

# Network Safeworking Rules and Procedures

## Overrun of Limit of Authority

Rule Number: 6001



**Brookfield**  
Rail

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# Glossary for this Rule

<i>Authority</i>	Formal name for a written Authority (e.g. Local Possession Authority, Alternative Proceed Authority).
<i>Brookfield Rail</i>	Brookfield Rail Pty. Ltd.
<i>Clear</i>	A proceed indication displayed by a signal.  In reference to a track circuit, block, section or signal route, the absence of rail traffic.  In reference to track workers being clear of track.
<i>Departure Signal</i>	A Controlled Absolute signal controlling the entrance to a Single line section in CTC territory.
<i>Emergency</i>	Incident requiring urgent action. The incident might involve death or serious injury, health or safety effects, significant damage to property or infrastructure.
<i>Limit of Authority</i>	The limit may be defined by a sign, a signal capable of displaying a STOP indication, or a specific kilometrage point on a line.  It defines the location to which rail traffic may travel under a Proceed Authority or the limits of a work on track authority.
<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>Occupancy Authority</i>	A formal authority that allows occupancy of a portion of line by rail traffic or for work on track.
<i>Operator's Representative</i>	A person authorised by an above rail or below rail Operator to act on their behalf.
<i>Protection Officer</i>	The Competent Worker responsible for managing the rail safety component of worksite protection (i.e. compliance with Network Safeworking Rules and procedures).
<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>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>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.

# 1. Purpose

The purpose of this Rule is to provide instruction on how *Rail Traffic* is managed when an overrun of its *Limit of Authority* has occurred in the *Network*.

# 2. General

An overrun of *Limit of Authority* occurs when *Rail Traffic*, without authority:

- passes a signal at STOP;
- passes a sign that shows a *Limit of Authority*;
- exceeds the limit of an *Occupancy Authority*; or
- enters a block without the correct authority.

# 3. Responding to Overrun of Limit of Authority

## 3.1 Rail Traffic Crew Responsibilities

*Rail Traffic Crews* that have overrun a *Limit of Authority* must immediately:

- stop their *Rail Traffic*;
- broadcast an *Emergency* radio call, where the *Rail Traffic Crew* believe there is immediate danger;
- take action to prevent a collision with other *Rail Traffic*; and
- tell the *Network Controller*.

## 3.2 Network Controller Responsibilities

The *Network Controller* must:

- arrange to stop *Rail Traffic* that has overrun its *Limit of Authority* and has not stopped;
- arrange to stop other *Rail Traffic* movements that are at risk;
- tell *Protection Officers* at affected worksites;
- tell affected *Rail Traffic Crew* to wait for further instructions;
- determine the method of working to be used to clear *Rail Traffic*;
- tell the *Brookfield Rail* Network Rail Operations Manager about the overrun of authority;
- tell the affected *Operator's Representative* about the overrun of *Limit of Authority*, and
- tell other affected *Network Controllers*.

## 3.3 Authority for Movement to Continue



**WARNING:** Where an overrun of the *Limit of Authority* occurs at a *Departure Signal*, the *Rail Traffic* must be *Set Back* in accordance with Rule [4015 Setting Back or Propelling on Running Lines](#).

Where an overrun of the *Limit of Authority* occurs due to:

- a control system fault, the *Network Controller* may authorise the *Rail Traffic* movement to continue for signals other than a *Departure Signal*.
- *Rail Traffic Crew* error, the *Brookfield Rail* Manager Network Operations approval must be given for the *Rail Traffic* movement to continue.

### 3.3.1 Authorising movement to continue beyond a Departure Signal

Where an overrun of the *Limit of Authority* occurs due to a control system fault at a *Departure Signal* the *Brookfield Rail's* Manager Network Operations may authorise the *Network Controller* to allow the *Rail Traffic* to continue without *Setting Back* provided:

- the signal was at PROCEED, indicating the first *Track Section* was *Clear*, and
- any opposing *Rail Traffic* at or approaching the *Station* in advance has been advised.

## 4. References

4015 Setting Back or Propelling on Running Lines

## 5. Effective Date

4 May 2016