



AUSTRALIAN RAIL TRACK CORPORATION LTD

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Discipline
Engineering Standard – NSW

Category
Signalling

Title
Location of Trackside Equipment

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SMP 15 – (RIC Standard: SC 00 52 00 15 SI)

Document Control

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About This Standard

This Standard defines the signalling procedures to be implemented for the location of trackside equipment.

Document History

Primary Source – RIC Standard SC 00 52 00 15 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 shall not be located so that it fouls the structure gauge unless special dispensation is given by the ARTC General Manager ISP or nominated Signalling representative. Signalling infrastructure is to be installed to the approved specification, details of which are shown in SCP 15 Installation of Trackside Equipment.

1.1 Authorisation

When equipment which is situated within the structure gauge is moved or renewed, authorisation shall be obtained from ARTC GM ISP or nominated Signalling representative. In some cases it may be necessary to obtain approved design documentation before the work is carried out.

1.2 Inspection

Suitably accredited signalling maintainers involved in the maintenance of signalling equipment shall keep a look out for and report such things as stay wires, mechanical signalling equipment and especially ground signals which become foul of the structure gauge.

Branches of trees and bushes shall be kept clear of signal and communications line wires, and shall not obstruct the sighting of signals. If such obstructions come to the notice of signalling maintainers they shall be reported to the Signal Engineer and arrangements made for the removal of the obstruction as soon as possible.

1.3 Line Poles

Line poles or lead in poles shall be in general located in a position where any collapse of the pole route or a line pole will not obstruct the track.

1.4 Locations

When siting signalling relay locations, enclosures and buildings care is to be taken to ensure that they are placed away from the track to minimise the risk of damage or destruction in the event of derailment.

In particular, locations etc must not be positioned where the throw off from a catchpoint or derail will direct a derailed vehicle toward the location or be placed close to the ends of sidings where a shunting error may lead to over run.

In yards, locations should be positioned well clear of non-interlocked points.

Care should also be taken when positioning locations near service or access roads. Preferably, no part of a location, enclosure or building should be within 1.5 metres of the edge of a service or access road. If closer placement cannot be avoided, the location must be protected with collision posts, barriers or similar.

At level crossings, the location should be placed clear of the immediate vicinity of the crossing and close to the ARTC boundary and, where practical, at least 10 metres from the edge of the roadway. It should also be positioned to cause the least obstruction to a road vehicle driver's sight of approaching trains.