

Network Safeworking Rules and Procedures

Protecting Disabled Rail Traffic

Rule Number: 4001

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Document History

Version	Effective Date	Pages updated	Reasons for change
2.01	21 11 2022	All	Review

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1. Purpose

The purpose of this rule is to outline provisions of *Protection* to *Rail Traffic* that has failed or become an *Obstruction* in the *Network*.

2. General

If an *Obstruction* is reported, the *Network Controller* responsible for the affected portion of line must act in accordance with Rule 2009 Reporting and Responding to a Condition Affecting the Network (CAN), and:

- instruct the *Rail Traffic Crew* in or approaching the affected *Block Section* to stop their *Rail Traffic* immediately; and
- apply *Blocking Facilities* to prevent entry of further *Rail Traffic* into an affected or potentially affected portion of *Track*.

3. Rail Traffic Protection



WARNING: An unexpected loss of brake pipe pressure may indicate that *Rail Traffic* has derailed, or has derailed and *Fouled Adjacent* lines.

Where *Adjacent* lines are or might be *Obstructed* those lines must be *Protected* first.

Rail Traffic requires *Protection* where:

- the *Rail Traffic* needs assistance;
- the *Rail Traffic* *Obstructs*, or might *Obstruct*, *Adjacent* lines; or
- the line is *Obstructed*.

The *Network Controller* may advise the *Rail Traffic Crew* of *Disabled Rail Traffic*, that *Protection* is not required provided:

- communications with the first approaching *Rail Traffic* has been established; and
- that *Rail Traffic Crew* is advised of the circumstances.

The *Network Controller* must make a *Permanent Record* of that advice.

3.1 Disabled Rail Traffic

The *Rail Traffic Crew of Disabled Rail Traffic* must:

- ensure their own safety;
- tell the *Network Controller*:
 - there is a failure;
 - the *Location* of the *Disabled Rail Traffic*; and
 - the nature of the failure, when this has been determined;
- if necessary, protect the *Disabled Rail Traffic*; and
- ensure that the *Rail Traffic Consist* is *Secured* to prevent rail vehicles from running away.

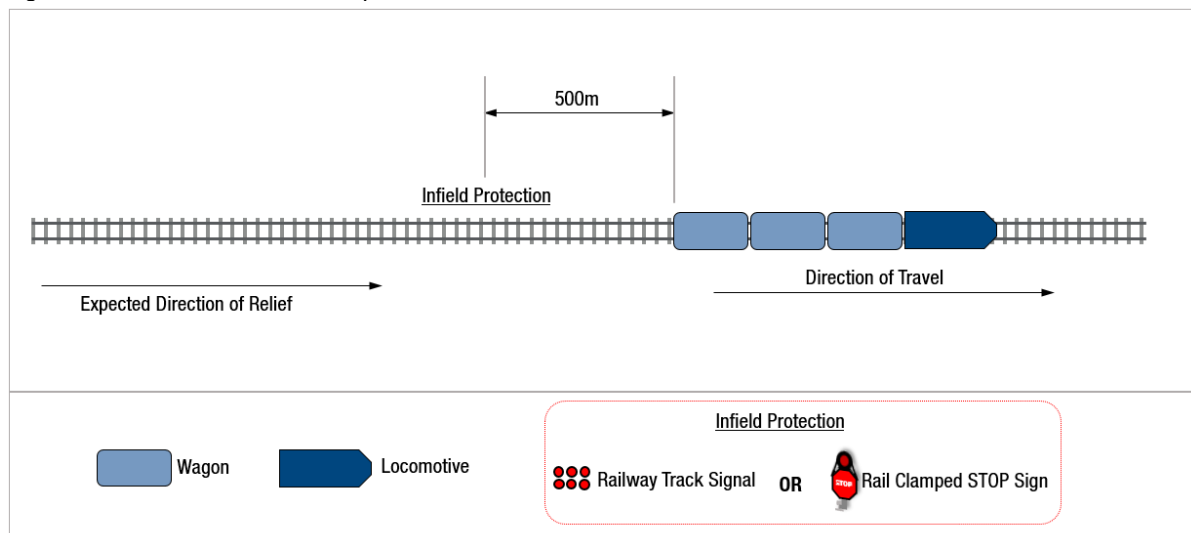
Where Rail Traffic is to be protected, In-field Protection must be placed 500 metres from the Disabled Rail Traffic using:

- 3 *Rail Traffic Signals (RTS)* on each line; or
- a Rail Clamped STOP Sign.



NOTE: Where using *RTS* they are to be placed on all rails of the line to be protected in accordance with Procedure [9004 Using Railway Track Signals](#).

Figure 4001-1 *In-Field Protection* placement to *Protect Rail Traffic*.



The *Network Controller* must, where necessary, prevent *Rail Traffic* from moving by the *Issue* of a *Restraint Authority* to the *Rail Traffic Crew* of:

- the *Disabled Rail Traffic*;
- approaching *Rail Traffic*; and
- applying *Blocking Facilities*.



NOTE: Where approaching *Rail Traffic* can be held at a *Controlled Absolute Signal* displaying a *STOP* indication, a *Restraint Authority* is not required.

3.2 Adjacent Lines



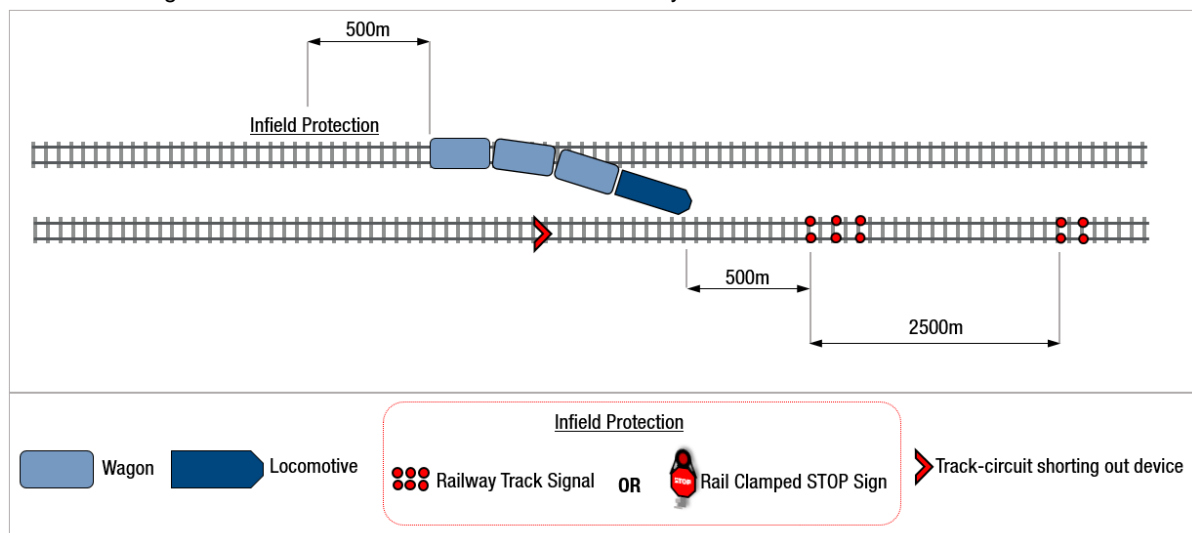
WARNING: Where the *Rail Traffic Crew* are unable to confirm that the *Adjacent* line is not *Obstructed*, they must assume that it is *Obstructed* and *Protect* that line first.

If the *Rail Traffic Crew* suspects their *Rail Traffic* has *Fouled* an *Adjacent* line, they must immediately tell the *Network Controller*.

Where the *Rail Traffic Crew* are not assured by the *Network Controller* that other *Rail Traffic* has been stopped or prevented from entering the affected *Block*, they must:

- immediately and repeatedly transmit an *Emergency* broadcast; and
- use *Rail Traffic* lights to warn any approaching *Rail Traffic* by flashing the *Headlights*.

Figure 4001-2 *Railway Track Signal* and *Track-circuit* shorting out device placement to protect an *Adjacent* line from obstructing rail traffic in *Uni-Directional* double-line territory.



On *Bi-Directional* lines where there are *Adjacent* lines, *Protection* must be applied to affected lines in both directions.

The *Rail Traffic Crew* must apply *Protection* to affected *Adjacent* lines with the priority they consider necessary.

3.2.1 Track-Circuit Shorting Out Device



WARNING: *Track-Circuit Shorting Out Devices* cannot be used unless it is determined that it is safe to do so.

The *Rail Traffic Crew* must determine that if there are any fallen overhead line wires, they are not close to or in contact with the *Rail Traffic* or rails.

In *Track-Circuited Territory* the *Rail Traffic Crew* must:

- prior to getting out of the *Rail Traffic*, determine that there are no fallen overhead line wires close to, or in contact with the *Rail Traffic*, or rails;
- once it has been determined that it is safe to do so, fasten a *Track-Circuit Shorting Out Device* to the rails of the *Adjacent Obstructed* lines; and
- if possible, confirm that *Affected Signals* show STOP.

Where the *Track Circuit Shorting Out Device* cannot be used because of the proximity of fallen overhead line wires and the *Rail Traffic Crew* cannot establish communications with *Network Control*, the *Rail Traffic Crew* must continue to:

- transmit an *Emergency* broadcast; and
- use *Rail Traffic* lights to warn any approaching *Rail Traffic* by flashing the *Headlights*.

3.2.2 Using the Rail Traffic's Motive Power Unit to Assist in Placing Protection

After *Securing* the remaining portion of the *Train*, by a full service application of the brake, the *Rail Traffic Crew* may detach a *Motive Power Unit* or *Locomotive* for use during placement of *Protection*.

The *Motive Power Unit* or *Locomotive* used for placement of *Protection* must return to the remaining portion of the *Train*.

3.3 Removing In-Field Protection

Before the *Rail Traffic* is removed from the *Section*, the *Rail Traffic Crew* must:

- ensure the three *RTS* or *Rail Clamped STOP sign* at 500 metres are cleared from the line; and
- advise the *Network Controller* the *Location* of the two *RTS* at 2500 metres, if they are still in place.

The *Network Controller* must advise the *Rail Traffic Crew* of the first *Rail Traffic* movement, of each gauge, to *Travel* through the *Section*, the *Location* of the remaining two *RTS*.

4. Protecting Rail Traffic That Needs Assistance

4.1 Assistance from the Rear

Unless the *Network Controller* advises otherwise, if there is no *Rail Traffic* standing at a signal at STOP within 500 metres behind the *Rail Traffic* that needs assistance, the *Rail Traffic Crew* must place *Protection* on the line at the nearer of:

- At least 500m behind the *Rail Traffic*, or
- the first signal at STOP behind the *Rail Traffic*.

Figure 4001-3 *In-Field Protection* placed at least 500 metres behind the *Rail Traffic* to *Protect* it.

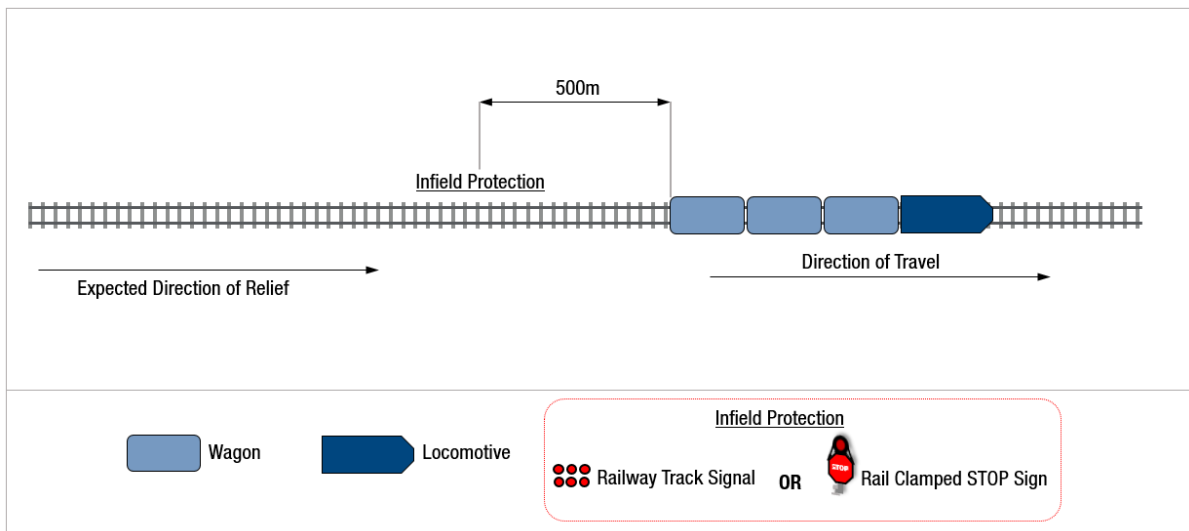
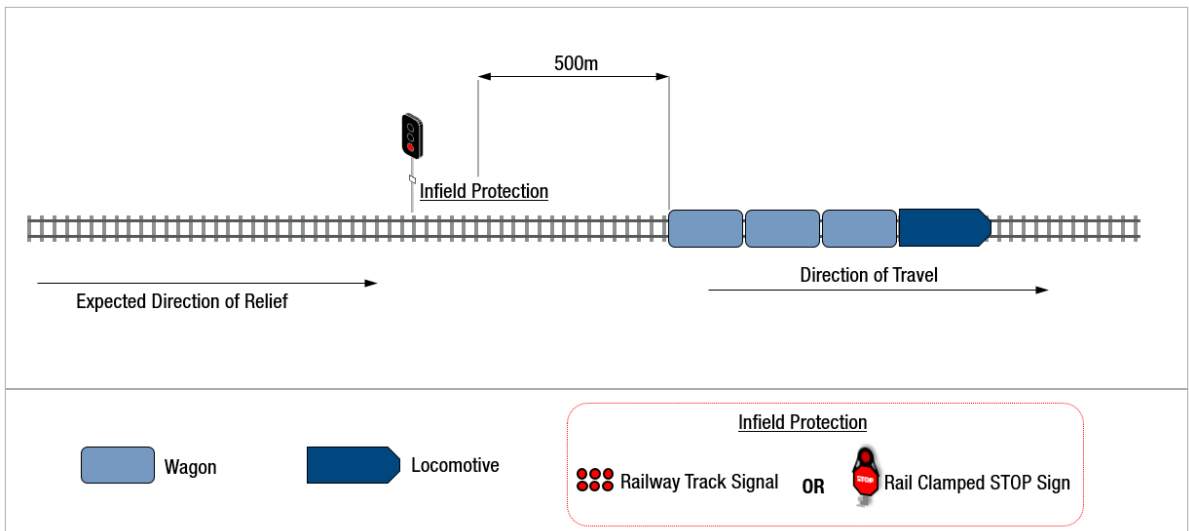


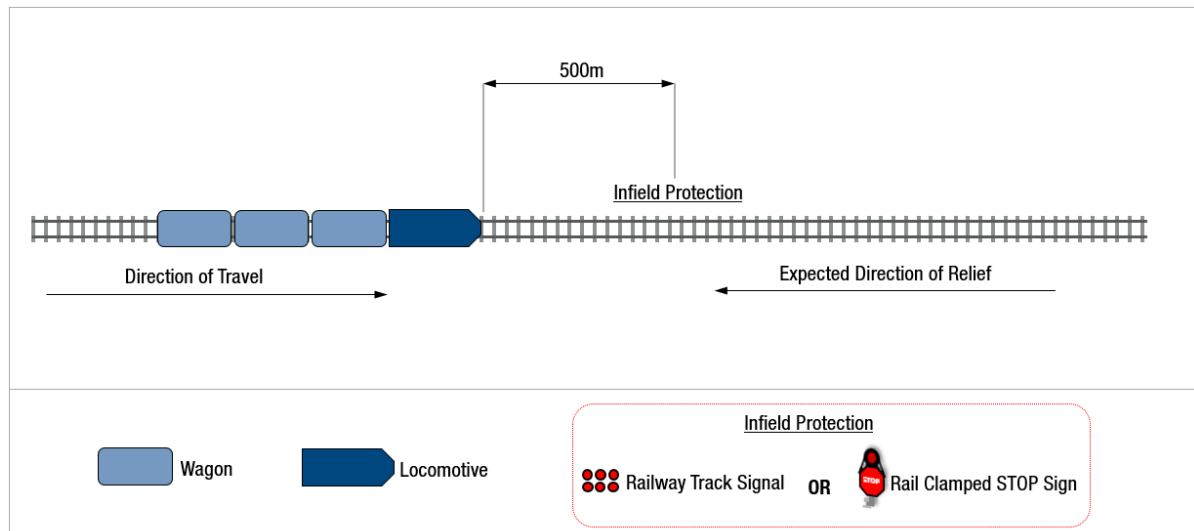
Figure 4001-4 *In-Field Protection* placed at the first signal at STOP behind *Rail Traffic* to *Protect* it.



4.2 Assistance from the Front

If assistance is expected from the front, the *Rail Traffic Crew* must place *Protection* on the line 500 metres forward of the *Rail Traffic*.

Figure 4001-5 *In-Field Protection* placed to protect *Rail Traffic* from assisting *Rail Traffic* approaching from the front.



If there is a signal for the opposing direction within 500 metres of the *Rail Traffic* needing assistance, the *Rail Traffic Crew* must:

- place *Protection* on the line at that signal; and
- tell the *Network Controller* the *Location* of the *Protection*.

5. Restraint Authority

Rail Traffic Crews that have been *Issued a Restraint Authority* must not allow the *Rail Traffic* to move unless:

- the *Network Controller* has *Cancelled the Restraint Authority*; or
- relief *Rail Traffic* is attached to the *Consist*.

The *Network Controller* will *Cancel a Restraint Authority* when:

- the *Restraint Authority* is no longer required; or
- the whole of the *Disabled Rail Traffic* has been removed from the *Section Complete*.

6. References

2009 Reporting and Responding to a Condition Affecting the Network (CAN)

9004 Using Railway Track Signals

7. Effective Date

21 November 2022