

# Network Safeworking Rules and Procedures

## Station Limits

Rule Number: 4011

---

Arc Infrastructure maintains the master for this document and publishes the current version on the Arc Infrastructure website. All changes and updates to the Network Safeworking Rules and Procedures are authorised by the Arc Infrastructure Rule Book Committee. This document is uncontrolled when printed.

---

#### Document History

Version	Effective Date	Pages updated	Reasons for change
2.01	31 10 2022	All	Review

## Table of Contents

1.	Purpose.....	3
2.	General .....	3
3.	Station Limits.....	4
3.1	Centralised Traffic Control Territory.....	4
3.1.1	Double-line .....	4
3.1.2	Bi-Directional single-line .....	5
3.2	Train Order Territory.....	6
4.	Station Working.....	7
4.1	Running Lines .....	7
4.2	Unsignalled Movements .....	7
5.	References.....	7
6.	Effective Date.....	7

# 1. Purpose

The objective of this rule is to provide instructions on how *Station Limits* are defined, and how *Rail Traffic* movements are controlled, within *Station Limits*.

# 2. General

*Station Limits* define the limits of *Controlled Locations*.

If *Fixed Signals* are not available, *Network Controllers* must give verbal *Authority* for movements within *Station Limits*.

*Network Controllers* must make sure they do not *Authorise* conflicting movements.

# 3. Station Limits

Depending on their availability at a *Location*, signs or signals determine arrival end and departure end of *Station Limits*.

A *Station Limit* is defined by a:

- specified *Controlled Absolute Signal*; or
- *Station Limit* sign.



**NOTE:** *Controlled Absolute Signals* are identified by a white reflectorised marker plate located on the centre of the mast in accordance with Rule [6005 Fixed Signals](#), with the signal number displayed.

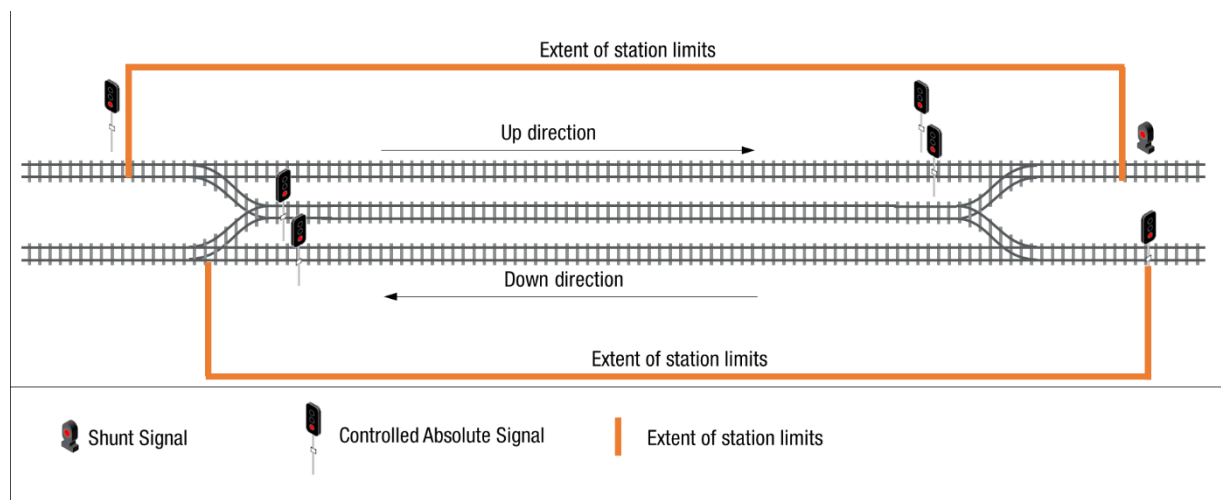
## 3.1 Centralised Traffic Control Territory

### 3.1.1 Double-line

*Station Limits* in *Double Line Centralised Traffic Control (CTC) Territory* are determined by:

	Limit
From	the first <i>Controlled Absolute Signal</i> at that <i>Double Line CTC Station</i> .
To	the last <i>Controlled Absolute Signal</i> at that <i>Double Line CTC Station</i> ; or <i>Facing or Trailing Points</i> beyond that <i>Fixed Signal</i> ; or <i>Shunt Set Back</i> signal beyond that <i>Fixed Signal</i> .

Figure: 4011-1 Example of *Station Limits* in *Double Line CTC Territory*.

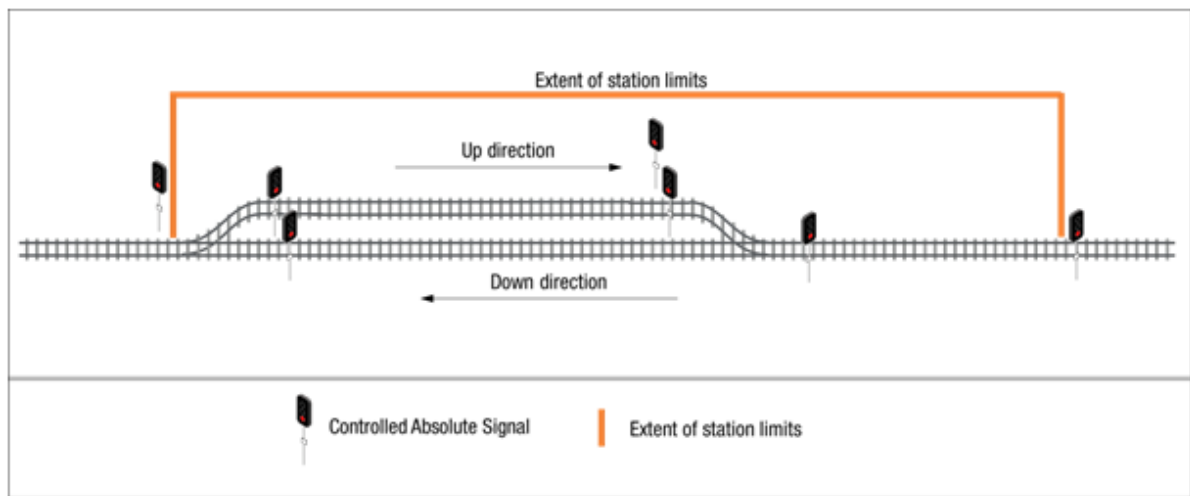


### 3.1.2 Bi-Directional single-line

Station Limits in Bi-Directional Single Line Centralised Traffic Control (CTC) Territory are determined by:

	Limit
From	The first <i>Controlled Absolute Signal</i> at that <i>Single Line CTC Station</i> .
To	The first <i>Controlled Absolute Signal</i> in the opposing direction, at that <i>Single Line CTC Station</i> .

Figure 4011-2 Example of Station Limits in Bidirectional Single-line CTC Territory.



### 3.2 Train Order Territory

Station Limits at Train Order Locations are determined by STATION LIMITS signs.

Figure 4011-3 Station Limits at Train Order Locations.

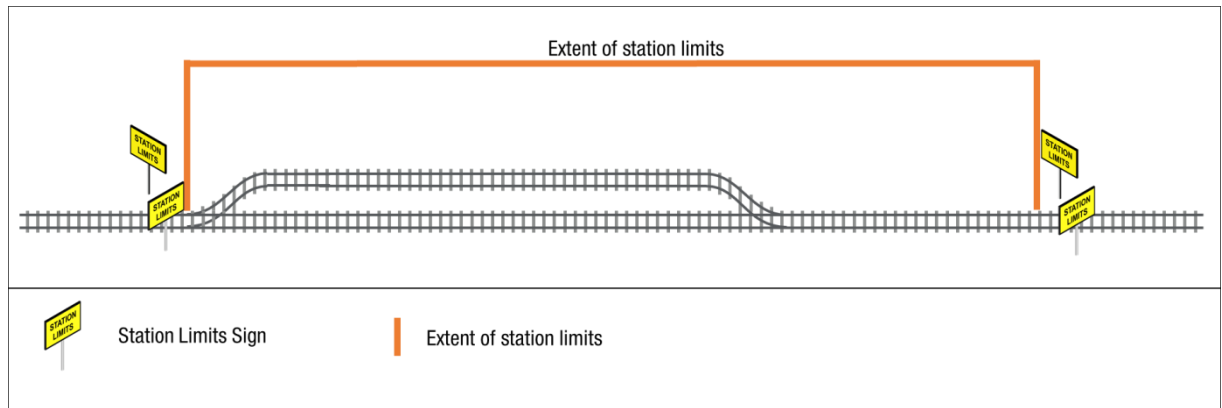
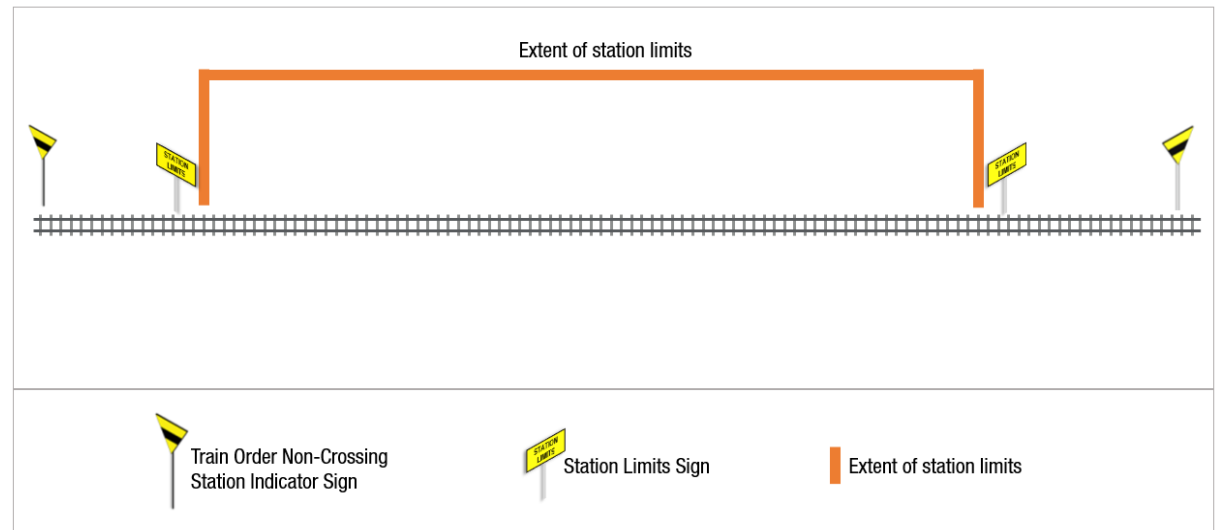


Figure 4011-4 Station Limits at Train Order Locations.



# 4. Station Working

## 4.1 Running Lines

*Rail Traffic* movements on *Running Lines* within *Station Limits* must be *Authorised* by the *Network Controller*.

If available, *Fixed Signals* must be used to *Authorise* movements.

*Fixed Signals* at STOP must be passed only in accordance with Rule 6013 Passing Fixed Signals at STOP.

## 4.2 Unsignalled Movements

Unsignalled movements within *Station Limits* must not exceed *Restricted Speed*.

Before *Authorising* an unsignalled movement that opposes other *Rail Traffic*, the *Network Controller* must make sure that at least one unoccupied *Block* is maintained between the movements.

The *Block* between the opposing movements must remain unoccupied until one of the approaching *Rail Traffic* movements is brought to a Stop.

The *Network Controller* must tell the *Rail Traffic Crew* involved in the unsignalled movement not to Proceed beyond the relevant *Station Limits*.

# 5. References

6005 Fixed Signals

6013 Passing Fixed Signals at STOP

# 6. Effective Date

21 November 2022