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**Discipline**  
**Engineering Standard – NSW**

**Category**  
**Signalling**

**Title**  
**Measurement of Distances on Signalling Plans**

**Reference Number**  
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**Document Control**

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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 method of measuring distances on signalling plans referenced throughout these Principles and with regard to the descriptions and definitions currently accepted and in use.

Superseded

## Document History

Primary Source – RIC Standard SC 00 13 01 22 SP Version 1.1

### List of Amendments –

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

Superseded

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Superseded

## 22. Measurement of Distances on Signalling Plans

### 22.1 Introduction

This principle addresses the requirements for labelling distances on signalling plans, and specifically in train order areas.

### 22.2 Purpose

Traditionally, kilometerage posts marked on signalling plans are utilised to locate the position of signalling equipment.

With the implementation of the GPS system and its reliance in Train Order territory to locate trains, short or long kilometres have been identified at some locations.

The Train Order computer used in Train Order working requires consistent kilometerage measurements as reference points for determining authorities.

These guidelines set out the requirements for measuring distances on signalling plans.

### 22.3 Requirements - General

All signalling equipment, but in particular, yard limit boards and shunting limit boards in Train Order areas shall be measured from the nearest Sydney end kilometre or half kilometerage posts.

### 22.4 Requirements - Loop Length

Loop lengths shall be an absolute length and shall not be measured using kilometerage posts.

When measuring loop lengths the published standing room shall be the distance between starting, home starting signals or clearance posts at either end of the loop, less 15 metres for sighting.

### 22.5 Drivers Diagrams

Kilometrage on driver's diagrams for Train Order areas shall be field checked with the COC of the signalling plans and updated before being published in the weekly notice.

Other areas should update kilometrages in the normal certification and updating process.

## 22.6 Field Engineers

It is the responsibility of the field engineers to inform the Principal Design Engineer, Signals when distances between kilometrages posts on signalling plans are found to be substantially (>10%) different to the measured distances.

On signalling plans where it is known that the kilometrages posts are inconsistent with the actual measurements, it shall be highlighted.

## 22.7 Measurements

All measurements must be taken along the Down Rail of the Main Line and distances read across to the item being measured.