

**Commentary for Standard:**

# ESD-32-01 Signalling Rolling Stock Interface

## ESD-32-01C

### 1 Acknowledgment

ARTC Signal Engineers are required to sign a briefing form to acknowledge they have read this commentary and they understand the implications the standard has on their duties.

### 2 Operable Dates

#### 2.1 Operable Date

The Operable Date is 15 August 2017.

#### 2.2 Design Operable Date and Retrospective Requirements

The Operable Date is 15 August 2017.

### 3 Briefing Process

The Signals Standards Engineer will brief the following staff:

- ARTC Signals Project Engineers
- ARTC Signal Maintenance Engineers
- Corridor Managers

The briefing is to be carried out via a team briefing. This commentary shall be printed and distributed to all staff attending the briefing. Attendees must sign to acknowledge that they have read this commentary, received a briefing and that they understand the new work instruction.

Feedback shall be provided to Management demonstrating the completion and implementation of the briefing. Records shall be kept of all staff signing acknowledgement of the commentary and briefing. This information shall be available for quality auditing.

### 4 Outline of Standard

The ESD-32-01 standard defines the signalling infrastructure compatibility requirements for rolling stock to be operated on the Australian Rail Track Corporation rail network. This includes plant and equipment and road-rail vehicles. The requirements reflect the interfaces between rolling stock and the signalling infrastructure, the standard addresses the issues of train detection by track

circuits, dynamics and signal spacing and indications and also the interfaces to the track and the electrical traction supply system which relate to the operating of the signalling system.

## **5 Key Changes/Updates to Standard**

### **5.1 All Jurisdictions**

ESD-32-01 has been updated; the following are the key changes to the standard;

All testing instruments will be calibrated and will require certificates of calibration.

Road/Rail vehicles shall not operate track circuits unless the vehicles have proven reliability of track circuit shunting.

An ARTC objective is to update the weighted mean of the driver's eye height above rail so that the top red indication on a main signal is at the driver's eye height.

The standard now includes that there may also be 415V AC mains included in the signalling infrastructure.

The braking tables have had the signalling design allowance of 15% removed; trains operating on the ARTC network shall comply with the braking tables included in this standard.

## **6 Forms**

### **6.1 Superseded Forms**

There are no superseded forms.

### **6.2 New Forms**

There are no new forms.

## **7 Special Tool Requirements**

### **7.1 Hardware**

There are no new special tool requirements.

### **7.2 Software**

N/A

## **8 Changed Management Systems**

### **8.1 Ellipse**

There are no changes to the Ellipse system.

### **8.2 Reports**

There are no new reports

### **8.3 WHS**


There are no WHS impacts for the new standard.

## **9 Exemptions and Exclusions**

Nil.

## 10 Implementation Review

Standards shall conduct a review within twelve months of implementation date as to completion of the implementation processes detailed in this Commentary.

Approved By:		John Furness Manager Standards	Date: <i>11</i> / <i>7</i> / 2017
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**Toolbox Briefing - Record of Briefing**

The following hereby confirm attendance at a Toolbox Briefing for Signalling. This also confirms that they understand the requirements that have been briefed.

**Work group:** ..... **Organisation:** .....

**Location:** ..... **Date:** .....

**Issues addressed:** .....  
.....  
.....  
.....  
.....

**Briefing performed by:**

**Name (print):** ..... **Position:** ..... **Signature:** .....

Name (print)	Position (print)	Signature

The person performing the Toolbox Briefing is required to keep this record for proof in future audits. The completion of the Toolbox Briefing is to be reported to the next higher manager. The corridor manager is required to report via email to Standards that the Briefing has been completed.

The person responsible for the Briefing is to ensure that all persons in the team including those unable to attend this Briefing have completed a Briefing.