

Network Safeworking Rules and Procedures

Setting Back or Propelling on Running Lines

Rule Number: 4015



Brookfield
Rail

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Glossary for this Rule

<i>Active Control Level Crossing</i>	A road or pedestrian level crossing where warning equipment warns road users and pedestrians about approaching rail traffic by devices such as flashing lights or barriers.
<i>Airbrake</i>	A braking system activated by change in air pressure.
<i>Authority</i>	Formal name for a written Authority (e.g. Local Possession Authority, Alternative Proceed Authority).
<i>Automatic Brake</i>	A brake which operates automatically in the event of a reduction of Brake Pipe pressure through any cause.
<i>Blocking Facility</i>	A facility used by a Network Controller to prevent either the unintended issue of an Occupancy Authority, or the operation of points or signalling equipment.
<i>Brookfield Rail</i>	Brookfield Rail Pty. Ltd.
<i>Centralised Traffic Control (CTC) Territory</i>	The portions of line where the Centralised Traffic Control system of Safeworking is used.
<i>Competent Worker</i>	A worker certified as competent to carry out a relevant task.
<i>Consist</i>	A listed order of the vehicles arranged to make up a complete train.
<i>Controlled Absolute Signal</i>	A signal that is controlled or operated by a Network Controller. The signal must not be passed at STOP without authority.
<i>Controlled Location/Station</i>	May consist of single or double ended portion of track, to hold rail traffic, connected to a main line that is used to permit other rail traffic to cross or pass.
<i>Effective Communication</i>	The ability to successfully send, receive and understand information. The communication does not need to be continuous.
<i>Fixed Signal</i>	A signal that is located permanently near the line.
<i>Fulfil</i>	To advise the Network Controller that the instructions on, and associated activities for, an Occupancy Authority have been completed and can be terminated.
<i>Half Pilot Key</i>	A metal key located at the end of a single line CTC section and interlocked with the Departure signals' circuits. Two half pilot keys can be joined to provide a full pilot key for Pilot Key Working through the section.
<i>Haul</i>	To move rail traffic using a motive power source at the leading end.
<i>Issue</i>	To provide or send copies of authorities, warnings, notices and Network publications to affected Competent Workers by voice, hand delivery or electronic means.

<i>Limit of Authority</i>	<p>The limit may be defined by a sign, a signal capable of displaying a STOP indication, or a specific kilometrage point on a line.</p> <p>It defines the location to which rail traffic may travel under a Proceed Authority or the limits of a work on track authority.</p>
<i>Location</i>	A place in the Network with a designated name, identification number, or signalling reference.
<i>Network</i>	A combination of track and other associated infrastructure controlled by Brookfield Rail.
<i>Network Controller</i>	A Competent Worker who authorises and issues Occupancy Authorities, and works points, signals and other signalling equipment to manage routes for safe and efficient transit of rail traffic in the Network.
<i>Passive Control Level Crossing</i>	Road and pedestrian level crossing warning that relies on road users and pedestrians looking out for and giving way to rail traffic (i.e. no flashing lights, half boomgate or bells).
<i>Proceed Authority</i>	An Authority that allows rail traffic to enter and occupy a portion of line and proceed in the forward direction.
<i>Propel</i>	To push rail traffic away from the controlling locomotive or motive power unit.
<i>Protection</i>	The means used to prevent rail traffic from entering a worksite or other portion of track, or to prevent road or pedestrian traffic entering a level crossing.
<i>Restricted Speed</i>	<p>Restricted speed is a speed that allows rail traffic to stop short of an obstruction within half the distance of clear track that is visible ahead.</p> <p>Restricted speed must not exceed 25 km/h.</p>
<i>Rail Traffic</i>	Trains and track vehicle or vehicles travelling on the Network.
<i>Rail Traffic Crew</i>	Competent Workers responsible for the operation of the Motive Power Unit.
<i>Running Line</i>	A line (other than a siding) that is used for through movement of rail traffic, not normally used for stabling rail vehicles.
<i>Section</i>	The line between the departure end station limit of one location and the arrival end station limit of another location. A section consists of one or more blocks.
<i>Set Back</i>	To move in the reverse direction to that provided in the current Proceed Authority.
<i>Shunt</i>	To move rail traffic, rakes of vehicles, or vehicles on lines for purposes other than through movement.

<i>Single Line Working</i>	Rail traffic working in both directions over a single line where multiple line unidirectional operation normally applies.
<i>Station</i>	A system of tracks within station limits at the beginning or end of a section at which rail traffic may cross, pass or run around.
<i>Station Limits</i>	A defined operational limit of controlled locations or a running line.
<i>Stopping Place</i>	A designated location, next to the line, that may allow personnel to enter and leave trains.
<i>Track</i>	The combination of rails, rail connectors, sleepers, ballast, points and crossings.
<i>Train Order</i>	An authority issued by the Network Controller for the movement of rail traffic or issue of LPA track work authorities.
<i>Train Order Territory</i>	The portions of line where the Train Order system of Safeworking is used.
<i>Travel</i>	Planned or purposeful movement from one location to another.
<i>Work on Track</i>	The work performed in the Danger Zone.

1. Purpose

The object 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 Double Line Centralised Traffic Control (CTC) Territory

In Double line areas the movement back is authorised by the *Network Controller* on a Relief Rail Traffic Authority (RRTA) and where possible signal indication.

3.2.2 Single Line CTC Territory

In *Single Line* areas the movement back is authorised by the *Network Controller* where:

- the *Rail Traffic Crew* is in possession of the *Half Pilot Key* from the *Station* to which the *Rail Traffic* is moving; or
- the *Rail Traffic Crew* is in sight of a *Controlled Absolute Signal* which controls entry to the *Controlled Location* and that signal is at PROCEED.

3.2.3 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.

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.

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 *Work on Track Authorities* 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 *Brookfield Rail*.

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 crossing.

6. References

Nil

7. Effective Date

4 May 2016