Network Safeworking Rules and Procedures

Using Track Closed Warning Devices and Rail Clamped STOP Signs

Rule Number: 9018
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1. Purpose

The purpose of this procedure is to detail the protocols for using Track Closed Warning Devices and Rail Clamped STOP sign. These devices are used to warn Rail Traffic Crews that the Track beyond the device is closed to Rail Traffic.

2. General

WARNING: Where Rail Traffic passes over a Track Closed Warning Device or Rail Clamped Stop sign the Rail Traffic Crew must STOP and act in accordance with Rule 6001 Overrun Limit of Authority.

2.1 Track Closed Warning Device

A Track Closed Warning Device must:

- be of metal construction;
- facilitate the locking of the legs into different gauge Tracks;
- be placed inside the rail gauge with the leg supports under the rail head;
- be locked into position using a Special Padlock;
- include a headboard which must be approved by Arc Infrastructure; and
- be insulated so as not to activate:
  - signals; or
  - Protection for Level Crossings.

Rail Traffic must be brought to a stand before reaching the Track Closed Warning Device.

Figure 9018-1 Track Closed Warning Device.
2.2 Rail Clamped STOP Sign

A Rail Clamped STOP Sign must be type approved by *Arc Infrastructure*:

- be clamped to the head of the rail; and
- be locked into position using a *Special Padlock*.

*Rail Traffic* must be brought to a stand before reaching the Rail Clamp STOP sign.

Figure 9018-2 Rail Clamped STOP Sign
3. Placing a Track Closed Warning Device or Rail Clamp STOP Sign

The Protection Officer must ensure that the Track Closed Warning Device or Rail Clamp STOP Sign is Fit for Purpose and:

- that the lights are working correctly; and
- spare batteries and globes are available.

The Protection Officer must place the Track Closed Warning Device or Rail Clamp STOP Sign:

- in accordance with the In-Field Protection requirements of the LPA or Work on Track Authority;
- in such a position that any Rail Traffic entering the affected Section must pass over it; and
- where located at a signal, on the departure side of Fixed Signals.

The Competent Worker must not place the Track Closed Warning Device or Rail Clamp Stop Sign on fish plates or within Points or Crossovers:

Figure 9018-3 Example of the position of the Track Closed Warning Device when only one Main Line is Obstructed.
Figure 9018-4 Example of the position of the *Track Closed Warning Device* when placed at limit of *Shunt* board and a *Crossover*.

![Diagram showing Track Closed Warning Device, Shunt Signal, and Limit of Shunt Sign in the context of a Shunt board and Crossover.]

Figure 9018-5 Example of placing a *Rail Clamped Stop Sign*.

![Diagram showing Rail Clamped Stop Sign, Shunt Signal, and Limit of Shunt Sign in the context of a Shunt board and Crossover.]

4. **References**

   **Rule 6001 Overrun Limit of Authority**

5. **Effective date**

   3 February 2020