

# Network Safeworking Rules and Procedures

## Overrun of Limit of Authority

Rule Number: 6001

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#### Document History

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## Table of Contents

|       |                                                                  |   |
|-------|------------------------------------------------------------------|---|
| 1.    | Purpose.....                                                     | 3 |
| 2.    | General .....                                                    | 3 |
| 3.    | Responding to Overrun of Limit of Authority.....                 | 3 |
| 3.1   | Rail Traffic Crew Responsibilities .....                         | 3 |
| 3.2   | Network Controller Responsibilities .....                        | 4 |
| 3.3   | Authority for Movement to Continue .....                         | 4 |
| 3.3.1 | Authorising movement to continue beyond a Departure Signal ..... | 4 |
| 4.    | References.....                                                  | 5 |
| 5.    | Effective Date.....                                              | 5 |

# 1. Purpose

The purpose of this rule is to provide instruction on how Rail Traffic is managed when an overrun of its Limit of Authority has occurred in the Network.

## 2. General

An overrun of Limit of Authority occurs when Rail Traffic, without authority:

- passes a signal at STOP;
- passes a sign that shows a Limit of Authority;
- exceeds the limit of an Occupancy Authority; or
- enters a block without the correct authority.

## 3. Responding to Overrun of Limit of Authority

### 3.1 Rail Traffic Crew Responsibilities

Rail Traffic Crews that have overrun a Limit of Authority must immediately:

- stop their Rail Traffic;
- broadcast an Emergency radio call, where the Rail Traffic Crew believe there is immediate danger;
- take action to prevent a collision with other Rail Traffic; and
- tell the Network Controller.

## 3.2 Network Controller Responsibilities

The Network Controller must:

- arrange to stop Rail Traffic that has overrun its Limit of Authority and has not stopped;
- arrange to stop other Rail Traffic movements that are at risk;
- tell Protection Officers at affected worksites;
- tell affected Rail Traffic Crew to wait for further instructions;
- determine the method of working to be used to clear Rail Traffic;
- tell the Approved Operations delegate about the overrun of authority;
- tell the affected Operator's Representative about the overrun of Limit of Authority; and
- tell other affected Network Controllers.

## 3.3 Authority for Movement to Continue



**WARNING: Where an overrun of the Limit of Authority occurs at a Departure Signal, the Rail Traffic must be Set Back in accordance with Rule 4015 Setting Back or Propelling on Running Lines.**

Where an overrun of the Limit of Authority occurs due to:

- a control system fault, the Network Controller may authorise the Rail Traffic movement to continue for signals other than a Departure Signal.
- Rail Traffic Crew error, the Approved Operations delegate approval must be given for the Rail Traffic movement to continue.

### 3.3.1 Authorising movement to continue beyond a Departure Signal

Where an overrun of the Limit of Authority occurs due to a control system fault at a Departure Signal, the Approved Operations Delegate may authorise the Network Controller to allow the Rail Traffic to continue without Setting Back provided:

- the signal was at PROCEED, indicating the first Track Section was Clear; and
- any opposing Rail Traffic at or approaching the Station in advance has been advised.

## 4. References

4015 Setting Back or Propelling on Running Lines

## 5. Effective Date

1 February 2020

Not in Use

# Network Safeworking Rules and Procedures

## Blocking Facilities

Rule Number: 6003

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## Table of Contents

|     |                                        |   |
|-----|----------------------------------------|---|
| 1.  | Purpose.....                           | 3 |
| 2.  | General .....                          | 3 |
| 3.  | Management of Blocking Facilities..... | 4 |
| 3.1 | Secure Blocking Codes .....            | 4 |
| 3.2 | Temporary Removal.....                 | 4 |
| 3.3 | Permanent Removal.....                 | 4 |
| 3.4 | Secure Blocking Code override .....    | 5 |
| 4.  | Keeping Records.....                   | 5 |
| 5.  | References.....                        | 5 |
| 6.  | Effective Date.....                    | 5 |

# 1. Purpose

The purpose of this rule is to detail the protocols for using Blocking Facilities. These devices are used to prevent the unintended Issue of Occupancy Authorities or the operations of Signalling or Point Equipment.

## 2. General



**WARNING:** Unless assured by the Network Controller, Competent Workers must not assume that:

- signals have been set at STOP;
- Points have been correctly set; or
- Blocking Facilities have been applied.

Unless otherwise permitted in the Rules:

- equipment with Blocking Facilities applied must not be operated; and
- Network Controllers must not Issue Occupancy Authorities for Sections that are shown as blocked out of use on Network Control Diagrams.

# 3. Management of Blocking Facilities

Before applying Blocking Facilities to signals, Points or Sections of Track, Network Controllers must make sure that any affected Points are set in the correct position.

## 3.1 Secure Blocking Codes

A Secure Blocking Code is a code supplied by the Competent Worker to the Network Control system electronically or to the Network Controller manually if not equipped.

A manually supplied Secure Blocking Code must not be recorded by the Network Controller anywhere except in the Network Control system.



**NOTE: Blocking Facilities applied to the Network Control system by the Network Controller as required by the Rules for a person that is not a Competent Worker will not require a Secure Blocking Code.**

## 3.2 Temporary Removal

Blocking Facilities may be temporarily removed from the Network Control System, with the approval of the person who requested the application of the blocking, in order to:

- set a different Route using the same controls;
- after safe arrangements have been made, Clear a signal to permit a movement over the blocked Route; or
- maintain and test the signalling equipment.

Network Controllers must restore Blocking Facilities to the Network Control System as soon as the activity that required their temporary removal has been completed, and confirm that the Blocking Facilities have been re-applied with the person who requested the blocking.

## 3.3 Permanent Removal

Blocking Facilities must be removed from controls when the conditions that required their application no longer exist and with the approval of the person who requested the blocking.

### **3.4 Secure Blocking Code override**

Where a Secure Blocking code cannot be removed due to a failure of the Competent Workers device, or the manually supplied Secure Blocking code being incorrect, the Network Controller must confirm with the Competent Worker that the:

- Blocking Facilities identification is correct; and
- worksite is safe and fit for purpose;

The Network Controller will then contact the Approved Operations delegate who will:

- confirm the Blocking Facilities can be safely removed ; then
- follow the procedure to override the Blocking code and remove the Blocking Facilities.

## **4. Keeping Records**

Network Controllers and the person requesting the blocking must make a Permanent Record of the application and removal of Blocking Facilities.

## **5. References**

Nil

## **6. Effective Date**

1 February 2020

# Network Safeworking Rules and Procedures

## Fixed Signals

Rule Number: 6005

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## Table of Contents

|       |                                                      |    |
|-------|------------------------------------------------------|----|
| 1.    | Purpose.....                                         | 3  |
| 2.    | General .....                                        | 3  |
| 3.    | Indications of Fixed Signals.....                    | 4  |
| 3.1   | STOP .....                                           | 4  |
| 3.2   | PROCEED .....                                        | 4  |
| 4.    | Types of Fixed Signals.....                          | 5  |
| 4.1   | Running Signals .....                                | 5  |
| 4.2   | Controlled Absolute Signals .....                    | 5  |
| 4.2.1 | Departure Signals .....                              | 5  |
| 4.3   | Absolute Signals.....                                | 6  |
| 4.3.1 | Intermediate Signals .....                           | 6  |
| 4.3.2 | Approach Signals.....                                | 6  |
| 4.4   | Shunting Signals .....                               | 7  |
| 5.    | Changing Signal Indications.....                     | 7  |
| 5.1   | Responding to a Condition Affecting the Network..... | 7  |
| 6.    | Irregular Signal Indications.....                    | 8  |
| 7.    | Out of Service or Non-Commissioned Signals .....     | 9  |
| 8.    | Testing Signals.....                                 | 10 |
| 9.    | Signal Indications and their Meanings.....           | 11 |
| 10.   | Three Colour Light Signalling Operation .....        | 14 |
| 11.   | Repeater Signals.....                                | 15 |
| 12.   | References.....                                      | 15 |
| 13.   | Effective Date.....                                  | 15 |

# 1. Purpose

The purpose of this rule is to outline the protocols for using Fixed Signals to authorise and regulate the movement of Rail Traffic.

## 2. General

Fixed Signals are used to:

- separate and regulate Rail Traffic;
- indicate to Rail Traffic Crews and other Competent Workers the status of the line ahead; and
- show which Route is set.

Rail Traffic Crews and Competent Workers directing Shunting and Propelling movements must obey the indications and instructions displayed by signals.

Fixed Signals must be located:

- where they enable Rail Traffic Crews to see and respond in sufficient time, in order to safely control Rail Traffic movements;
- where they provide a sufficient safe overlap; and
- as far as is practicable:
  - on the left hand side Adjacent to; or
  - directly over the Track to which they apply.



**NOTE: Only in circumstances where it is not safe, or not practical, to place signals on the left hand side or above the Track to which they apply, the signals may be placed on the right hand side.**

Fixed Signal indications are displayed by coloured lights.

Fixed Signals may be fitted with marker plates for identification

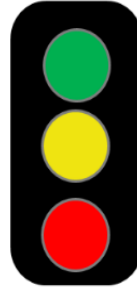
# 3. Indications of Fixed Signals

The indications of Fixed Signals are:

**CLEAR** indicated by a green light

**CAUTION** indicated by a yellow light

**STOP** indicated by a red light



CAUTION and CLEAR are PROCEED Aspects and give the Rail Traffic Crew the authority to proceed.

## 3.1 STOP

Rail Traffic must stop before a signal displaying a STOP Aspect.

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

## 3.2 PROCEED

A PROCEED Aspect shows that:

- interlocked Points protected by the signal are set in the correct position for the movement;
- no conflicting Route has been set; and
- where interlocked, Active Control Level Crossing equipment is operational.

A PROCEED Aspect by a Running Signal and a CLEAR Aspect on a Shunt signal shows that the block ahead is unoccupied.

A CAUTION Aspect by a Shunting signal does **not** indicate that the block ahead is unoccupied.



**NOTE: PROCEED Aspects on signals prove Route integrity.**

## 4. Types of Fixed Signals

Fixed Signals are of two types:

- Running, and
- Shunting.

### 4.1 Running Signals

There are two categories of Running Signals:

- Controlled Absolute; and
- Absolute.

### 4.2 Controlled Absolute Signals



**WARNING: Absolute Signals must not be passed at STOP without the authority of the Network Controller.**

A Controlled Absolute Signal is:

- Controlled by the Network Controller and the passage of Rail Traffic; and
- identified by a white reflectorised marker plate located on the centre of the mast, or more than one signal on the same mast, showing a signal number as shown on the diagram of signalling.

The normal indication of a Controlled Absolute Signal is STOP; A Controlled Absolute Signal must be maintained at STOP until it is necessary to place it to PROCEED.

#### 4.2.1 Departure Signals

Departure Signals are placed at the entrance to all single line block Sections in Automatic Signalling Territory to facilitate Single Line Working, and to prevent Rail Traffic from meeting head on in a Section.

Departure Signals at each end of a single line Automatic Signalling Section work in conjunction with each other to ensure only one Departure Signal can display a PROCEED Aspect at the same time. The opposing Departure Signal will not show a PROCEED Aspect until Rail Traffic has passed out of the Section.

## 4.3 Absolute Signals

### 4.3.1 Intermediate Signals

An Intermediate Signal is used to divide the Section between Controlled Locations to facilitate the movement of following Rail Traffic and is:

- controlled only by the passage of Rail Traffic; and
- identified by a square white reflectorised marker plate located diagonally below and to the right of the signal head. It displays the signal number based on the kilometreage preceded by the letter "D" for down signal and "U" for up signal.

The normal indication of an Intermediate Signal is Proceed (Caution or Clear).

### 4.3.2 Approach Signals

Approach Signals are Absolute Signals that do not divide the Section.

Approach Signals are identified by a triangular white reflectorised marker plate located diagonally below and to the right of the signal head and displays the signal number based on the kilometreage preceded by the letter "D" for Down signal and "U" for Up signal.

The purpose of Approach signals is to provide an indication to Rail Traffic Crews that they are approaching a Controlled Location.



**NOTE:** Not all Controlled Locations have Approach Signals. Where approach signals are not provided, an approach to controlled location sign will be provided.

## 4.4 Shunting Signals



**WARNING: A Shunting signal must not be used as the authority for Rail Traffic to pass through a Section.**

A Shunting Signal authorises a movement at Restricted Speed past that signal.



**WARNING: Shunting signals can be Cleared if the line beyond the signal is occupied. Rail Traffic Crews must Proceed as if the line is Occupied.**

A PROCEED Aspect by a Shunting signal is an authority to Proceed up to, and not beyond, the first of the following limits reached:

- as far as the line ahead is Clear;
- a Limit of Shunt sign;
- a set of non-interlocked Points;
- an indicator showing that Points are not set;
- open Catch Points;
- a Derailing Device on the rail;
- a signal for the direction of Travel; or
- a shorter distance defined by the Network Controller.

## 5. Changing Signal Indications

Under normal conditions, if Rail Traffic is standing at or approaching a signal, the Network Controller must not change the indication of that signal to a more restrictive Aspect unless the Rail Traffic Crew:

- has been told; and
- is able to respond to the altered indication.

### 5.1 Responding to a Condition Affecting the Network

If there is a Condition Affecting the Network (CAN) and Rail Traffic is standing at or Closely Approaching a signal, the Network Controller may change the indication of the signal to a more restrictive Aspect.

The Network Controller must tell the Rail Traffic Crew about the altered signal Aspect:

- prior to altering the signal; or
- as soon as possible after altering the signal.

## 6. Irregular Signal Indications

A Fixed Signal indication must be treated as STOP if:

- it is an illegal signal indication;
- there is no indication;
- there is no indication other than the Junction indicator; or
- it is not understood.

Competent Workers must report irregular signal indications to the Network Controller.

The Network Controller must tell a Signals Maintenance Representative about irregular signal indications.

The Network Controller must set affected controlled signals to STOP with Blocking Facilities applied, and if the signals do not display a STOP indication, Issue the Rail Traffic with a Restraint Authority.

The Network Controller must then authorise signals to be passed at STOP only in accordance with Rule 6013 Passing Fixed Signals at STOP.

If Absolute Signals maintain a STOP indication, these signals may be passed at STOP only in accordance with Rule 6013 Passing Fixed Signals at STOP.

If affected Absolute Signals maintain a Clear indication, the Network Controller must implement Rule 5023 Manual Block Working.

Affected signals must not be used to provide PROCEED indications before they have been Certified back into use.

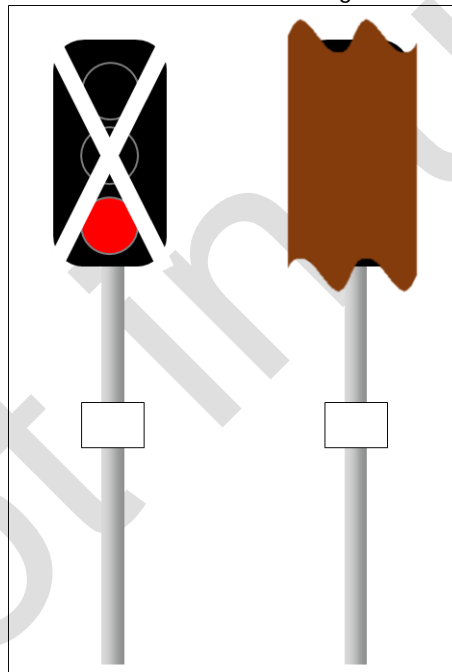
## 7. Out of Service or Non-Commissioned Signals

Signals may be put in place prior to commissioning, or may remain in place after being taken out of service.

These are identified by:

- an obscuring cover over the signal;
- a white cross affixed to the front of the signal; or
- where next to a functioning signal, having the signal head covered or turned away from the line.

Figure 6005-1 Examples of out-of-service or non-commissioned signals.



## 8. Testing Signals

A signal must not be tested if:

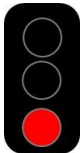
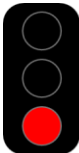
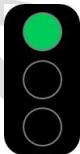
- Rail Traffic is Closely Approaching; and
- the testing could change the signal indication.

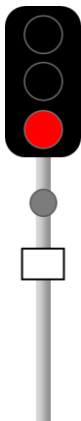
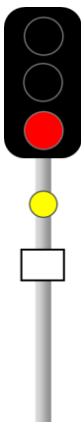
If Rail Traffic is standing at a signal at STOP, the Network Controller must:

- before testing the signal, tell the Rail Traffic Crew that signal testing is about to commence, and that their Rail Traffic must not move unless instructed to do so; and
- after testing the signal, tell the Rail Traffic Crew that the testing has been completed, and if required, give an Authority to Proceed.

The Network Controller and Competent Worker must make a Permanent Record of the signal test.

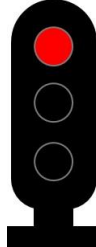
## 9. Signal Indications and their Meanings

| Signal                                                                              |                                                                                     |                                                                                                      |                                                                                                        |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| Controlled Absolute                                                                 | Absolute                                                                            | Meaning                                                                                              | Required Action                                                                                        |
|    |    | The block ahead of the signal is Occupied or for any reason that the Rail Traffic has to be stopped. | Rail Traffic must be stopped before reaching the signal.                                               |
|  |  | The block ahead of the signal is Clear but the next signal is at STOP.                               | Rail Traffic is to Proceed at Normal Speed for the Section but be prepared to stop at the next signal. |
|  |  | The block ahead of the signal is Clear and the next signal is either at CAUTION or CLEAR.            | Rail Traffic is to Proceed at Normal Speed for the Section.                                            |

| Signal                                                                             | Type of Signal                                                                                | Meaning                                                                                                         | Action Required                                                                           |
|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
|   | Controlled Absolute Signal with a Single Aspect Shunt signal on the same mast.                | The block ahead of the signal is Occupied or for any reason the Rail Traffic has to be stopped.                 | Rail Traffic must be stopped before reaching the signal                                   |
|  | Controlled Absolute Signal with a Single Aspect Shunt signal on the same mast set at Proceed. | The Route is set but the block ahead of the signal may be Occupied and movements are to be at Restricted Speed. | Rail Traffic is to Proceed with caution but be prepared to stop short of any obstruction. |

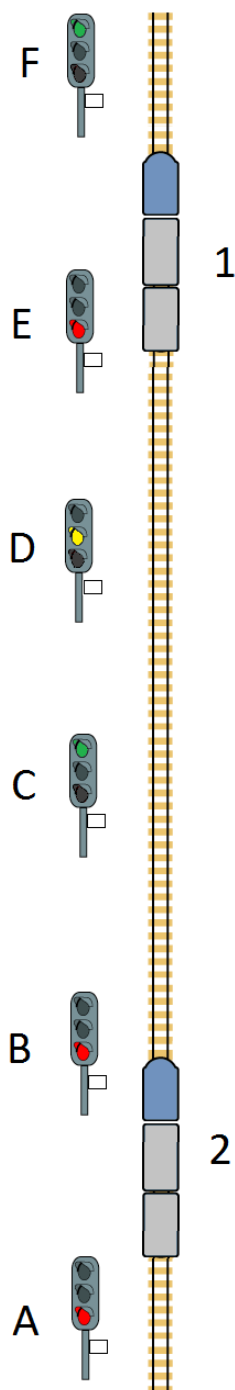


**NOTE:** At some Locations, Running Signals will be at a reduced height due to there being insufficient room to fit a signal at its normal height.

| Ground Shunt Signals                                                                |                                                                                   |                                                                                     |                                                                                                            |                                                                                                  |
|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| Single Aspect                                                                       | Two Aspect                                                                        | Three Aspect                                                                        | Meaning                                                                                                    | Action Required                                                                                  |
|    |  |    | The Route for the signal is not set.                                                                       | Rail Traffic must be stopped before reaching the signal.                                         |
|    |  |    | The Points are set correctly for the Route.                                                                | Rail Traffic is to Proceed at Restricted Speed but be prepared to stop short of any obstruction. |
|  | Not applicable                                                                    |  | The Points are set correctly and the line is Clear to the next signal, which is showing caution, or Clear. | Rail Traffic is to Proceed to the next signal, which is showing caution, or Clear.               |

# 10. Three Colour Light Signalling Operation

This diagram represents a series of blocks and how the signals operate as Trains move along the Track.



Signal F displays a "Clear" (green) Aspect as there is no Train in the block in advance of the signal.

Train No. 1 will hold Signal E at "STOP" until it has passed Clear of the overlap Track of signal F.

Signal D displays a "Caution" (yellow) Aspect indicating that the next signal, signal E is at STOP.

Signal C displays a "Clear" (green) Aspect indicating that the next signal is displaying a "Proceed" Aspect.

Signal B displays a "STOP" Aspect as Train No. 2 is passing the signal.

Signal A will remain at "STOP" until Train No. 2 has cleared the overlap passed signal B.

# 11. Repeater Signals

Repeater signals are provided to give Rail Traffic Crew advanced information of the indications of the main Fixed Signal.

Repeaters are used where the Fixed Signal that is to be repeated is located in a position where Rail Traffic Crews cannot respond in sufficient time to control Rail Traffic.

# 12. References

5023 Manual Block Working

6013 Passing Fixed Signals at STOP

# 13. Effective Date

1 February 2020

# Network Safeworking Rules and Procedures

## Signs

Rule Number: 6007

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## Table of Contents

|     |                                         |    |
|-----|-----------------------------------------|----|
| 1.  | Purpose.....                            | 3  |
| 2.  | General .....                           | 3  |
| 2.1 | Appearance.....                         | 3  |
| 2.2 | Size .....                              | 3  |
| 2.3 | Orientation.....                        | 4  |
| 2.4 | Colour .....                            | 4  |
| 3.  | Permanent Speed Restriction Signs ..... | 5  |
| 4.  | Temporary Speed Restriction Signs.....  | 7  |
| 5.  | Permanent Signs.....                    | 9  |
| 6.  | Track Work Signs.....                   | 11 |
| 7.  | Train Order Territory Signs.....        | 12 |
| 8.  | References.....                         | 13 |
| 9.  | Effective Date.....                     | 13 |

# 1. Purpose

The purpose of this rule is to detail how signs are to be used to convey information such as safety critical instructions, advice and areas of control.

## 2. General

Signs must:

- be placed where they can be clearly seen by the intended viewer; and
- as far as is practicable, be located on the left hand side Adjacent to, or directly over the Track to which they apply.



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**NOTE:** Only in circumstances where it is not safe, or not practical, to place signs on the left hand side or above the lines to which they apply, may signs be placed on the right hand side.

### 2.1 Appearance

Signs on the Network must be:

- reflective; and
- clearly distinguishable.



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**NOTE:** Signs may be provided with a border to improve visibility or to give additional information.

### 2.2 Size

A sign must be as large as practical to allow clear sighting and interpretation by Rail Traffic Crews Travelling at Normal Speed.

## 2.3 Orientation

Signs must be oriented:

- horizontally wherever possible; or
- vertically, only if clearance between Tracks, or between Tracks and structures, is limited.

## 2.4 Colour

The background colour of a sign indicates its purpose.

A sign with a background that is mainly:

- red, indicates STOP.
- yellow, conveys a WARNING.
- white and blue, conveys information or advice.



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**NOTE:** Warning signs in the Network may have a black background with yellow writing.

### 3. Permanent Speed Restriction Signs

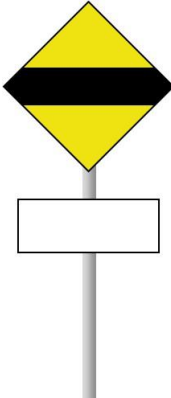
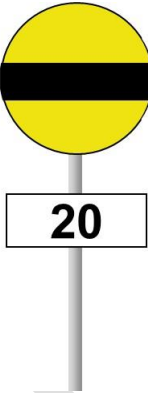
These signs are used where it is necessary for Rail Traffic to Travel at reduced speed because of Track geometry such as curves and gradients or when Travelling through an area of high signal congestion.

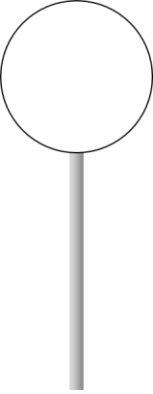
| Sign                                                                                | Name and Description                                                                                                                               | Required Action                                                                                                                                                                                                                                                     |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | <b>Permanent Speed Restriction Warning sign</b><br>This sign is placed 500 metres before the Speed Restriction sign.                               | Rail Traffic should Proceed, being prepared to Travel at the speed shown on the Speed Restriction sign.                                                                                                                                                             |
|   | <b>Speed Restriction sign</b><br>This sign is placed at the start of the Speed Restricted area.                                                    | Rail Traffic must Proceed at the speed shown on the Speed Restriction sign.                                                                                                                                                                                         |
|  | <b>End of Speed Restriction sign</b><br>This sign is placed at the end of the area covered by the speed restriction.                               | Rail Traffic can return to the authorised Track speed, once the last vehicle of the Rail Traffic Consist, has passed beyond the End of Speed Restriction sign.                                                                                                      |
|  | <b>Turnout Speed Restriction sign.</b><br>This sign is placed at Facing and Trailing Points to indicate the turnout speed for the reverse setting. | Rail Traffic must Proceed at the speed shown on the turnout Speed Restriction Sign, until the Rail Traffic has completely cleared the area covered by the speed restriction.<br><br>Where no sign is in place the maximum speed over the reverse setting is 30 kph. |

|                                                                                     |                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                   |
|-------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | <p><b>Level Crossing Speed Restriction sign.</b></p> <p>This sign is placed on the approach to the Level Crossing to indicate the approach speed.</p> <p>Used on a Level Crossing with restricted road user view to approaching Rail Traffic.</p> | <p>Rail Traffic must Proceed at the speed shown on the Speed Restriction Sign, until the Rail Traffic has reached the Level Crossing.</p>                                                                                                                         |
|    | <p><b>Self-Restoring Points (SRP) Speed Restriction sign.</b></p> <p>This sign is placed on the approach to Self-Restoring Points (SRP) in Train Order Territory to indicate the approach speed.</p>                                              | <p>Rail Traffic must Proceed at the speed shown on the Speed Restriction Sign, until the Rail Traffic has reached the Points Track.</p>                                                                                                                           |
|  | <p><b>Speed Ramp sign.</b></p> <p>This sign is placed at the point where acceleration must commence to overcome severe gradients.</p>                                                                                                             | <p>Rail Traffic may need to increase to the speed shown on the Speed Ramp Sign in order to create enough momentum to travel up the severe gradient ahead, the speed increase applies only until the Rail Traffic has reached the speed ramp termination sign.</p> |
|  | <p><b>Speed Ramp Termination sign.</b></p> <p>This sign is placed at the summit of the gradient.</p>                                                                                                                                              | <p>Rail Traffic must return to the authorised Track speed, once the Rail Traffic has reached the Speed Ramp Termination Sign.</p>                                                                                                                                 |

## 4. Temporary Speed Restriction Signs

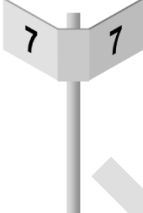
These signs are used where it is necessary for Rail Traffic to Travel at reduced speed because of Track maintenance work or for any other cause in accordance with Rule 3025 Temporary Speed Restrictions.

| Sign                                                                                | Name and Description                                                                                                                                                                                                                                                                                                          | Required Action                                                                                                                                                                                                                                                                                                                                                                                                             |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | <p><b>Temporary Speed Restriction (TSR) Ahead sign.</b></p> <p>This sign is placed 2500 metres before the Temporary Speed Restriction (TSR) Sign.</p> <p>Placed below the Temporary Speed Restriction (TSR) Ahead Sign is a Speed Restriction sign displaying the maximum speed permitted for the restricted area.</p>        | <p>Rail Traffic should Proceed, being prepared to Travel at the speed indicated on the sign placed below the Temporary Speed Restriction (TSR) Ahead Sign.</p> <p><b>Note:</b><br/>If no maximum speed is displayed below the Temporary Speed Restriction (TSR) Ahead Sign, Rail Traffic must be prepared to reduce speed to the speed detailed in the Drivers Information Documentation, or to 15km/h through the TSR.</p> |
|  | <p><b>Temporary Speed Restriction (TSR) Start sign.</b></p> <p>This sign is placed 50 metres before the area covered by the Temporary Speed Restriction (TSR).</p> <p>Placed below the Temporary Speed Restriction (TSR) Sign is a Speed Restriction sign displaying the maximum speed permitted for the restricted area.</p> | <p>Rail Traffic must Proceed at the speed indicated on the sign placed below the Temporary Speed Restriction (TSR) Start Sign.</p> <p><b>Note:</b><br/>If no maximum speed is displayed below the Temporary Speed Restriction (TSR) Start Sign, Rail Traffic must reduce speed, to the speed detailed in the Drivers Information Documentation, or to 15km/h through the TSR.</p>                                           |

|                                                                                   |                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                   |
|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p><b>Temporary Speed Restriction (TSR) End sign.</b></p> <p>This sign is placed 50 metres beyond the Temporary Speed Restriction (TSR) area.</p> <p>Note:</p> <p>In Bi-Directional areas where the TSR applies in both directions, the back of the TSR start sign will indicate to Rail Traffic that they are leaving the limits of the TSR.</p> | <p>Rail Traffic can return to the authorised Track speed, once the Rail Traffic Consist, has passed beyond the End of Speed Restriction sign.</p> |
|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|

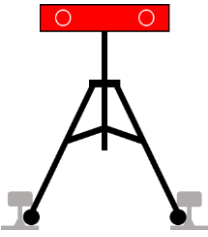
## 5. Permanent Signs

Permanent signs are placed in the Network to provide information and advice to Competent Workers.

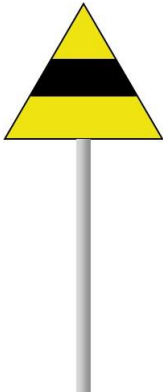
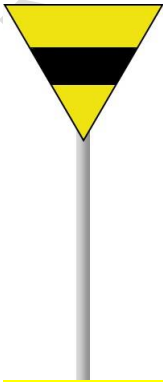
| Sign                                                                                | Name and Description                                                                                                                                                                           | Required Action                                                                                                                    |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
|    | <b>Station Limits sign</b><br>Station Limits signs are used to define Station Limits where Fixed Signals are not provided.                                                                     | Rail Traffic Crews must not Proceed beyond the Station Limits sign until authorised by the Network Controller.                     |
|    | <b>Limit of Shunt sign</b><br>Limit of Shunt Signs determine the end Location within Station Limits to which Shunt movements may Proceed.                                                      | All Rail Traffic movements beyond the Limit of Shunt sign must be authorised with the Issue of an Authority for the Section ahead. |
|  | <b>Kilometre markers.</b><br>This sign displays the distance from the start Location of the line or Junction.                                                                                  |                                                                                                                                    |
|  | <b>Approach to a Controlled Location Sign.</b><br>This sign is placed 1600 metres from the first Controlled Absolute Signal of a Controlled Location where an Approach Signal is not provided. | Rail Traffic should Proceed, being prepared to reduce speed or Stop.                                                               |

|                                                                                     |                                                                                                                                                                                  |                                                                                                                                                                                        |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | <p><b>Predictor sign.</b><br/>Selected Level Crossings are fitted with a Predictor to detect Rail Traffic approaching the crossing.</p>                                          | <p>Rail Traffic must not increase speed, above the speed they were doing at the time they passed the predictor sign, until the leading vehicle has passed over the Level Crossing.</p> |
|    | <p><b>“Z” Track indicator sign.</b><br/>“Z” Tracks are provided between a Level Crossing and a Station or Stopping Place.</p>                                                    | <p>Rail Traffic must stand with the Motive Power Unit on the “Z” Track if stopping at the Station.</p>                                                                                 |
|   | <p><b>Signal Location sign.</b><br/>This sign is placed 2500 metres from a Departure Signal where viewing distance and signal spacing to the Departure Signal is restricted.</p> | <p>Rail Traffic should Proceed, exercising caution due to restricted viewing distance.</p>                                                                                             |
|  | <p><b>Whistle sign.</b><br/>This sign is placed on the approach to Level Crossings.</p>                                                                                          | <p>Rail Traffic must sound their Motive Power Units Whistle to warn of the Rail Traffic's approach to Level Crossings.</p>                                                             |
|  | <p><b>Level Crossing and Bridge Indicator signs.</b><br/>This sign displays the name of the Level Crossing or bridge the Rail Traffic is approaching</p>                         | <p>Rail Traffic may use these as Location identifiers for reporting.</p>                                                                                                               |

## 6. Track Work Signs

| Sign                                                                                | Name and Description                                                                                                                                                                                                                                                                       | Required Action                                                         |
|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|
|    | <p><b>STOP sign.</b></p> <p>This sign is placed 500 metres before an Obstruction (work area) and used in conjunction with 3 Railway Track Signals (RTS) to provide In-Field Protection.</p>                                                                                                | Rail Traffic must Stop before reaching the STOP sign.                   |
|    | <p><b>Track Closed Warning Device.</b></p> <p>This device is placed on the departure side of a Controlled Absolute Signal or as required before an Obstruction (work area) to provide In-Field Protection in accordance with Procedure <u>9018 Using Track Closed Warning Devices</u>.</p> | Rail Traffic must Stop before reaching the Track Closed Warning Device. |
|  | <p><b>Rail Clamped STOP sign.</b></p> <p>This device is placed on the departure side of a Controlled Absolute signal or as required before an obstruction to provide in-field protection in accordance with Network Safeworking Rules and Procedures</p>                                   | Rail Traffic must Stop before reaching the Rail Clamped STOP sign       |

## 7. Train Order Territory Signs

| Sign                                                                                | Name and Description                                                                                                                                                                                                                                   | Required Action                                                                                                                                      |
|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | <p><b>Commencement of Train Order Territory sign.</b></p> <p>This sign is placed at a point where Train Order working takes effect.</p>                                                                                                                | <p>All rail workers are to work and operate under the Rules applicable to Train Order Working</p>                                                    |
|    | <p><b>End of Train Order Territory sign.</b></p> <p>This sign placed at the point where Train Order working ceases.</p>                                                                                                                                | <p>All rail workers are to work under the applicable Rules for the system of working that they are entering.</p>                                     |
|  | <p><b>Train Order Crossing Station Indicator sign.</b></p> <p>This sign is placed not less than 500 metres before the Station Limits sign, and indicates to Rail Traffic they are approaching a Crossing Station in Train Order Territory.</p>         | <p>Rail Traffic should Proceed, being prepared to reduce speed or stop the Rail Traffic based on instructions detailed on an active Train Order.</p> |
|  | <p><b>Train Order Non Crossing Station Indicator sign.</b></p> <p>This sign is placed not less than 500 metres before the Station Limits sign, and indicates to Rail Traffic they are approaching a Non-Crossing Station in Train Order Territory.</p> | <p>Rail Traffic should Proceed, being prepared to reduce speed or stop the Rail Traffic based on instructions detailed on an active Train Order.</p> |

## 8. References

3025 Temporary Speed Restrictions.

9018 Using Track Closed Warning Devices and Rail Clamped Stop signs.

## 9. Effective Date

1 February 2020

Not in Use

# Network Safeworking Rules and Procedures

## Indicators

Rule Number: 6009

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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.

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#### Document History

| Version | Effective Date | Pages updated | Reasons for change |
|---------|----------------|---------------|--------------------|
| 2.0     | Dd mm yyyy     | All           | Major Review       |

## Table of Contents

|     |                                                                      |   |
|-----|----------------------------------------------------------------------|---|
| 1.  | Purpose.....                                                         | 3 |
| 2.  | General .....                                                        | 3 |
| 2.1 | Driver's Proceed Indicators .....                                    | 3 |
| 3.  | Junction Indicators .....                                            | 4 |
| 4.  | Electrically Illuminated Points Indicator .....                      | 5 |
| 4.1 | White Light Type .....                                               | 5 |
| 4.2 | Coloured Light Type .....                                            | 6 |
| 5.  | Mechanical Points Indicator .....                                    | 6 |
| 5.1 | Round Type Points Indicator .....                                    | 6 |
| 5.2 | Square Type Points Indicator .....                                   | 7 |
| 5.3 | Catch Points Indicator .....                                         | 7 |
| 5.4 | Cheese Knob Points.....                                              | 7 |
| 6.  | Driver's Proceed Indicators (DPI).....                               | 8 |
| 7.  | Passing Indicators at Unattended Train Order Crossing Stations ..... | 9 |
| 8.  | Passing Defective Indicators.....                                    | 9 |
| 9.  | References.....                                                      | 9 |
| 10. | Effective Date.....                                                  | 9 |

# 1. Purpose

The function of this rule is to describe the protocols for using indicators. They are provided to give Rail Traffic Crew information on the Route setting of Points and may be used in conjunction with Fixed Signals.

## 2. General



**WARNING: Indicators do not indicate the line ahead is clear.**

**When used in conjunction with signals, the Indicator when illuminated does not authorise the Rail Traffic Crew to pass a signal at Stop. The signal must show PROCEED for authority to pass.**

Where a Fixed Signal is not provided to govern the movement, Rail Traffic Crews must not proceed through the Points until verbally or Handsignalled to do so.

Indicators work in conjunction with the Points to which they apply, solely to indicate the way the Points are set.

Points Indicators take several forms:

- Junction indicators;
- electrically illuminated Points Indicators; and
- mechanical Points Indicators.

The different forms of indicators may be used in combination with each other.

### 2.1 Driver's Proceed Indicators

Driver's Proceed indicators are provided on the approach to some Active Controlled Level Crossings to indicate to Rail Traffic Crews that the Level Crossing Protection is active.

### 3. Junction Indicators

A Junction Indicator is mounted above the Controlled Absolute Signal with which it is associated and exhibits an indicator for each diverging Route in conjunction with a PROCEED indication on the signal.

A Junction Indicator may be provided with up to six arms fixed at 45 degree intervals. Diverging routes only are indicated. No indication is provided for the non-diverging line.

Each arm of the Junction Indicator contains five white lights. A minimum of three white lights must be illuminated before a PROCEED Indication can be displayed on the signal.

A Junction Indicator, when illuminated, does not authorise Rail Traffic Crew to pass a signal at STOP. The signal must show a PROCEED indication for authority to pass it.

Signals with Junction Indicators attached can only be passed at STOP in accordance with Rule 6013 Passing Fixed Signals at STOP.



## 4. Electrically Illuminated Points Indicator

An electrically illuminated Points Indicator is located Adjacent to and works in conjunction with, the electric point motor attached to Self-Restoring Points.

The operations of Self-Restoring Points are detailed in Procedure [9022 Operation of Self Restoring Points](#).

The indicator:-

- consists of two triangular shaped indicators mounted one above the other on a single mast:
  - the upper indicator applies to Rail Traffic approaching in the Facing direction; and
  - the lower indicator applies to Rail Traffic approaching in the Trailing direction.
- has a matte black finish on both sides with a strip of white reflectorised tape surrounding the outline of the indicator and contains three lights as an indication to approaching Rail Traffic.

### 4.1 White Light Type

Only two white lights will be visible at any one time on each indicator and, for an approaching Rail Traffic Crew, will indicate that:

- when there are two lights in a vertical position, that the Points are set and locked for the normal setting.
- when there are two lights at a 45°, the Points are set and locked for the reverse setting.
- if only one light or no lights are visible, Rail Traffic must not pass over the Points until they have been examined by the Rail Traffic Crew. The Rail Traffic Crew in this instance must ensure the Points are correctly set for the safe passage of the Rail Traffic.

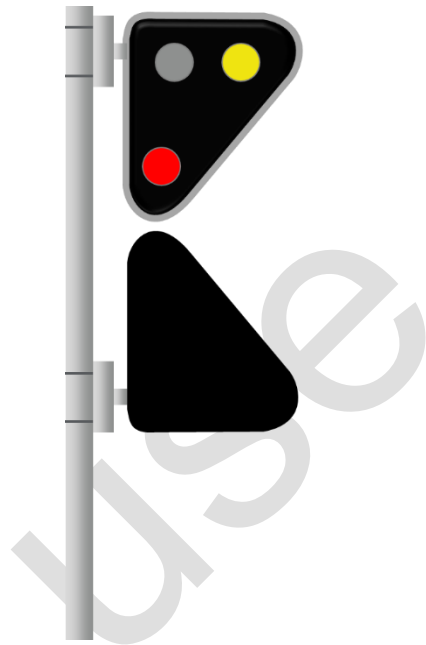
The indicator lights may be lit when a Train is within approximately 400 metres of the Station.



## 4.2 Coloured Light Type

Only one light will be visible at any one time on each indicator and, for an approaching Rail Traffic Crew, will indicate:

- when there is a white light, that the Points are set and locked for the normal setting.
- when there is a yellow light, that the Points are set and locked for the reverse setting.
- when there is a red light, that the Points are out of correspondence and not set, Rail Traffic must not pass over the Points until they have been examined by the Rail Traffic Crew. The Rail Traffic Crew in this instance must ensure the Points are correctly set for the safe passage of the Rail Traffic.



# 5. Mechanical Points Indicator

## 5.1 Round Type Points Indicator

Round type Point Indicators, attached to Main Line Points in Train Order Territory, have a round reflectorised green target when set in the normal Main Line position and a round reflectorised red target when set in the reverse position.

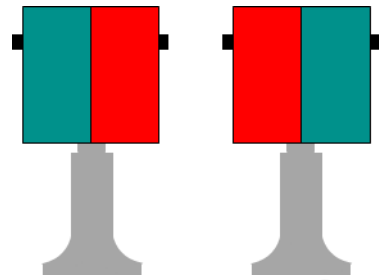


## 5.2 Square Type Points Indicator

Square type Point Indicators have a square half red and half green reflectorised target.

The green is exhibited in the direction for which the Points are set.

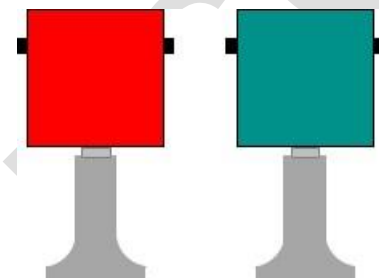
These indicators are usually found in Station yards and at Junctions.



## 5.3 Catch Points Indicator

Catch Point Indicators have a square red reflectorised target when in the normal derail position and a square green reflectorised target when reversed to the running position.

These indicators are found in Station yards attached to Catch Points.



## 5.4 Cheese Knob Points

Cheese knob Points are painted:

- white on one side to indicate Points are set to the right; and
- black on the other side to indicate the Points are set to the left.



## 6. Driver's Proceed Indicators (DPI)

Operations of DPIs are included in the Local Instructions for the Location concerned. Local Instructions are detailed in Arc Infrastructure's:

- Rail Access Management System;
- Intranet site "The Depot"; and
- Internet site [www.arcinfra.com](http://www.arcinfra.com).

Driver's Proceed indicators use white, yellow and red lights to indicate the status of Active Control Level Crossing Protection equipment.



## 7. Passing Indicators at Unattended Train Order Crossing Stations

Rail Traffic Crews must not proceed through the Points until verbally or hand signalled to do so.

If no Crossing, passing or Shunting is to take place, the Rail Traffic shall enter the Station on the Main Line, or as directed on the Train Order, and a verbal or hand signal is not required.

Where the Rail Traffic is not required to stop for the Issue of a further Train Order or for any other reason, the Rail Traffic Crew shall proceed at Authorised Speed.

## 8. Passing Defective Indicators

Rail Traffic Crews must not pass mechanical or Electrically Illuminated Points Indicators that display no indication or display an illegal indication until:

- the Points have been checked and set for the Route; and
- if necessary, the Points have been Secured.

If the DPIs are not working correctly, Rail Traffic Crews must act in accordance with Rule 2015 Active Control Level Crossing Management.

## 9. References

2015 Active Control Level Crossing Management.

6013 Passing Fixed Signals at STOP.

9022 Operation of Self Restoring Points.

## 10. Effective Date

1 February 2020

# Network Safeworking Rules and Procedures

## Passing Fixed Signals at Stop

Rule Number: 6013

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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.

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### Document History

| Version | Effective Date | Pages updated | Reasons for change |
|---------|----------------|---------------|--------------------|
| 2.0     | Dd mm yyyy     | All           | Major Review       |

## Table of Contents

|      |                                             |   |
|------|---------------------------------------------|---|
| 1.   | Purpose.....                                | 3 |
| 2.   | General .....                               | 3 |
| 2.1  | Controlled Absolute Departure Signal.....   | 3 |
| 2.2  | Changing Over of Locomotives .....          | 4 |
| 3.   | Stopped at a Fixed Signal .....             | 4 |
| 4.   | Condition of the Block Ahead.....           | 5 |
| 5.   | Passing Fixed Signals.....                  | 6 |
| 6.   | Speed of Travel.....                        | 7 |
| 6.1. | Beyond a Fixed Signal.....                  | 7 |
| 6.2. | Unknown Cause .....                         | 7 |
| 6.3. | Known Cause .....                           | 7 |
| 7.   | Within Work on Track Authority Limits ..... | 7 |
| 8.   | Keeping Records.....                        | 7 |
| 9.   | References.....                             | 8 |
| 10.  | Effective Date.....                         | 8 |

# 1. Purpose

The purpose of this rule is to describe how to manage Rail Traffic when passing Fixed Signals at STOP in the Network.

## 2. General

The authority for passing Fixed Signals at STOP applies to signals that cannot be Cleared for an intended movement.

For signals other than a Controlled Absolute Departure Signal, Rail Traffic must not pass a Fixed Signal at STOP unless it is authorised to do so by:

- verbal permission from the Network Controller;
- a Handsignaller acting under the Network Controller's instructions; or
- the Possession Protection Officer in charge of a Local Possession Authority (LPA).

### 2.1 Controlled Absolute Departure Signal

Where the Fixed Signal to be passed at STOP is a Controlled Absolute Departure Signal, the authority to pass it at STOP must be verbal permission from the network controller and:

- written Authority on an Alternative Movement Authority (AMA) in accordance with Rule 5019 Alternative Movement Authority;
- Relief Rail Traffic Authority (RRTA) form in accordance with Rule 4009 Removing Disabled Rail Traffic; or

Where associated Rail Traffic is to enter the limits of an LPA or Work on Track Authority (WoTA) past a Controlled Absolute Departure Signal at STOP, the movement must be authorised by the Possession Protection Officer in charge of an LPA or the Protection Officer in charge of a WoTA.

## 2.2 Changing Over of Locomotives

A Network Controller may verbally authorise the Rail Traffic Crew to pass a Departure Signal at STOP during a Locomotive change-over provided a Competent Worker is available to Handsignal movements as directed by the Network Controller.

Where the lead Locomotive is changed over, the Rail Traffic must be behind or Set Back behind the Departure Signal at the completion of the Shunt to obtain the authority for the Section.

Where Distributed Power Units (DPU) are changed over and the Departure Signal was at PROCEED for the Rail Traffic to enter the Section, the Rail Traffic may continue through the Section without Setting Back at the completion of the Shunt provided the Section remained Occupied by the Rail Traffic.



**WARNING:** A Shunting signal must not be used as the authority for Rail Traffic to pass through a Section.

## 3. Stopped at a Fixed Signal

The Rail Traffic Crew must contact the Network Controller if a signal at STOP does not change to PROCEED.

The Rail Traffic Crew must tell the Network Controller:

- the Rail Traffic identification; and
- the signal identification and Location.

## 4. Condition of the Block Ahead

The Network Controller must get available information about the condition of the affected block.

The Network Controller must tell the Rail Traffic Crew:

- that the block is Clear;
- if the block is Occupied and, if known, the Location of the last Rail Traffic to enter the block; or
- the Location of any Obstructions or failed Infrastructure in the block.

If the condition of the block is not known, the Rail Traffic Crew of the first Rail Traffic to transit the block, must:

- report the condition of the block to the Network Controller as soon as practical; and
- report when the Rail Traffic has exited the block.

The Network Controller must make sure that the Route to be taken by Rail Traffic is:

- set and Secured; or
- will be set and Secured by a Competent Worker.

## 5. Passing Fixed Signals

The Rail Traffic Crew must obtain the authority of the Network Controller to pass a Fixed Signal at STOP.

The Network Controller must ensure that any opposing Rail Traffic has been Restrained before authorising the Rail Traffic Crew to pass a signal at STOP.

An authority to pass a Fixed Signal at STOP must include details of:

- the identity of the Rail Traffic for which it is intended;
- the identity of the signal to be passed at STOP;
- the Location of the signal to be passed at STOP;
- the condition of the block ahead;
- the Limit of Authority;
- any Points to be manually set;
- instructions to inspect Points before passing over them;
- Level Crossing warnings; and
- the maximum speed to be observed.

Where no Competent Worker is present and the Rail Traffic Crew are instructed to pass a signal at STOP, the Rail Traffic Crew must, before moving across each set of Points, stop and examine the Points to ensure that they are set for the safe passage of the Rail Traffic.

## 6. Speed of Travel

### 6.1. Beyond a Fixed Signal

Based on the information provided by the Network Controller about the condition of the block ahead, Rail Traffic may Travel up to Normal Speed.

### 6.2. Unknown Cause

If a Fixed Signal displays a STOP indication due to an unknown cause and the integrity of the block or Section cannot be assured, Rail Traffic must be instructed to Travel at Restricted Speed.

The Rail Traffic movement must Travel at Restricted Speed until the movement has passed the next Fixed Signal displaying a PROCEED indication.

### 6.3. Known Cause

If a Fixed Signal displays a STOP indication due to a known cause, the authority to pass the signal at STOP must include a speed instruction based on one of the following:

- where the cause is a known Track condition, Rail Traffic must proceed at a speed determined by the Infrastructure Representative;
- where the cause is known to be a faulty Interlocking condition, Rail Traffic must Travel at Restricted Speed over the faulty Interlocking, or
- where the cause is not an unsafe Track condition, and the integrity of the block has been confirmed, Rail Traffic may be authorised to Travel at Normal Speed.

## 7. Within Work on Track Authority Limits

Within the limits of an LPA, the Rail Traffic Crew must get the authority of the Possession Protection Officer to pass Fixed Signals at STOP.

Within the limits of a Work on Track Authority (WoTA), the Rail Traffic Crew must get the authority of the Network Controller to pass Fixed Signals at STOP.

## 8. Keeping Records

Network Controllers and, where necessary, Rail Traffic Crew must keep a Permanent Record of the details of Fixed Signals passed at STOP.

## 9. References

4009 Removing Disabled Rail Traffic

5019 Alternative Movement Authority

## 10. Effective Date

1 February 2020

Not in Use