

# Network Safeworking Rules and Procedures

Protecting Work from Rail Traffic on  
Adjacent Lines

Procedure Number: 9010



**Brookfield**  
Rail

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## Authorisation



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# Glossary for this Procedure

<i>Absolute Signal Blocking (ASB)</i>	A method used by Competent Workers to carry out work on track using controlled absolute signals set and kept at STOP, without a formally issued work on track authority.
<i>Access Provider</i>	An organisation that provides and manages a Rail Network and safe method of entry to that network for Access Users.
<i>Adjacent</i>	Near to, close to, parallel to.
<i>Brookfield Rail</i>	Brookfield Rail Pty. Ltd.
<i>Competent Worker</i>	A worker certified as competent to carry out a relevant task.
<i>Danger Zone</i>	Everywhere within 3m horizontally from the nearest rail and any distance above or below this 3m, unless a safe place (see Safe Place) exists or has been created.
<i>Demarcation Fencing</i>	Easily-seen, continuous worksite safety boundary markers approved by Brookfield Rail.
<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>Lookout Working</i>	A safety measure used by Competent Workers to carry out work on track without a formally issued work on track authority.
<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>Possession Protection Officer</i>	The Competent Worker responsible for coordinating protection of worksites under a Local Possession Authority.
<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>Safety Assessment</i>	An assessment process used to identify hazards for all work planned for the Rail Corridor and its potential to intrude on the Danger Zone.
<i>Sighting Distance</i>	The distance that someone can clearly see along the track.

<i>Temporary Speed Restriction (TSR)</i>	An imposed reduction of the normal speed for a portion of track.
<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>Track Work Authority (TWA)</i>	An authority for non-exclusive occupancy of track by track workers and equipment within a defined portion of track for a specified period.
<i>Train Order System Blocking (TOSB)</i>	A facility used by a Network Controller to protect rail traffic, track workers and prevent the unintended issue of an Occupancy Authority on the Train Order System.
<i>Work on Track</i>	The work performed in the Danger Zone.

# 1. Purpose

The object of this Procedure is to provide instruction for the *Protection* of workers from *Rail Traffic* on *Adjacent* lines in the *Network*.

# 2. General

*Rail Traffic* on lines *Adjacent* to *Work on Track* is a danger to workers. Workers must be *Protected* from all *Rail Traffic*.

Excluding *Rail Traffic* from *Adjacent* lines gives the highest level of *Protection*.




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**WARNING: *Adjacent* lines may be under the control of a different *Network Controller* or *Rail Infrastructure Manager*.**

During the *Safety Assessment* for the work, and as *Protection* requirements change, the *Possession Protection Officer* or the *Protection Officer* must decide on the best means to reduce the risk from *Rail Traffic* on *Adjacent* lines.

## 3. Means of Risk Reduction

If the *Safety Assessment* indicates that workers need to be *Protected* from *Rail Traffic* on *Adjacent* lines, the *Possession Protection Officer* or the *Protection Officer* must choose one or more of the following means to reduce risk.

### 3.1 Local Possession Authority

A *Local Possession Authority (LPA)*, in accordance with Rule 3001 Local Possession Authority (LPA), may be taken out over *Adjacent* lines to exclude *Rail Traffic*.

### 3.2 Track Occupancy Authority

A *Track Occupancy Authority (TOA)*, in accordance with Rule 3005 Track Occupancy Authority (TOA), may be taken out over *Adjacent* lines to exclude *Rail Traffic*.

### 3.3 Track Work Authority

A *Track Work Authority (TWA)*, in accordance with Rule 3009 Track Work Authority (TWA), may be used on *Adjacent* lines to manage *Rail Traffic*.

### 3.4 Absolute Signal Blocking

An *Absolute Signal Blocking (ASB)*, in accordance with Rule 3011 Absolute Signal Blocking (ASB), may be used to exclude *Rail Traffic* on *Adjacent* lines.

### 3.5 Train Order System Blocking

A *Train Order System Blocking (TOSB)*, in accordance with 3023 Train Order System Blocking (TOSB), may be used to exclude *Rail Traffic* on *Adjacent Lines*.

### 3.6 Lookout Working

*Lookout Working* may be used, in accordance with Rule 3013 Lookout Working, to provide warning of approaching *Rail Traffic* on *Adjacent* lines.



**NOTE:** The use of Rule 3025 Temporary Speed Restriction may be used to reduce the speed of approaching *Rail Traffic* on the *Adjacent* line to ensure correct *Sighting Distance* for *Lookout Working*.

## 3.7 Using Demarcation Fencing

*Demarcation Fencing* may be used to define:

- a boundary;
- a *Safe Place*; or
- an exclusion area.

The *Protection Officer* must:

- Put appropriate *Protection* or *Safety Measures* in place to *Protect* workers installing *Demarcation Fencing*.
- Make sure that the *Demarcation Fencing* is installed before starting other work.
- Make sure that the *Demarcation Fencing* can withstand disturbances caused by passing *Rail Traffic*.
- Keep workers and equipment on the safe side of the *Demarcation Fencing*.
- If necessary, place *Competent Workers* to make sure that workers stay within the *Demarcation Fencing*.
- Make sure that the *Demarcation Fencing* is kept in good condition throughout the work.
- Make sure that nothing is stacked or placed against the *Demarcation Fence*.

### 3.7.1 Demarcation Fencing



**WARNING:** *Demarcation Fencing* is only a warning that a boundary exists. It may not stop workers from entering a *Danger Zone* on an *Adjacent* line and may not indicate a *Safe Place*.

*Demarcation Fencing* is an easily seen, continuous boundary marker, placed between a worksite and an *Adjacent* line.

*Demarcation Fencing* used within the *Network* must be of a type approved by *Brookfield Rail*.



## 4. References

3001 Local Possession Authority (LPA)

3005 Track Occupancy Authority (TOA)

3009 Track Work Authority (TWA)

3011 Absolute Signal Blocking (ASB)

3013 Lookout Working

3025 Temporary Speed Restriction

## 5. Effective Date

01 October 2016