

Network Safeworking Rules and Procedures

Responsibilities of Track Workers

Rule Number: 2031



Brookfield
Rail

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Glossary for this Rule

<i>Adjacent</i>	Near to, close to, parallel to.
<i>Authority</i>	Formal name for a written Authority (e.g. Local Possession Authority, Alternative Proceed Authority).
<i>End-of-Train Marker</i>	A device, including tail lights, fitted to the trailing end of the last vehicle of a rail traffic consist to indicate the end of the consist.
<i>Location</i>	A place in the Network with a designated name, identification number, or signalling reference.
<i>Network</i>	A combination of track and other associated infrastructure controlled by Brookfield Rail.
<i>Network Controller</i>	A Competent Worker who authorises and issues Occupancy Authorities, and works points, signals and other signalling equipment to manage routes for safe and efficient transit of rail traffic in the Network.
<i>Network Safeworking Rules and Procedures</i>	The master set of Brookfield Rail rules and procedures that define how Access Users operate safely on the Brookfield Rail Network.
<i>Occupancy</i>	Presence of rail traffic or track workers on track.
<i>Protection</i>	The means used to prevent rail traffic from entering a worksite or other portion of track, or to prevent road or pedestrian traffic entering a level crossing.
<i>Protection Officer</i>	The Competent Worker responsible for managing the rail safety component of worksite protection (i.e. compliance with Network Safeworking Rules and procedures).
<i>Rail Traffic</i>	Trains and track vehicle or vehicles travelling on the Network.
<i>Rail Traffic Crew</i>	Competent Workers responsible for the operation of the Motive Power Unit.
<i>Safe Place</i>	A Safe Place is: <ul style="list-style-type: none"> • where there is at least three metres clearance from the nearest Running Line; • on a Platform behind the safety lines; • within a purpose-built refuge or shelter; • where a structure or physical barrier has been erected to provide a position of safety; or • immediately in front of stationary and Secured Rail Traffic.
<i>Track</i>	The combination of rails, rail connectors, sleepers, ballast, points and crossings.
<i>Track Workers</i>	Competent rail safety workers whose primary duties are associated with work on or around infrastructure in the Rail Corridor.
<i>Train</i>	A locomotive or self-propelled vehicle, alone or coupled to one or more vehicles. Rail Traffic.
<i>Work on Track Authorities</i>	An authority to perform work on track. See Local Possession Authority (LPA); Track Occupancy Authority (TOA) and Track Work Authority (TWA),

1. Purpose

The purpose of this Rule is to provide instructions detailing the responsibilities of *Track Workers* in the *Network*.

2. General

Track Workers engaged on works in the *Network* must be under the supervision of a *Protection Officer* who has access to:

- current information on the running of *Rail Traffic*;
- any relevant notices of working arrangements for that *Location*; and
- the *Network Safeworking Rules and Procedures*.



NOTE: *Track Workers* must expect the movement of *Rail Traffic* at any time, on any *Track* and in any direction in addition to the requirements set out in [Rule 1003 General Responsibilities for Safety](#).

3. Responsibilities of Track Workers

Track Workers responsibilities may include:

- coordinating maintenance or construction workgroups and associated *Rail Traffic* in liaison with the *Network Controller*; and
- managing worksite *Protection* when appointed as a *Protection Officer* for the work.

Track Workers must report to the *Network Controller* any:

- faults or defects that could affect the operation of the *Network*; and
- breach of the *Network Safeworking Rules and Procedures*.

Protection Officers responsibilities include:

- determining safety measures required for *Occupation* of the *Track*;
- managing worksite *Protection*;
- obtaining *Work on Track Authorities*; and
- advising the *Network Controller* of any delay in the returning the *Track* to service.

4. Interface between Work on Track Authorities

An interface between *Work on Track Authorities* occurs where two or more *Work on Track Authorities* are physically *Adjacent*.

4.1 Information Sharing

Protection Officers whose *Work on Track Authorities* interface with another *Work on Track Authority*, must frequently share information concerning:

- anticipated movement of *Rail Traffic*; and
- *Rail Traffic* identification details.

Before authorising *Rail Traffic* to proceed to a *Location* managed by another *Protection Officer*, permission must be obtained from that *Protection Officer*.

5. Passing Rail Traffic



WARNING: Track Workers must be in a Safe Place for the passage of Rail Traffic.

All *Track Workers* have a responsibility to observe passing *Rail Traffic* for potential defects which may include:

- signs of alarm from passengers;
- loading irregularities;
- braking defects;
- dragging equipment;
- fire on a *Train*; and
- the absence or non-operation of an *End-of-Train Marker*.

The *Rail Traffic Crew* and the *Network Controller* must be advised of any irregularity on that *Rail Traffic*.

5.1 Standing clear

As rail traffic passes, track workers must:

- stand clear and remain in a safe place;
- make no movement that may be mistaken by rail traffic crews as a movement into the Danger Zone; and
- unless responsible for displaying handsignals to rail traffic crews, make no movements and gestures that may be mistaken for handsignals.

6. References

1003 General Responsibilities for Safety

7. Effective Date

4 May 2016