

Network Safeworking Rules and Procedures

Setting Back or Propelling on Running Lines

Rule Number: 4015

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Document History

Version	Effective Date	Pages updated	Reasons for change
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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



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