

# Network Safeworking Rules and Procedures

## Scope of the Network Safeworking Rules

Rule Number: 1001



**Brookfield**  
Rail

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## Document Control Identification

Document title	Number	Version	Date
1001 – Scope of the Network Safeworking Rules		1.0	31 March 2016

## Document History

Publication version	Effective date	Page(s) affected	Reasons for and extent of change(s)
1001 – Scope of the Network Safeworking Rules	4 May 2016		

## Authorisation



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31 March 2016



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## Glossary for this Rule

<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>Advertise</i>	To give written or electronic notice, usually in advance, of planned activities.
<i>Blocking Facilities</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>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>Effective Communication</i>	The ability to successfully send, receive and understand information. The communication does not need to be continuous.
<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>Emergencies</i>	Incidents requiring urgent action. The incident might involve death or serious injury, health or safety effects, significant damage to property or Infrastructure.
<i>Infrastructure</i>	See civil infrastructure; electrical infrastructure; signalling infrastructure and telecommunications infrastructure.
<i>Issue</i>	To provide or send copies of authorities, warnings, notices and Network publications to affected Competent Workers by voice, hand delivery or electronic means.
<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 Control Diagram</i>	A diagram used by Network Controllers showing operational information for a Rail Traffic control area, also known as a Network Control graph to create a permanent record.
<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>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>Rail Corridor</i>	The land on which a railway is built; comprising all property between property fences, or from the nearest rail in each direction for the distance defined under the Brookfield Rail lease.
<i>Rail Traffic</i>	Trains and Track Vehicle or vehicles travelling on the Network.
<i>Rolling Stock Standards</i>	Brookfield Rails' specified requirements for locomotives, vehicles and track vehicles to operate on the Network.
<i>Route</i>	The rail traffic path from one limit of authority to the next in the direction of travel.
<i>Signalling and Communications Infrastructure</i>	Signalling equipment and telecommunications equipment used as part of the safeworking and operating systems of the Network.
<i>Station</i>	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.
<i>Station Limits</i>	A defined operational limit of controlled locations or a running line.
<i>Track</i>	The combination of rails, rail connectors, sleepers, ballast, points and crossings.
<i>Track Vehicle</i>	A vehicle, usually self-propelled, used for inspecting and/or maintaining Infrastructure.
<i>Train</i>	A locomotive or self-propelled vehicle, alone or coupled to one or more vehicles. Rail Traffic.
<i>Train Orders</i>	Authorities Issued by the Network Controller for the movement of Rail Traffic or Issue of LPA Track work authorities.
<i>Train Order Territory</i>	The portions of line where the Train Order system of Safeworking is used.
<i>Travel</i>	Planned or purposeful movement from one location to another.
<i>Work on Track</i>	The work performed in the Danger Zone.

# 1. Purpose

This Rule sets out the structure of *Brookfield Rail's Network Safeworking Rules and Procedures*, their area of application and use, and the reference documents used.

*Network Safeworking Rules and Procedures* provide the means by which the Australian National Rules and Procedures (ANRP) will be applied on the *Brookfield Rail Network*.

During the development of the *Network Safeworking Rules and Procedures*, the following have been considered:

- the role of *Brookfield Rail* as an *Access Provider & operator*;
- the interfaces between *Brookfield Rail* and:
  - various *Rail Traffic* operators;
  - *Track* maintenance organisations;
  - suppliers to *Brookfield Rail* of goods and services;
- implementation of technological advancement; and
- existing safeworking procedures, practices and their development.

## 2. Structure and Management of the Rules and Procedures

### 2.1 Development

*Brookfield Rail* has drawn down a number of Rules and Procedures from the Rail Industry Safety Standards Board (RISSB) and so far as reasonably practicable be consistent with the ANRP.

Where the rule and the procedure for a particular area are separate ANRP documents, *Brookfield Rail* has consolidated these into one document.

Where there was no Rule or Procedure provided by the ANRP or where the ANRP document did not meet the requirements of *Brookfield Rail*, then *Brookfield Rail* has developed its own Rule or Procedure.

## 2.2 Structure of the Rules and Procedures

The structure of each *Network Safeworking Rule and Procedure* will include, as a minimum, the following:

- Each Rule and Procedure will have a Name and Number.
- There will be a purpose statement for each Rule and Procedure.
- Each Rule and Procedure will have a date stating when the Rule or Procedure comes into effect.
- If there are other Rules or Procedures that are required to be read in conjunction with the Rule, they shall be referenced in the document.
- Diagrams will be used to aid the reader in understanding the Rules and Procedures.

## 2.3 Managing the Rules and Procedures

Amendments to the Rules and Procedures must be authorised by the *Brookfield Rail* Chief Executive Officer and *Advertised* before implementation.

The controlled copy of the Rules and Procedures are published on the *Brookfield Rail* Internet and Intranet websites or as *Issued by Brookfield Rail*.

The Rules and Procedures are uncontrolled when printed from the website.

The Rules and Procedures will be:

- maintained electronically, and
- available for access and download by authorised users.

## 2.4 Unusual Working

Should a situation arise necessitating working beyond the limits prescribed in these rules, the *Brookfield Rail* Chief Executive Officer or the *Brookfield Rail* Manager Network Operations at the time, may authorise altered working arrangements.

Any altered arrangements must be in writing, be *Advertised* in advance where practicable and a record maintained.

Any altered working must ensure that:

- every reasonable precaution for the safe movement of *Rail Traffic*;
- every reasonable precaution for the *Protection* of workers has been taken; and
- existing procedures are adopted wherever possible.

A record of the altered working must be sent to the *Brookfield Rail's* Rail Safety Manager for retention.

## 3. Extent of the Network

### 3.1 The Brookfield Rail Network.

Figure 1001-1 List of line numbers and sections.

Line No.	Station From	KM		Station To
1	Midland	13	655	Kalgoorlie
2	Mundijong Junction	43	184	Bunbury
3	Millendon Junction	0	452	Narngulu
4	Toodyay West	0	135	Miling
5	Woodbridge West	0	1	Woodbridge South
6	Midland	0	48	Kwinana
7	Cockburn East	0	1	Cockburn North
8	Cockburn North	0	2	Cockburn South
9	Forrestfield	0	5	Kewdale
11	Robb Jetty	24.6	31	Cockburn North
13	Kwinana	0	26	Mundijong Junction
15	Pinjarra	0	3	Alumina Junction
16	Alumina Junction	0	5	Calcine
17	Pinjarra South	0	1	Pinjarra East
18	Kwinana	0	4	Alcoa
19	Kwinana	0	7	CBH
27	Wagerup North	0	6	Refinery
28	Wagerup South	0	1	Wagerup East
31	Avon Yard	0	463	Albany
33	York	0	74	Quairading
34	Avon Yard Maya	0 238	193 429	McLevie Mullewa
35	Goomalling Trayning	0 110	66 183	Wyalkatchem Merredin
36	Amery	0	98	Kalannie
37	Burakin	0	71	Beacon
38	Wyalkatchem	0	121	Mukinbudin
50	West Kalgoorlie West	0	1	West Kalgoorlie South
51	West Kalgoorlie	0	383	Esperance
52	Kalgoorlie	0	259	Leonora
53	Kambalda	0	8	Redmine
59	Narrogin	0	216	Merredin via Corrigin
60	Yilliminning Kondinin	0 118	95 259	Kulin Merredin
61	Wagin	0	182	Newdegate
62	Lake Grace	0	94	Hyden
63	Katanning	0	61	Nyabing
64	Tambellup	0	38	Gnowangerup
65	Redmond	0	1	Mirambeena
71	Brunswick Junction	0	53	Premier
75	Picton Junction	0	149	Lambert
79	Picton Junction	0	10	Bunbury via Inner Harbour
80	Picton Junction	0	3	Picton East
81	Brunswick North	0	1	Brunswick East
82	Worsley	0	11	Hamilton
83	Worsley East	0	1	Worsley North
90	Tilley Junction	0	75	Karara
91	Geraldton	0	107	Mullewa
94	Dongara	0	80	Eneabba





### 3.3 Interface locations between Brookfield Rail and the Public Transport Authority

At certain *Locations* there is an interface between the Public Transport Authority Network and *Brookfield Rail Network*. At these *Locations*, as listed below, there are operational and/or signalling protocols to ensure the safe passage of *Rail Traffic*.

#### 3.3.1 Midland

For *Rail Traffic* to enter the *Brookfield Rail Network* the *Brookfield Rail Network Controller* must give the Public Transport Authority Train Controller the release on signal 51.

For *Rail Traffic* to enter the Public Transport Authority network, the Public Transport Authority's Train Controller must give the *Brookfield Rail Network Controller* the release on signal 28.

#### 3.3.2 Woodbridge

For *Rail Traffic* enter the *Brookfield Rail Network* the *Brookfield Rail Network Controller* must give the Public Transport Authority Train Controller the release on signal 95.

For *Rail Traffic* to enter the Public Transport Authority *Network*, the Public Transport Authority's Train Controller must give the *Brookfield Rail Network Controller* the release on signal 85.

#### 3.3.3 Kenwick

This is the junction for the narrow gauge double line on the Armadale line and the single line to Kenwick East. The *Points* and signals are controlled and operated from the Public Transport Authority Train Control Centre.

For *Rail Traffic* to enter the Public Transport Authority *Network*, the Public Transport Authority's Train Controller must give the *Brookfield Rail Network Controller* the release on signal 30 (the Public Transport Authority refers to signal 441).

#### 3.3.4 Armadale

The Public Transport Authority *Network* from Armadale to Mundijong Junction is controlled by *Brookfield Rail's* Southwest Network Control desk.

For *Rail Traffic* to depart Armadale towards Mundijong Junction, the *Brookfield Rail Network Controller* must give the Public Transport Authority Train Controller the release on signal 2R (the Public Transport Authority refers to signal 477).

For *Rail Traffic* to enter the Mundijong Junction to Armadale section, *Brookfield Rail's Network Controller* sets the *Route* and advises the Public Transport Authority's Train Controller.

### 3.3.5 Fremantle

The Public Transport Authority *Network* from Robb Jetty to Fremantle is controlled by *Brookfield Rail's* Southwest Network Control desk by the *Issue of Train Orders*.

Prior to any *Rail Traffic* departing Cockburn on a *Train Order* towards Fremantle the *Brookfield Rail Network Controller* must provide advice to the Public Transport Authority's Train Controller.

Prior to any *Rail Traffic* departing North Quay the *Rail Traffic Crew* must:

- be in possession of a *Train Order* to *Travel* from Fremantle to Cockburn; and
- obtain clearance from the Public Transport Authority's Train Controller.

## 3.4 Interface between Brookfield Rail and the Australian Rail Track Corporation

The railway from Kalgoorlie to Parkeston is under the control of Australian Rail Track Corporation Ltd. (ARTC).

*Rail Traffic* between *Station Limits* Kalgoorlie and Parkeston are controlled by *Train Orders Issued* by the ARTC Train Controller.

Prior to an Up traffic departing Parkeston for Kalgoorlie the *Rail Traffic Crew* must:

- contact the *Brookfield Rail Network Controller* to obtain permission to depart Parkeston; and
- confirm with the *Network Controller* that they are in possession of a valid *Train Authority, Issued* by the ARTC Train Controller.

The *Brookfield Rail Network Controller* must record the number of the *Train Authority* on the *Network Control Diagram*.

Prior to Down traffic departing West Kalgoorlie for Parkeston the *Brookfield Rail Network Controller* must ensure the *Rail Traffic Crew* are in possession of a valid *Train Authority, Issued* by the ARTC Train Controller, and the *Brookfield Rail Network Controller* must record the number of the *Train Authority* on the *Network Control Diagram*.

When requested by the ARTC Train Controller the *Brookfield Rail Network Controller* will:

- apply *blocking Facilities* as required to Starting signals at Kalgoorlie; and
- apply the *Blocking Facilities* in accordance with Rule 3011 Absolute Signal Blocking section 4.1 Request for ASB from a person other than a *Protection Officer*.

## 4. Intent of Safeworking Rules And Procedures

The *Network Safeworking Rules and Procedures* are intended to provide a uniform and coordinated operation that promotes common, consistently applied work practices and *Effective Communication* as a basis for enhancing safety on the *Network*.

The *Network Safeworking Rules and Procedures* apply to all *Rail Traffic* operations, *Network Control* and *Work on Track* activities.

The *Network Safeworking Rules and Procedures* support all other functional areas of the railway including:

- Occupational health and safety.
- Rail worker competence.
- Interface coordination.
- Incident management.
- *Infrastructure* standards.
- *Rolling Stock Standards*.

## 5. The Object Of The Network Control System

### 5.1 Object

The system of operation is provided to place Safeworking for any given area under the control of one *Network Controller*.

The *Network Controller*:

- is in charge of the management of *Rail Traffic* working;
- is in charge of the *Issue of Work on Track Authorities* in the area of control; and
- is responsible for the initiation of alternative procedures following incidents that include, but are not limited to, *Rail Traffic* failures, derailments, accidents and washaways.

The *Network Controller's* instructions must be carried out provided they do not conflict with the *Network Safeworking Rules and Procedures* or endanger the safety of passengers, workers and *Infrastructure*.

## 5.2 Emergency Procedures

The management of day to day operational delays or *Emergencies* is detailed in the *Network Safeworking Rules and Procedures*, however, should any major accident occur or in the event of any other *Emergency* of major significance the Brookfield Rail Emergency Management Procedures Manual is to be enforced.

*Emergency* procedures will be initiated by the responsible *Network Controller* on becoming aware of a situation where such action is warranted.

## 5.3 Communication

Communication to and from the *Network Controller* may be by radio, telephone or other available means.

Radios, where available, should be the primary means of communication to and from the *Network Controller*.

All Radio communication must be in accordance with correct radio discipline and voice procedures as described in Rule 2007 Network Communications and using the prescribed Radio Channels allocated to specific areas.

In *Train Order Territory* where there is no radio coverage with *Network Control*, telephone communication, which can be either wayside, mobile or satellite, will be the primary means of communication to and from the *Network Controller*.

All communications into and out of *Network Control* will be recorded.

# 6. References

2007 Network Communications

3011 Absolute Signal Blocking

W100-100-004 Brookfield Rail Emergency Management Procedures Manual

# 7. Effective Date

4 May 2016