

# Network Safeworking Rules and Procedures

## Using Track Closed Warning Devices and Rail Clamped STOP Signs

Rule Number: 9018

---

Arc Infrastructure maintains the master for this document and publishes the current version on the Arc Infrastructure website. All changes and updates to the Network Safeworking Rules and Procedures are authorised by the Arc Infrastructure Rule Book Committee. This document is uncontrolled when printed.

---

#### Document History

Version	Effective Date	Pages updated	Reasons for change
2.0	03 02 2020	All	Major Review

## **Table of Contents**

1.	Purpose.....	3
2.	General .....	3
2.1	Track Closed Warning Device .....	3
2.2	Rail Clamped STOP Sign .....	4
3.	Placing a Track Closed Warning Device or Rail Clamp STOP Sign.....	5
4.	References.....	6
5.	Effective date .....	6

# 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.

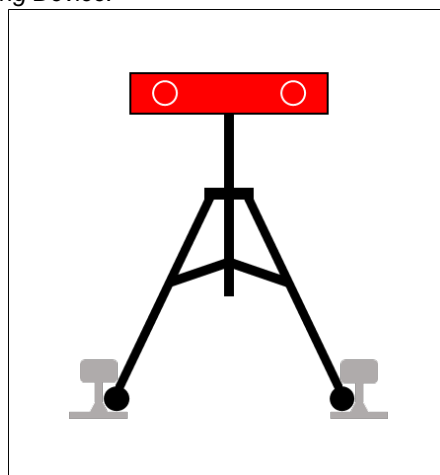
### 2.1 Track Closed Warning Device

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*.



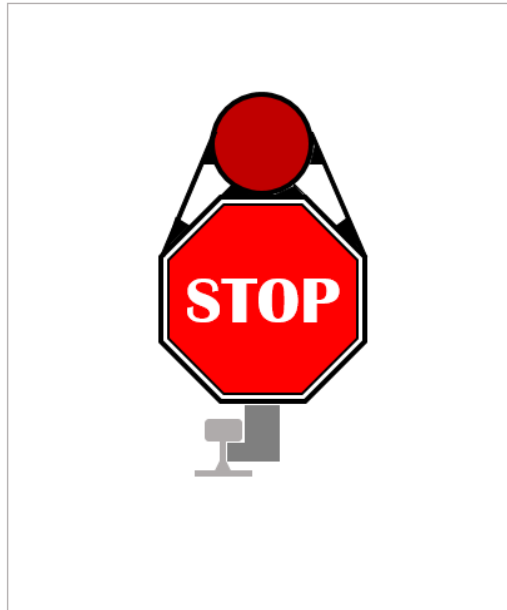
## 2.2 Rail Clamped STOP Sign

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*.

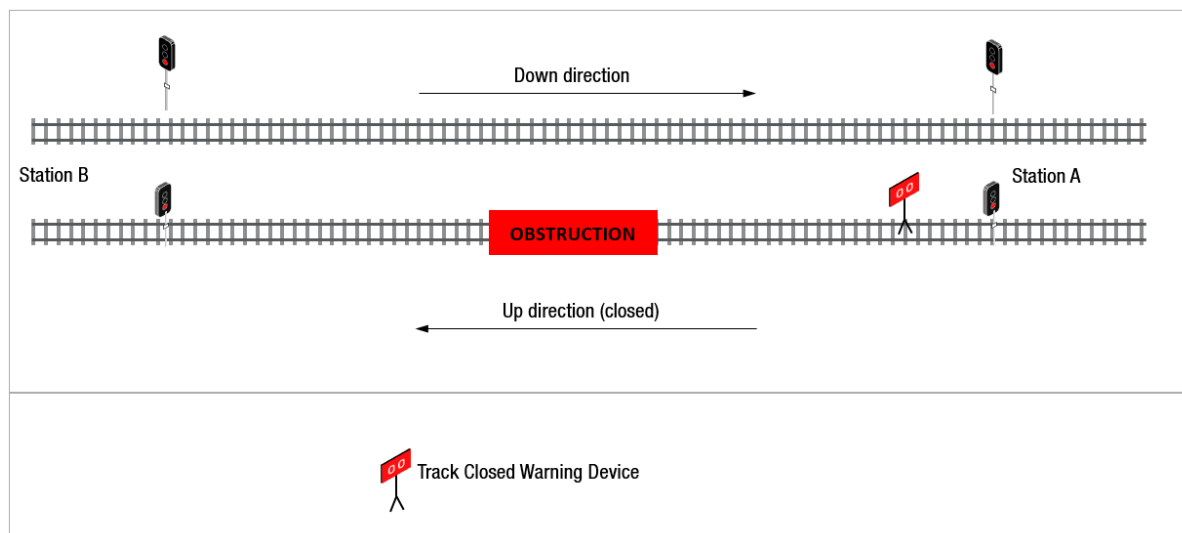


Figure 9018-4 Example of the position of the *Track Closed Warning Device* when placed at limit of *Shunt* board and a *Crossover*.

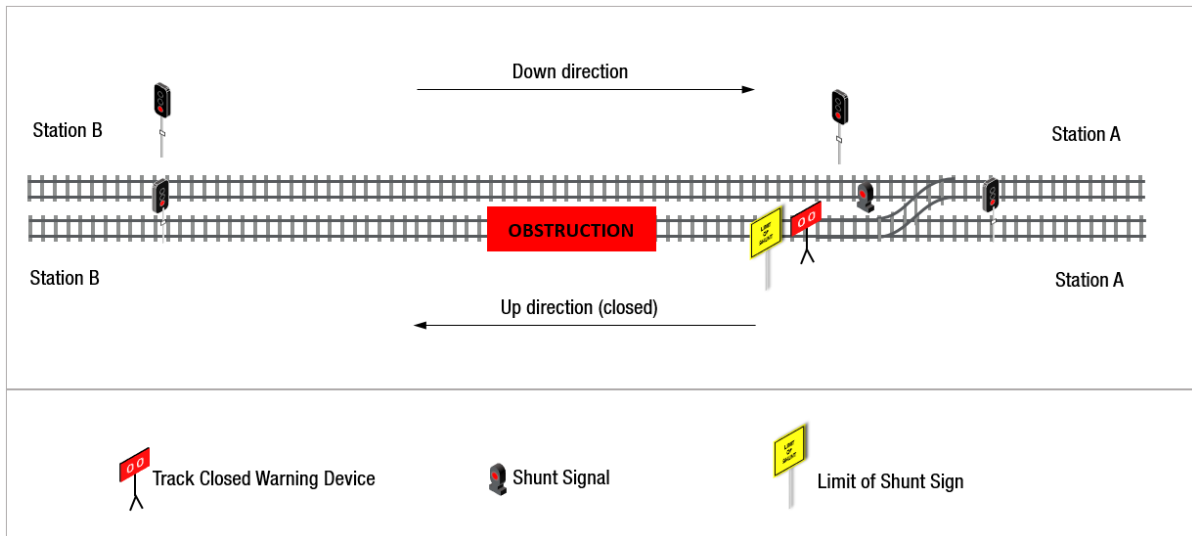
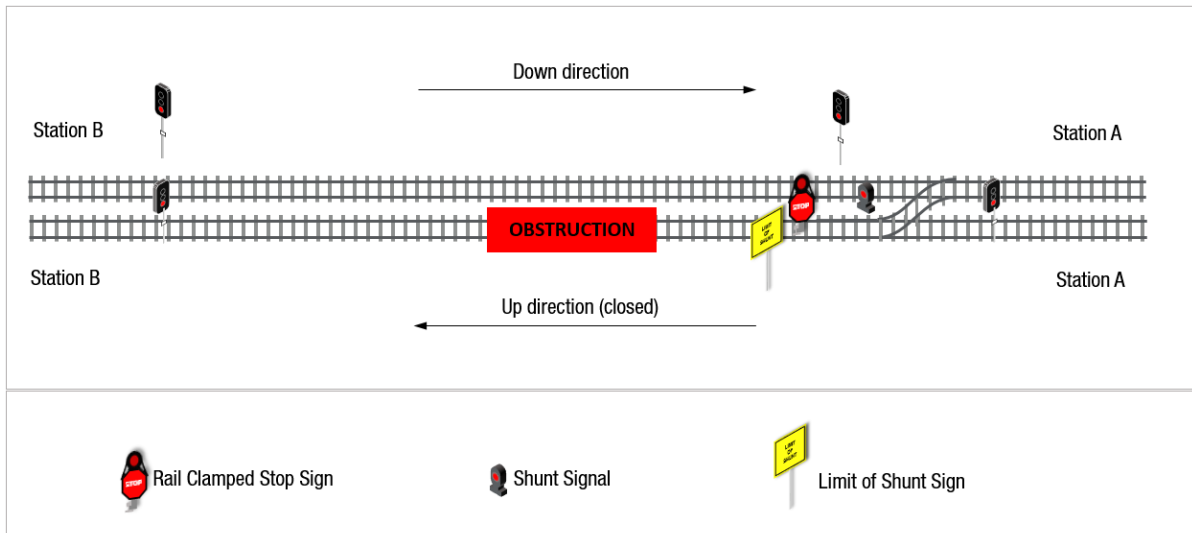


Figure 9018-5 Example of placing a Rail Clamped Stop Sign.



## 4. References

Rule 6001 Overrun Limit of Authority

## 5. Effective date

3 February 2020