



AUSTRALIAN RAIL TRACK CORPORATION LTD

This document has been adopted by the ARTC with the permission of the NSW Government and will continue to apply under the authority of the ARTC General Manager Infrastructure, Strategy & Performance until further notice

Discipline
Engineering Standard – NSW

Category
Signalling

Title
Time Releases

Reference Number
SDS 09 – (RIC Standard: SC 00 13 01 09 SP)

Document Control

Status	Date	Prepared	Reviewed	Endorsed	Approved
Issue 1 Revision 2	Mar 05	Standards and Systems	Standards Engineer	GM Infrastructure Strategy & Performance	Safety Committee
		Refer to Reference Number	H Olsen	M Owens	Refer to minutes of meeting 12/08/04

DISCLAIMER

Australian Rail Track Corporation has used its best endeavors to ensure that the content, layout and text of this document is accurate, complete and suitable for its stated purpose. It makes no warranties, express or implied, that compliance with the contents of this document shall be sufficient to ensure safe systems of work or operation. Australian Rail Track Corporation will not be liable to pay compensation in respect of the content or subsequent use of this document for any other purpose than its stated purpose or for any purpose other than that for which it was prepared except where it can be shown to have acted in bad faith or there has been willful default.

DOCUMENT APPROVAL

The technical content of this document has been approved by the relevant ARTC engineering authority and has also been endorsed by the ARTC Safety Committee.

DOCUMENT SUPPLY and CONTROL

The Primary Version of this document is the electronic version that is available and accessible on the Australian Rail Track Corporation Internet and Intranet website.

It is the document user's sole responsibility to ensure that copies are checked for currency against the Primary Version prior to its use.

COPYRIGHT

The information in this document is Copyright protected. Apart from the reproduction without alteration of this document for personal use, non-profit purposes or for any fair dealing as permitted under the Copyright Act 1968, no part of this document may be reproduced, altered, stored or transmitted by any person without the prior written consent of ARTC.

About This Standard

This Principle addresses the requirements for the provision of time releases for various signalling functions and discusses the methods of determining time release expiry periods. It is intended to be read in conjunction with other Principles which specifically reference time releases.

SUPERSEDED

Document History

Primary Source – RIC Standard SC 00 13 01 09 SP Version 3.0

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 changeFooter reformatted
	13/08/2010	ALL	Superseded by ESD-05-01

Contents

9 Time Releases	6
9.1 Principle No. 9.1 - Time Releases	6
9.1.1 Introduction	6
9.1.2 Time Releasing of Approach Locking	6
9.1.3 Time Releasing of Route Holding	6
9.1.4 Time Releasing of Conditional Aspects	6
9.1.5 Time Releasing of Intermediate Trainstops	7

SUPERSEDED

9 Time Releases

9.1 Principle No. 9.1 - Time Releases

9.1.1 Introduction

This Principle addresses the requirements for the provision of time releases for various signalling functions and discusses the methods of determining time release expiry periods. It is intended to be read in conjunction with other Principles which specifically reference time releases.

9.1.2 Time Releasing of Approach Locking

The standard time releases for approach locking are 120 seconds for running and subsidiary signals and 60 seconds for ground shunt signals. Where the subsidiary signal has a separate approach lock to the main signal than the time release for the approach locking on the subsidiary signal may be 60 seconds.

In nominated freight yards, ground shunt signals may have time releases of 30 seconds.

Other times may apply at specific locations and consideration shall be given to the distance between signals when determining the time release period. As this distance increases it is necessary to increase the approach locking time release period to reasonably ensure the train has come to a stand.

9.1.3 Time Releasing of Route Holding

This shall be determined by calculating the time taken for a train running at a consistent speed to pass over the timing track circuit. If the timing track circuit is 200m or less then this speed shall be taken as 15 kph. If the length of the timing track circuit is greater than 200m then this speed shall be taken as 25 kph. The time calculated by this method shall then be rounded up to the next 15 seconds.

Where the stop signal ahead is situated some longer distance back from the potential fouling point then consideration may be given to a commensurate increase in the average speed used for calculating the time release period.

This calculated time shall be shown in the Control Tables.

9.1.4 Time Releasing of Conditional Aspects

If the overlap is limited to 100m then this shall be determined by calculating the time taken for a train running at a consistent train speed to pass over the timing track circuit.

This speed shall be taken as 35 kph

For zero overlaps a timing speed of 15 kph is to be applied.

For other lengths the timing speed shall be that speed for which the overlap is trip

braking distance. This calculated time shall be shown in the Control Tables.

SUPERSEDED

9.1.5 Time Releasing of Intermediate Trainstops

The timing speed approaching the intermediate trainstop shall be that speed for which the overlap is trip braking distance.

For zero overlaps a timing speed of 15 kph. is to be applied.

Where a series of intermediate trainstops are provided leading up to an obstruction such as the end of a tunnel then progressively reduced timing speeds are to be applied.

The time determined shall be shown in the Control Tables.

In tunnel areas, acceleration from the timing points to the train stop shall be considered in determining the overlap distance.