are likely to use the facility 2 or 3 times a month for familiarisation and testing and generally will use it for relatively short periods of time – maybe up to 90 minutes a time. Often it will be a single person entering but occasionally there will also be a supervisor and maybe a third person so the design should consider space for up to 3 or 4 persons at a time.

Network Rail standard NR/L2/SIG/10027/F02: Surveillance of Signal Engineering Faulting and Maintenance Activities should be considered for the training requirements of the specialists.

Structure

The structure needs to be a stand-alone unit that can be placed at a specific location at a Network Rail depot or operational site. The unit needs to be strong, robust and able to be relocated should Network Rail wish to move the unit over time. The unit can be a strong shed, converted shipping container or something similar. The unit must have a reasonable finish both inside and out including the flooring and it will need to be watertight. It must have an access facility such as a door which must be able to be securely locked when not in use. There is no need necessarily for windows, but they could be considered, however there should be sufficient lighting provided so users can use the unit in a safe environment and work in a comfortable manner. Air vents should be included to enable suitable ventilation. There is no need for heating units to be included although again they could be considered.

Electricity connections with existing Network Rail infrastructure will be provided but the structure will need power connection and suitable wiring, switches sockets etc. embedded within the structure fabric. The electricity connection needs to be safe and suitable for an external location.

Maintenance of the structure should be minimal although the unit should be suitable for use for between 5-10 years.

Fit Out

The unit is to be fitted out with signal equipment provided by the supplier. Hence the supplier should be familiar with the standard type of signalling equipment used on Network Rail track infrastructure. Obviously, the range of signalling equipment is quite wide and so Network Rail would like the supplier to propose a series of design options for Network Rail to consider and select what exactly they would like to see included within the unit.

No software is required for this equipment which can be described as mechanical.

There is no need to include furniture such as a desk or seat to be included in the fit out but there should be sufficient space available should Network Rail wish to add them.

Utilities

As stated, an electrical connection point is required to be included in the design. There is no requirement for natural gas or water.

On-Going Maintenance

Other than during the given warranty where the supplier would be required to make good any defects or omissions, the on-going maintenance including the fit out equipment will be undertaken by Network Rail.

Other Items

There may be the need for some signage such as “Property of Network Rail” and maybe a safety sign for the electric connection. This can be discussed during design clarification.

Delivery

The supplier will be responsible for the delivery and lift of the unit to the specific allocated site on Network Rail’s premises.

Total value (estimated)

- £100,000 excluding VAT
- £120,000 including VAT

Below the relevant threshold

Contract dates (estimated)

- 2 March 2026 to 27 March 2026
- 26 days

Main procurement category

Goods

CPV classifications

- 34632200 - Electrical signalling equipment for railways

Engagement

Engagement deadline

19 January 2026

Engagement process description

Please see attached document.

Participation

Particular suitability

- Small and medium-sized enterprises (SME)
- Voluntary, community and social enterprises (VCSE)

Submission

Publication date of tender notice (estimated)

20 January 2026

Procedure

Special regime

Utilities

Contracting authority

NETWORK RAIL INFRASTRUCTURE LIMITED

- Public Procurement Organisation Number: PNZN-9524-VCQJ

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Organisation type: Public authority - central government