

DOCUMENT: SDS 14 Points

VERSION: 1.3

Note: Issues registers should be checked regularly. When applying the content of a document, users should consider the items in the corresponding register and whether they are appropriate for the given circumstance.

To report an issue or for more information, please email [standards@artc.com.au](mailto:standards@artc.com.au).

RELATED DOCUMENTS (This includes a list of Waivers, Engineering Instructions or Technical Notes that have been issued which relate to the standard.)

Reference	Document Name	Document Type	Date Issued	Status	Comments
1		Other		Current	
2					
3					

### CURRENT ISSUES

Reference	Issue Description	Date Reported	Reported By	Action Required	Action By	Proposed Resolution	Comments/Action Taken to Date	Final Resolution	Status
1	14.6.3 Emergency Switch Machine Lock (ESML) / Emergency Operations Lock (EOL) Location "However further consideration shall be given to the distance between the location of the ESML or EOL and the set of points to which it applies. This is to ensure that if an employee authorised to use a crank handle or EOL key(s) removes it from an ESML or EOL then there is sufficient time for a train which has passed the replaced signal protecting the points to arrive at the points before an employee authorised to use the crank handle arrives at the points, thus minimising the possibility of the train running through open or wrongly positioned points." There is no definitive guidance as to acceptable or minimum distances.	01/07/2012	J Gifford	Investigate	Standards	Review the time for movement of the authorised person and distances of train travel.	Review of the authorised person movement is at 2 or 3 kph. This is 33m in 1 minute at 2kph.  Train speeds are generally 60kph and above. This is 1 km in 1 minute at 60 kph.	<b>Guideline for placement of EOL boxes.</b> A. Where the points are less than 500 metres from the signal the minimum distance of the EOL from the nearest point end is 25 metres. Where the points are greater than 500 metres from the signal the minimum distance of the EOL from the nearest point end is 30 metres.  B. Where this is a crossover the EOL should be positioned at approximately the midpoint between the ends allowing for the above minimums.  C. The location of the EOL should	Completed
2	14.6.4 requirement for points track circuit included in Isolating Relay circuit	02/05/2014	J Gifford	Minor Review	Standards	Where the track circuit or axle counter is directly input to the Microlok or other CBI, the track circuit function may be included in the CBI data expressions for the IR and not as a local relay contact in the IR to achieve the dead locking requirement.	See also typical circuits in SDS25 page 85 of 325.	The local points track deadlocking function in the points isolating relay may be satisfied by CBI data expressions driving the IR when the track circuits, axle counters or other train detection devices are directly input to the CBI.	Completed
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