Network Safewarking Rules and Procedures

Setting Back or Propelling on Running Lines

Rule Number: 4015
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1. Purpose

The objective of this rule is to describe how Rail Traffic is managed when it is required to Set Back or Propel on Running Lines in the Network.

2. General

*Rail Traffic* may need to Set Back or Propel if:

- the forward portion of *Rail Traffic* is Set Back or Propelled towards a stationary portion of *Rail Traffic*;
- a Limit of Authority is overrun;
- it cannot continue in the forward direction;
- a Stopping Place has been partially or completely overrun and it is necessary to return to the Stopping Place;
- an unsafe condition is encountered; or
- Shunting operations are required on Running Lines.

3. Authorities

Signals, if available, must be used to give Proceed Authorities.

3.1 Setting back to Attach a Portion of Parted Rail Traffic

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**WARNING:** An appropriate Authority is required if the rear portion is beyond a Controlled Location.

The verbal authority of the *Network Controller* is required before Setting Back on a *Running Line* if the forward portion of *Rail Traffic* is to Set Back towards a stationary portion of the *Rail Traffic*.

3.2 Setting Back – Unable to Proceed in the Normal Direction

*Rail Traffic* may need to be Set Back if it cannot continue in the forward direction.

3.2.1 Automatic Signalling sections

In Automatic Signalling Sections the movement back is authorised by the *Network Controller* by the issue of a Relief Rail Traffic Authority (RRTA) on an Alternative Movement Authority Form and where possible signal indication.

3.2.2 Train Order Territory

In *Train Order Territory* the movement back is permitted where the *Rail Traffic Crew* are in possession of a *Train Order* and verbal permission from the *Network Controller* is obtained. The movement must not exceed the limits of the *Train Order*. 
3.3 Setting Back at Stopping Places

*Rail Traffic* may need to be *Set Back* if an overrun of a *Stopping Place* occurs.

The verbal *Authority* of the *Network Controller* must be obtained to *Set Back* and a *Competent Worker* must be in attendance to ensure the move is safe.

3.4 Propelling During Shunting

*Propelling* during *Shunting* on *Running Lines* requires an appropriate *Authority* from the *Network Controller*.

**NOTE:** In *Train Order Territory* the *Rail Traffic Crew* must be in possession of a *Train Order* for movements outside *Station Limits* or beyond the Limit of *Shunt* signs where provided.

4. Assurances

Before *Authorising* the movement, the *Network Controller* must:

- ensure the portion of *Track* into which the movement is to *Proceed* is *Clear of Rail Traffic*;
- where available, apply *Blocking Facilities*; and
- ensure current *Track Occupancies* or methods in affected *Sections* are *Fulfilled* or worksites are *Protected*.

4.1 Authority Details

An *Authority Issued* to *Rail Traffic* for a *Set Back* or *Propelling* movement must specify the *Location* to which *Travel* is *Authorised*. 
5. Conditions for Setting Back or Propelling

*Rail Traffic* must *Set Back or Propel* only:

- if it is not practicable to *Haul* the *Rail Traffic*; and
- as far as the *Authority* to *Propel* allows.

Where practicable the *Rail Traffic Crew* must drive from the leading end of *Rail Traffic*.

The *Competent Worker* directing the *Set Back or Propelling* movement must:

- closely accompany or precede the leading vehicle; or
- ride in the leading vehicle in a position designated as safe by the operator and approved by *Arc Infrastructure*.

*Effective Communication* must be in place between the *Competent Worker* and the *Rail Traffic Crew*.

Where verbal commands are used to direct *Rail Traffic* movements, the *Competent Worker* directing the movement and the *Rail Traffic Crew* must communicate at agreed intervals.

If communication between the *Rail Traffic Crew* and the *Competent Worker* directing the movement is interrupted, the crew must stop the *Rail Traffic* immediately.

### 5.1 Rail Traffic Crew

The *Rail Traffic Crew* must:

- ensure that the movement is *Authorised*;
- if available, ensure the *Automatic Brake* connection is continuous throughout the *Rail Traffic Consist* and that the brakes on the leading vehicle are operating;
- make sure that the movement does not exceed its *Limit of Authority*; and
- not exceed *Restricted Speed*. 
5.2 Level Crossings

At Active Control Level Crossings, a Setting Back or Propelling movement must not proceed unless the warning equipment is operating or Level Crossing Protection is in place.

At Passive Control Level Crossings, a Setting Back or Propelling movement must not proceed unless the Crossing is Clear, or road and pedestrian traffic has stopped.

A movement over the Crossing must:

- be directed by a Competent Worker;
- not Proceed before it is safe to do so; and
- not exceed 10 km/h before the leading vehicle has Cleared the Level Crossing.

6. References

Nil

7. Effective Date

3 February 2020