



Track Centres for New Construction Works

Applicability

ARTC Network Wide		Western Jurisdiction		New South Wales	✓	Victoria	
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Audience	Main Points	Change History
Corridor/Delivery Managers Team Managers Work Group Leaders Engineering Compliance Managers Alliance Partners		Previously Technical Instruction 2006-04 (FileCM ref 08-08-11-033)

This instruction applies to:

**Engineering Standard – NSW
BDS12 Structure Gauge 1994
Section 5 – Track Centres**

In order to:

- Accommodate the long term future use of wider rolling stock of higher capacity across the ARTC network.
- Accommodate the long term future use of rolling stock carrying double stack container traffic to NCoP rollingstock plate F.

This instruction only applies in the following areas:

- All tracks in the ARTC NSW lease, including the Hunter Valley.
- Werris Creek to Narrabri Junction.

Minimum track centres for new construction works shall be 4500 mm between fouling points, widened as shown in the table below, to accommodate vehicle throws and the effects of differences in track cross levels.

Curve Radius metres	Widening required mm
200 - >300	600
300 - >500	400
500 - >1000	250
1000 - >1300	150
1300 – Straight track	0

These track centres shall apply for new works as follows:

- Main line to main line.
- On new loops and loop extensions, main line to crossing loop.
- Main line to refuge loop.
- Siding to siding (non-examination).

Issued by	Date
John Cowie, Manager Standards	08 May 2007

At locations where loop extensions or passing lane works incorporating existing loops are to be carried out where the existing track centres are less than 3660mm, the existing track centres are to be widened to 4500mm.

Note:

- Track centres between main lines and sidings are unchanged from BDS12 (5200mm).
- 4500 mm track centres for new works currently apply in the Western and Victorian Jurisdictions.
- In general signals or other structures shall not be located between tracks at the minimum centreline spacing. Low level infrastructure that is clear of the minimum structure diagram may be located between track with minimum centreline spacing subject to approval of the General Manager Asset Management or his delegate. Track centres may have to be further widened to accommodate other signals and structures between tracks. Track spacing shall be consistent with the location of signals relative to adjacent tracks in accordance with Section 2.3 of SCP 15 "Installation of Trackside Equipment."