

Network Safeworking Rules and Procedures

Protecting Disabled Rail Traffic

Rule Number: 4001

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Document History

Version	Effective Date	Pages updated	Reasons for change
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1. Purpose

The purpose of this rule is to outline provisions of Protection to Rail Traffic that has failed or become an Obstruction in the Network.

2. General

If an Obstruction is reported, the Network Controller responsible for the affected portion of line must act in accordance with Rule 2009 Reporting and Responding to a Condition Affecting the Network (CAN), and:

- instruct the Rail Traffic Crew in or approaching the affected block Section to stop their Rail Traffic immediately; and
- apply Blocking Facilities to prevent entry of further Rail Traffic into an affected or potentially affected portion of Track.

3. Rail Traffic Protection



WARNING: An unexpected loss of brake pipe pressure may indicate that Rail Traffic has derailed, or has derailed and Fouled Adjacent lines.

Where Adjacent lines are or might be Obstructed those lines must be protected first.

Rail Traffic requires Protection where:

- the Rail Traffic needs assistance;
- the Rail Traffic Obstructs, or might Obstruct, Adjacent lines; or
- the line is Obstructed.

The Network Controller may advise the Rail Traffic Crew of Disabled Rail Traffic, that Protection is not required provided:

- communications with the first approaching Rail Traffic has been established; and
- that Rail Traffic Crew is advised of the circumstances.

The Network Controller must make a Permanent Record of that advice.

3.1 Disabled Rail Traffic

The Rail Traffic Crew of Disabled Rail Traffic must:

- ensure their own safety;
- tell the Network Controller:
 - there is a failure;
 - the Location of the Disabled Rail Traffic; and
 - the nature of the failure, when this has been determined;
- if necessary, protect the Disabled Rail Traffic; and
- ensure that the Rail Traffic Consist is Secured to prevent rail vehicles from running away.

Where Rail Traffic is to be protected by using Railway Track Signals (RTS) they are to be placed on all rails of the line to be protected in accordance with Procedure 9004 Using Railway Track Signals.

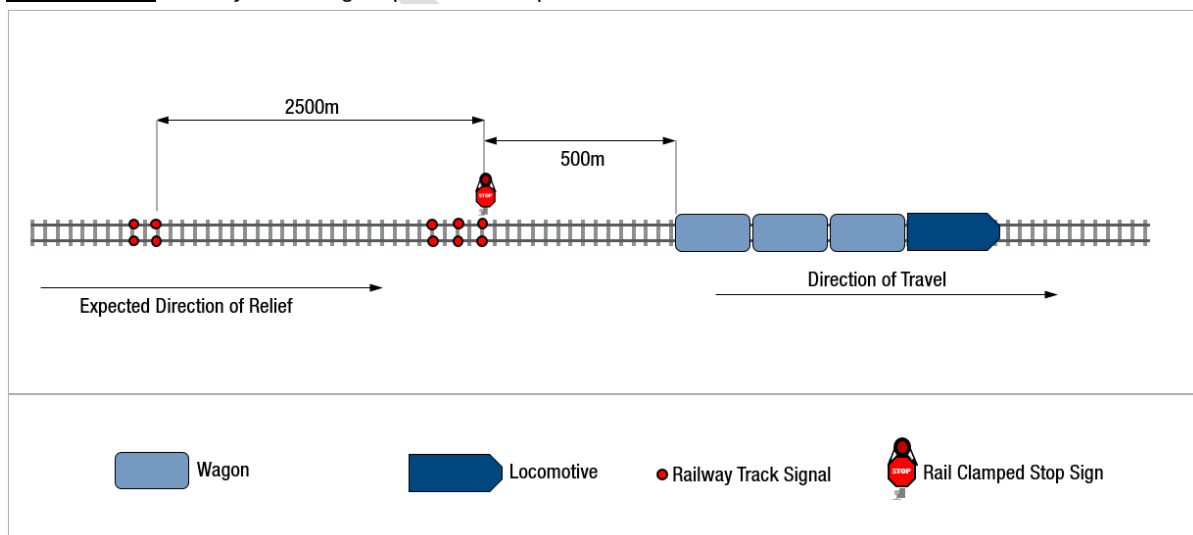
RTS, *where used*, must be placed in the following manner:

- three RTS on each line at least 500 metres; and
- two RTS on each line at 2500 metres from the three RTS.

Rail Clamp Stop Sign, where used, must be placed in the following manner:

- At 500 metres

Figure 4001-1 Railway Track Signal placement to protect rail traffic.



The Network Controller must, where necessary, prevent Rail Traffic from moving by:

- the Issue of a Restraint Authority to the Rail Traffic Crew of:
 - the Disabled Rail Traffic;
 - approaching Rail Traffic; and
 - applying Blocking Facilities.

3.2 Adjacent Lines



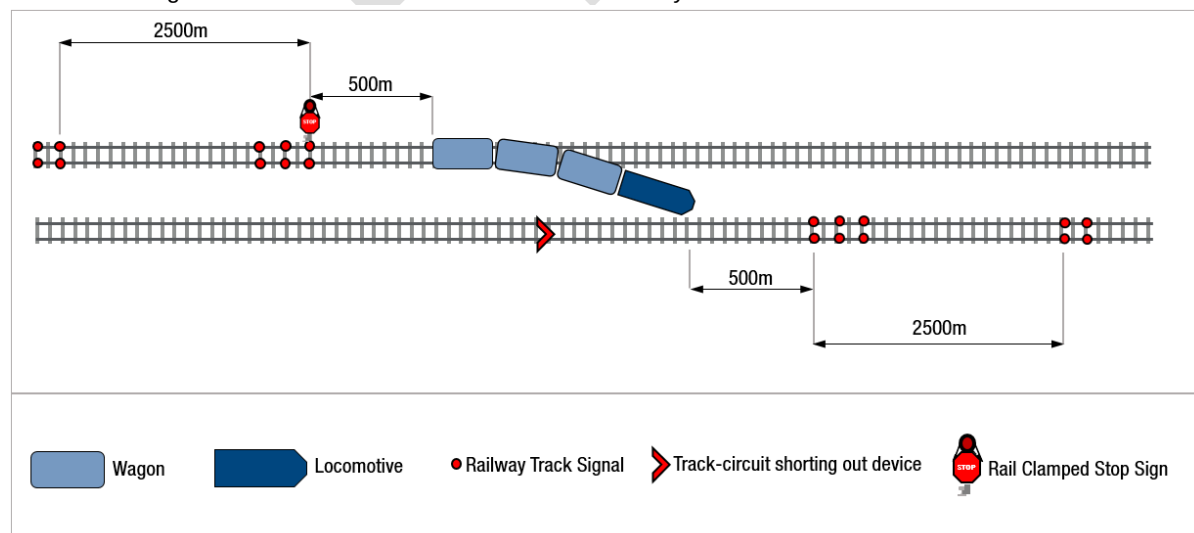
WARNING: Where the Rail Traffic Crew are unable to confirm that the Adjacent line is not Obstructed, they must assume that it is Obstructed and Protect that line first.

If the Rail Traffic Crew suspects their Rail Traffic has Fouled an Adjacent line, they must immediately tell the Network Controller.

Where the Rail Traffic Crew are not assured by the Network Controller that other Rail Traffic has been stopped or prevented from entering the affected Block, they must:

- immediately and repeatedly transmit an Emergency broadcast; and
- use Rail Traffic lights to warn any approaching Rail Traffic by flashing the Headlights.

Figure 4001-2 Railway Track Signal and track-circuit shorting out device placement to protect an adjacent line from obstructing rail traffic in Uni-Directional double-line territory.



On Bi-Directional lines where there are Adjacent lines, Protection must be applied to affected lines in both directions.

The Rail Traffic Crew must apply Protection to affected Adjacent lines with the priority they consider necessary.

3.2.1 Track-Circuit Shorting Out Device



WARNING: Track-Circuit Shorting Out Devices cannot be used unless it is determined that it is safe to do so.

The Rail Traffic Crew must determine that if there are any fallen overhead line wires, they are not close to or in contact with the Rail Traffic or rails.

In Track-Circuited Territory the Rail Traffic Crew must:

- prior to getting out of the Rail Traffic, determine that there are no fallen overhead line wires close to, or in contact with the Rail Traffic, or rails;
- once it has been determined that it is safe to do so, fasten a Track-Circuit Shorting Out Device to the rails of the Adjacent Obstructed lines; and
- if possible, confirm that Affected Signals show STOP.

Where the Track Circuit Shorting Out Device cannot be used because of the proximity of fallen overhead line wires and the Rail Traffic Crew cannot establish communications with Network Control, the Rail Traffic Crew must continue to:

- transmit an Emergency broadcast; and
- use Rail Traffic lights to warn any approaching Rail Traffic by flashing the Headlights.

3.2.2 Using the Rail Traffic's Motive Power Unit to Assist in Placing Protection

After Securing the remaining portion of the Train, by a full service application of the brake, the Rail Traffic Crew may detach a Motive Power Unit or Locomotive for use during placement of Protection.

The Motive Power Unit or Locomotive used for placement of Protection must return to the remaining portion of the Train.

3.3 Removing RTS

Where RTS is used before the Rail Traffic is removed from the Section, the Rail Traffic Crew must:

- ensure the three RTS at 500 metres are cleared from the line; and
- advise the Network Controller the Location of the two RTS at 2500 metres, if they are still in place.

The Network Controller must advise the Rail Traffic Crew of the first Rail Traffic movement, of each gauge, to Travel through the Section, the Location of the remaining two RTS.

Where Rail Clamp Stop Sign is used:

- remove Rail Clamp Stop Sign and advise Network Controller.

4. Protecting Rail Traffic That Needs Assistance

4.1 Assistance from the Rear

Unless the Network Controller advises otherwise, if there is no Rail Traffic standing at a signal at STOP within 500 metres behind the Rail Traffic that needs assistance, the Rail Traffic Crew must place Protection on the line at the nearer of:

- At least 500m behind the Rail Traffic, or
- the first signal at STOP behind the Rail Traffic.

Figure 4001-3 Railway Track Signals placed at least 500 metres behind the rail traffic to protect it.

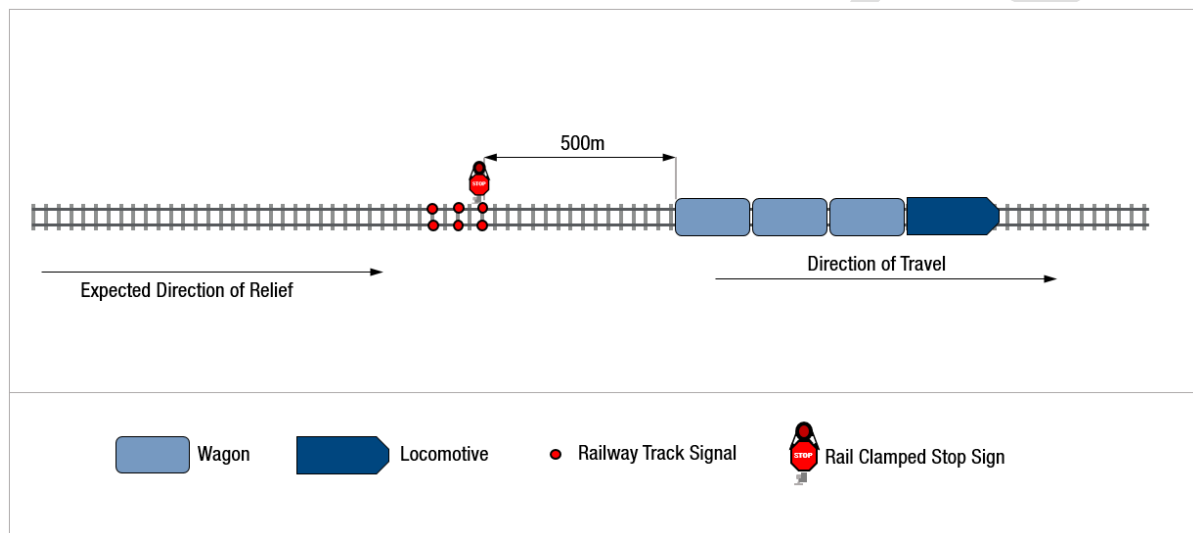
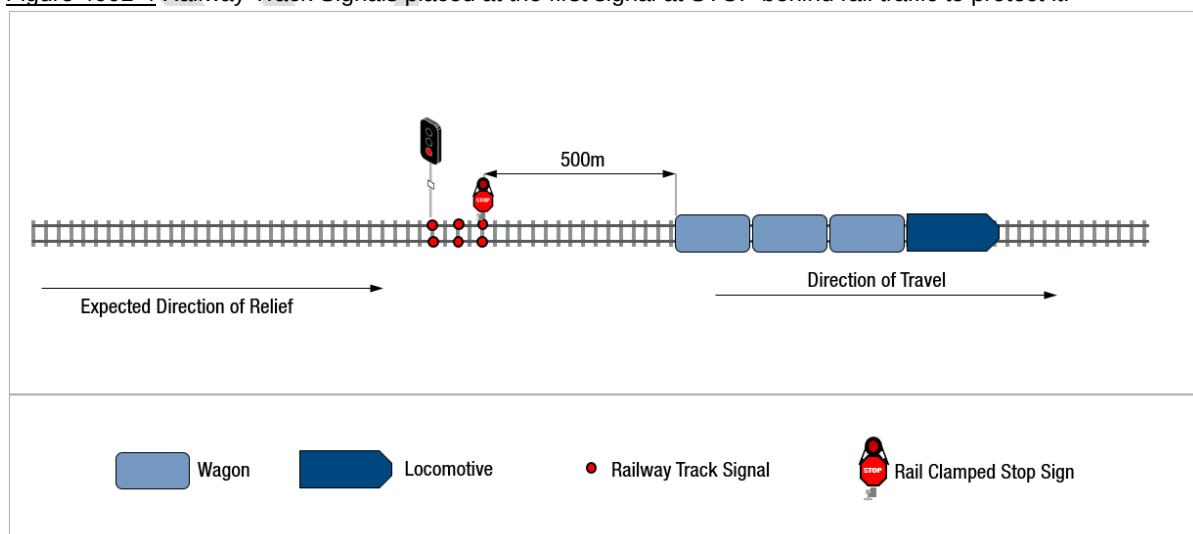


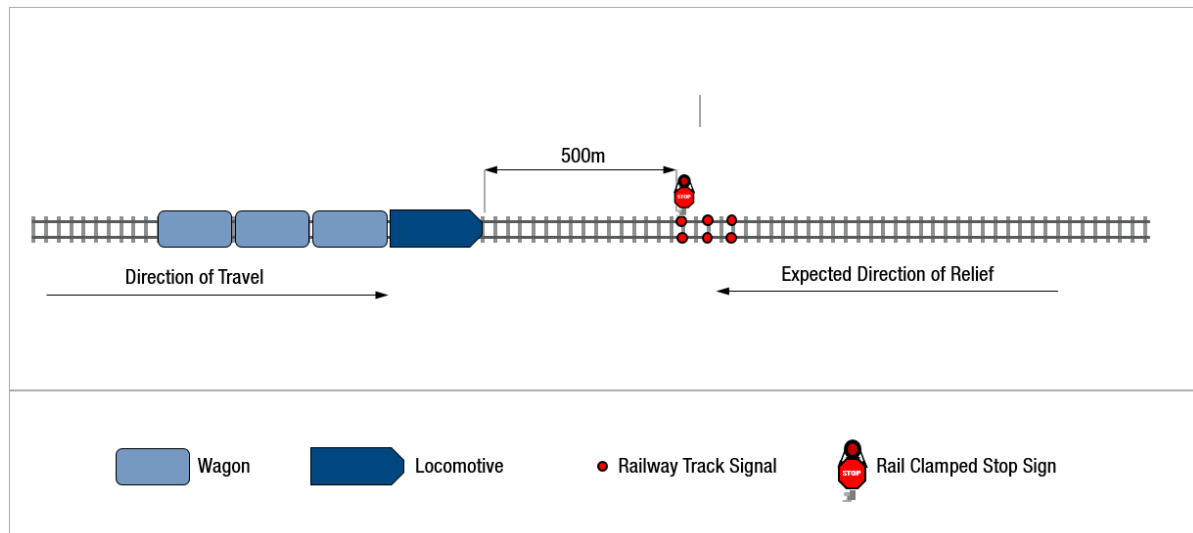
Figure 4001-4 Railway Track Signals placed at the first signal at STOP behind rail traffic to protect it.



4.2 Assistance from the Front

If assistance is expected from the front, the Rail Traffic Crew must place Protection on the line 500 metres forward of the Rail Traffic.

Figure 4001-5 Railway Track Signals placed to protect rail traffic from assisting rail traffic approaching from the front.



If there is a Signal for the opposing direction within 500 metres of the Rail Traffic needing assistance, the Rail Traffic Crew must:

- place Protection on the line at that signal; and
- tell the Network Controller the Location of the Protection.

5. Restraint Authority

Rail Traffic Crews that have been Issued a Restraint Authority must not allow the Rail Traffic to move unless:

- the Network Controller has Cancelled the Restraint Authority; or
- relief Rail Traffic is attached to the Consist.

The Network Controller will Cancel a Restraint Authority when:

- the Restraint Authority is no longer required; or
- the whole of the Disabled Rail Traffic has been removed from the Section Complete.

6. References

2009 Reporting and Responding to a Condition Affecting the Network (CAN)

7. Effective Date

1 February 2020

8. Attachments

Restraint Authority form

Restraint Authority (In accordance with Rule 4001 Protecting Disabled rail Traffic.)	
	Authority No. Serial No. Enter here the Network Controllers or Competent Workers
DELEGATION	1. To the Crew of Rail Traffic No. Service or Train No. ID No. Locomotive/Railcar No at Station/location Identifier ¹station/location
INSTRUCTION	2. You are instructed to: 2.1 ☒ Remain at Station/location Identifier ¹station/location 2.2 ☒ Not proceed past Station/location Identifier ¹station/location 3. You must not allow your Rail Traffic to be moved until: 3.1 ☒ This Authority is cancelled; or 3.2 ☒ The relief Rail Traffic is attached to your disabled Rail Traffic.
CONFIRMATION	4. Issue: 4.1 Issued by Network Controller Name at Network Controller Area control 4.2 Received by Competent Workers Name 4.3 Read back confirmed correct at 00:00 hours on dd/mm/yyyy
CANCELLATION	This Restraint Authority can only be <u>CANCELLED</u> by the Network Controller when, The condition affecting the Network governing the issue of this Restraint Authority has been resolved; OR The WHOLE of the disabled Rail Traffic has been removed COMPLETE from the section.

NOTE: ¹Delete non applicable.

Network Safeworking Rules and Procedures

Rail Traffic Integrity

Rule Number: 4003

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1. Purpose

The purpose of this rule is to provide information to Rail Traffic Crews about requirements for ensuring Rail Traffic is Fit for Purpose before Accessing, and during Travel in the Network.

2. General

Rail Traffic must identify and comply with Arc Infrastructure's gauge outline in accordance with the W190-400-001 Standard Gauge Code of Practice Track & Civil Infrastructure and W190-400-002 Narrow Gauge Code of Practice Track & Civil Infrastructure.

Rail Traffic Crews must not, without authority, bypass, disconnect or turn off any device provided for the safe operation of Rail Traffic.

Prior to entering the Network, Rail Traffic Crews must ensure that all necessary brake tests have been performed, in accordance with Arc Infrastructure's instruction Automatic Air Brake Instructions, and equipment is within specified limits.

Details of the Rail Traffic Consist must be provided to the Network Controller, by the Operator's Representative, prior to the Rail Traffic departure.

Where the Rail Traffic Consist changes en-route the details must be provided to the Network Controller, by the Operator's Representative, prior to the Rail Traffic departure from that location.

Rail Traffic Integrity must be re-established whenever the Consist changes. Rail Traffic Integrity must be documented and maintained.

Loading carried on Rail Traffic must be Secure and Restrained safely throughout the journey.

2.1 Testing Equipment

Prior to entering the Network, Rail Traffic Crews must ensure that the following equipment is fully operational:

- Speedometer, if this can be checked;
- Motive Power Unit lights;
- Motive Power Unit Whistle;
- Communications Equipment;
- Driver Supervisory Systems; and
- End of Train Marker.

2.2 Dangerous Goods

Before Rail Traffic Travels in the Network, the classes of Dangerous Goods and the identification numbers of vehicles carrying Dangerous Goods, must be recorded in the Consist documentation.



NOTE: Dangerous Goods must be loaded, labelled and Marshalled in accordance with the [Australian Code for the Transport of Dangerous Goods by Road and Rail \(ADG Code\)](#)©.

3. Brakes

3.1 Holding Rail Traffic Stationary

Rail Traffic braking systems must be capable of stopping and holding the Rail Traffic stationary in all Network conditions applicable to the Route.

3.1.1 Security of Rail Traffic Left on Running Lines

Whenever it is necessary for Rail Traffic, or a portion of Rail Traffic, to be left unattended on a Running Line for longer than 30 minutes, in addition to the full application of the automatic brake, Handbrakes must be applied as follows:

Figure 4003-1 Rail Traffic handbrake application table

Section of line	Percentage of handbrakes to be applied
All NG Main Lines	100 per cent
Dual gauge Kwinana-Avon Yard	33 per cent
SG Avon Yard-Kalgoorlie	50 per cent
SG Kalgoorlie-Esperance	100 per cent
SG Kalgoorlie-Leonora	100 per cent
All crossing loops	33 per cent

Vehicles not provided with Handbrakes must, where necessary, be chocked to meet the requirements shown above.

3.2 Abnormal or Defective Brakes

If during Travel there is an abnormal application of brakes or the braking performance is inadequate, the Rail Traffic Crew must:

- bring the Rail Traffic to a complete Stop;
- advise the Network Controller;
- if necessary, apply Protection for the Rail Traffic in accordance with Rule 4001 Protecting Rail Traffic;
- if possible, determine the cause of the application or the extent of the defect;
- if possible, remedy the cause of the application or defect; and
- tell the Network Controller when the journey has been resumed or if the defect cannot be remedied.

3.3 Handbrakes and Securing Devices

Equipment used for Securing rollingstock must be tested before rollingstock is detached from a Motive Power Unit or a continuous brake system.

If a vehicle without working Handbrakes needs to be detached and Secured it must be coupled to a vehicle that has working Handbrakes and can Secure the combined weight of both vehicles.

4. Rail Traffic Safety Management Systems

Rail Traffic Safety Management Systems include:

- Speedometer; or
- Annett's Key System.

5. Driver Supervisory Systems

Driver Supervisory Systems include:

- Vigilance Control;
- Detonator Detector System; or
- Automatic Train Protection System.

6. Defective Equipment

Where any Safety Management System fails en-route, the Rail Traffic Crew must obtain the Operator's Representative approval to continue.

The Network Controller must be advised by the Rail Traffic Crew of:

- the system failure; and
- the Operator's Representative approval to continue.

6.1 Speedometer Failure

Where approved to continue by their Operator's Representative, affected Rail Traffic Crews must advise the Network Controller of the approval and ensure that permissible speeds are not exceeded and may continue to Travel until:

- the Motive Power Unit is Remarshalled at the first suitable Location;
- the equipment can be repaired or replaced; or
- the Motive Power Unit is Worked Out of Service.

6.2 Driver Supervisory Systems

If Driver Supervisory Systems in the leading Motive Power Unit is faulty and needs to be isolated during Travel, the Rail Traffic Crew and the Network Controller must confer to determine what actions are required to ensure safety of the Rail Traffic and Workers.



NOTE: Actions to ensure safety of the Rail Traffic may include:

- getting a second crew member for driver only operation;
- reduction of speed; or
- Travel at Restricted Speed.

If the affected Motive Power Unit cannot continue to Travel safely, it must be:

- Remarshalled at the first suitable Location; or
- Worked Out of Service.

7. Defective Vehicles



WARNING: Where there is a risk of being struck by Rail Traffic on Adjacent lines, the Rail Traffic Crew must arrange Protection in accordance with Procedure 9010 Protecting Work from Rail Traffic on Adjacent Lines.



WARNING: Adjacent lines may be under the control of different Network Controllers or Access Providers.

If the Rail Traffic Crew becomes aware that one or more of their vehicles may be defective, the crew must:

- stop if necessary;
- tell the Network Controller;
- Protect the Rail Traffic, if required; and
- inspect Rail Traffic for fault or failure, or if this is not possible, arrange for inspection.

7.1 Inspecting and Managing Defects



WARNING: If the Rail Traffic Crew suspect that a vehicle defect may have caused damage to Infrastructure the Rail Traffic Crew must tell the Network Controller.

If the inspection confirms that there is a defect, the Rail Traffic Crew must tell the Network Controller:

- the nature of the defect; and
- if the defect can be remedied on site.

If the Rail Traffic Crew considers that the defective vehicle cannot Travel normally, the Rail Traffic Crew or Operator's Representative must determine:

- the vehicle's fitness for Travel;
- any restrictions to be placed on the vehicle for Travel; or
- the proposed plan for removing the vehicle from Running Lines.

If the defective vehicle is able to Travel, the Rail Traffic Crew must tell the Network Controller about operating restrictions that apply.

If the vehicle is to be detached, the Rail Traffic Crew must:

- advise the Network Controller of the details of the vehicle including any Dangerous Goods and their defects;
- jointly agree with the Network Controller, as to the Location of where the vehicle is to be detached;
- Secure the vehicle at the agreed Location; and
- place red NOT TO GO cards on the vehicle.

Any equipment that has been detached from a vehicle must be moved to a position where it cannot be struck by Rail Traffic.

The Network Controller must be advised of any detached equipment, and if the detached equipment cannot be moved Clear of the line.

8. References

4001 Protecting Disabled Rail Traffic

9010 Protecting Work from Rail Traffic on Adjacent Lines.

W190-400-001 Standard Gauge Code of Practice Track & Civil Infrastructure

W190-400-002 Narrow Gauge Code of Practice Track & Civil Infrastructure

Australian Code for the Transport of Dangerous Goods by Road and Rail (ADG Code) ©

Automatic Air Brake Instructions

9. Effective Date

1 February 2020

Network Safeworking Rules and Procedures

Rail Traffic Lights and Markers

Rule Number: 4005

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1. Purpose

The purpose of this rule is to describe how Rail Traffic lights and markers are used to:

- indicate the normal direction of Travel;
- indicate Completeness of Rail Traffic; and
- enhance the visibility of Rail Traffic.



NOTE: Lights and markers for Track Vehicles, refer to Rule 3019

2. General

Rail Traffic must not enter the Network unless the Rail Traffic lights and Markers Lights are working correctly.

Headlights must be set on full at the front of all moving Rail Traffic unless required to be dimmed or turned off as prescribed within this rule.

An approved End-of-Train Marker or at least one approved red light must be displayed at the rear of Rail Traffic.

3. Headlight Use

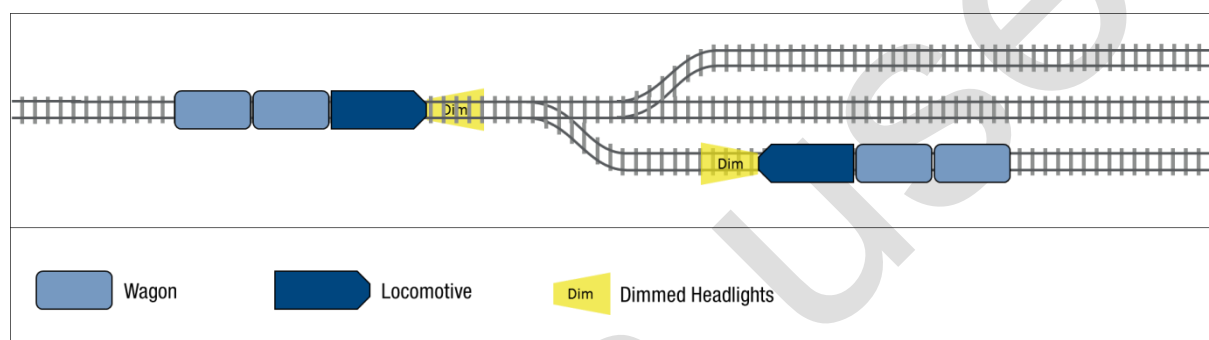


WARNING: When approaching Level Crossings, Headlights must remain on full unless opposing Rail Traffic is simultaneously approaching. In this case, Rail Traffic Crew are permitted to dim the Headlights.

Rail Traffic Crews are permitted to dim or turn off Headlights when Visibility Lights are operating under the following conditions:

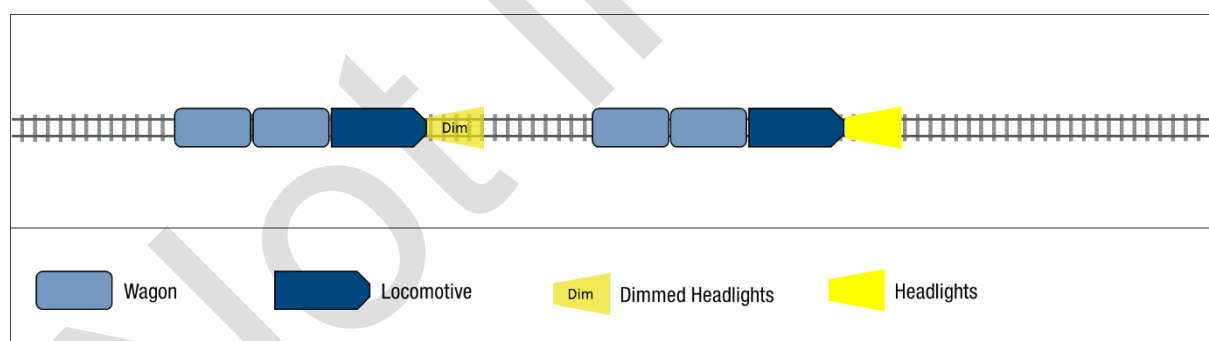
- When approaching, standing or working at Locations where Shunting is being performed.

Figure 4005-1 Approaching, standing or working at locations where shunting is being performed.



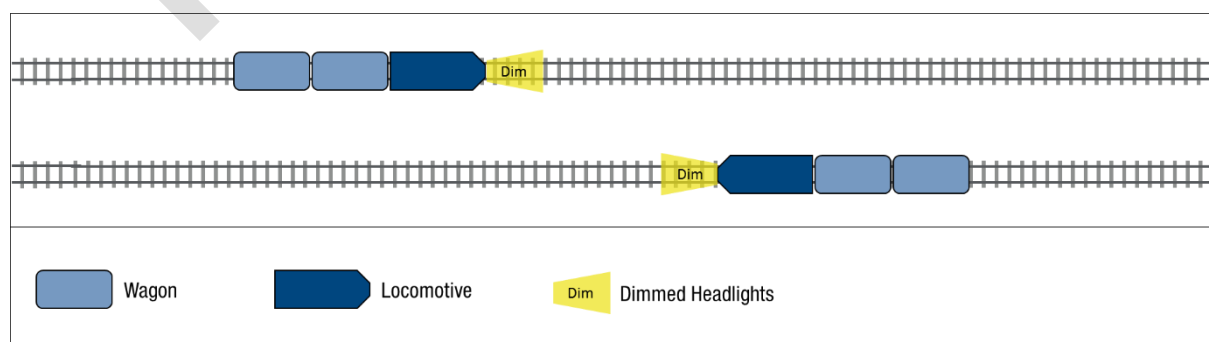
- When approaching or stopped behind other Rail Traffic.

Figure 4005-2 Approaching or stopped behind other rail traffic.



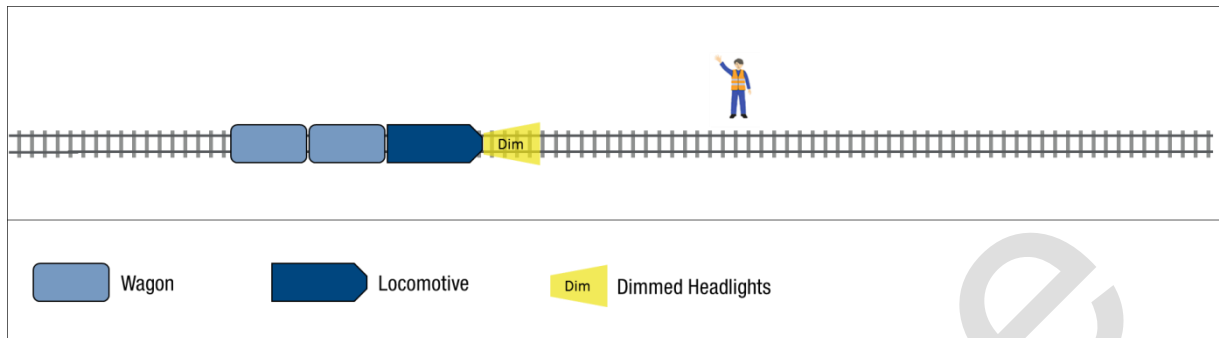
- When approaching and Crossing the lead end of opposing Rail Traffic.

Figure 4005-3 Approaching and crossing the lead end of opposing rail traffic.



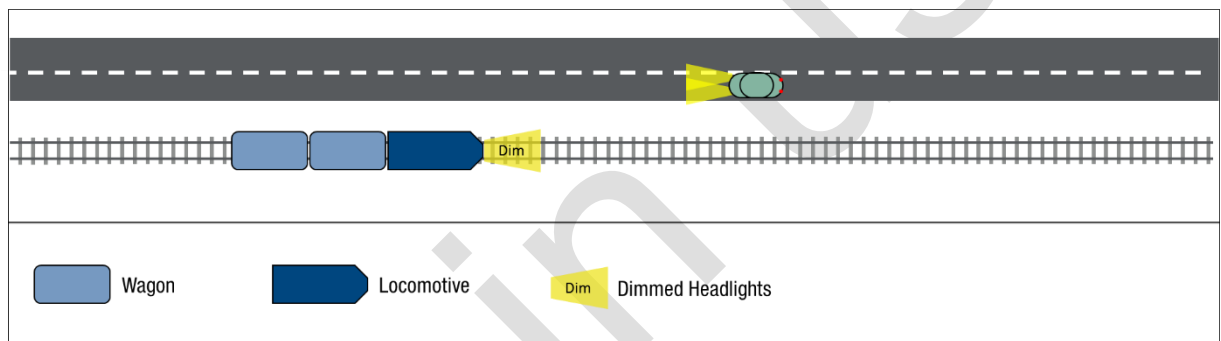
- When Handsignals are displayed or when approaching people or workers on or about the Track.

Figure 4005-4 Handsignals are displayed or when approaching people or workers on or about the track.



- When Rail Traffic is approaching road traffic on Adjacent roadways.

Figure 4005-5 Rail traffic is approaching road traffic on adjacent roadways.



- In weather conditions where Headlights may reflect back and affect the Rail Traffic Crew's vision.

3.1 Operating with Headlights Off



WARNING: Headlights must not be turned off unless Marker Lights or Visibility Lights are turned on.

The Headlights must be turned off when Rail Traffic has stopped Clear at a Crossing Location, waiting for opposing Rail Traffic to Cross.

The waiting Rail Traffic must display a white Marker Light on the side of the Motive Power Unit nearest the Clear Running Line and a red Marker Light on the side of the Motive Power Unit furthest from the Clear Running Line.

Figure 4005-6 Rail traffic standing on the Loop for a crossing.

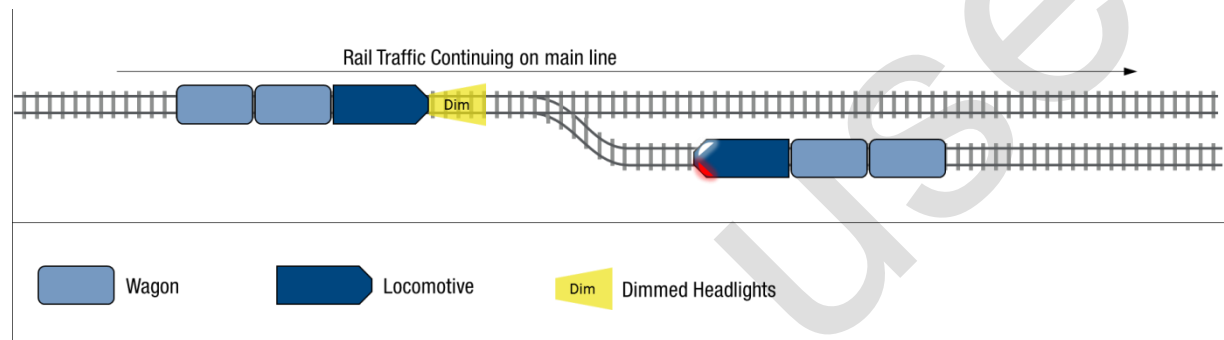
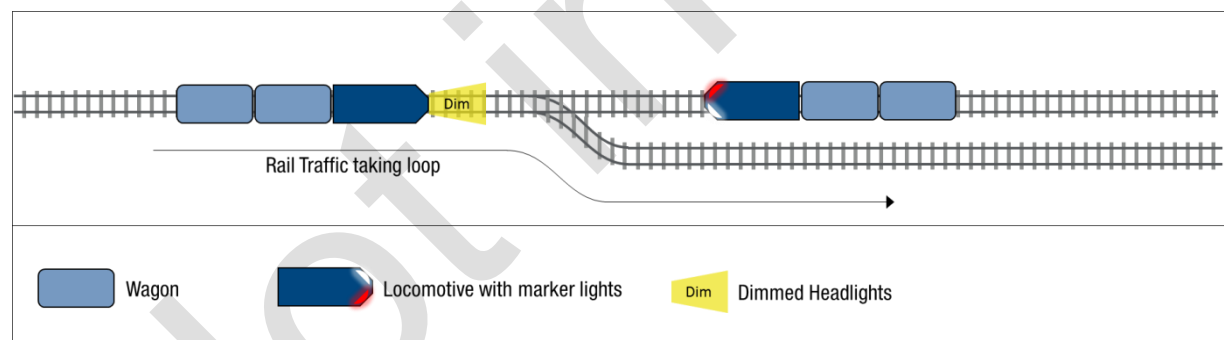


Figure 4005-7 Rail traffic standing on the Main for a crossing.



NOTE: The Headlight must be set on full once the lead end of the Motive Power Unit has past;

- the opposing Rail Traffic;
- road traffic on Adjacent road way; or
- the worker.

4. Displaying Visibility Lights

If provided, Rail Traffic Visibility Lights must be turned on when the Rail Traffic is moving on Running Lines.

If Visibility Lights fail, Rail Traffic may continue normally provided Headlights are turned on.

5. Using Lights for Warning

If necessary, Rail Traffic Crew may flash Headlights or change the colour of Marker Lights displayed from white to red to give a warning.

6. Failed Headlights

All cases of total Headlight failure must be reported to the Network Controller.

The Network Controller and the Rail Traffic Crew must make arrangements to:

- effect repairs;
- re-Marshall the Motive Power Units; or
- replace the lead Motive Power Unit.

If this is not possible, the Rail Traffic may proceed to the next repair facility.



WARNING: Where Headlights have failed, Rail Traffic Crew must make additional use of the Whistle to compensate for the lack of visual warning.

6.1 Total Headlight Failure and Visibility Lights Are Not Available

If visibility is good, Rail Traffic must Travel at Controlled Speed.

During periods of Low Visibility, Rail Traffic must;

- Travel at Restricted Speed and may only Clear the Section; and
- in Train Order Territory, stop before Travelling over Points where mechanical Points Indicators exist and ensure Points are correctly set before proceeding.

When approaching Level Crossings, Rail Traffic must Travel at Restricted Speed prepared to stop and not proceed over the Level Crossing, until:

- Active Control Level Crossing warning equipment is operating; or
- road or pedestrian traffic is not approaching or has stopped at the crossing.

When approaching Locations where the Rail Traffic Crew is aware or can see workers or other personnel present on the ground, Rail Traffic must Travel at Restricted Speed.

6.2 Total Headlight Failure and Visibility Lights Are Available

If the Headlights have failed and Visibility Lights are available, Rail Traffic may Travel at Normal Speed.

7. Failed Headlights and Whistle

7.1 Headlights and Whistle Failed, and Visibility Lights Not Available

If the Headlights and Whistles fail and Visibility Lights are not available and no other Motive Power Unit can be used as the lead unit, the Rail Traffic Crew must carry out instructions for operating with total Headlight failure when Visibility Lights not available in accordance with Section 6.1:

During periods of Low Visibility the Rail Traffic must be treated as Disabled in accordance with Rule 4009 Disabled Rail Traffic.

7.2 Headlights and Whistle Failed, and Visibility Lights Available

If the Headlights and Whistles fail and Visibility Lights are available, the Rail Traffic Crew must:

- continue the movement with the Visibility Lights turned on and Travel at:
- Controlled Speed if visibility is good; or
- Restricted Speed during periods of Low Visibility;
- slow to Restricted Speed before each Level Crossing, prepared to stop if road or pedestrian traffic is approaching;
- not proceed over the Level Crossing, unless:
 - at an Active Control Level Crossing, equipment is operating; or
 - at a Passive Control Level Crossings, it is Clear or road and pedestrian traffic has been stopped;
- slow to Restricted Speed approaching other Rail Traffic and where workers may be present on the ground;
- slow to Restricted Speed approaching people on or about the Track; and
- slow or stop as necessary, if the approach of the Rail Traffic is not attracting the appropriate attention.

8. Rail Traffic Markers

8.1 Front of Rail Traffic

The front of Rail Traffic must be identified by Headlights, Visibility Lights, or Marker Lights.

If Marker Lights become defective they must be repaired or replaced as soon as practical.

8.2 Rear of Rail Traffic

The rear of Rail Traffic must be identified by:

- an End-of-Train Marker;
- one or more clearly visible, steady or flashing red lights;
- an End-of-Train Monitor; or
- a combination of the above.

End-of-Train Markers and monitors must have at least one red light that is illuminated during the hours of darkness or when visibility is low.

8.3 Motive Power Unit is Rear Vehicle

When a Motive Power Unit is operating without vehicles or is at the rear of the Rail Traffic Consist, one of the following must be displayed:

- one or more red Tail Lights; or
- an End-of-Train Marker.

8.4 Inspection of End-of-Train Marker

The operation of an End-of-Train Marker must be checked before departure and where possible en-route by:

- direct observation of the marker; or
- using telemetry in the cab of the Rail Traffic.

8.5 Failed End-of-Train Marker

If the rear End-of-Train Marker fails en-route:

- the Network Controller must be told;
- a red reflector, red flag or red light may be used as an alternative rear marker; and
- Rail Traffic may Travel only as far as the next Location where the marker can be repaired or replaced.

8.6 Missing End-of-Train Markers

If Rail Traffic is detected with no End-of-Train Marker the Network Controller must be told.

Rail Traffic may Travel at the discretion of the Network Controller only as far as the next Location where the marker can be replaced.

In Centralised Traffic Control (CTC) Territory, Rail Traffic must be worked in accordance with Rule 5023 Manual Block Working until the End-of-Train Marker has been replaced.

The Network Controller must confirm that:

- the Rail Traffic is Complete; or
- the Sections to the rear of the Rail Traffic are Clear.

If the Rail Traffic is unable to be confirmed as Complete, affected Sections must be treated as Obstructed in accordance with Rule 2009 Reporting and Responding to Conditions Affecting the Network.

Until it can be established that the Section is Clear, the Network Controller must:

- apply Blocking Facilities to prevent other Rail Traffic from entering the affected Section;
- tell Rail Traffic Crews within the affected Section to stop their Rail Traffic; and
- warn Rail Traffic on Adjacent lines.

8.7 Shunting Marker Lights

Locomotives Shunting within yards must display two red Marker Lights at each end.



NOTE: The Marker Lights of Shunting Locomotives do not indicate direction of Travel.

8.8 Identifying Number

Where provided, number lights must be illuminated on the leading Motive Power Unit.

8.9 Other Lights

Step and other lights may be illuminated on all units to improve visibility of Rail Traffic at night.

9. References

2009 Reporting and Responding to Conditions Affecting the Network.

4009 Removing Disabled Rail Traffic

5023 Manual Block Working

10. Effective Date

1 February 2020

Network Safeworking Rules and Procedures

Rail Traffic Whistles

Rule Number: 4007

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Document History

Version	Effective Date	Pages updated	Reasons for change
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1. Purpose

The purpose of this rule is to describe how Rail Traffic Whistles are used to give audible warning or acknowledge Handsignals.

2. General

Before Rail Traffic enters the Network, Rail Traffic Whistles must be working correctly.

Rail Traffic Whistles must not be sounded unless a valid reason exists.

Rail Traffic Whistles must be sounded with appropriate intensity, length and repetition for the circumstances.

Unless otherwise prohibited, Rail Traffic Whistles must be sounded:

- when approaching Level Crossings;
- where necessary for safety;
- before Rail Traffic is moved;
- if Railway Track Signals (RTS) are activated;
- where WHISTLE signs are placed;
- where people or animals are on or near the Track;
- when approaching Locations where Shunting is being performed on Adjacent Tracks;
- to acknowledge Handsignals; and
- as otherwise required by the Network safeworking rules and procedures.

Where Rail Traffic movements are likely to simultaneously approach a Level Crossing, the Rail Traffic Crews must repeatedly sound the Whistle until Rail Traffic has reached the Level Crossing.

The Rail Traffic Crew must sound the Whistle when approaching Locations where there is limited Sighting Distance when the Rail Traffic movement is:

- run at short notice;
- running in advance of timetable;
- running late; or
- Travelling in the Wrong Running-Direction on a Uni-Directional Track.

2.1 Whistle Codes

Rail Traffic Crews must use the following Whistle codes:

Figure 4007-1 Whistle code table.

Code	Meaning
One long whistle.	Warning, challenge or approaching a level crossing.
One short whistle.	Acknowledgment or moving off.
Two short whistles.	Setting back.
Three short whistles.	Danger-Stop.
Continuous whistling.	Assistance required.

2.2 Failure to Acknowledge a Rail Traffic Whistle

If an expected response or acknowledgment to the Rail Traffic Whistle is not received, the Rail Traffic Crew must continue to sound the Whistle and, if required, attempt to Stop the Rail Traffic.

3. Failed Whistle

The Rail Traffic Crew must report all cases of Whistle failure to the Network Controller and to the Operator's Representative.

3.1 Response to a Failure

The Rail Traffic Crew and the Network Controller must make arrangements to:

- effect repairs;
- re-Marshall the Motive Power Units; or
- replace the lead Motive Power Unit.

3.2 Running with a Failed Whistle

If the Whistle fails and cannot be repaired and no other Motive Power Unit can be used as the lead unit, the Rail Traffic Crew must:

- continue the movement and Travel at;
 - Controlled Speed if visibility is good; or
 - Restricted Speed during periods of Low Visibility;
- flash the Headlights and other Visibility Lights to attract attention where necessary;
- slow to Restricted Speed before each Level Crossing, prepared to stop if road or pedestrian traffic is approaching;
- not proceed over the Level Crossing, unless;
 - at an Active Control Level Crossing, equipment is operating; or
 - at a Passive Control Level Crossing, it is Clear or road and pedestrian traffic has stopped;
- slow to Restricted Speed approaching other Rail Traffic where workers may be present on the ground;
- slow to Restricted Speed approaching people on or about the Track; and
- slow or stop as necessary, if the approach of the Rail Traffic is not attracting the appropriate attention.

If the Whistle and Headlights fail and no other Motive Power Unit can be used as the lead unit, act in accordance with Rule 4005 Rail Traffic Lights and Markers.

4. References

4005 Rail Traffic Lights and Markers

5. Effective Date

1 February 2020

Not in Use

Network Safeworking Rules and Procedures

Removing Disabled Rail Traffic

Rule Number: 4009

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Not in Use

1. Purpose

The purpose of this rule is to provide instructions to Network Controllers and Rail Traffic Crew, for the removal of Disabled Rail Traffic from Running Lines in the Network.



NOTE: For the removal of disabled track vehicles, refer to Rule 3019.

2. General

The Network Controller must determine the method of removing the Disabled Rail Traffic.

If the normal Proceed Authority permitted by the existing System of Safeworking is not available, and the Rail Traffic movement cannot be actioned in accordance with Rule 6013 Passing Fixed Signals at STOP, the Rail Traffic movement must be authorised using an appropriate Authority.

3. Disabled Rail Traffic

3.1 The Disabled Rail Traffic Crew

The Rail Traffic Crew of the Disabled Rail Traffic must:

- ensure their own safety;
- tell the Network Controller:
 - there is a failure;
 - the Location of the failed Rail Traffic;
 - the nature of the failure, when this has been determined; and
- Protect the Disabled Rail Traffic in accordance with Rule 4001 Protecting Rail Traffic.



WARNING: An unexpected loss of brake pipe pressure may indicate that Rail Traffic has derailed, or has derailed and Fouled, Adjacent lines.

Until otherwise confirmed, Rail Traffic Crews must always act on the presumption that Adjacent lines have been Fouled.

If the Rail Traffic Crew suspect their Rail Traffic has Obstructed an Adjacent line, they must protect against approaching Rail Traffic in accordance with Rule 4001 Protecting Rail Traffic.

3.2 Network Controller

The Network Controller responsible for the affected portions of line must:

- Issue Restraint Authorities in accordance with Rule 4001 Protecting Rail Traffic;
- be assured by the Rail Traffic Crew that the Disabled Rail Traffic, if required, has been Protected; and
- in Train Order Territory, Cancel the Train Order held by the Rail Traffic Crew of the Disabled Rail Traffic at the Location given by the Rail Traffic Crew.

4. Authorities

The Network Controller must:

- advise affected Competent Workers of the intended movement;
- tell the crew of the Disabled Rail Traffic about details of relief to be provided; and
- tell the crew of the relief Rail Traffic about the details of the Disabled Rail Traffic and where the Disabled Rail Traffic is to be taken:
 - RRTA are issued on movement authority (MA) forms
 - in Train Order Territory, these details must be shown on the Train Order for the relief Rail Traffic.



NOTE: The Network Controller must tell the relief Rail Traffic Crew the kilometre Location of the end of the Disabled Rail Traffic in the direction that relief is being provided, and the Protection details.

4.1 Relief Rail Traffic to Enter the Section from the Rear

The authority for the relief Rail Traffic to enter the Section from the rear is:

- in automatic signalling sections, Relief Rail Traffic Authority (RRTA) issued on a Movement Authority form; and:
 - the normal Proceed Aspect on the signal, where available; or
 - verbal authority from the Network Controller when the Proceed Aspect is unavailable;
- on Single Line Automatic Signalling Sections, a RRTA, verbal authority from the Network Controller, and
- in Train Order Territory, a Train Order.

4.2 Relief Rail Traffic to Enter the Section from the Advance

The authority for the relief Rail Traffic to enter the Section from the advance is:

- on Automatic Signalling Sections, a RRTA and verbal authority from the Network Controller;
- in Train Order Territory, a Train Order.

5. Removing Disabled Rail Traffic

The Rail Traffic Crew required to remove Disabled Rail Traffic must:

- establish communications with the crew of the Disabled Rail Traffic;
- slow to Restricted Speed when:
 - 3000 metres from the Disabled Rail Traffic; or
 - entering the block Section where the Disabled Rail Traffic is located within 2500 metres from the Protecting Signal;
- stop 500 metres from the Disabled Rail Traffic;
- be Piloted to the Disabled Rail Traffic; and
- remove the Disabled Rail Traffic as authorised by the Network Controller.

5.1 Coupling to the Disabled Rail Traffic

The Rail Traffic Crew of the Disabled Rail Traffic will Handsignal or verbally direct the assisting Rail Traffic Crew to couple to the Disabled Rail Traffic.

The Rail Traffic Crew of the relief Rail Traffic will, if possible, advise the Network Controller when ready to move the Disabled Rail Traffic.

5.2 Relief from the Rear and Propelling the Disabled Rail Traffic to the Advance

The Rail Traffic Crew of the relief Rail Traffic will ensure the crew of the Disabled Rail Traffic are able to assist in the braking and safety of the Propelling movement.

Prior to allowing the Disabled Rail Traffic to be Propelled, the Rail Traffic Crew of the Disabled Rail Traffic will ensure Effective Communications are available between Rail Traffic Crews, and:

- the Rail Traffic brake is operational from the Motive Power Unit of the Disabled Rail Traffic; or
- the Propelling movement is made in accordance with Rule 4015 Setting Back or Propelling on Running Lines.

5.3 Double Line Automatic Signalling

5.3.1 Where relief has been provided from the rear and is to remove the disabled rail traffic to the rear

Before permitting the relief Rail Traffic to remove the Disabled Rail Traffic in the Wrong Running Direction the Network Controller must:

- ensure no Rail Traffic has entered the Section behind the relief Rail Traffic;
- place the Fixed Signal controlling the entry to the Section at Stop and apply Blocking Facilities; and
- ensure a RRTA has been Issued for the Wrong Running Direction movement to the Rail Traffic Crew of the relief Rail Traffic.

The crew of the relief Rail Traffic must:

- before moving to the rear, be in possession of a RRTA for the Wrong Running Direction movement;
- return to the rear Location as directed by the Network Controller;
- on arrival at Station Limits for the rear Location, obtain permission from the Network Controller to enter the Location; and
- advise the Network Controller when the Section is Clear.

5.3.2 Where relief has been provided from the advance and is to remove the disabled rail traffic to the advance

The Rail Traffic Crew of the relief Rail Traffic;

- removes the Disabled Rail Traffic as authorised by the Network Controller; and
- advises the Network Controller when the Section is Clear.

5.3.3 Where relief has been provided from the advance and is to remove the disabled rail traffic to the rear

Before permitting the relief Rail Traffic to remove the Disabled Rail Traffic in the Wrong Running Direction, the Network Controller must:

- ensure no Rail Traffic has entered the Section behind the Disabled Rail Traffic;
- place the Fixed Signal controlling the entry to the Section at Stop and apply Blocking Facilities; and
- ensure a RRTA has been Issued for the Wrong Running Direction movement to the Rail Traffic Crew of the relief Rail Traffic.

The Rail Traffic Crew of the relief Rail Traffic must:

- before moving to the rear, be in possession of a RRTA for the Wrong Running Direction movement;
- on arrival at Station Limits for the rear Location, obtain permission from the Network Controller to enter;
- advise the Network Controller the Section is Clear; and
- ensure the Propelling movement is made in accordance with Rule 4015 Setting Back or Propelling on Running Lines.



NOTE: The crew of the Disabled Rail Traffic must assist with the Propelling movement as required.

5.4 Single Line Automatic Signalling

5.4.1 Where relief has been provided from the rear and is to remove the disabled rail traffic to the rear

Before permitting the relief Rail Traffic to remove the Disabled Rail Traffic to the Location in the rear, the Network Controller must:

- place the Fixed Signal controlling the entry to the Section at Stop and apply Blocking Facilities; and
- ensure the Rail Traffic Crew of the relief Rail Traffic are in possession of a RRTA for the movement.

The relief Rail Traffic Crew must:

- before moving to the rear, be in possession of a RRTA for the movement;
- on arrival at Station Limits for the rear Location, obtain permission from the Network Controller to enter;
- advise the Network Controller when the Section is Clear.

5.4.2 Relief from the advance and removing the disabled rail traffic to the advance

The Rail Traffic Crew of the relief Rail Traffic must:

- before removing the Disabled Rail Traffic to the advance, be in possession of a RRTA for the movement from the advance Location;
- remove the Disabled Rail Traffic as authorised by the Network Controller;
- advise the Network Controller when the Section is Clear.

5.4.3 Where relief has been provided from the advance and is to remove the disabled rail traffic to the rear

Before permitting the relief Rail Traffic to remove the Disabled Rail Traffic to the Location in the rear, the Network Controller must:

- ensure no Rail Traffic has entered the Section behind the Disabled Rail Traffic;
- place the Fixed Signal controlling the entry to the Section at Stop and apply Blocking Facilities; and
- ensure the Rail Traffic Crew of the relief Rail Traffic are in possession of a RRTA for the movement from the rear Location.

The relief Rail Traffic Crew must:

- before moving to the rear, be in possession of a RRTA for the movement from the rear Location;
- on arrival at Station Limits for the rear Location, obtain permission from the Network Controller to enter;
- advise the Network Controller when the Section is Clear.

6. Rail Traffic Can Be Divided to Clear the Section

If it is necessary to divide Rail Traffic into portions for removal, the Network Controller must determine a suitable Location to where any divided portion can be moved.

The Network Controller must tell the Rail Traffic Crew the determined Location to take any divided portion.

Before each portion is removed, the Rail Traffic Crew must complete continuity tests on the portion to be removed.

If the removed portion of the Rail Traffic will Travel beyond the next Controlled Location:

- Tail Lights or an End-of-Train Marker must be attached to the rear-most vehicle before departing that Location; or
- Rail Traffic must be block worked, in accordance with Rule 5023 Manual Block Working.

6.1 Securing and Protecting the Divided Rail Traffic

The portion of the Rail Traffic to remain must be:

- Secured, in accordance with Rule 4003 Rail Traffic Integrity, and Protected; in accordance with Rule 4001 Protecting Rail Traffic, and
- during darkness or in conditions of Low Visibility, fitted with a light on the leading vehicle:
 - in areas where there are Adjacent lines, a white light; or
 - on single lines, a red light.

The Rail Traffic Crew must:

- take a written note of the last vehicle of the front portion;
- move the front portion forward 500 metres; and
- place a Rail Clamp Stop Sign or 3 Railway Track Signals (RTS) on all rails 20 metres apart, in accordance with Procedure 9004 Railway Track signals, in advance of the rear portion.

6.2 Arriving at the Controlled Location in Advance

The Rail Traffic Crew must:

- confirm the portion is Complete; and
- stow the portion as directed by the Network Controller.

6.2.1 Train Order Territory

On arrival at the Location, where a Crossing is to take place and the other Rail Traffic is met, the Rail Traffic Crew must:

- stop at the Facing Points; and
- inform the Rail Traffic Crew of the circumstances.

6.3 Returning for the Rear Portion

The Rail Traffic Crew must get permission from the Network Controller before returning for the remaining portion.

The Rail Traffic Crew must advise the Network Controller when all of the Rail Traffic is Clear from the Section.

7. Parted Rail Traffic



WARNING: Before stopping the forward portion of Parted Rail Traffic, Rail Traffic Crews must consider the risk of it being struck by the detached portion of the Rail Traffic.

Rail Traffic Crews who become aware that their Rail Traffic has Parted must:

- stop the Rail Traffic; and
- tell the Network Controller about the Parting and, if possible, the Location of the detached portion.

The Network Controller must determine whether the Proceed Authority for the movement back to the detached portion:

- is available under the existing System of Safeworking; or
- must be authorised using an RRTA.

The Rail Traffic Crew must not Set Back the forward portion of the Rail Traffic to the Location of the detached portion unless:

- the detached portion is Secured; and
- the Setting Back movement is made in accordance with Rule 4015 Setting Back or Propelling on Running Lines.

8. Parted Rail Traffic and Rail Traffic Crew Unaware

The Network Controller must, if necessary:

- arrange to locate the detached portions of the Rail Traffic;
- arrange to warn Rail Traffic Crews approaching the affected portions of line;
- arrange to prevent Rail Traffic from approaching the affected portions of line;
- apply Blocking Facilities; and
- arrange for recovery of the detached portion.

Competent Workers who find detached vehicles must:

- if possible, Secure them, and arrange for their Protection; and
- tell the Network Controller.

9. Cancelling an RRTA

The RRTA may be Cancelled only if the Network Controller is assured that the authorised movement has not started or has not been completed.

The Network Controller must tell affected Competent Workers that the RRTA has been Cancelled.

10. Fulfilling an RRTA

The RRTA must be Fulfilled only when the Rail Traffic Crew assures the Network Controller that the authorised movements have been completed and the block Section is Clear.



NOTE: The Restraint Authority Issued to the Rail Traffic Crew of the Disabled Rail Traffic must be Cancelled when the whole of the Disabled Rail Traffic has been removed Complete from the block Section in accordance with Rule 4001 Protecting Rail Traffic.

11. Keeping Records

Network Controllers must keep a Permanent Record of:

- the Issue of the RRTA; and
- details of affected Competent Workers told about the authorised movements.

Rail Traffic Crews and other Competent Workers must keep a Permanent Record of the Issue of the RRTA.

12. References

4001 Protecting Disabled Rail Traffic

4003 Rail Traffic Integrity

4015 Setting Back or Propelling on Running Lines.

5017 Train Order Working

5023 Manual Block Working

6013 Passing Fixed Signals at STOP

9004 Railway Track signals

13. Effective Date

1 February 2020

Network Safeworking Rules and Procedures

Station Limits

Rule Number: 4011

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1. Purpose

The objective of this rule is to provide instructions on how Station Limits are defined, and how Rail Traffic movements are controlled, within Station Limits.

2. General

Station Limits define the limits of Controlled Locations.

If Fixed Signals are not available, Network Controllers must give verbal authority for movements within Station Limits.

Network Controllers must make sure they do not authorise conflicting movements.

Not in use

3. Station Limits

Depending on their availability at a Location, signs or signals determine arrival end and departure end of Station Limits.

A Station Limit is defined by a:

- specified Controlled Absolute Signal; or
- Station Limit sign.



NOTE: Controlled Absolute Signals are identified by a white reflectorised marker plate located on the centre of the mast in accordance with Rule 6005 Fixed Signals, with the signal number displayed.

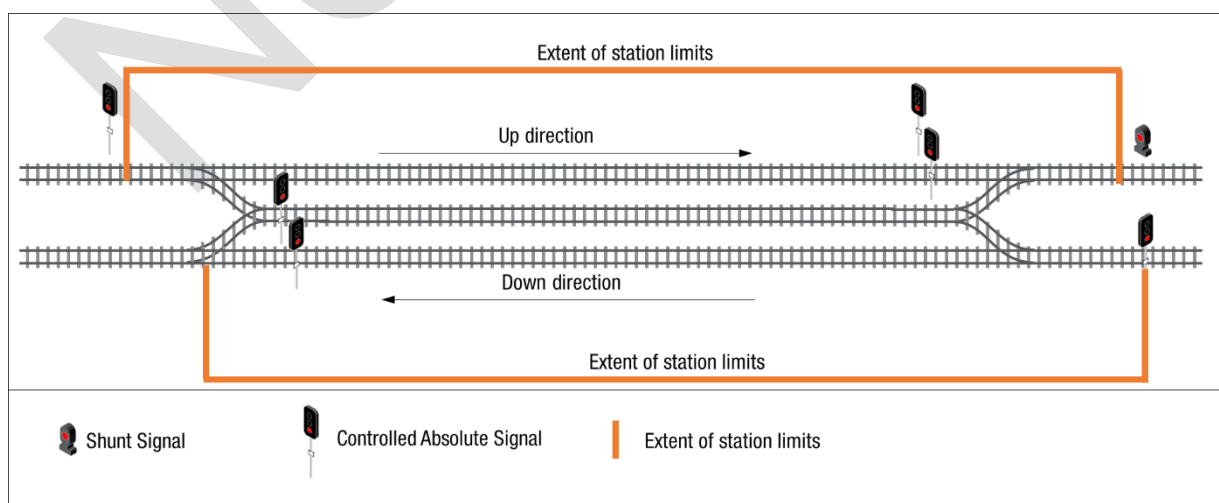
3.1 Centralised Traffic Control Territory

3.1.1 Double-line

Station Limits in Double Line Centralised Traffic Control (CTC) Territory are determined by:

	Limit
From	the first Controlled Absolute Signal at that Double Line CTC Station.
To	the last Controlled Absolute Signal at that Double Line CTC Station; Facing or Trailing Points beyond that Fixed Signal; or Shunt Set Back signal beyond that Fixed Signal.

Figure: 4011-1 Example of Station Limits in double line CTC territory.

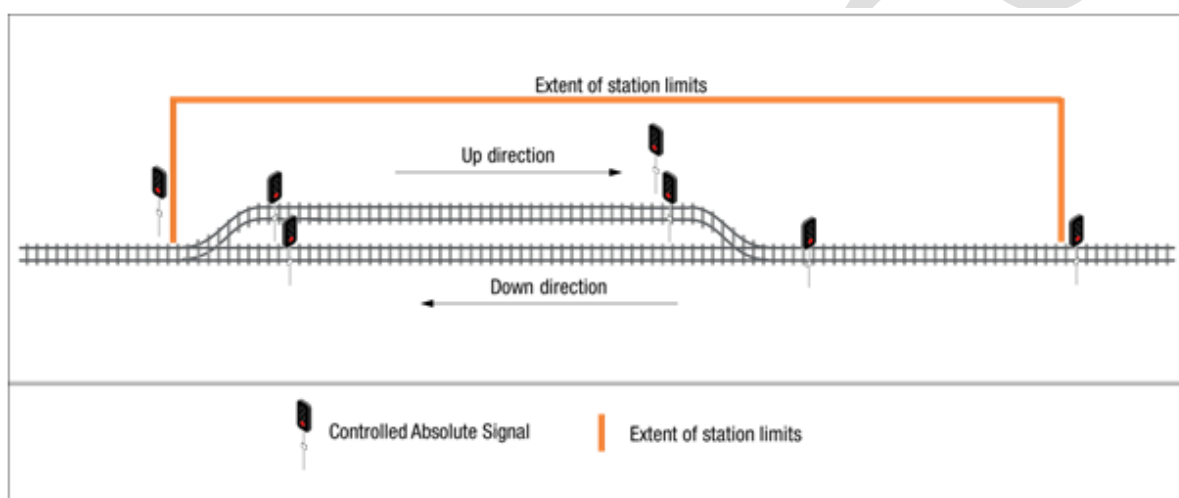


3.1.2 Bi-Directional single-line

Station Limits in Bi-Directional Single Line Centralised Traffic Control (CTC) Territory are determined by:

	Limit
From	The first Controlled Absolute Signal at that Single Line CTC Station.
To	The first Controlled Absolute Signal in the opposing direction, at that Single Line CTC Station.

Figure 4011-2 Example of Station Limits in bidirectional single-line CTC territory.



3.2 Train Order Territory

Station Limits at Train Order Locations are determined by STATION LIMITS signs.

FIGURE: 4011-3 Station Limits at Train Order locations.

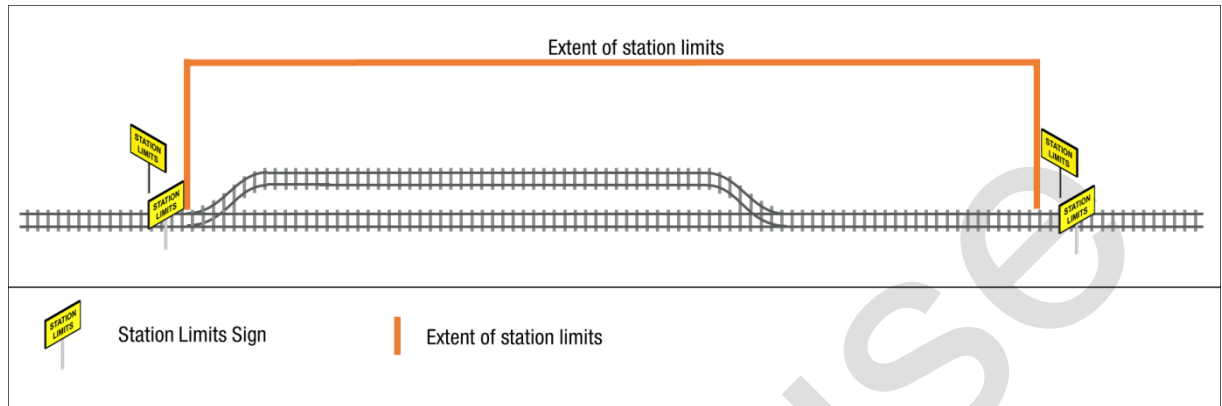
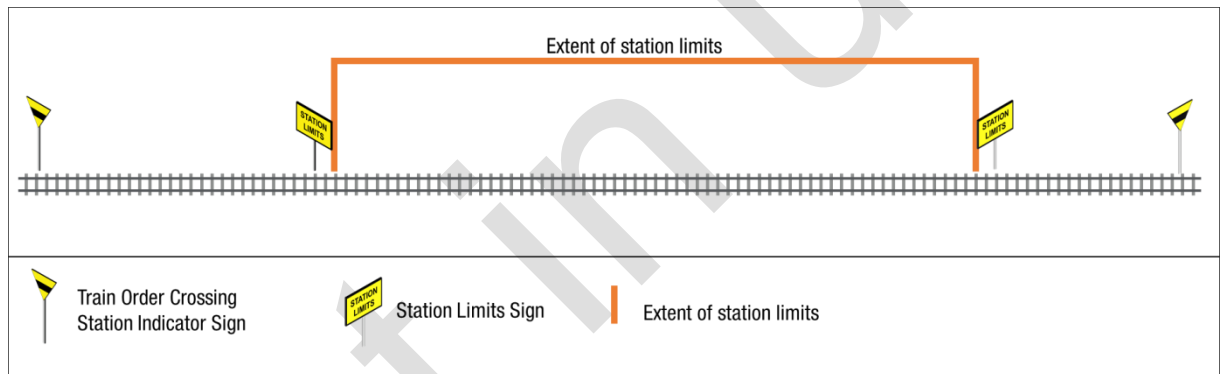


Figure: 4011-4 Station Limits at Train Order locations.



4. Station Working

4.1 Running Lines

Rail Traffic movements on Running Lines within Station Limits must be authorised by the Network Controller.

If available, Fixed Signals must be used to authorise movements.

Fixed Signals at STOP must be passed only in accordance with Rule 6013 Passing Fixed Signals at STOP.

4.2 Unsignalled Movements

Unsignalled movements within Station Limits must not exceed Restricted Speed.

Before authorising an unsignalled movement that opposes other Rail Traffic, the Network Controller must make sure that at least one unoccupied Block is maintained between the movements.

The Block between the opposing movements must remain unoccupied until one of the approaching Rail Traffic movements is brought to a Stop.

The Network Controller must tell the Rail Traffic Crew involved in the unsignalled movement not to Proceed beyond the relevant Station Limits.

5. References

6005 Fixed Signals

6013 Passing Fixed Signals at STOP

6. Effective Date

1 February 2020

Network Safeworking Rules and Procedures

Shunting and Marshalling

Rule Number: 4013

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1. Purpose

The purpose of this rule is to prescribe the rules for safe Shunting and Marshalling in the Network.

2. General

Vehicles must not be Shunted in the Network without a Motive Power Unit attached (i.e. loose-Shunted).

2.1 Shunting

Shunting is moving Rail Traffic:

- to arrange or rearrange vehicle order in a Consist;
- to attach or detach vehicles from a Consist;
- to move vehicles in a yard or terminal; or
- to or from Running Lines, except for through Rail Traffic movements.

Shunting must be performed at a speed not exceeding restricted speed.

When performing Shunting, Rail Traffic may only be moved with the authority of the Competent Worker directing the Shunting operations.

Workers not involved in Shunting must stay Clear of moving vehicles.

2.2 Marshalling

Vehicles carrying Dangerous Goods must be Marshalled in accordance with the Australian Code for the Transport of Dangerous Goods by Road and Rail (ADG Code)©.

3. Planning Shunting



WARNING: If there are narrow Track clearances, Competent Workers performing Shunting must keep at least 2 metres between themselves and moving vehicles.

When planning Shunting the Competent Worker directing Shunting operations must:

- confer with the Network Controller and agree about planned movements;
- confer with the Rail Traffic Crew and other Competent Workers and agree about planned movements; and
- warn other Competent Workers of hazards presented by narrow Track clearances, such as:
 - gates and fences;
 - buildings;
 - Platforms; and
 - rail vehicles on Adjacent lines.

Competent Workers during Shunting operations must:

- if necessary, arrange for clearance of Fixed Signals;
- make sure that Routes are correctly set and safe for movements; and
- make sure that it is safe to Shunt.

Competent Workers must tell the Network Controller when Shunting within their area of control has been completed.

3.1 Shunting Over Points

If the Competent Worker directing Shunting is not assured that the Points will hold their set positions, the Points must be Secured for the intended Route.

4. Directing Shunting

A Competent Worker directing Shunting must:

- make use of radio, hand or light signals to Communicate Effectively with the worker at the controls of the Motive Power Unit;
- be in a position where the safe progress of the movement and the line ahead can be seen; and
- closely accompany or ride in or on the leading vehicle in a position designated as safe by the operator and approved by Arc Infrastructure.

Rail Traffic Crews and Competent Workers directing Shunting must communicate at agreed intervals.

If communication between a Competent Worker directing Shunting and the Rail Traffic Crew is interrupted, the Rail Traffic Crew must stop the movement immediately.

5. Running Lines

Shunting on Running Lines must be authorised by the Network Controller.

On Running Lines, vehicles being Shunted must be equipped with an operating continuous Airbrake.

Vehicles with defective brakes must be Shunted in accordance with Arc Infrastructure's specific instructions (refer Rule 4003 Rail Traffic Integrity).

6. Level Crossings

A Shunting movement over a Level Crossing must:

- be directed by a Competent Worker;
- not be commenced unless the Level Crossing is Clear, or road and pedestrian traffic has stopped; and
- not be commenced before it is safe to do so.

Where provided, Active Control Level Crossing equipment must be operated.

Shunted vehicles Hauled or Propelled across a Level Crossing must have the continuous Airbrake throughout the Consist.



NOTE: The Consist of vehicles being shunted must comply with Arc Infrastructure's Automatic Air Brake Instructions.

7. Attaching Locomotive

After attaching a Locomotive to stationary vehicles, the Rail Traffic Crew must fully pressurise the brake pipe before releasing Handbrakes.

8. Detached Rail Vehicles

Vehicles must not be detached from a Motive Power Unit, or a continuous brake system, until they are Secured against unintended movement by the use of sufficient effective Handbrakes or other devices, in accordance with Rule 4001 Rail Traffic Integrity.

Detached vehicles must be Secured:

- where necessary, Clear of Adjacent lines;
- Clear of Level Crossings; and
- inside Catch Points or Derail Devices provided to prevent vehicles entering Running Lines.

The Rail Traffic Crew must advise the Network Controller of vehicles detached en-route.

9. Vehicles Under Repair

Vehicles with warning signs, flags or lights must not be moved or Shunted against or have other vehicles attached to them unless:

- the warning signs, flag or lights are removed by the workers who put them there;
- no work is being done on or near the vehicles; and
- it is safe to move the vehicles.

10. Stabling Rail Traffic

10.1 On Running Lines

Rail Traffic may be Stabled on Running Lines only if:

- Derailing Devices are available;
- where Derailing Devices are not available, it has been authorised by the Approved Operations Delegate;
- Advertised, when required;
- Unauthorised access to Motive Power Unit controls are prevented, and
- it is Secured against unintended movement.

10.2 In Station Limits

Where possible, when Rail Traffic is Stabled on a Running Line within Station Limits, the Points must be set to divert other Rail Traffic around the Stabled Rail Traffic.

10.3 In Sections

If the Rail Traffic is Stabled on the Main Line within a Section, the Rail Traffic must be treated as an Obstruction and Protected in accordance with Rule 4001 Protecting Disabled Rail Traffic.

11. Marshalling Irregularity

If a Marshalling Irregularity is identified, the Network Controller and the Rail Traffic Crew must jointly arrange for the irregularity to be corrected.

12. Restoring Equipment

After completion of Shunting, a Competent Worker must restore Points, signals and other equipment to their normal position.

The Competent Worker must report to the Network Controller that equipment has been restored.

13. References

4001 Protecting Disabled Rail Traffic.

4003 Rail Traffic Integrity

Australian Code for the Transport of Dangerous Goods by Road and Rail (ADG Code)©

Automatic Air Brake Instructions

14. Effective Date

1 February 2020

Network Safeworking Rules and Procedures

Setting Back or Propelling on Running Lines

Rule Number: 4015

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	Dd mm yyyy	All	Major Review

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1. Purpose

The objective of this rule is to describe how Rail Traffic is managed when it is required to Set Back or Propel on Running Lines in the Network.

2. General

Rail Traffic may need to Set Back or Propel if:

- the forward portion of Rail Traffic is Set Back or Propelled towards a stationary portion of Rail Traffic;
- a Limit of Authority is overrun;
- it cannot continue in the forward direction;
- a Stopping Place has been partially or completely overrun, and it is necessary to return to the Stopping Place;
- an unsafe condition is encountered; or
- Shunting operations are required on Running Lines.

3. Authorities

Signals, if available, must be used to give Proceed Authorities.

3.1 Setting back to Attach a Portion of Parted Rail Traffic



WARNING: An appropriate Authority is required if the rear portion is beyond a Controlled Location.

The verbal authority of the Network Controller is required before Setting Back on a Running Line if the forward portion of Rail Traffic is to Set Back towards a stationary portion of the Rail Traffic.

3.2 Setting Back – Unable to Proceed in the Normal Direction

Rail Traffic may need to be Set Back if it cannot continue in the forward direction.

3.2.1 Automatic Signalling sections

In automatic signalling sections the movement back is authorised by the Network Controller by the issue of a Relief Rail Traffic Authority (RRTA) on a movement authority form and where possible signal indication.

3.2.2 Train Order Territory

In Train Order Territory the movement back is permitted where the Rail Traffic Crew are in possession of a Train Order, and verbal permission from the Network Controller is obtained.

3.3 Setting Back at Stopping Places

Rail Traffic may need to be Set Back if an overrun of a Stopping Place occurs.

The verbal authority of the Network Controller must be obtained to Set Back and a Competent Worker must be in attendance to ensure the move is safe.

3.4 Propelling During Shunting

Propelling during Shunting on Running Lines requires an appropriate authority from the Network Controller.



NOTE: In Train Order Territory the Rail Traffic Crew must be in possession of a Train Order for movements outside Station Limits or beyond the Limit of Shunt signs.

4. Assurances

Before authorising the movement, the Network Controller must:

- ensure the portion of Track into which the movement is to Proceed is Clear of Rail Traffic;
- where available, apply Blocking Facilities; and
- ensure current Work on Track Authorities or methods in affected Sections are Fulfilled or worksites are Protected.

4.1 Authority Details

An Authority Issued to Rail Traffic for a Set Back or Propelling movement must specify the Location to which Travel is authorised.

5. Conditions for Setting Back or Propelling

Rail Traffic must Set Back or Propel only:

- if it is not practicable to Haul the Rail Traffic; and
- as far as the Authority to Propel allows.

Where practicable the Rail Traffic Crew must drive from the leading end of Rail Traffic.

The Competent Worker directing the Set Back or Propelling movement must:

- closely accompany or precede the leading vehicle; or
- ride in the leading vehicle in a position designated as safe by the operator and approved by Arc Infrastructure.

Effective Communication must be in place between the Competent Worker and the Rail Traffic Crew.

Where verbal commands are used to direct Rail Traffic movements, the Competent Worker directing the movement and the Rail Traffic Crew, must communicate at agreed intervals.

If communication between the Rail Traffic Crew and the Competent Worker directing the movement is interrupted, the crew must stop the Rail Traffic immediately.

5.1 Rail Traffic Crew

The Rail Traffic Crew must:

- ensure that the movement is authorised;
- if available, ensure the Automatic Brake connection is continuous throughout the Rail Traffic Consist, and that the brakes on the leading vehicle are operating;
- make sure that the movement does not exceed its Limit of Authority; and
- not exceed Restricted Speed.

5.2 Level Crossings

At Active Control Level Crossings, a Setting Back or Propelling movement must not proceed unless the warning equipment is operating or Level Crossing Protection is in place.

At Passive Control Level Crossings, a Setting Back or Propelling movement must not proceed unless the crossing is Clear, or road and pedestrian traffic has stopped.

A movement over the crossing must:

- be directed by a Competent Worker;
- not Proceed before it is safe to do so; and
- not exceed 10 km/h before the leading vehicle has Cleared the crossing.

6. References

Nil

7. Effective Date

1 February 2020

Network Safeworking Rules and Procedures

Overdue Occupancies

Rule Number: 4017

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	Dd mm yyyy	All	Major Review

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1. Purpose

The purpose of this rule is to provide instructions for dealing with overdue Occupancies in the Network.

2. General

Where the agreed or expected reporting, clearance or Section running times are exceeded by 15 minutes, the Network Controller must act in accordance with Rule 2029 Responsibilities of Network Controller; and

- contact the Competent Worker in charge of the Work on Track activities; or
- contact the Rail Traffic Crew.

If this contact cannot be made, the Network Controller must advise the Track Workers' or Rail Traffic Crews' organisation and alert them to the circumstances.

The requirements of Rule 2009 Reporting and Responding to a Condition Affecting the Network (CAN) must be observed if the Network Controller cannot communicate with the crew of an overdue Rail Traffic movement.

The crew of overdue Rail Traffic must act in accordance with Rule 2027 Responsibilities of Rail Traffic Crews.

If the Track Worker's or Rail Traffic Crew's safety cannot be established, the Network Controller must initiate Emergency procedures.

3. Stopped Rail Traffic

If Rail Traffic is delayed due to an unscheduled stop the Rail Traffic Crew must immediately advise the Network Controller;

- the Location of the stopped Rail Traffic;
- the reason why the Rail Traffic has stopped; and
- the expected duration of the stoppage.

If a Rail Traffic stoppage is or will become extended, the Rail Traffic Crew must:

- tell the Network Controller the reason why the Rail Traffic stoppage is extended;
- Secure the Rail Traffic in accordance with Rule 4003 Rail Traffic Integrity; and
- provide Protection for the Rail Traffic in accordance with Rule 4001 Protecting Disabled Rail Traffic.

4. Inspecting Stopped Rail Traffic



WARNING: Where there is a risk of being struck by Rail Traffic on Adjacent lines, the Rail Traffic Crew must arrange to implement safety measures in accordance with Procedure 9010 Protecting Work from Rail Traffic on Adjacent Lines.



WARNING: Adjacent lines may be under the control of different Network Controllers or Access Providers.

If it is necessary to inspect their Rail Traffic the Rail Traffic Crew must:

- make sure that they are Protected against Rail Traffic on Adjacent lines in accordance with Procedure 9010 Protecting Work from Rail Traffic on Adjacent Lines; and
- tell the Network Controller the result of the inspection.

5. Disabled Rail Traffic

If the Rail Traffic Crew reports overdue Rail Traffic as Disabled, the Network Controller must act in accordance with Rule [4009 Removing Disabled Rail Traffic](#).

6. Overdue Track Occupancy

If a Work on Track Authority is overdue, the Protection Officer must tell the Network Controller:

- the reason why the Authority is overdue; and
- the Location, if assistance is required.

7. References

[2009 Reporting and Responding to a Condition Affecting the Network \(CAN\)](#)

[2027 Responsibilities of Rail Traffic Crews](#)

[2029 Responsibilities of Network Controllers](#)

[4001 Protecting Disabled Rail Traffic](#)

[4003 Rail Traffic Integrity](#)

[4009 Removing Disabled Rail Traffic](#)

[9010 Protecting Work from Rail Traffic on Adjacent Lines](#)

8. Effective Date

1 February 2020