



Operation of MVM (John Holland) Pony Track Laying Machine on Adjacent Tracks

Applicability

ARTC Network Wide		Western Jurisdiction		New South Wales	✓	Victoria	✓
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Audience	Main Points	Change History
Corridor Managers Delivery Managers Concrete Sleeper Manager SIA	Clearances when a train passes the pony on dual tracks or crossing loops etc	First issue

This instruction applies to:

- ARTC Engineering Standard NSW – BDS 11 Transit Space Standards**
- ARTC Engineering Standard NSW – BDS 13 Application of Kinematic Envelope**
- ARTC Engineering Standard NSW – BDS 14 Infringement of Transit Space Standards**
- ARTC Code of Practice – Section 7 Clearances**
- General Appendix to ARTC Code of Practice – ETG-07-01 Clearances**

This instruction applies to adjacent main lines and loop tracks in NSW and Victoria, with track centres of 6000m and less.

The pony track laying machine is able to operate on tracks as defined above, with one track closed to traffic, the other operational, under the following conditions:

- The work plan shall include provision for inspection of the track in accordance with Engineering Standard TEP 10 and Engineering Practice Manual RAP 5135 to identify any restrictions in working, and specific instructions shall be issued to all concerned.
- Prior to working on specific line sections briefings shall be held with the machine supervisors and operators detailing obstructions ahead such as bridge girders, platforms and signalling equipment, and the specific actions to be taken.
- All safe working protocols are to be implemented during these operations.
- Arrangements shall be made with operations to ensure that the passage of out of gauge loads is not permitted when the machine is working on an adjacent track.
- The operators cab is to be retracted and secured on the side adjacent to the operating track.
- Arrangements shall be made to ensure that the old sleepers can only be ejected on the side remote from the adjacent operating track, or alternatively the old sleepers are recovered in normal pick mode for storage on the train consist.
- The table below shows the minimum conditions under which the pony may operate:

Min track centres mm	Min curve radius
3600	400
3660	350
3700	280

Issued by	Date
John Cowie, Manager Standards & Systems	28 March 2007

The above gives a contingency gap of 150mm between the pony outline, allowing for some position tolerances, and a reduced rail vehicle kinematic outline.

- Trains passing the pony shall be restricted to a speed of 25km/h where track centres are less than 4000mm, otherwise 40km/h.
- Whilst trains are passing the pony, the operating crew shall stop working the machine and remain at their operating position, keeping a lookout for any unusual occurrences. Other personnel at the worksite shall stand clear of the machine and the train.