

Network Safeworking Rules and Procedures

Passing Fixed Signals at Stop

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Glossary for this Rule

<i>Alternative Proceed Authority (APA)</i>	An APA may be used to authorise rail traffic movements when the Proceed Authority normally provided by the system of Safeworking is not available.
<i>Authority</i>	Formal name for a written Authority (e.g. Local Possession Authority, Alternative Proceed Authority).
<i>Clear</i>	A proceed indication displayed by a signal. In reference to a track circuit, block, section or signal route, the absence of rail traffic. In reference to track workers being clear of track.
<i>Civil Infrastructure</i>	The track, track formation and drainage, and fixed structures beside, over or under the track. The term includes supports for overhead electric traction equipment and supports for signalling and telecommunications equipment, but not the equipment itself.
<i>Competent Worker</i>	A worker certified as competent to carry out a relevant task.
<i>Controlled Absolute Signal</i>	A signal that is controlled or operated by a Network Controller. The signal must not be passed at STOP without authority.
<i>Departure Signal</i>	A Controlled Absolute signal controlling the entrance to a Single line section in CTC territory.
<i>Electrical Infrastructure</i>	may include: Equipment and systems for supplying and distributing electricity Wires, cables, electrical equipment, electrical switch rooms, signalling and substations.
<i>Fixed Signal</i>	A signal that is located permanently near the line.
<i>Handsignal</i>	A signal given by hand or lights movements, hand signals may be with or without flags.
<i>Handsignaller</i>	A Competent Worker who gives handsignals to rail traffic crew
<i>Infrastructure</i>	See civil infrastructure; electrical infrastructure; signalling infrastructure and telecommunications infrastructure.
<i>Infrastructure Representative</i>	An authorised Brookfield Rail employee or an organisation contracted to Brookfield Rail, responsible for maintaining network infrastructure.
<i>Interlocking</i>	Interaction of interconnected locking equipment controlling points and/or signals to prevent conflicting movements to make sure routes are set correctly.
<i>Level Crossing</i>	A location where the railway line and a road or pedestrian walkway cross paths on the same level (at grade).

<i>Limit of Authority</i>	<p>The limit may be defined by a sign, a signal capable of displaying a STOP indication, or a specific kilometrage point on a line.</p> <p>It defines the location to which rail traffic may travel under a Proceed Authority or the limits of a work on track authority.</p>
<i>Local Possession Authority (LPA)</i>	An authority that closes a defined portion of track from non-associated rail traffic for a specified period.
<i>Location</i>	A place in the Network with a designated name, identification number, or signalling reference.
<i>Locomotive</i>	Self-propelled, non-passenger-carrying railway vehicles used for hauling other (typically freight or passenger) rolling stock.
<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>Normal Speed</i>	A speed that does not exceed the speed limit currently in effect for the section of line and type of rail traffic.
<i>Obstruct</i>	To make a line unsafe for the passage of rail traffic by the placing of tools, equipment or plant on the track.
<i>Occupancy</i>	Presence of rail traffic or track workers on track.
<i>Permanent Record</i>	A record made in writing or in an electronic system, and kept for reference and audit.
<i>Pilot Key</i>	Where two half pilot keys from each end of a section have been joined to provide a full pilot key for the section.
<i>Pilot Key Caution Authority</i>	A written authority issued after a rail traffic crew has seen the full pilot key for a section.
<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>Possession Protection Officer</i>	The Competent Worker responsible for coordinating protection of worksites under a Local Possession Authority.
<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>Restrain</i>	To prevent movement of rail traffic with signals, signalling equipment, blocking facilities, or the issue of a written warning.
<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>Route</i>	The rail traffic path from one limit of authority to the next in the direction of travel.
<i>Section</i>	The line between the departure end station limit of one location and the arrival end station limit of another location. A section consists of one or more blocks.
<i>Secure</i>	To safeguard against accidental or unauthorised access or movement.
<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.
<i>Signalling and Communications Infrastructure</i>	Signalling equipment and telecommunications equipment used as part of the safeworking and operating systems of the Network.
<i>Track</i>	The combination of rails, rail connectors, sleepers, ballast, points and crossings.
<i>Track Occupancy Authority (TOA)</i>	An authority for Competent Workers and their equipment to occupy a defined portion of track for a specified period.
<i>Travel</i>	Planned or purposeful movement from one location to another.

1. Purpose

The purpose of this Rule is to describe how to manage *Rail Traffic* when passing *Fixed Signals* at Stop in the *Network*.

2. General

The authority for passing *Fixed Signals* at STOP applies to signals that cannot be *Cleared* for an intended movement.

For a signals other than a Controlled Absolute Departure Signal, Rail Traffic must not pass a *Fixed Signal* at STOP unless it is authorised to do so by:

- Verbal Permission from the *Network Controller*;
- a *Handsignaller* acting under the *Network Controller's* instructions; or
- the *Possession Protection Officer* in charge of a *Local Possession Authority (LPA)*.

2.1. Controlled Absolute Departure Signal

Where the *Fixed Signal* to be passed at STOP is a *Controlled Absolute Departure Signal* the authority to pass it at STOP must be verbal permission from the network controller and:

- written *Authority* on an *Alternative Proceed Authority (APA)* in accordance with Rule 5019 Alternative Proceed Authority;
- Relief Rail Traffic Authority (RRTA) form in accordance with Rule 4009 Disabled Rail Traffic; or
- *Pilot Key* or *Pilot Key Caution Authority* during *Pilot Key Working* in accordance with Rule 5003 Half Pilot Keys and Pilot Key Working.

Where associated *Rail Traffic* is to enter the limits of an *LPA* or *TOA* past a *Controlled Absolute Departure Signal* at STOP, the movement must be authorised by the *Possession Protection Officer* in charge of an *LPA* or the *Protection Officer* in charge of a *TOA*.

2.2. Changing Over of Locomotives

A *Network Controller* may verbally authorise the *Rail Traffic Crew* to pass a *Departure Signal* at STOP during a *Locomotive* change over provided a *Competent Worker* is available to *Handsignal* movements as directed by the *Network Controller*.

Where the lead *Locomotive* is changed over, the *Rail Traffic* must be behind or *Set Back* behind the *Departure Signal* at the completion of the *Shunt* to obtain the authority for the *Section*.

Where Distributed Power Units (DPU) are changed over and the *Departure Signal* was at PROCEED for the *Rail Traffic* to enter the *Section*, the *Rail Traffic* may continue through the *Section* without *Setting Back* at the completion of the *Shunt* provided the *Section* remained *Occupied* by the *Rail Traffic*.



WARNING: A *Shunting* signal must not be used as the **authority** for *Rail Traffic* to pass through a *Section*

3. Stopped at a Fixed Signal

The *Rail Traffic Crew* must contact the *Network Controller* if a signal at STOP does not change to PROCEED.

The *Rail Traffic Crew* must tell the *Network Controller*:

- the *Rail Traffic* identification; and
- the signal identification and *Location*.

4. Condition of the Block Ahead

The *Network Controller* must get available information about the condition of the affected block.

The *Network Controller* must tell the *Rail Traffic Crew*:

- that the block is *Clear*,
- if the block is *Occupied* and, if known, the *Location* of the last *Rail Traffic* to enter the block; or
- the *Location* of any *Obstructions* or failed *Infrastructure* in the block.

If the condition of the block is not known, the *Rail Traffic Crew* of the first *Rail Traffic* to transit the block, must:

- report the condition of the block to the *Network Controller* as soon as practical; and
- report when the *Rail Traffic* has exited the block.

The *Network Controller* must make sure that the *Route* to be taken by *Rail Traffic* is:

- set and *Secured*; or
- will be set and *Secured* by a *Competent Worker*.

5. Passing Fixed Signals

The *Rail Traffic Crew* must obtain the authority of the *Network Controller* to pass a *Fixed Signal* at STOP.

The *Network Controller* must ensure that any opposing *Rail Traffic* has been *Restrained* before authorising the *Rail Traffic Crew* to pass a signal at STOP.

An authority to pass a *Fixed Signal* at STOP must include details of:

- the identity of the *Rail Traffic* for which it is intended;
- the identity of the signal to be passed at STOP;
- the *Location* of the signal to be passed at STOP;
- the condition of the block ahead;
- the *Limit of Authority*;
- any *Points* to be manually set;
- instructions to inspect *Points* before passing over them;
- *Level Crossing* warnings; and
- the maximum speed to be observed.

Where no *Competent Worker* is present and the *Rail Traffic Crew* are instructed to pass a signal at STOP, the *Rail Traffic Crew* must, before moving across each set of *Points*, stop and examine the *Points* to ensure that they are set for the safe passage of the *Rail Traffic*.

6. Speed of Travel

6.1. Beyond a Fixed Signal

Based on the information provided by the *Network Controller* about the condition of the block ahead, *Rail Traffic* may *Travel* up to *Normal Speed*.

6.2. Unknown Cause

If a *Fixed Signal* displays a STOP indication due to an unknown cause and the integrity of the block or *Section* cannot be assured, *Rail Traffic* must be instructed to *Travel* at *Restricted Speed*.

The *Rail Traffic* movement must *Travel* at *Restricted Speed* until the movement has passed the next *Fixed Signal* displaying a PROCEED indication.

6.3. Known Cause

If a *Fixed Signal* displays a STOP indication due to a known cause, the authority to pass the signal at STOP must include a speed instruction based on one of the following:

- where the cause is a known *Track* condition, *Rail Traffic* must proceed at a speed determined by the *Infrastructure Representative*;
- where the cause is known to be a faulty *Interlocking* condition, *Rail Traffic* must *Travel* at *Restricted Speed* over the faulty *Interlocking*, or
- where the cause is not an unsafe *Track* condition, and the integrity of the block has been confirmed, *Rail Traffic* may be authorised to *Travel* at *Normal Speed*.

7. Within Work on Track Authority Limits

Within the limits of an *LPA* the *Rail Traffic Crew* must get the authority of the *Possession Protection Officer* to pass *Fixed Signals* at STOP.

Within the limits of a *Track Occupancy Authority (TOA)*, the *Rail Traffic Crew* must get the authority of the *Network Controller* to pass *Fixed Signals* at STOP.

8. Keeping Records

Network Controllers and, where necessary, *Rail Traffic Crew* must keep a *Permanent Record* of the details of *Fixed Signals* passed at STOP.

9. References

4009 Disabled Rail Traffic

5003 Half Pilot Keys and Pilot Key Working

5019 Alternative Proceed Authority

10. Effective Date

1 April 2017