

Network Safeworking Rules and Procedures

Using Track Closed Warning Devices

Procedure Number: 9018



Brookfield
Rail

Using Track Closed Warning Devices

Procedure Number: 9018

Document Control Identification

Document title	Number	Version	Date
9018 – Using Track Closed Warning Devices		1.0	31 March 2016

Document History

Publication version	Effective date	Page(s) affected	Reasons for and extent of change(s)
9018 – Using Track Closed Warning Devices	4 May 2016		

Authorisation



Adam Sidebottom
Rail Safety Manager
Brookfield Rail
31 March 2016



DISTRIBUTION AND CHANGE: Brookfield Rail maintains the master for this document and publishes the current version of the Brookfield Rail website. Any changes to the content of this publication require the version number to be updated. Changes to this publication must be approved according to the procedure for developing Brookfield Rail products.

To view the latest version of this document visit www.brookfieldrail.com

Table of Contents

1.	Glossary for this Procedure	4
1.	Purpose	6
2.	General	6
3.	Placing a Track Closed Warning Device	7
4.	References	8
5.	Effective date	8

1. Glossary for this Procedure

<i>Authority</i>	Formal name for a written Authority (e.g. Local Possession Authority, Alternative Proceed Authority).
<i>Blocking Facility</i>	A facility used by a Network Controller to prevent either the unintended issue of an Occupancy Authority, or the operation of points or signalling equipment.
<i>Brookfield Rail</i>	Brookfield Rail Pty. Ltd.
<i>Crossover</i>	A portion of line that is used to divert rail traffic from one continuing line to another.
<i>Fit for Purpose</i>	Able to be used for the function required.
<i>Fixed Signal</i>	A signal that is located permanently near the line.
<i>In-Field Protection</i>	One or more devices approved by Brookfield Rail that provide warning to protect rail traffic crew and workers. The device or devices may be used in conjunction with signalling or blocking facilities.
<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>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>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>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>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>Station Limits</i>	A defined operational limit of controlled locations or a running line.

<i>Special Padlock</i>	A padlock other than any standard issue rail padlock.
<i>Track</i>	The combination of rails, rail connectors, sleepers, ballast, points and crossings.
<i>Track Closed Warning Device</i>	A Brookfield Rail approved Stop sign designed to lock into the gauge as part of in-field protection.
<i>Travel</i>	Planned or purposeful movement from one location to another.
<i>Work on Track Authority</i>	An authority to perform work on track. See Local Possession Authority (LPA); Track Occupancy Authority (TOA) and Track Work Authority (TWA),

1. Purpose

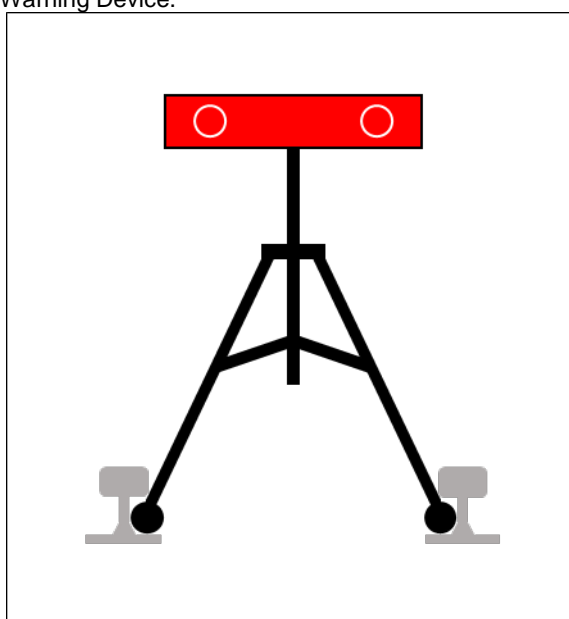
The purpose of this Procedure is to detail the protocols for using *Track Closed Warning Devices*. These devices are used to warn *Rail Traffic Crews* that the *Track* beyond the device is closed to *Rail Traffic*.

2. General

Track Closed Warning Devices must:

- be of metal construction;
- facilitate the locking of the legs into different gauge *Tracks*;
- be locked into position using a *Special Padlock*;
- include a headboard which should:
 - be a minimum of 300mm high by 900mm wide;
 - have a red reflectorised face board equipped with two red lights;
- be between 1600mm and 2000mm above the head of the rail when fixed to any *Track*; and
- be insulated so as not to activate:
 - signals; or
 - *Protection for Level Crossings*.

Figure 9018-1 Track Closed Warning Device.



Rail Traffic must be brought to a stand before reaching the *Track Closed Warning Device*.

Track Closed Warning Devices must only be used:

- in accordance with a *Work on Track Authority*; or
- as approved by *Brookfield Rail*.

3. Placing a Track Closed Warning Device

The *Protection Officer* must ensure that the *Track Closed Warning Device* is *Fit for Purpose* and:

- that the lights are working correctly; and
- spare batteries and globes are available.

The *Protection Officer* must place the *Track Closed Warning Device*:

- in accordance with the *In-Field Protection* requirements of the *Work on Track Authority*;
- inside the rail gauge with the leg supports under the rail head;
- in such a position that any *Rail Traffic* entering the affected *Section* must pass over it; and
- where located at a signal, on the departure side of *Fixed Signals*.

The *Protection Officer* must not place the *Track Closed Warning Device* on fish plates or within *Points* or *Crossovers*:

Figure 9018-2 Example of the position of the Track Closed Warning Device when only one main line is obstructed.

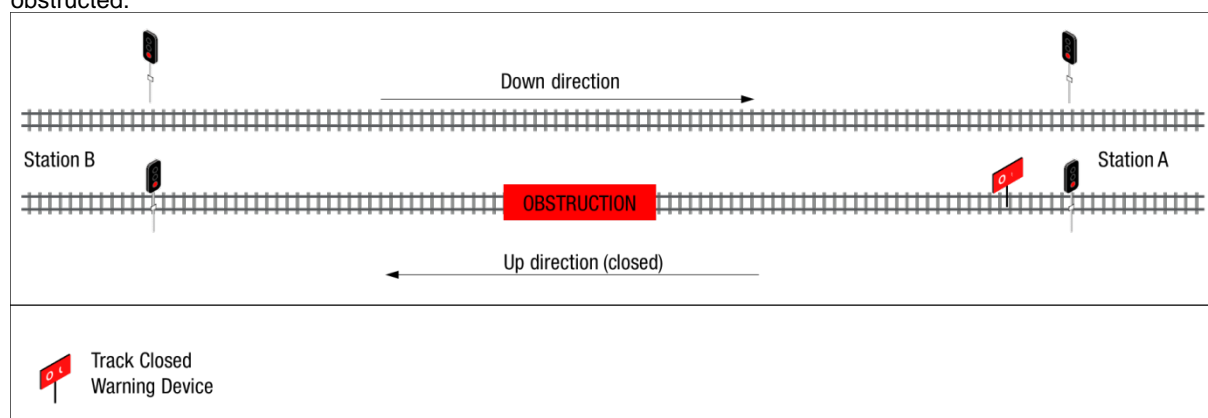
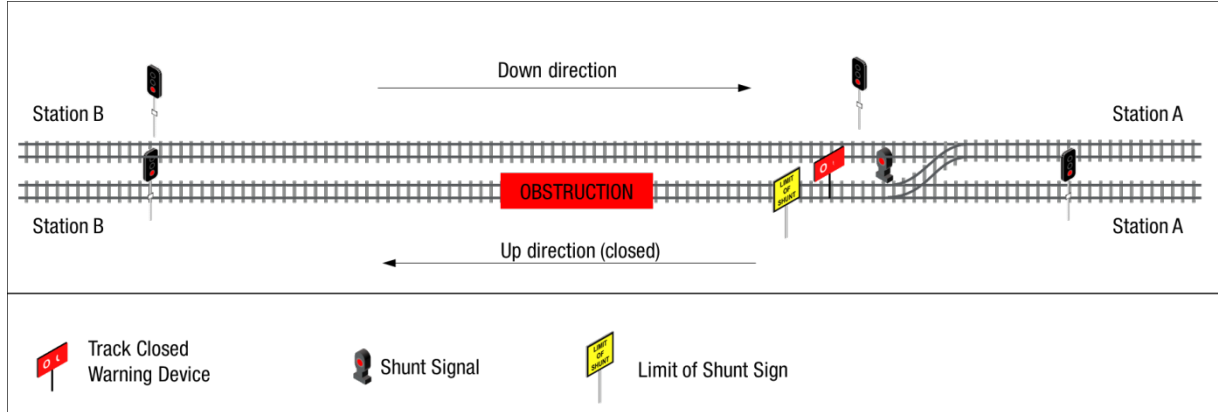


Figure 9018-3 Example of the position of the Track Closed Warning Device when placed at limit of shunt board and a cross over.



4. References

Nil

5. Effective date

4 May 2016