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		Refer to Reference Number	H Olsen	M Owens	Refer to minutes of meeting 12/08/04

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About This Standard

This Principle addresses the type of and provision of commonly used Notice Boards at strategic locations for safeworking and advisory purposes.

Document History

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List of Amendments –

ISSUE	DATE	CLAUSE	DESCRIPTION
1.1	01/09/2004		<ul style="list-style-type: none">▪ Reformatting to ARTC Standard
1.2	14/03/2005	Disclaimer	<ul style="list-style-type: none">▪ Minor editorial change▪ Footer reformatted

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6 Notice Boards

6.1 Principle No. 6.1 - Types And Provision Of Notice Boards

6.1.1 Introduction

This Principle addresses the type of and provision of commonly used Notice Boards at strategic locations for safeworking and advisory purposes.

6.1.2 Types of Notice Boards

Notice Boards may be categorised into two types.

6.1.2.1 Category 1 Safeworking

Those which provide mandatory instructions to the driver of a train in lieu of fixed or hand signals to effectively limit or control the movement of a train or locomotive for safeworking purposes.

6.1.2.2 Category 2 Supplementary

Those which provide information to the driver of a train in an advisory or reminder capacity only. These may be located beneath a safeworking notice board. Refer to figure 1.

6.1.3 Provision of Notice Boards

Notice Boards in Category 1 will normally be provided as shown on the signalling arrangements plan and in accordance with the rules and regulations and having regard to the traffic and operational needs at a particular location.

Notice Boards in Category 2 will normally be provided as and when needed or if special or unusual circumstances apply. They may additionally stipulate particular procedures which must be carried out.

Care shall be exercised to ensure that Notice Boards are only provided where necessary and that they conform to the laid down standards.

Any special notice board requirements shall be specially approved.

.2 Principle No. 6.2 - Safeworking Notice Boards

6.2.1 Introduction

This Principle addresses the requirements for the provision of various types of mandatory notice boards for safeworking purposes and in accordance with NWT 318. These are grouped on the basis of their functional application.

6.2.2 Style of Safeworking Notice Boards

These shall be rectangular and show white lettering and numbering against a red background. Notice boards shall be readable at night.

6.2.3 Provision of Stop Notice Boards

6.2.3.1 Stop - Unqualified

It is necessary to limit the distance over which a slow speed signalled movement can be made without the need to provide further fixed signals then an unqualified STOP notice board shall be provided. Refer to figure 1.

6.2.3.2 Stop - Press Button for Level Crossing Lights

If a train movement is to take place at a level crossing on a line for which no level crossing approach initiation controls are provided then a qualified STOP notice board shall be provided specifying the method for initiating the level crossing protection. Refer to figure 2.

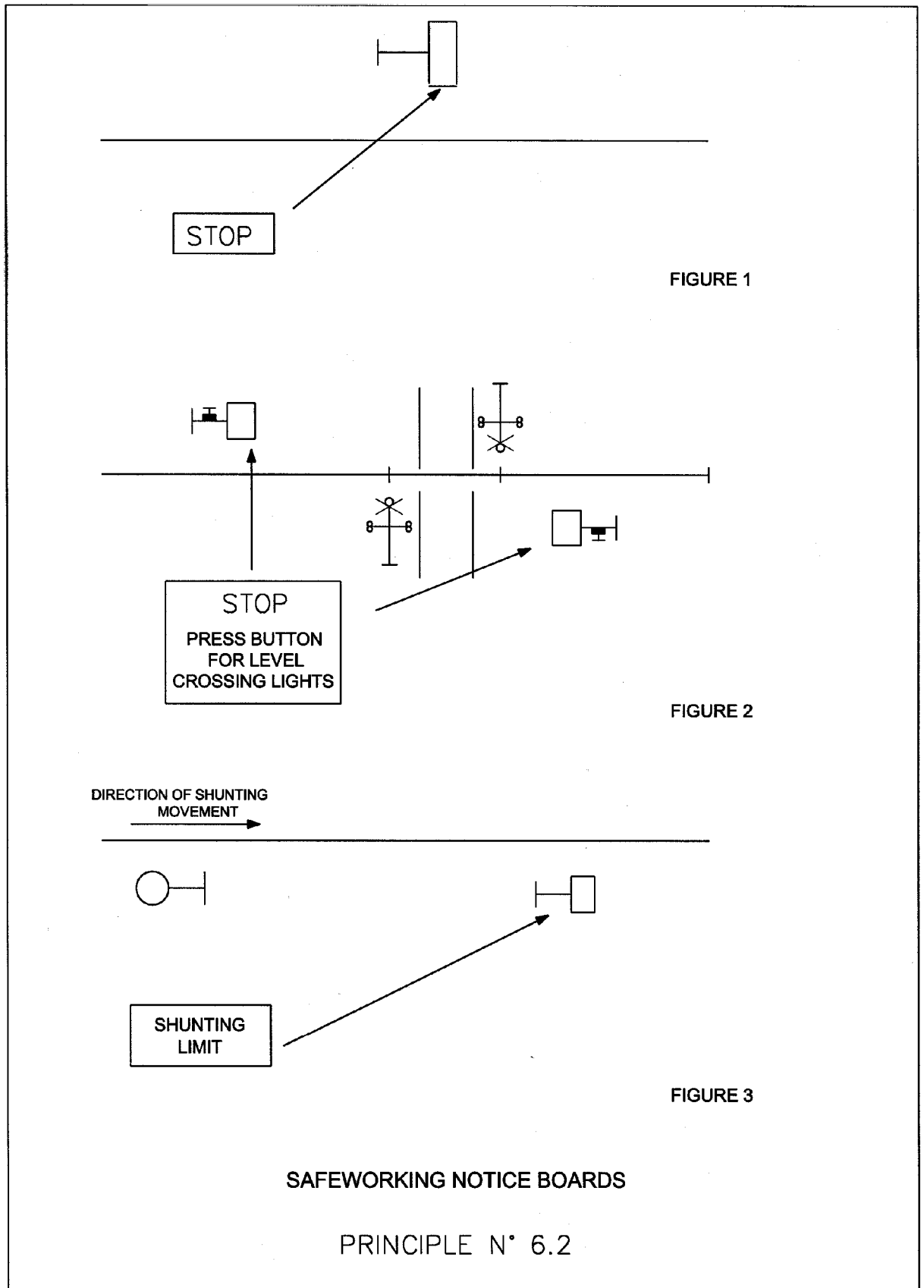
6.2.4 Provision of Shunting Notice Boards

6.2.4.1 Shunting Limit - Unqualified

If wrong direction shunting movements are authorised on a line but are not limited by a fixed signal and there is no doubt as to which line a notice board would apply at the point where shunting movements must cease, then an unqualified SHUNTING LIMIT notice board shall be provided. Refer to figure 3.

6.2.4.2 Shunting Limit - Qualified

If wrong direction shunting movements are authorised on a line but are not limited by a fixed signal and there may be doubt as to which line a notice board would apply at the point where shunting movements must cease, then a qualified SHUNTING LIMIT notice board shall be provided specifying the line to which it applies. Refer to figure 4.



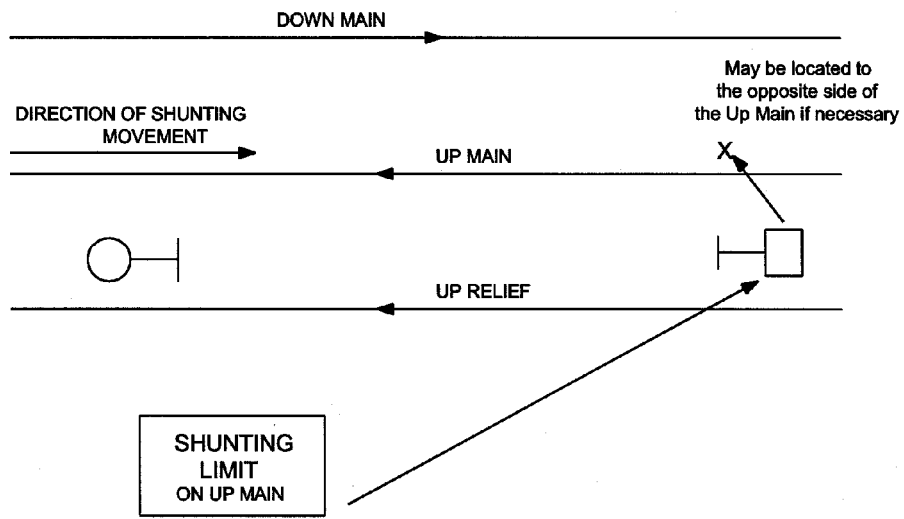


FIGURE 4

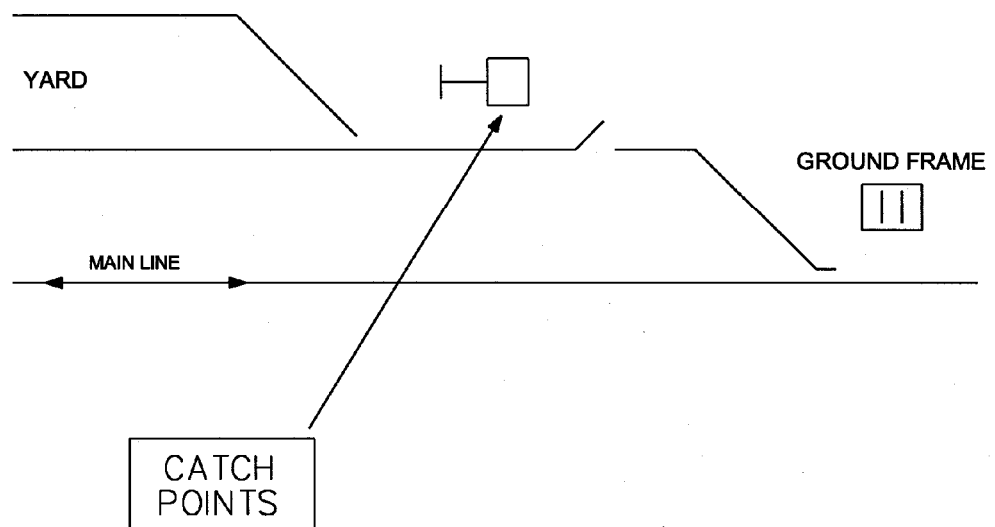


FIGURE 5

SAFEWORKING NOTICE BOARDS

PRINCIPLE N° 6.2

6.2.5 Provision of Points Notice Boards

6.2.5.1 Catch Points

A **CATCH POINTS** notice board shall be provided to protect a set of catch points which is not protected by a fixed signal, where regular train movements are made towards the catch points.

The form of the notice board shall be as shown in Figure 5A. The board shall be white on red background, and the board shall be located immediately in front of the catchpoints.

A **CATCH POINTS AHEAD** notice board shall be provided in the following circumstances:

- Where a signal protecting a set of catch points has been involved in

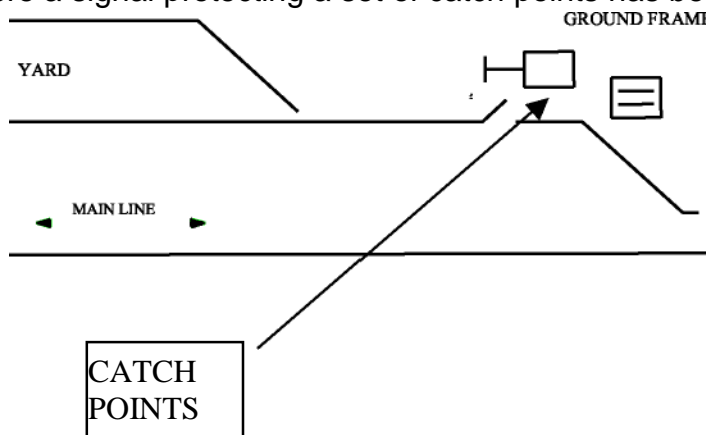


FIGURE 5A

multiple SPAD incidents, and where no SPAD risk mitigation measures such as timed intermediate train stops have been installed

- Where a signal protects a set of catch points which have been identified as presenting a high risk to a derailing train.

The form of the notice board shall be as shown in Figure 5B and shall be white on black background. The notice board shall be located 25 to 50 metres on the approach side of the signal protecting the catch points

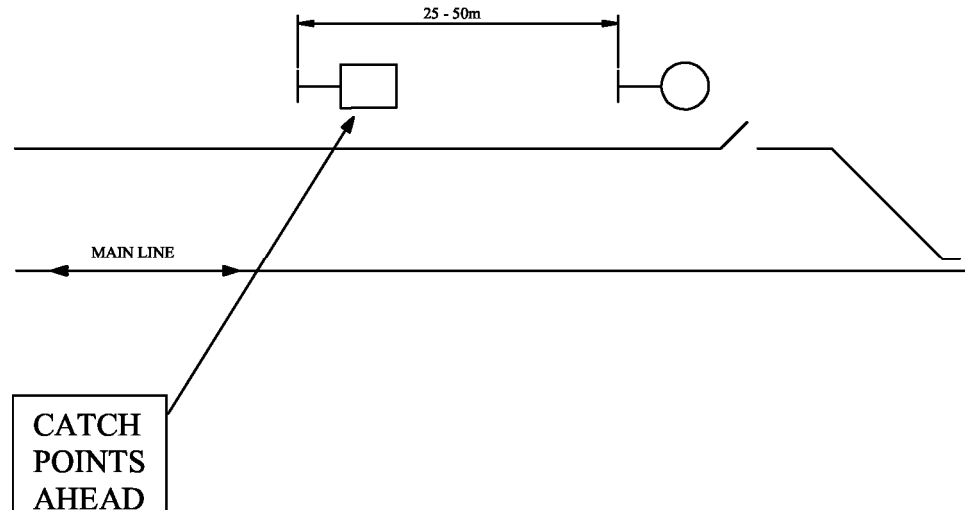


FIGURE 5B

6.2.6 Provision of Derail Notice Boards

If a derailer is provided which is not protected by a fixed signal and regular movements are made towards the derailer, then it shall be protected with a DERAILED notice board. Refer to figure 6.

6.2.7 Provision of End Signalled Authority Boards

Instead of a STOP board at the end of a signalled area, an “END SIGNALLED AUTHORITY” board may be installed at the end of a shunt signal route exiting an interlocked area into a noninterlocked area where it will not be necessary for the train to come to stand at the board if the driver can be otherwise authorised to proceed, it being safe to do so. The END SIGNALLED AUTHORITY board is inscribed “End Signalled Authority – do not proceed unless authorised”. Refer to figure 7.

6.2.8 Provision of Signal Notice Boards

Where accept or outer signals protect a wrong direction shunting movement or other risk, then a “THIS SIGNAL MUST NOT BE PASSED AT STOP WITHOUT THE AUTHORITY OF THE SIGNALLER” notice board shall be provided on the signal post.

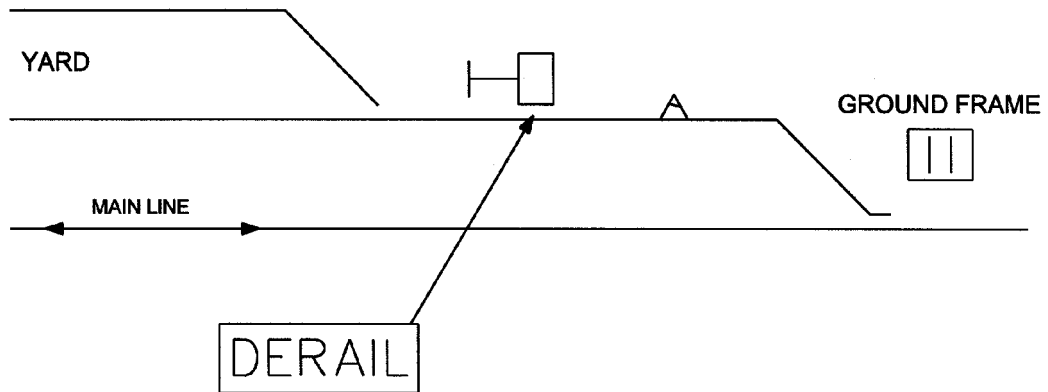
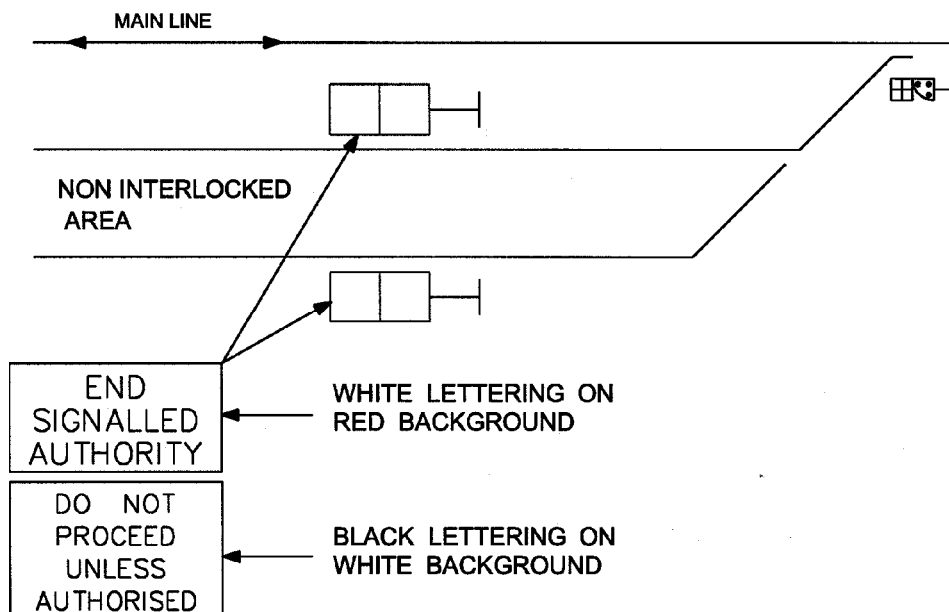


FIGURE 6



N.B. SIGNALLED MOVEMENTS INTO THE NON_INTERLOCKED AREA ARE SUBJECT TO YARDMASTER OR SHUNTER AUTHORISATION.

FIGURE 7

SAFEWORKING NOTICE BOARDS

PRINCIPLE N° 6.2

6.3 Principle No. 6.3 - Supplementary Notice Boards

6.3.1 Introduction

This Principle addresses the requirements for the provision of various types of supplementary notice boards for advisory purposes. These are grouped on the basis of their functional application.

6.3.2 Style of Supplementary Notice Boards

These shall be rectangular and show white lettering and numbering against a black background except where indicated otherwise.

It shall be possible to read the notice board at night.

6.3.3 Provision of Tonnage Signal Notice Boards

At certain locations where trains over a particular weight may have difficulty in restarting if brought to a stand at a signal ahead a TONNAGE SIGNAL notice board shall be provided on a signal in rear advising the driver to wait for a full clear indication before proceeding. Refer to figure 1.

6.3.4 Provision of Starting Signal Notice Boards

Starting signal notice boards give authority to pass a starting signal at stop on instruction from the signaller.

6.3.5 Provision of Slip Notice Boards

In areas that are prone to land slippage a SLIP AREA notice board shall be provided on the controlled running signals leading into the area. Refer to figure 2

6.3.6 Provision of Single Light Indication Notice Boards

If the type of signalling on a running line changes to or from single light then notice boards advising drivers of the change shall be provided at the first single light signal reading into the single light indication territory and at the last single light signal reading out of it.

Refer to figure 3.

6.3.7 Special Situations

In these circumstances the arrangement of and wording to be shown on the notice board shall be specially approved.

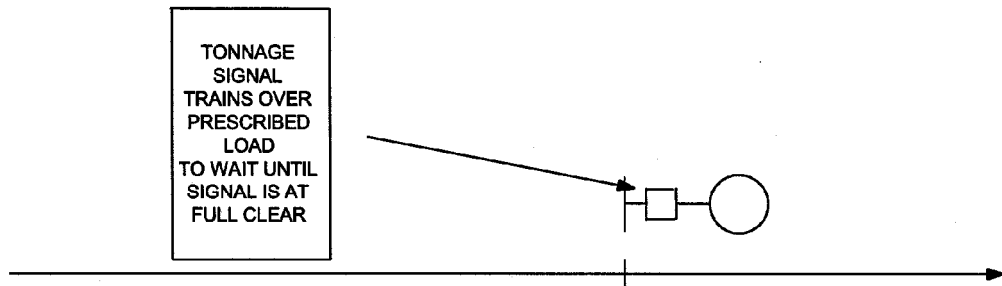


FIGURE 1

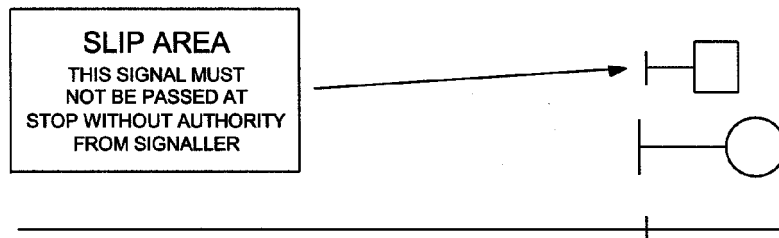


FIGURE 2

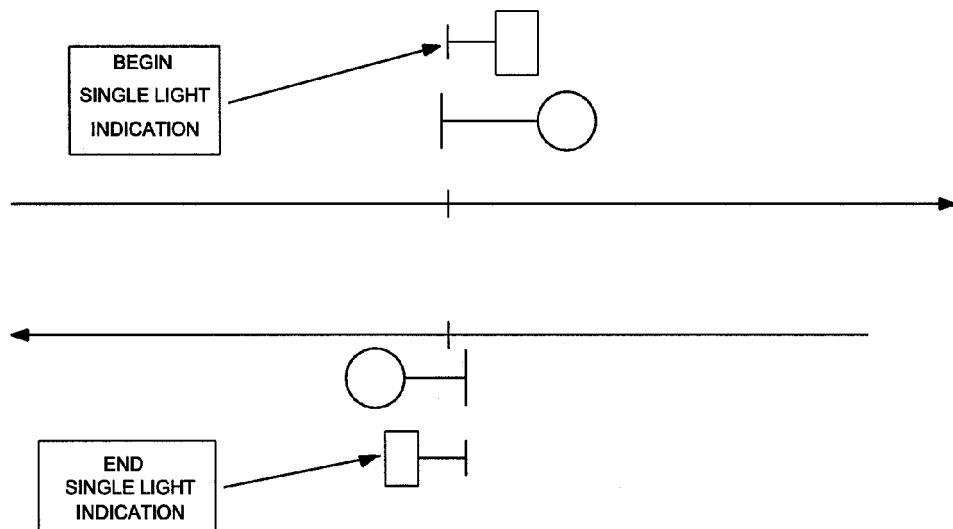


FIGURE 3

SAFEWORKING NOTICE BOARDS

PRINCIPLE N° 6.3

6.4 Principle No. 6.4 - Type And Provision Of Clearance Posts

6.4.1 Introduction

This Principle addresses the type of and provision of clearance posts at locations where trains have to be brought to a stand clear of other movements.

6.4.2 Type of Clearance Posts

Clearance posts shall be white and stand 200mm above top of rail level. They shall be illuminated during darkness by a white light as necessary. Alternatively, in certain locations, white reflectorised vertical clearance boards 600mm high are provided.

6.4.3 Provision of Clearance Posts

Clearance posts shall be provided at crossing loops and at converging junctions in the absence of fixed signals to indicate to a driver the point at which a train may be safely brought to rest clear of any other movement at the convergence of the tracks.