

Network Safeworking Rules and Procedures

Passing Fixed Signals at Stop

Rule Number: 6013

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1. Purpose

The purpose of this rule is to describe how to manage *Rail Traffic* when passing *Fixed Signals* at STOP in the *Network*.

2. General

The authority for passing *Fixed Signals* at STOP applies to signals that cannot be *Cleared* for an intended movement.

For signals other than a *Controlled Absolute Departure Signal*, *Rail Traffic* must not pass a *Fixed Signal* at STOP unless it is authorised to do so by:

- verbal permission from the *Network Controller*;
- a *Handsignaller* acting under the *Network Controller's* instructions; or
- the *Possession Protection Officer* in charge of a *Local Possession Authority (LPA)*.

2.1 Controlled Absolute Departure Signal

Where the *Fixed Signal* to be passed at STOP is a *Controlled Absolute Departure Signal*, the authority to pass it at STOP must be verbal permission from the *Network Controller* and:

- a written *Authority* on an *Alternative Movement Authority* in accordance with Rule 5019 Alternative Movement Authority; or
- for Relief Rail Traffic, on an *Alternative Movement Authority* form in accordance with Rule 4009 Removing Disabled Rail Traffic.

Where associated *Rail Traffic* is to enter the limits of an *LPA* or *Work on Track Authority (WoTA)* past a *Controlled Absolute Departure Signal* at STOP, the movement must be *Authorised* by the *Possession Protection Officer* in charge of an *LPA* or the *Protection Officer* in charge of a *WoTA*.

2.2 Changing Over of Locomotives

A *Network Controller* may verbally *Authorise* the *Rail Traffic Crew* to pass a *Departure Signal* at STOP during a *Locomotive* change-over provided a *Competent Worker* is available to *Handsignal* movements as directed by the *Network Controller*.

Where the lead *Locomotive* is changed over, the *Rail Traffic* must be behind or *Set Back* behind the *Departure Signal* at the completion of the *Shunt* to obtain the *Authority* for the *Section*.

Where *Distributed Power Units (DPU)* are changed over and the *Departure Signal* was at PROCEED for the *Rail Traffic* to enter the *Section*, the *Rail Traffic* may continue through the *Section* without *Setting Back* at the completion of the *Shunt* provided the *Section* remained *Occupied* by the *Rail Traffic*.



WARNING: A Shunting signal must not be used as the Authority for Rail Traffic to pass through a Section.

3. Stopped at a Fixed Signal

The *Rail Traffic Crew* must contact the *Network Controller* if a signal at STOP does not change to PROCEED.

The *Rail Traffic Crew* must tell the *Network Controller*:

- the *Rail Traffic* identification; and
- the signal identification and *Location*.

4. Condition of the Block Ahead

The *Network Controller* must get available information about the condition of the affected *Block*.

The *Network Controller* must tell the *Rail Traffic Crew*:

- that the *Block* is *Clear*;
- if the *Block* is *Occupied* and, if known, the *Location* of the last *Rail Traffic* to enter the *Block*; or
- the *Location* of any *Obstructions* or failed *Infrastructure* in the *Block*.

If the condition of the *Block* is not known, the *Rail Traffic Crew* of the first *Rail Traffic* to transit the *Block*, must:

- report the condition of the *Block* to the *Network Controller* as soon as practical; and
- report when the *Rail Traffic* has exited the *Block*.

The *Network Controller* must make sure that the *Route* to be taken by *Rail Traffic* is:

- set and *Secured*; or
- will be set and *Secured* by a *Competent Worker*.

5. Passing Fixed Signals

The *Rail Traffic Crew* must obtain the *Authority* of the *Network Controller* to pass a *Fixed Signal* at STOP.

The *Network Controller* must ensure that any opposing *Rail Traffic* has been *Restrained* before *Authorising* the *Rail Traffic Crew* to pass a signal at STOP.

An *Authority* to pass a *Fixed Signal* at STOP must include details of:

- the identity of the *Rail Traffic* for which it is intended;
- the identity of the signal to be passed at STOP;
- the *Location* of the signal to be passed at STOP;
- the condition of the *Block* ahead;
- the *Limit of Authority*;
- any *Points* to be manually set;
- instructions to inspect *Points* before passing over them;
- *Level Crossing* warnings; and
- the maximum speed to be observed.

Where no *Competent Worker* is present and the *Rail Traffic Crew* are instructed to pass a signal at STOP, the *Rail Traffic Crew* must, before moving across each set of *Points*, stop and examine the *Points* to ensure that they are set for the safe passage of the *Rail Traffic*.

6. Speed of Travel

6.1. Beyond a Fixed Signal

Based on the information provided by the *Network Controller* about the condition of the *Block* ahead, *Rail Traffic* may *Travel* up to *Normal Speed*.

6.2. Unknown Cause

If a *Fixed Signal* displays a STOP indication due to an unknown cause and the integrity of the *Block* or *Section* cannot be assured, *Rail Traffic* must be instructed to *Travel* at *Restricted Speed*.

The *Rail Traffic* movement must *Travel* at *Restricted Speed* until the movement has passed the next *Fixed Signal* displaying a PROCEED indication.

6.3. Known Cause

If a *Fixed Signal* displays a STOP indication due to a known cause, the *Authority* to pass the signal at STOP must include a speed instruction based on one of the following:

- where the cause is a known *Track* condition, *Rail Traffic* must proceed at a speed determined by the *Infrastructure Representative*;
- where the cause is known to be a faulty *Interlocking* condition, *Rail Traffic* must *Travel at Restricted Speed* over the faulty *Interlocking*, or
- where the cause is not an unsafe *Track* condition, and the integrity of the *Block* has been confirmed, *Rail Traffic* may be *Authorised to Travel at Normal Speed*.

7. Within Work on Track Authority Limits

Within the limits of an *LPA*, the *Rail Traffic Crew* must get the *Authority* of the *Possession Protection Officer* to pass *Fixed Signals* at STOP.

Within the limits of a *Work on Track Authority (WoTA)*, the *Rail Traffic Crew* must get the *Authority* of the *Network Controller* to pass *Fixed Signals* at STOP.

8. Keeping Records

Network Controllers and, where necessary, *Rail Traffic Crew* must keep a *Permanent Record* of the details of *Fixed Signals* passed at STOP.

9. References

4009 Removing Disabled Rail Traffic

5019 Alternative Movement Authority

10. Effective Date

3 February 2020