



AUSTRALIAN RAIL TRACK CORPORATION LTD

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Discipline
Engineering Standard – NSW

Category
Signalling

Title
Apparatus Seldom Used

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SMP 07 – (RIC Standard: SC 00 52 00 07 SI)

Document Control

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About This Standard

This Standard defines the procedures and actions to be taken with regards to signalling apparatus that is seldom used.

Document History

Primary Source – RIC Standard SC 00 52 00 07 SI Version 2.0

List of Amendments –

ISSUE	DATE	CLAUSE	DESCRIPTION
1.1	01/09/2004		▪ Reformatting to ARTC Standard
1.2	14/03/2005	Disclaimer	Minor editorial change

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1 General

Signalling apparatus which is not used very often or never used owing to a change in traffic conditions shall be maintained as if it were in regular use, unless special instructions are issued to the contrary by the ARTC General Manager ISP or nominated Signalling representative.

1.1 Closed Signalboxes

Where signalling equipment is worked from a signal box which only opens occasionally, the apparatus shall be specially overhauled upon notice being given that the box is to be brought into use.

1.2 Cross Overs - Seldom Used

At certain nominated places, crossovers, which are seldom used, shall be booked out of order, electrically or mechanically disconnected, and clipped, XL locked and spiked in the normal position and the signals, reading through the points reverse, shall be disconnected.

Before a train is allowed to pass over the crossover the signalling maintainer shall be present to insert the relevant fuses to permit operation of the points as requested.

The signals reading through the points reverse shall not be re-connected until adequate shunting of the track is established.

Where the points are being operated manually all signals reading over them shall be disconnected and booked out of use.

Such crossovers are listed at the Signal Box concerned.

1.3 Crossovers - for Out of Course Working

Some crossovers are provided for out-of-course working. To ensure their readiness and to maintain reliable operation of the track circuit over the points reverse, sufficient trains shall be timetabled through the crossover to clean the rail surfaces. Signal maintainers shall check that the rail surfaces on these crossovers are effectively kept clean enough to maintain train shunt of the points track circuits involved.

1.4 Emergency Crossovers operated by adjacent ground frames.

Each end of Emergency Crossovers operated by ground frames shall be kept clipped and XL locked in the normal position.

Signal maintainers are to examine the points each rostered maintenance visit, checking among others things that:-

- the releasing arrangements are locked,
- there is no damage to any of the equipment or rodding,
- the point clips and XL locks are securely fitted,
- the points F.P.L.'s are securely plunged,
- the switch is securely against the stock rail,
- the detection is in its proper position,
- there is no evidence of excessive movement or wear of the channel iron route
- there is no evidence of excessive movement or wear of the per-way at the points
- parallel bonds, including the hypalon insulation, the termination to rail and the clips holding the bonds or conduit to sleepers are all in good condition and secure. Where parallel bonds are not visible over their entire length, the continuity of the bonds is to be tested using a suitable tong ammeter.

Signal maintainers are to have the clips and XL locks removed by a Train Control employee, examine the points under operation, and test the facing point lock and detector at the intervals prescribed in SMP 17 or the approved Technical Maintenance Plan (TMP) or Tailored Technical Maintenance Plan (TTMP).