

ANPR 709

Using Detonators

Applicability

NSW

SMS

Publication Requirement

External Only

Document Status

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2.0	11 October 2015

Introduction

Detonators are used to warn *Drivers and track vehicle operators*. The number of detonations (explosions) indicates what a Driver or track vehicle operator *must* do.

Except in *emergencies*, detonators must only be used by workers trained in their use.

Detonation signals table

Number of explosions	Drivers and track vehicle operators
one	Sound one long <i>whistle</i>
	Reduce speed
	Look for any warning signals
two	Sound one long whistle
	Reduce speed to 25km/h
	Be prepared to stop short of obstructions
three	Sound one long whistle
	Stop immediately

Placing Detonations



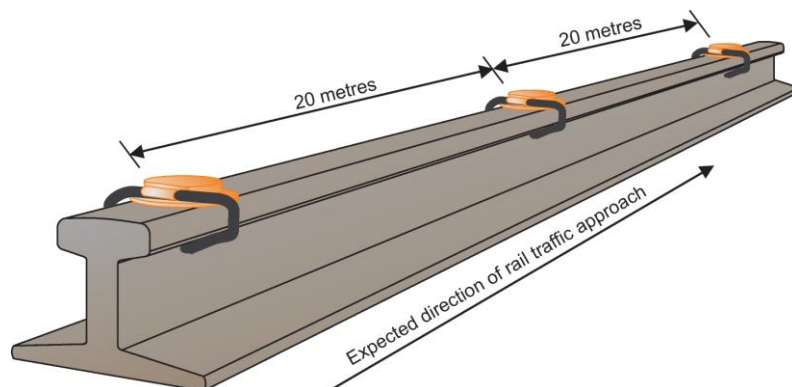
Except in emergencies, do not place detonators on lines that are:

- underground, or
- in tunnels, or
- in steep-sided cuttings, or
- within 75m of workers, or a passenger *platform*.

Qualified Worker

1. Place detonators on the right-hand rail in the expected running direction at least 75m before the *Handsignaller's* position.
2. If detonators are to be placed at a fixed signal, place the first detonator at the signal and the other detonators on the departure side of the signal.
3. If using more than one detonator, space detonators 20m apart.
4. Place detonators centrally on the rail head. Face the detonator clasps towards the expected direction of *rail traffic* approach.
5. Bend the clasps around the rail head.

Figure ANPR 709-1



Detonator placement

Storing detonators

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1. Return unused detonators to their plastic containers.
2. Keep packed detonators in one of the secured *locations*.
3. Keep the door of the storage location locked when the location is unattended.



Do not use detonators after expiry date.

Dealing with failed detonators

If detonators do not explode when run over by a train:

- leave failed detonators on the rail, and
- report the failure immediately to a supervising officer, and
- if necessary, fix new detonators on the rail head.

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