Network
Safeworking
Rules
and Procedures

Removing Disabled Rail Traffic

Rule Number: 4009
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1. Purpose

The purpose of this rule is to provide instructions to Network Controllers and Rail Traffic Crew, for the removal of Disabled Rail Traffic from Running Lines in the Network.

NOTE: For the removal of Disabled Track Vehicles, refer to Rule 3019 Track Vehicles.

2. General

The Network Controller must determine the method of removing the Disabled Rail Traffic.

If the normal Proceed Authority permitted by the existing System of Safeworking is not available, and the Rail Traffic movement cannot be actioned in accordance with Rule 6013 Passing Fixed Signals at STOP, the Rail Traffic movement must be authorised using an appropriate Authority.

3. Disabled Rail Traffic

3.1 The Disabled Rail Traffic Crew

The Rail Traffic Crew of the Disabled Rail Traffic must:

- ensure their own safety;
- tell the Network Controller:
  - there is a failure;
  - the Location of the failed Rail Traffic;
  - the nature of the failure, when this has been determined; and

- Protect the Disabled Rail Traffic in accordance with Rule 4001 Protecting Rail Traffic.

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

Until otherwise confirmed, Rail Traffic Crews must always act on the presumption that Adjacent lines have been Fouled.

If the Rail Traffic Crew suspect their Rail Traffic has Obstructed an Adjacent line, they must protect against approaching Rail Traffic in accordance with Rule 4001 Protecting Rail Traffic.
3.2 Network Controller

The Network Controller responsible for the affected portions of line must:

- **Issue Restraint Authorities** in accordance with Rule 4001 Protecting Rail Traffic;
- be assured by the Rail Traffic Crew that the Disabled Rail Traffic, if required, has been Protected; and
- in Train Order Territory, **Cancel the Train Order** held by the Rail Traffic Crew of the Disabled Rail Traffic at the Location given by the Rail Traffic Crew.

**NOTE:** In Train Order Territory Restraint Authorities are not required where the Rail Traffic's Train Order is Cancelled.

4. **Authorities**

The Network Controller must:

- advise affected Competent Workers of the intended movement;
- tell the crew of the Disabled Rail Traffic about details of relief to be provided; and
- tell the crew of the relief Rail Traffic about the details of the Disabled Rail Traffic and where the Disabled Rail Traffic is to be taken:
  - Relief Rail Traffic Authority (RRTA) are issued on Alternative Movement Authority forms.
  - in Train Order Territory, these details must be shown on the Train Order for the relief Rail Traffic.

**NOTE:** The Network Controller must tell the relief Rail Traffic Crew the kilometre Location of the end of the Disabled Rail Traffic in the direction that relief is being provided, and the Protection details.

4.1 Relief Rail Traffic to Enter the Section from the Rear

The authority for the relief Rail Traffic to enter the Section from the rear is:

- in automatic signalling sections, both Single and Double line, a *Relief Rail Traffic Authority (RRTA)*, issued on an Alternative Movement Authority form; and:
  - the normal Proceed Aspect on the signal, where available; or
  - verbal authority from the Network Controller when the Proceed Aspect is unavailable; and
- in Train Order Territory, a Train Order.
4.2 Relief Rail Traffic to Enter the Section from the front

The authority for the relief Rail Traffic to enter the Section from the front is:

- on Automatic Signalling Sections, a RRTA and verbal Authority from the Network Controller; and
- in Train Order Territory, a Train Order.

5. Removing Disabled Rail Traffic

The Rail Traffic Crew required to remove Disabled Rail Traffic must:

- establish communications with the crew of the Disabled Rail Traffic;
- slow to Restricted Speed when:
  - 3000 metres from the Disabled Rail Traffic; or
  - entering the Block Section where the Disabled Rail Traffic is located within 3000 metres from the Protecting Signal;
- stop 500 metres from the Disabled Rail Traffic;
- be Piloted to the Disabled Rail Traffic; and
- remove the Disabled Rail Traffic as authorised by the Network Controller.

5.1 Coupling to the Disabled Rail Traffic

The Rail Traffic Crew of the Disabled Rail Traffic will Handsignal or verbally direct the assisting Rail Traffic Crew to couple to the Disabled Rail Traffic.

The Rail Traffic Crew of the relief Rail Traffic will, where communications are available, advise the Network Controller when ready to move the Disabled Rail Traffic.

5.2 Relief from the Rear and Propelling the Disabled Rail Traffic to the front

The Rail Traffic Crew of the relief Rail Traffic will ensure the crew of the Disabled Rail Traffic are able to assist in the braking and safety of the Propelling movement.

Prior to allowing the Disabled Rail Traffic to be Propelled, the Rail Traffic Crew of the Disabled Rail Traffic will ensure Effective Communications are available between Rail Traffic Crews, and:

- the Rail Traffic brake is operational from the Motive Power Unit of the Disabled Rail Traffic; or
- the Propelling movement is made in accordance with Rule 4015 Setting Back or Propelling on Running Lines.
5.3 Double Line Automatic Signalling

5.3.1 Where relief has been provided from the rear and is to remove the disabled rail traffic to the rear

Before permitting the relief Rail Traffic to remove the Disabled Rail Traffic in the Wrong Running Direction the Network Controller must:

- ensure no Rail Traffic has entered the Section behind the relief Rail Traffic;
- place the Fixed Signal controlling the entry to the Section at Stop and apply Blocking Facilities; and
- ensure a RRTA has been Issued for the Wrong Running Direction movement to the Rail Traffic Crew of the relief Rail Traffic.

The crew of the relief Rail Traffic must:

- before moving to the rear, be in possession of a RRTA for the Wrong Running Direction movement;
- return to the rear Location as directed by the Network Controller;
- on arrival at Station Limits for the rear Location, obtain permission from the Network Controller to enter the Location; and
- advise the Network Controller when the Section is Clear.

5.3.2 Where relief has been provided from the front and is to remove the disabled rail traffic to the front

The Rail Traffic Crew of the relief Rail Traffic;

- removes the Disabled Rail Traffic as Authorised by the Network Controller; and
- advises the Network Controller when the Section is Clear.

5.3.3 Where relief has been provided from the front and is to remove the disabled rail traffic to the rear

Before permitting the relief Rail Traffic to remove the Disabled Rail Traffic in the Wrong Running Direction, the Network Controller must:

- ensure no Rail Traffic has entered the Section behind the Disabled Rail Traffic;
- place the Fixed Signal controlling the entry to the Section at Stop and apply Blocking Facilities; and
- ensure a RRTA has been Issued for the Wrong Running Direction movement to the Rail Traffic Crew of the relief Rail Traffic.
The Rail Traffic Crew of the relief Rail Traffic must:

- before moving to the rear, be in possession of a RRTA for the Wrong Running Direction movement;
- on arrival at Station Limits for the rear Location, obtain permission from the Network Controller to enter;
- advise the Network Controller the Section is Clear, and
- ensure the Propelling movement is made in accordance with Rule 4015 Setting Back or Propelling on Running Lines.

NOTE: The crew of the Disabled Rail Traffic must assist with the Propelling movement as required.

### 5.4 Single Line Automatic Signalling

#### 5.4.1 Where relief has been provided from the rear and is to remove the disabled rail traffic to the rear

Before permitting the relief Rail Traffic to remove the Disabled Rail Traffic to the Location in the rear, the Network Controller must:

- place the Fixed Signal controlling the entry to the Section at Stop and apply Blocking Facilities; and
- ensure the Rail Traffic Crew of the relief Rail Traffic are in possession of a RRTA for the movement.

The relief Rail Traffic Crew must:

- before moving to the rear, be in possession of a RRTA for the movement;
- on arrival at Station Limits for the rear Location, obtain permission from the Network Controller to enter; and
- advise the Network Controller when the Section is Clear.

#### 5.4.2 Relief from the front and removing the disabled rail traffic to the front

The Rail Traffic Crew of the relief Rail Traffic must:

- before removing the Disabled Rail Traffic to the front, be in possession of a RRTA for the movement;
- remove the Disabled Rail Traffic as Authorised by the Network Controller; and
- advise the Network Controller when the Section is Clear.
5.4.3 Where relief has been provided from the front and is to remove the disabled rail traffic to the rear

Before permitting the relief Rail Traffic to remove the Disabled Rail Traffic to the Location in the rear, the Network Controller must:

- ensure no Rail Traffic has entered the Section behind the Disabled Rail Traffic;
- place the Fixed Signal controlling the entry to the Section at Stop and apply Blocking Facilities; and
- ensure the Rail Traffic Crew of the relief Rail Traffic are in possession of a RRTA for the movement.

The relief Rail Traffic Crew must:

- before moving to the rear, be in possession of a RRTA for the movement;
- on arrival at Station Limits for the rear Location, obtain permission from the Network Controller to enter; and
- advise the Network Controller when the Section is Clear.

6. Rail Traffic Can Be Divided to Clear the Section

If it is necessary to divide Rail Traffic into portions for removal, the Network Controller must determine a suitable Location to where any divided portion can be moved.

The Network Controller must tell the Rail Traffic Crew the determined Location to take any divided portion.

Before each portion is removed, the Rail Traffic Crew must complete continuity tests on the portion to be removed.

If the removed portion of the Rail Traffic will Travel beyond the next Controlled Location:

- Tail Lights or an End-of-Train Marker must be attached to the rear-most vehicle before departing that Location; or
- Rail Traffic must be Block worked, in accordance with Rule 5023 Manual Block Working.
6.1 Securing and Protecting the Divided Rail Traffic

The portion of the Rail Traffic to remain must be:

- Secured, in accordance with Rule 4003 Rail Traffic Integrity, and Protected; in accordance with Rule 4001 Protecting Rail Traffic, and
- during darkness or in conditions of Low Visibility, fitted with a light on the leading vehicle:
  - in areas where there are Adjacent lines, a white light; or
  - on single lines, a red light.

The Rail Traffic Crew must:

- take a written note of the last vehicle of the front portion;
- move the front portion forward 500 metres; and
- place 3 Railway Track Signals (RTS) on all rails 20 metres apart in accordance with Procedure 9004 Railway Track Signals, or a Rail Clamp Stop Sign to the head of the rail.

6.2 Arriving at the Controlled Location in Advance

On arrival at the Controlled Location in advance the Rail Traffic Crew must:

- confirm the portion is Complete; and
- stow the portion as directed by the Network Controller.

6.2.1 Train Order Territory

On arrival at the Location, where a Crossing is to take place and the other Rail Traffic is met, the Rail Traffic Crew must:

- stop at the Facing Points; and
- inform the Rail Traffic Crew of the circumstances.

6.3 Returning for the Rear Portion

The Rail Traffic Crew must get permission from the Network Controller before returning for the remaining portion.

The Rail Traffic Crew must advise the Network Controller when all of the Rail Traffic is Clear from the Section.
7. Parted Rail Traffic

**WARNING:** Before stopping the forward portion of Parted Rail Traffic, Rail Traffic Crews must consider the risk of it being struck by the detached portion of the Rail Traffic.

Rail Traffic Crews who become aware that their Rail Traffic has Parted must:

- stop the Rail Traffic; and
- tell the Network Controller about the Parting and, if possible, the Location of the detached portion.

The Network Controller must determine whether the Proceed Authority for the movement back to the detached portion:

- is available under the existing System of Safeworking; or
- must be Authorised using an RRTA.

The Rail Traffic Crew must not Set Back the forward portion of the Rail Traffic to the Location of the detached portion unless:

- the detached portion is Secured; and
- the Setting Back movement is made in accordance with Rule 4015 Setting Back or Propelling on Running Lines.

8. Parted Rail Traffic and Rail Traffic Crew Unaware

The Network Controller must, if necessary:

- arrange to locate the detached portions of the Rail Traffic;
- arrange to warn Rail Traffic Crews approaching the affected portions of line;
- arrange to prevent Rail Traffic from approaching the affected portions of line;
- apply Blocking Facilities; and
- arrange for recovery of the detached portion.

Competent Workers who find detached vehicles must:

- if possible, Secure them and arrange for their Protection; and
- tell the Network Controller.
9. Cancelling an RRTA

The RRTA may be Cancelled only if the Network Controller is assured that the Authorised movement has not started or has not been completed.

The Network Controller must tell affected Competent Workers that the RRTA has been Cancelled.

10. Fulfilling an RRTA

The RRTA must be Fulfilled only when the Rail Traffic Crew assures the Network Controller that the Authorised movements have been completed and the Block Section is Clear.

NOTE: The Restraint Authority Issued to the Rail Traffic Crew of the Disabled Rail Traffic must be Cancelled when the whole of the Disabled Rail Traffic has been removed Complete from the Block Section in accordance with Rule 4001 Protecting Rail Traffic.

11. Keeping Records

Network Controllers must keep a Permanent Record of:

- the Issue of the RRTA; and
- details of affected Competent Workers told about the Authorised movements.

Rail Traffic Crews and other Competent Workers must keep a Permanent Record of the Issue of the RRTA.

12. References

4001 Protecting Disabled Rail Traffic

4003 Rail Traffic Integrity

4015 Setting Back or Propelling on Running Lines

5017 Train Order Working

5023 Manual Block Working

6013 Passing Fixed Signals at STOP

9004 Railway Track signals

13. Effective Date

3 February 2020