

Network Safeworking Rules and Procedures

Using Track Closed Warning Devices and Rail Clamped STOP Signs

Procedure Number: 9018

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Document History

Version	Effective Date	Pages updated	Reasons for change
2.02	21 11 2022	3, 5, 6	Glossary terms, formatting and figure update

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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.

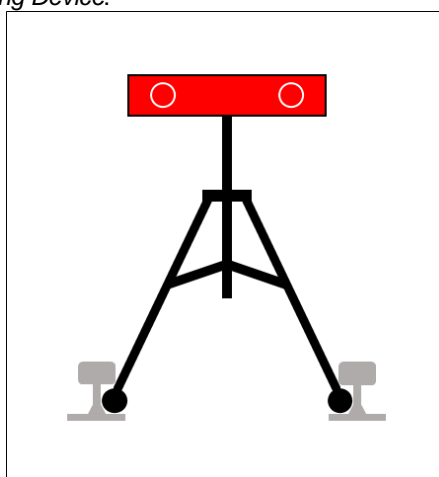
2.1 Track Closed Warning Device

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*.



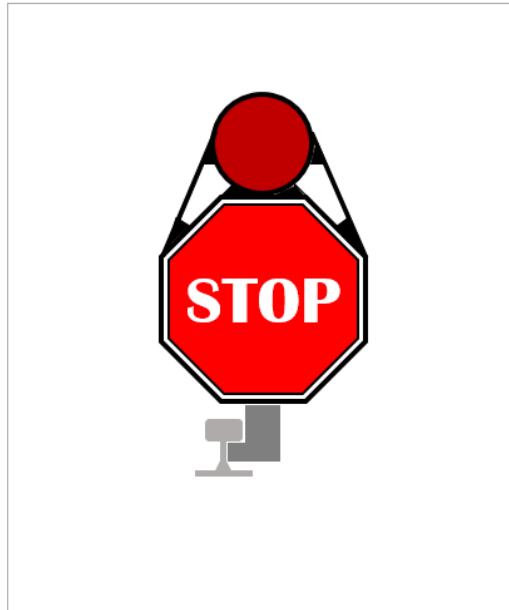
2.2 Rail Clamped STOP Sign

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*.

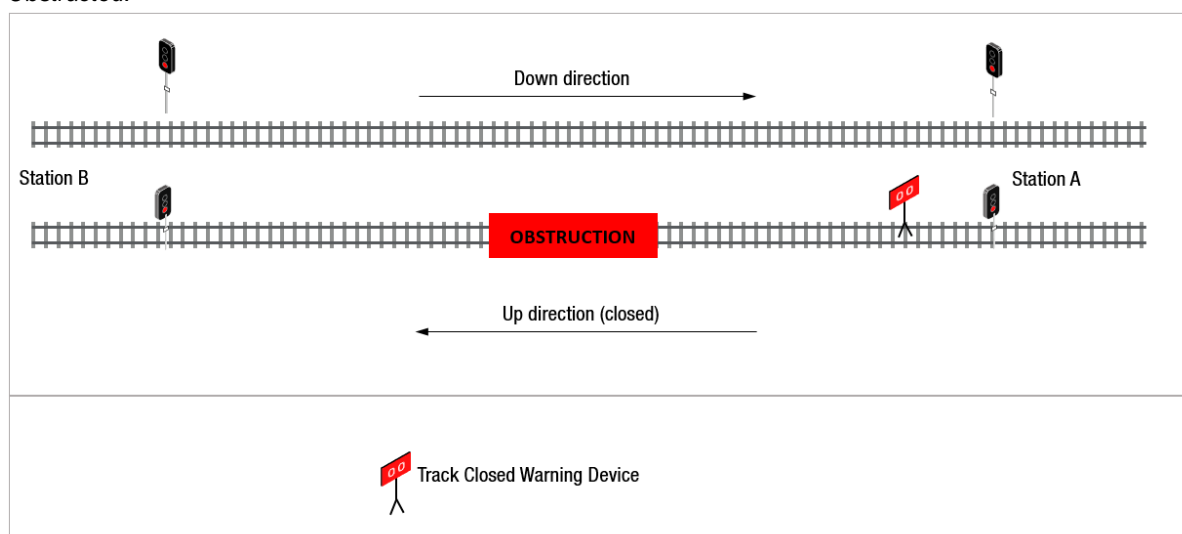


Figure 9018-4 Example of the position of the *Track Closed Warning Device* when placed at limit of *Shunt* board and a *Crossover*.

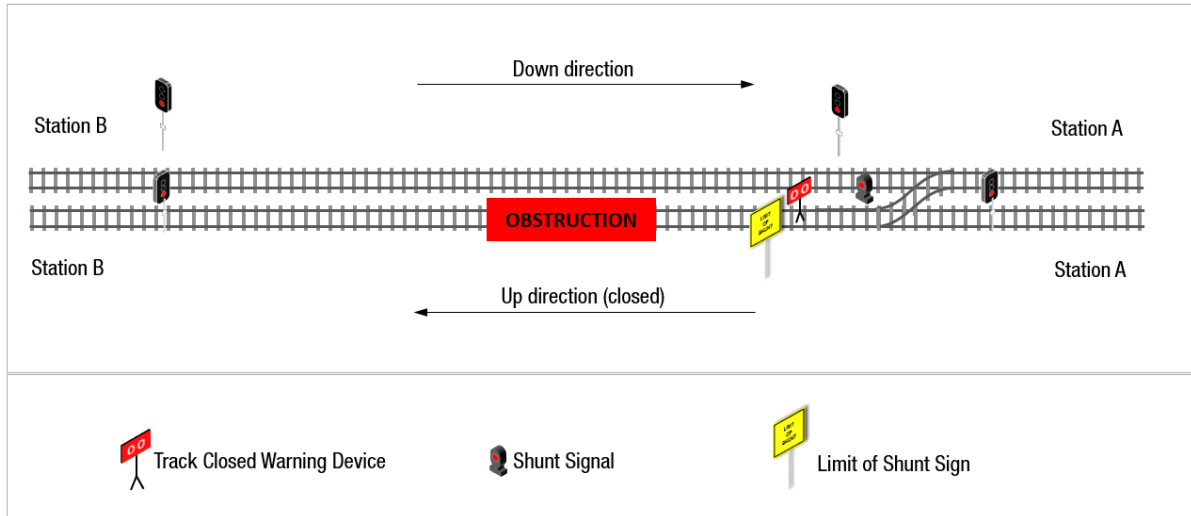
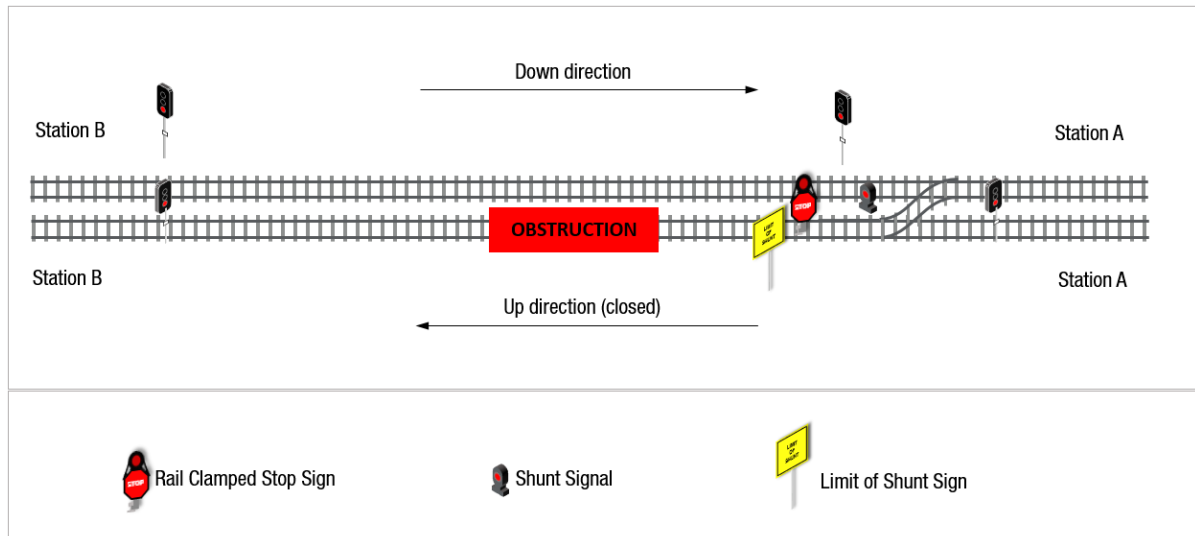


Figure 9018-5 Example of placing a Rail Clamped STOP Sign.



4. References

6001 Overrun Limit of Authority

5. Effective date

21 November 2022