

Category 1 Standard

1-169 Train Arrestors – Performance, Design and Configuration



**Please read the Written Notices
attached to this standard**

Issue: A2

Issue date: March 2011

MAYOR OF LONDON

AVA Documents
Document Sharing Hub



Contents

1	Purpose	3
2	Scope	3
3	Requirements	3
3.1	General	3
3.2	Fixed train arrestors	4
3.3	Friction train arrestors	4
3.4	Technical support	5
3.5	Evidence of compliance	5
4	Responsibilities	5
5	Supporting information	6
5.1	Background	6
5.2	Safety considerations	6
6	Reference Section	6
6.1	References	6
6.2	Abbreviations	6
6.3	Definitions	7
6.4	Technical content manager	7
6.5	Document history	7
7	Attachments	8
7.1	Attachment 1- Other supporting information	8
8	Current Written Notices attached to this standard are:	8

1 Purpose

- 1.1 The purpose of this standard is to define the performance and design requirements for new or modified train arrestors, and their basic configurations.

2 Scope

- 2.1 This standard covers fixed and friction train arrestors on running lines and in depots and sidings.
- 2.2 Where it is mandatory that any of the supporting information in Section 5 of this standard is to be applied, the appropriate requirement is set in Section 3.
- 2.3 This standard replaces 1-169 A1.

3 Requirements

3.1 General

- 3.1.1 The type of train arrestor provided at a specific track location shall be determined by:
- a) the operational characteristics of the location;
 - b) the requirement for compatibility with existing and prospective rolling stock using the track and with signalling and power systems.
- 3.1.2 The selection of train arrestors shall be against the following criteria:
- a) a train arrestor shall be used at the end of tracks;
 - b) friction train arrestors shall be used at the ends of tracks in terminal platforms;
 - c) where it is not possible to use a friction train arrestor at the end of a track in a terminal platform, the use of other types of train arrestor shall be subject to risk assessment, and measures taken where necessary to reduce the speed of approaching trains;
 - d) the use of fixed train arrestors is permitted at other locations;
 - e) hydraulic and drag types of train arrestor are not permitted for new or fully renewed installations.
- 3.1.3 The principal dimensions for train arrestor installations shall be as shown in Attachment 1. Where it is not practicable to achieve these dimensions, the proposed configuration shall be risk-assessed (taking account, at least, of likely impact speed, train mass, deceleration rate, nearby infrastructure and possibility of injury to passengers, staff and other persons) and shall be subject to approval of the LU Head of Track Engineering.
- 3.1.4 Only approved train arrestors shall be used.
- 3.1.5 Train arrestor buffing faces shall present a diagonal pattern of 75mm-wide alternating red and white stripes.
- 3.1.6 Interface with rolling stock**
- 3.1.6.1 Train mass – fixed train arrestors**
- The train mass to be assumed in the design of fixed train arrestors shall be based on the maximum expected value.