

Network Safeworking Rules and Procedures

Using Standing Rail Traffic for Protection

Procedure Number: 9020

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Document History

Version	Effective Date	Pages updated	Reasons for change
2.01	31 10 2020	Title Page	Rule reference changed to Procedure Number

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1. Purpose

The object of this procedure is to detail how this method is used to provide a *Safe Place* for workers in the *Danger Zone*, by stopping *Rail Traffic* on the *Main Line*. In addition, it allows *Rail Traffic* to transport workers to a worksite.

2. General

Some areas of the *Network* are not able to be reached safely; many *Locations* have no *Safe Place* for workers and repair work may need to be carried out on rail vehicles or the *Track* under the standing *Rail Traffic*.

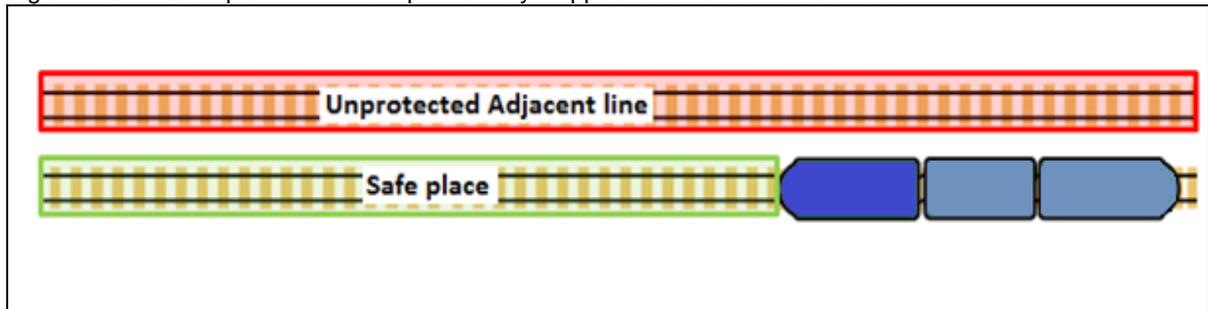
To enable minor work to be carried out, this procedure may be applied.

Using *Rail Traffic* to provide *Protection* should only be used in circumstances where it is not reasonably practicable to use a *Protection* method as prescribed in Rule 3000 Planning Work in the Rail Corridor.



WARNING: The *Safe Place* created by the *Rail Traffic* prevented from moving does not apply to any *Adjacent line*.

Figure 9020-1 Example of *Protection* provided by stopped or *Restrained Rail Traffic*.



3. Communication with Network Control

The *Protection Officer* must contact the *Network Controller* and give the following details:

- their name;
- their *Track* access permit number;
- the type of work that is going to be carried out;
- the *Location* of the work; and
- the anticipated time for completion of the task.

4. Using Rail Traffic to Provide a Position of Safety



WARNING: *Rail Traffic* being used to provide a position of safety must reliably activate *Track-Circuits*, or the *Rail Traffic Crew* is in possession of an *Authority for the Section*.

4.1 The Network Controller

The *Network Controller* must:

- give permission before this method of *Protection* is used;
- advise the *Protection Officer* which *Rail Traffic* is to *Travel* to the worksite;
- agree with the *Protection Officer*, the time required to do the work;
- tell the *Rail Traffic Crew* the *Location* of the worksite; and
- advise *Rail Traffic* on the line, that workers will be working using *Rail Traffic* to provide a *Safe Place*.

4.2 Rail Traffic Crew

The *Rail Traffic Crew* must:

- stop 20 metres short of the worksite, to enable the workers to detrain and move forward to the worksite;
- advise the *Network Controller* on their arrival at the worksite; and
- place the *Rail Traffic* into neutral and apply a full application of the *Automatic Brakes*.

4.3 Protection Officer



WARNING: The workers shall remain on the *Track* which is *Protected* by the stationary *Rail Traffic*. They are not permitted to walk across to the *Adjacent* line or let equipment or tools *Foul* the *Adjacent* line unless the workers are *Protected* in accordance with Procedure 9010 Protecting Work from Rail Traffic on Adjacent Lines.

The *Protection Officer* must ensure that the *Rail Traffic Crew*:

- places the *Rail Traffic* into neutral; and
- makes a full application of the *Automatic Brakes*.

4.4 Extending the Time for Work

Where the work is likely to overrun the anticipated time, the *Network Controller* must be advised and a decision made to continue, or to make the area safe and finish the work at a later time.

4.5 Departing the Worksite

Once work is completed, the *Protection Officer* will return to the *Rail Traffic*.

The *Rail Traffic Crew* shall contact the *Network Controller* and advise that they are leaving the worksite.



NOTE: If work is being carried out beyond a *Platform*, and the positioning of the railcar would mean that the railcar is partially *Platformed*, then the whole of the railcar is to remain at the *Platform*.

5. Working Under Standing Rail Traffic

Using standing *Rail Traffic* for *Protection* is permitted for repairs to failed *Infrastructure* and rail vehicles where it would be unsafe for *Rail Traffic* to continue until the necessary repairs are carried out.



NOTE: Failed *Infrastructure* may be a broken rail that is under the *Rail Traffic Consist*.

Where possible, and it is safe to do so, the *Rail Traffic Consist* should be divided and *Secured*, in accordance with Rule 4003 Rail Traffic Integrity, to enable the work to be carried out without a rail vehicle standing over the failed *Infrastructure*, or the rail vehicle requiring work should be isolated from the remainder of the *Consist*.

The *Competent Worker* carrying out the repairs must advise the *Network Controller* that:

- Standing *Rail Traffic Protection* is required;
- the reasons why; and
- the anticipated duration of the work.

The *Network Controller* must *Issue* a *Restraint Authority*, in accordance with Rule 4001 Protecting Disabled Rail Traffic, to the *Rail Traffic Crew*.



NOTE: Where the *Rail Traffic* is to be divided for the work, the *Restraint Authority* must not be *Issued* until the *Rail Traffic Consist* has been divided and is again stationary.

After the *Rail Traffic Crew* is in possession of the *Restraint Authority*, the *Competent Worker* carrying out the repairs must request the *Rail Traffic Crew* to apply three step *Protection* to the *Rail Traffic*.

Three step *Protection* is:

- a full application of the *Automatic Brakes*;
- the controller placed in neutral; and
- the generator field switch turned off.

Where the *Rail Traffic* is a railcar set without a generator field switch, three step *Protection* is:

- a full application of the *Automatic Brakes*;
- the controller placed in neutral; and
- the park brake on.

Work must not start until confirmation from the *Rail Traffic Crew* that the three step *Protection* has been applied.

5.1 Rail Traffic to Continue

The *Competent Worker* must advise the *Network Controller* when the *Infrastructure* or rail vehicle has been repaired sufficiently for the *Rail Traffic* to continue safely.

The *Network Controller* will then *Cancel* the *Restraint Authority* held by the *Rail Traffic Crew*.

The *Competent Worker* will advise the *Rail Traffic Crew* when it is safe to remove the three step *Protection*.

Where the *Consist* was divided for the repairs, the *Consist* must be recoupled and *Rail Traffic Integrity* re-established before the *Rail Traffic* continues.

6. Using the Rail Traffic for Accessing Worksites

6.1 Rail Traffic Crew

The *Rail Traffic Crew* must:

- stop 20 metres short of the worksite, to enable the *Competent Worker* to detrain and move forward to the worksite; and
- advise the *Network Controller* on arrival at the worksite.

The *Rail Traffic Crew* can depart the worksite only after receiving a *Handsignal* from the *Protection Officer*.

6.2 Protection Officer

Where a *Competent Worker* is working alone, that *Competent Worker* will be the *Protection Officer*.

The *Protection Officer* must:

- complete a radio check with the *Network Controller*, and
- when ready, give an “all clear” *Handsignal* to the *Rail Traffic Crew*.

The *Protection Officer* shall agree with the *Network Controller* on the time to be picked up if the communications fail.

The *Protection Officer* must not move from the position of safety until the nominated *Rail Traffic* has stopped, to take them from the worksite.

6.3 Departing the worksite

Once work has been completed, the *Protection Officer* shall contact the *Network Controller* and advise that the work is complete.

The *Network Controller* will arrange for the *Protection Officer* to be picked up by the next available *Rail Traffic*.

The *Rail Traffic Crew* who will pick up the *Protection Officer* from the worksite, shall stop 20 metres short of the worksite and advise the *Network Controller*.

Once the *Protection Officer* is on the *Rail Traffic*, the crew shall contact the *Network Controller* and advise that they are leaving the worksite, and the *Network Controller* will make a notation on the *Network Control Diagram*.

7. Keeping Records

The *Network Controller* and the *Protection Officer* must make a *Permanent Record* of the *Protection* arrangements.

8. References

3000 Planning work in the rail corridor

4001 Protecting Disabled Rail Traffic

4003 Rail Traffic Integrity

9010 Protecting Work from Rail Traffic on Adjacent Lines

9. Effective Date

3 February 2020