

Passive Level Crossing Sign Assemblies

ETI-16-04

Applicability

ARTC Network Wide SMS

Publication Requirement

Internal / External

Document Status

Version #	Date Reviewed	Prepared by	Reviewed by	Endorsed	Approved
1.1	06 March 2017	Standards	Stakeholders	Manager Standards	A/General Manager Technical Standards 11/04/2017

Amendment Record

Amendment Version #	Date Reviewed	Clause	Description of Amendment
1.0	10 September 2010		First issue
1.1	06 March 2017	All	Rebranded;
		All	AS1742.7 has been updated and no longer allows the use of R6-24 and W7-2-1 for new or upgraded crossings. This is an update to reflect the changes in AS1742.7.

Introduction

This Instruction is to clarify that it is not necessary to use the signs W7-2-2 when there is only a single track as detailed in the following diagrams.

Diagrams showing “Stop signs” - same applies for “Give Way” signs

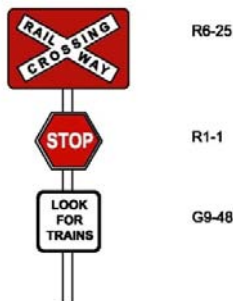


Diagram 1 – Passive Level crossing – single tracks
(Sign W7-2-2 not required)

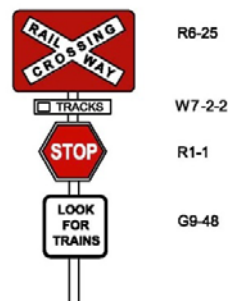


Diagram 2 – Passive Level crossing, multiple tracks
(Sign W7-2-2 required with number of tracks on it)

Existing crossings

Not having the W7-2-2 at passive crossings is not in itself seen as a safety issue. It is more a maintenance issue, as an unnecessary sign has to be maintained.

So the priority for the removal of superfluous signs is considered to be a Corridor matter.

Any new signs should be as outlined above.

The continued use of R6-24 and W7-2-1 signs on existing crossings that have not been upgraded is permissible although replacement with the signage as above should be encouraged where existing signage is life expired or damaged.

Crossings where a new vehicle type has been introduced (from 2016 onwards) should have the signage upgraded to the above.