

Network Safeworking Rules and Procedures

Station Limits

Rule Number: 4011



Brookfield
Rail

Station Limits

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Document Control Identification

| Document title | Number | Version | Date |
|-----------------------|--------|---------|---------------|
| 4011 – Station Limits | | 1.0 | 31 March 2016 |

Document History

| Publication version | Effective date | Page(s) affected | Reasons for and extent of change(s) |
|-----------------------|----------------|------------------|-------------------------------------|
| 4011 – Station Limits | 4 May 2016 | | |

Authorisation



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31 March 2016



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Glossary for this Rule

| | |
|--|--|
| <i>Bi-Directional</i> | Normal movement of rail traffic in either direction according to the infrastructure and system of Safeworking in use. |
| <i>Block</i> | A portion of line with defined limits between which only one rail traffic movement is permitted at any one time (i.e. not a Permissive Block). |
| <i>Centralised Traffic Control (CTC)</i> | A system where points and signals at a number of locations are remotely controlled from a centralised control room or other locations along the route. |
| <i>Centralised Traffic Control (CTC) Territory</i> | The portions of line where the Centralised Traffic Control system of Safeworking is used. |
| <i>Controlled Location/Station</i> | May consist of single or double ended portion of track, to hold rail traffic, connected to a main line that is used to permit other rail traffic to cross or pass. |
| <i>Double Line Automatic Signalling</i> | The portions of line where the Double Line Automatic Signalling system of Safeworking is used. |
| <i>Facing Points</i> | Points with the switch blades facing approaching rail traffic where the track diverges. |
| <i>Fixed Signal</i> | A signal that is located permanently near the line. |
| <i>Location</i> | A place in the Network with a designated name, identification number, or signalling reference. |
| <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>Points</i> | A track component consisting of paired pieces of tapered rail (blades) that can be moved and set to allow tracks to diverge or converge. |
| <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>Restricted Speed</i> | <p>Restricted speed is a speed that allows rail traffic to stop short of an obstruction within half the distance of clear track that is visible ahead.</p> <p>Restricted speed must not exceed 25 km/h.</p> |
| <i>Running Line</i> | A line (other than a siding) that is used for through movement of rail traffic, not normally used for stabling rail vehicles. |
| <i>Set Back</i> | To move in the reverse direction to that provided in the current Proceed Authority. |
| <i>Shunt</i> | To move rail traffic, rakes of vehicles, or vehicles on lines for purposes other than through movement. |

Single Line Automatic Signalling

The portions of line where the Single Line Automatic Signalling system of Safeworking is used.

Station

A system of tracks within station limits at the beginning or end of a section at which rail traffic may cross, pass or run around.

Station Limits

A defined operational limit of controlled locations or a running line.

Trailing Points

Points with the switch blades facing away from approaching rail traffic.

Train Order Location

A location in Train Order territory that may be used as the limit of a Proceed Authority or as a reporting location.

1. Purpose

The object of this Rule is to provide instructions on how *Station Limits* are defined, and how *Rail Traffic* movements are controlled, within *Station Limits*.

2. General

Station Limits define the limits of *Controlled Locations*.

If *Fixed Signals* are not available, *Network Controllers* must give verbal authority for movements within *Station Limits*.

Network Controllers must make sure they do not authorise conflicting movements.

3. Station Limits

Depending on their availability at a *Location*, signs or signals determine arrival end and departure end of *Station Limits*.

A *Station Limit* is defined by a:

- specified *Controlled Absolute Signal*; or
- *Station Limit* sign.



NOTE: *Controlled Absolute Signals* are identified by a white reflectorised marker plate located on the centre of the mast in accordance with Rule 6005 *Fixed Signals*, with the signal number displayed.

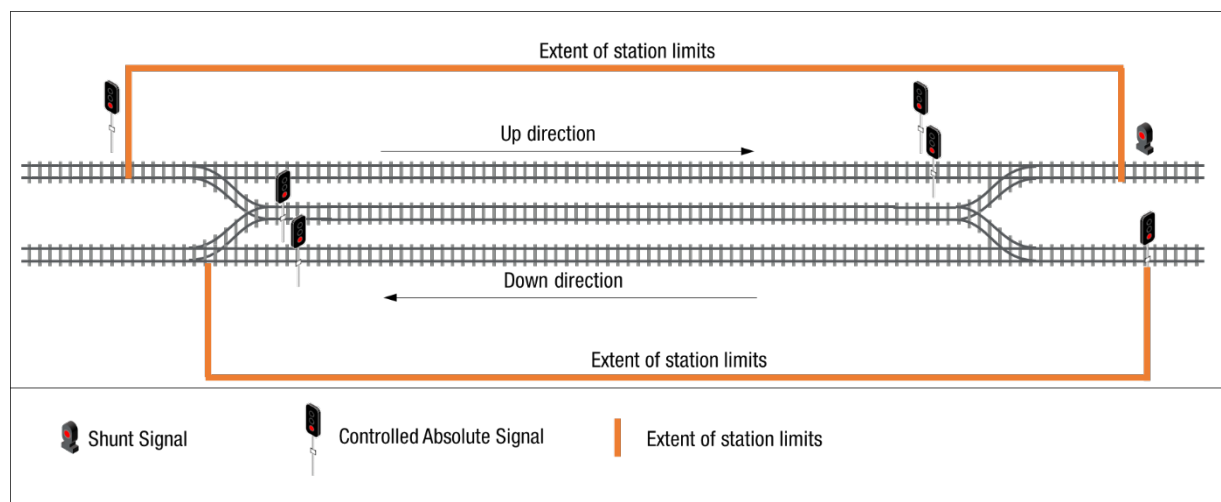
3.1 Centralised Traffic Control Territory

3.1.1 Double-line

Station Limits in *Double Line Centralised Traffic Control (CTC) Territory* are determined by:

| | Limit |
|------|--|
| From | the first <i>Controlled Absolute Signal</i> at that <i>Double Line CTC Station</i> . |
| To | the last <i>Controlled Absolute Signal</i> at that <i>Double Line CTC Station</i> ; <i>Facing or Trailing Points</i> beyond that <i>Fixed Signal</i> ; or <i>Shunt Set Back</i> signal beyond that <i>Fixed Signal</i> . |

Figure: 4011-1 Example of Station Limits in double line CTC territory.

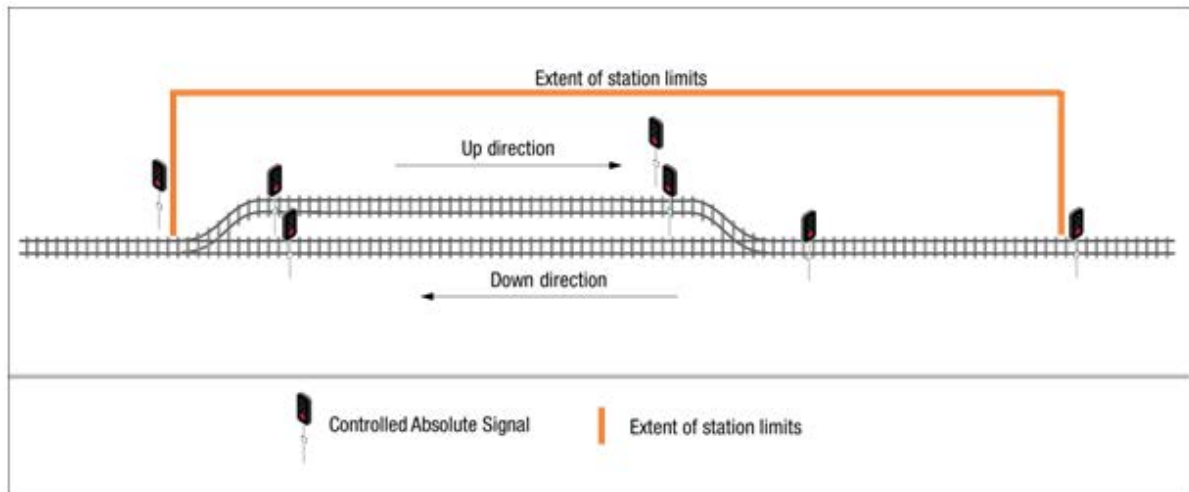


3.1.2 Bi-Directional single-line

Station Limits in *Bi-Directional Single Line Centralised Traffic Control (CTC)* Territory are determined by:

| | Limit |
|------|---|
| From | The first <i>Controlled Absolute Signal</i> at that <i>Single Line CTC Station</i> . |
| To | The first <i>Controlled Absolute Signal</i> in the opposing direction, at that <i>Single Line CTC Station</i> . |

Figure 4011-2 Example of Station Limits in bidirectional single-line CTC territory.



3.2 Train Order Territory

Station Limits at Train Order Locations are determined by STATION LIMITS signs.

FIGURE: 4011-3 Station Limits at Train Order locations.

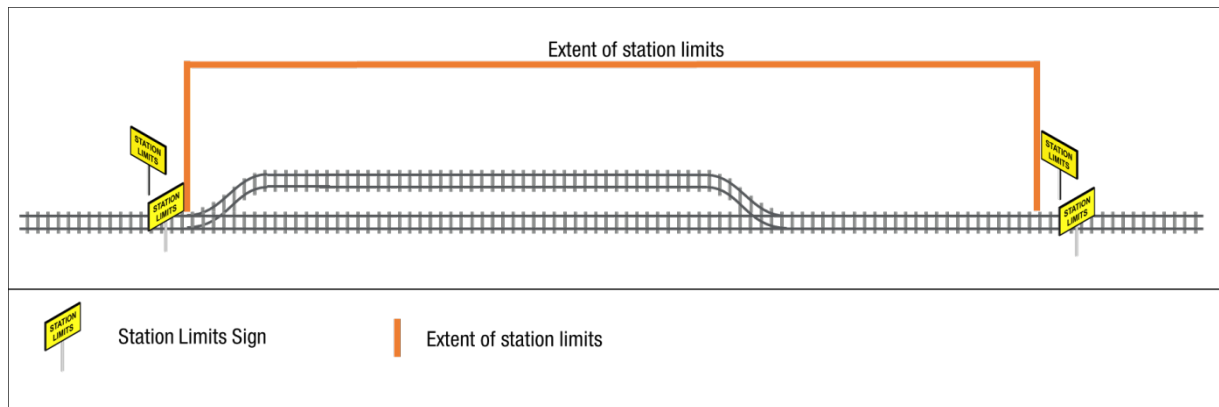
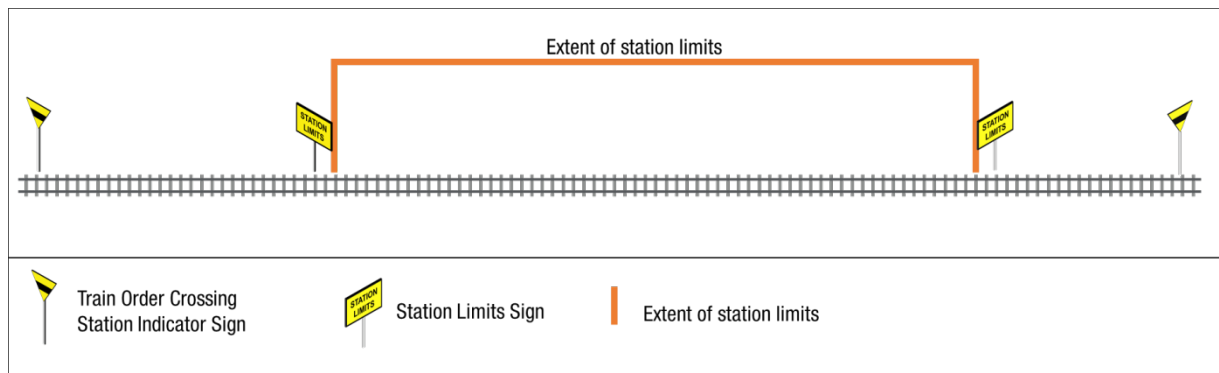


Figure: 4011-4 Station Limits at Train Order locations.



4. Station Working

4.1 Running Lines

Rail Traffic movements on *Running Lines* within *Station Limits* must be authorised by the *Network Controller*.

If available, *Fixed Signals* must be used to authorise movements.

Fixed Signals at STOP must be passed only in accordance with Rule 6013 Passing Fixed Signals at STOP.

4.2 Unsignalled Movements

Unsignalled movements within *Station Limits* must not exceed *Restricted Speed*.

Before authorising an unsignalled movement that opposes other *Rail Traffic*, the *Network Controller* must make sure that at least one unoccupied *Block* is maintained between the movements.

The *Block* between the opposing movements must remain unoccupied until one of the approaching *Rail Traffic* movements is brought to a Stop.

The *Network Controller* must tell the *Rail Traffic Crew* involved in the unsignalled movement not to Proceed beyond the relevant *Station Limits*.

5. References

6005 Fixed Signals

6013 Passing Fixed Signals at STOP

6. Effective Date

4 May 2016