

SIGNAL ENGINEERING WAIVER

WAIVER NUMBER: CRN SIG 19-03

START DATE: 14th August 2019

EXPIRY DATE: 30th June 2021 (DATE EXTENDED 12 months)

REQUESTED BY: Tim Halloran

RELEVANT STANDARD / PROCEDURE:

CRN SD 019 clause 2.4 Crossing Location Mandatory SHUNT LIMITS at TRAIN ORDER WORKING CROSSING LOCATIONS

REGION: CRN WIDE

LOCATION: All TRAIN ORDER WORKING Corridors

EQUIPMENT: Removal of SHUNT LIMITS and signage at TRAIN ORDER WORKING CROSSING LOCATIONS

VARIATION:

Remove mandatory requirement for Shunt Limits to be provided at TRAIN ORDER WORKING CROSSING LOCATIONS within the Country Regional Network.

VARIATION DETAILS:

Variation to CRN SD 019, remove the need for signal designers to design a TRAIN ORDER WORKING CROSSING LOCATION layout with mandatory SHUNT LIMITS as per CRN SD 019.

Excerpt: - CRN SD 019 clause 2.4

“Shunt Limit signs are provided at all crossing locations and shall be located as required to permit the shunting moves necessary at each location.”

The removal of defined SHUNT LIMITS and signage at TRAIN ORDER WORKING CROSSING LOCATIONS will not prevent a SHUNT ORDER being issued at the location.

SHUNT ORDERS will be issued under current Network Rule CSNY 502. Specifically, limits of authority at locations without SHUNT LIMITS

The removal of SHUNT LIMITS will only occur where the removal is desirable for the operational usage at a site and desirable in terms of location layout.

The following guidelines must be considered where SHUNT LIMITS are deleted.

- The location is a TRAIN ORDER WORKING CROSSING LOCATION.
- Distinct operational and/or infrastructure benefits.
- The location is operationally used predominately as a train crossing location.
- Shunting at the location is unlikely to occur.

CONTROLS / CONDITIONS:

The following controls/conditions are to be implemented where SHUNT LIMITS are deleted;

CONTROLS

- Shunting limits at TRAIN ORDER WORKING CROSSING LOCATIONS without SHUNT LIMIT signs are the YARD LIMIT sign as per Network Role CSNY 502.
- The TMaCS train order system will prevent the issue of a Train Order to approach the YARD LIMIT sign of a TRAIN ORDER CROSSING LOCATION without SHUNT LIMIT signs if a shunt authority is current at the location
- The TMaCS train order system will prevent the issue of a shunt order at a TRAIN ORDER CROSSING LOCATION without SHUNT LIMIT signs if a train order has been issued to the YARD LIMIT sign for the location
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CONDITIONS

- The distance between YARD LIMIT sign and the nearest CLEARANCE POST is a mandatory design requirement in relation to the overlap between opposing authorities.
- A minimum 500-meter overlap between the YARD LIMIT sign and nearest yard CLEARANCE POST is recommended.
- The distance required to complete shunting operations at a location must be considered in the design for YARD LIMIT sign placement.

ATTACHMENTS: NIL

(Where applicable)

Waiver Number: SIG 19-03

Summary Detail:

Requesting Officer: Tim Halloran

Date Submitted: 14th August 2019

REVIEWING OFFICERS:

Name:- Henry Spurling

Signature:



Date: 19th August 2019

Position: Signal Maintenance Engineer

Endorsement: Recommended

Not Recommended

(Cross out not applicable)

Name:- Graham Hjort

Signature:



Date:

Position: GM Control Systems 4TEL

Endorsement: Recommended

Not Recommended

(Cross out not applicable)

Name:- Scott Jones

Signature:



Date: 19th August 2019

Position: Network Safeworking Manager

Endorsement: Recommended

Not Recommended

(Cross out not applicable)

APPROVING OFFICER: Jason Leonard

Decision:

Approved

Not Approved

(Cross out not applicable)

Signature:

Date:

Name: Jason Leonard

Position: Principal Signal Engineer