



Government of South Australia

Department of Planning,
Transport and Infrastructure

PUBLIC TRANSPORT SERVICES

ENGINEERING DECISION

STRUCTURAL CLEARANCE FOR ELECTRIFICATION STRUCTURES

TC1-DOC-000384

General Information

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ACRONYMS

Acronym	Full Name
AMPRN	Adelaide Metropolitan Passenger Rail Network
PTS	Public Transport Services
LOR	Laing O'Rourke

RELATED DOCUMENTS

Document Number or Abbreviation	Title
CP-TS-955	Code of Practice – Structural Clearances – Volume 2 – Train System
CP-TS-962	Code of Practice – Guard/Check Rail, Buffer Stops and Derails – Volume 2 – Train System
G53-SPE-TR-129	Overhead Wiring System Electrical and Mechanical Interface Specification (<i>Superseded by PTS document: TP1-DOC-00389 Electrical and Mechanical Clearances for the 25 kV Electrified Train Network</i>)
PTS-MS-10-EG-PRC-00000032	Development and Approval of Engineering Waivers

INTRODUCTION

Structural clearance over the rail network is essential for ensuring that safety is maintained, as the consequences of a rolling stock collision with any structural infringement could be catastrophic. Due to the AMPRN being electrified, there is a need for modification to the PTS Code of Practice.

BACKGROUND

As part of the DPTI Rail Electrification Project, a clearance of 3500mm from centreline of rail was specified by the contractor Laing O'Rourke (LOR), refer doc. G53-SPE-TR-129 dated 27 May 2013. It has been determined that a number of installations do not meet the 3500mm nominal clearance set by LOR. PTS Engineering and Maintenance have determined that a clearance of 3170mm from centreline of track is appropriate for PTS operating conditions.

SCOPE

This record sets the guidelines for structural clearance of all electrification structures on the AMPRN, and is to be applied retroactively to existing electrification structures; noting that the specified 3170 mm is less than the LOR specified 3500 mm.

ADDENDUM TO PTS Code of Practice CP-TS-962 SECTION 2

The structural clearance for all electrification structures on the AMPRN shall be a minimum of 3170 mm from the centreline of the nearest running track.

Clearance less than specified above will require an engineering waiver as described in PTS document PTS-MS-10-EG-PRC-00000032 *Development and Approval of Engineering Waivers* and approval from the Manager, Track and Civil.