

Network Safeworking Rules and Procedures

Network Communications

Rule Number: 2007



Brookfield
Rail

Network Communications

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Document Control Identification

Document title	Number	Version	Date
2007 – Network Communication		1.0	31 March 2016

Document History

Publication version	Effective date	Page(s) affected	Reasons for and extent of change(s)
2007 – Lookout Network Communication	4 May 2016		

Authorisation



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31 March 2016



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Glossary for this Rule

<i>Authority</i>	Formal name for a written Authority (e.g. Local Possession Authority, Alternative Proceed Authority).
<i>Brookfield Rail</i>	Brookfield Rail Pty. Ltd.
<i>Centralised Traffic Control (CTC) Territory</i>	The portions of line where the Centralised Traffic Control system of Safeworking is used.
<i>Communication Device</i>	A device that supports effective communication between Network Controllers, Rail Traffic crews, Track Workers and other Competent Workers.
<i>Competent Worker</i>	A worker certified as competent to carry out a relevant task.
<i>Condition Affecting the Network (CAN)</i>	A situation or condition that affects or has potential to affect the safety of the Network.
<i>Effective Communication</i>	The ability to successfully send, receive and understand information. The communication does not need to be continuous.
<i>Emergency</i>	Incident requiring urgent action. The incident might involve death or serious injury, health or safety effects, significant damage to property or infrastructure.
<i>Infrastructure Representative</i>	An authorised Brookfield Rail employee or an organisation contracted to Brookfield Rail, responsible for maintaining Network infrastructure.
<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 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>Occupancy Authority</i>	A formal authority that allows occupancy of a portion of line by rail traffic or for work on track.
<i>Open-Channel</i>	A system that allows all radio users to take part in all conversations.
<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>Shunt</i>	To move rail traffic, rakes of vehicles, or vehicles on lines for purposes other than through movement.
<i>Special Working</i>	Working rail traffic using an Alternative Proceed Authority or manual block working.
<i>Track Workers</i>	Competent rail safety workers whose primary duties are associated with work on or around infrastructure in the Rail Corridor.
<i>Train</i>	A locomotive or self-propelled vehicle, alone or coupled to one or more vehicles. Rail Traffic.
<i>Train Order</i>	An authority issued by the Network Controller for the movement of rail traffic.
<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 provides protocols for the effective use of spoken and written communications between *Network Controllers*, *Track Workers*, *Rail Traffic Crews* and other users for railway operations.

2. General

Effective Communication is essential for safety in the *Network*

Brookfield Rail provides:

- two-way radio coverage for most of the *Network*, this includes total coverage in *Centralised Traffic Control (CTC) Territory*;
- two-way radio coverage for local communications. local communications do not provide two-way radio communications with Network Control;
- wayside telephones:
 - in all Traffic Annexes in *Centralised Traffic Control (CTC) Territory*; and
 - in most *Train Order* cabins in *Train Order Territory*.

2.1 Communication fundamentals

Communication in the *Network* must be:

- clear, brief and unambiguous;
- relevant to the task at hand; and
- agreed as to its meaning before being acted upon.

Communications may be spoken, written or electronic transmissions.

Communications must use the 24-hour clock to give times.

Communications Equipment used for railway operations must be tested for correct operation:

- for *Rail Traffic* prior to entry on to the *Network*; and
- for *Work on Track* prior to starting work.

2.2 Confirmation of communication

The receiver must confirm the content of a spoken or written message by repeating the message back to the sender, if requested by *Network Control* or the communication is about:

- an *Occupancy Authority*;
- an instruction not to Proceed;
- *Train* running information;
- *Special Working*; or
- a *Condition Affecting The Network (CAN)*.

The receiver must not act on a spoken or written communication until the sender confirms that the message has been repeated correctly.

2.3 Relaying Communications

If it is not possible for a sender to communicate directly with an intended receiver, a *Competent Worker* may relay the content.

The content of a communication must be relayed exactly as it was received.

3. Emergency Communication

When required to communicate in an *Emergency*, workers are to use whatever communication method is available, with radio communications being the first priority.

Emergency communications must:

- start with “*Emergency, Emergency, Emergency*”;
- be given priority; and
- be answered immediately by the intended recipient.

If there is an *Emergency* message on an *Open-Channel* radio, other users of the channel must stop transmission immediately.

Unless they are answering or aiding the *Emergency* call, workers must not transmit unless they are certain no interference will result.

3.1 Emergency Radio Communications

If an *Emergency* button is fitted, the *Competent Worker* must:

- press the *Emergency* button;
- if there is no immediate answer follow the steps for ‘If an *Emergency* button is not fitted’;
- when the Receiver answers, give their *Location* and the *Emergency* message; and
- exchange necessary information and directions.

If an *Emergency* button is not fitted the *Competent Worker* must:

- transmit: “*Emergency, Emergency, Emergency. This is (their identification)*”;
- give brief details about the *Emergency* and if *Emergency Services* are required;
- if there is no immediate answer, pause;
- repeat “*Emergency, Emergency, Emergency. This is (their identification)*” and details about the *Emergency*. Keep repeating until answered;
- when a Receiver answers, give their *Location* and the *Emergency* message; and
- exchange the necessary information and directions.

4. Spoken Communication

Open-Channel communication must use the standard terms and protocols in this Rule and must be acknowledged promptly.



WARNING: *Competent Workers* must not assume that a receiver has understood a message before the receiver confirms that the message has been understood.

If the meaning of a spoken communication is not understood:

- the receiver must ask that it be repeated;
- if necessary, the sender and receiver must use the phonetic alphabet and spoken numbers to clarify and confirm the message; or
- arrange alternative means to communicate with the sender.

4.1 Spoken Numbers

When transmitting numbers, a *Competent Worker* must:

- use the spoken numbers in the following table;
- stress the syllables in capital letters;
- for a decimal point, say “Day Cee Mal”.

Figure 2007-1 Spoken numbers table.

For digit	Say
0	ZEE-roh
1	WUN
2	TOO
3	thuh-REE
4	FO-wer

For digit	Say
5	FI-yiv
6	SIX
7	SEV-en
8	ATE
9	NINE-uh

4.2 Phonetic Alphabet (spoken letter names)

When it is necessary to spell words, the *Competent Worker* must use the spoken letter names in the following table.

Stress the syllables in capital letters.

Figure 2007-2 Phonetic alphabet table.

For	Letter Name	Say
A	ALPHA	AL-fah
B	BRAVO	BRAH-voh
C	CHARLIE	CHAR-lee
D	DELTA	DELL-tah
E	ECHO	ECK-oh
F	FOXTROT	FOKS-trot
G	GOLF	GOLF
H	HOTEL	hoh-TEL
I	INDIA	IN-dee-ah
J	JULIET	JEW-lee-ETT
K	KILO	KEY-loh
L	LIMA	LEE-mah
M	MIKE	MIKE
N	NOVEMBER	No-VEM-ber
O	OSCAR	OSS-cah
P	PAPA	pah-PAH
Q	QUEBEC	keh-BECK
R	ROMEO	ROW-me-oh
S	SIERRA	See-AIR-rah
T	TANGO	TANG-go
U	UNIFORM	YOU-nee-form
V	VICTOR	VIC-tah
W	WHISKY	WISS-key
X	X-RAY	ECKS-ray
Y	YANKEE	YANG-key
Z	ZULU	ZOO-loo

4.3 Standard Terms and Phrases

A *Competent Worker* must only use these standard terms to convey these meanings:

Figure 2007-3 Standard communication terms.

Term	Meaning
Emergency, Emergency, Emergency.	This is <i>an</i> Emergency.
Correct.	Yes. You are right.
I read back.	I am going to repeat all, or part, of your statement exactly as I received it.
I say again.	I am going to repeat all, or part, of my last statement.
I spell.	I am going to use the phonetic alphabet.
Loud and clear.	Your signal is strong, and every word is understood.
Message received.	I clearly received and understood your message.
Negative.	No. Not correct.
Out.	My transmission is complete.
Over.	I have finished speaking, and I am waiting for a reply.
Read back.	Repeat all, or a specified part, of my message back to me exactly as you received it.
Receiving.	I acknowledge your call. Proceed with the message.
Say again.	Please repeat your last statement.
Speak slower.	Repeat what you said, speaking more slowly. It is hard to understand you.
Stand by.	Wait. I will be back to you soon.

4.4 Recording Spoken Communications

If spoken communication recording equipment is provided, it must be used to record Network Control communications.

5. Spoken Communication Protocols

5.1 Identification

Communications must begin with identification of the receiver, followed by identification of the sender.

Rail Traffic Crews communications must include the sender's *Rail Traffic* identification.

Communications from a worksite must include the sender's:

- name;
- safeworking designation; and
- *location*. (include Structure Numbers where appropriate).

5.2 Open-Channel Communications

Competent Workers using *Open-Channel* radios must:

- except in an *Emergency*, check that the channel is not already in use before starting a transmission;
- if a reply is expected, use the term "Over" to end each statement; and
- to end each transmission, use the term "Out".

5.2.1 Example of Open-Channel Communication

Sender

Say: "(Receiver) this is (Sender), over".

Receiver

Start your reply to the person calling you with your Safeworking designation, Location, and/or Rail Traffic identification number.

Identify yourself by your Safeworking designation, Location, and/or Rail Traffic identification number.

Say: "(Sender) this is (Receiver), over".

Sender

Make your statement, ending with "Over".

Receiver

Reply, ending with "Over".

Sender and Receiver

Use standard terms as required in the communication.

Sender or Receiver

At the end of the communication say "Out".

5.3 Short Identification

A short identification may be used, after making an initial positive identification, for *Shunting* or similar operations within a yard or terminal on a dedicated *Shunting* channel.

6. Written Safeworking Communication

Competent Workers compiling safeworking forms, *Authorities* and records must:

- complete all required items on the form;
- write clearly in permanent ink; and
- write numbers in numerals, not words, using for example “12” instead of “twelve”.

If Safeworking forms include items that have a checkbox before them, *Competent Workers* must:

- tick the box if it applies, and complete the item; or
- place a cross in the box if the item does not apply.

If forms include options, text that does not apply must have a single line drawn through it.

Unless otherwise specified, Safeworking forms and records must be kept for at least 90 days.

6.1 Errors on Records, Safeworking Forms and Authorities

Where an error has been made on a record or safeworking form other than an Authority draw a single line through errors, and initial the corrections; or compile a new form.

If an error is made on an Authority *Competent Workers* must act in accordance with Procedure 9016 Written Authorities and Forms.

6.2 Written Communication Abbreviations

Use the standard abbreviations approved by *Brookfield Rail* in written Safeworking communications.

Figure 2007-4 Written abbreviations.

Abbreviation	Meaning
No	Number
LOCO	Locomotive
KM	Kilometre
TM	On-Track Machine
CBH	Co-operative Bulk Handling
STN	Special Train Notice
JCT	Junction
MR	Midland Railway
AKOL	Annett's Key On Locomotive

7. Communications Equipment

Communications Equipment authorised by *Brookfield Rail*, or compatible with *Brookfield Rail* equipment, may be used to establish *Effective Communication* in the *Network*.

Before *Rail Traffic Travels* in the *Network*, equipment to communicate with the *Network Controller* must be working correctly.

Before entering the *Network*, *Rail Traffic Crews* must be aware of:

- communication protocols; and
- radio channels for each type of *Communication Equipment*.

7.1 Defective Equipment

If *Network Control Communications Equipment* is defective, the *Network Controller* must:

- tell *Infrastructure Representatives* about the faulty equipment; and
- establish alternative communication methods.

If *Rail Traffic Communication Equipment* becomes defective, *Rail Traffic Crews* must:

- use a third party to relay messages; or
- use wayside *Communications Equipment*.

8. References

9016 Written Authorities and Forms

9. Effective Date

4 May 2016