



AUSTRALIAN RAIL TRACK CORPORATION LTD

# Level Crossings & Low Clearance Vehicles

## Applicability

ARTC Network Wide	✓	Western Jurisdiction		New South Wales		Victoria	
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Audience	Main Points	Change History
Corridor/Delivery Managers Team Managers/Maintenance Supervisors/Area Coordinators Work Group Leaders Project/Delivery Engineers Engineering Compliance Managers	Low, long vehicles may have difficulty negotiating private level crossings  Don't lift track without lifting road approaches as well	Previously Civil Eng Instruction A0214 (RIC CTN 02/14)  Renumbered from ETI-03-03 06 Aug 2008

In a recent incident, the rear overhang of a low loader traversing a private level crossing caught the rail and pulled it out of alignment. The incident was reported and the track protected before the next train arrived.

This incident highlights the need to ensure the road approach design is adequate for the safe entry and exit of all vehicles using a level crossing. A photo of the subject level crossing is attached.

The incident has also prompted a review of the road configuration requirements specified in the ARTC's Level Crossing Design and Configuration Standards to establish appropriate road grading standards.

The question arises, however, of the probability of such an event. In most cases low loaders will never use private level crossings and it would be impractical to provide the appropriate level crossing configuration at every private level crossing. It may be more appropriate to use a risk management approach rather than requiring expensive, and largely unnecessary, improvements.

Pending the outcome of the review, field staff are asked to consider the likelihood of such an event at private level crossings and ensure, when doing track repair work at any level crossing which would affect the level of the approach road, that the road is raised at the same time.

<b>Issued by</b>	<b>Date</b>
John Furness, Manager Standards	06 Aug 2008



This Level Crossing was, quite reasonably, assessed as being level