Network Safeworking Rules and Procedures

Removing Disabled Rail Traffic

Rule Number: 4009

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Document History

Version	Effective Date	Pages updated	Reasons for change
2.01	TBA	5, 7, 8, 10, 11	The use of Alternative Movement Authority in Train Order Territory

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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 Track Vehicles.

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*.

NOTE: In *Train Order Territory Restraint Authorities* are only required where the *Rail Traffic's Train Order* cannot be *Cancelled*.

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:
  - *Relief Rail Traffic Authority (RRTA)* are issued on *Alternative Movement Authority* forms.

Where the *RRTA* is not being created within the control system and is to be issued manually by the *Network Controller*, *Blocking Facilities* must be applied where available.

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 all safeworking systems, a *Relief Rail Traffic Authority (RRTA),* issued on an *Alternative Movement Authority* form; and:
  - in Centalised Train Control (CTC) areas, the normal Proceed *Aspect* on the signal, where available; or
  - verbal authority from the *Network Controller* when the Proceed *Aspect* is unavailable.

4.2 Relief Rail Traffic to Enter the Section from the front

The authority for the relief *Rail Traffic* to enter the *Section* from the front is a *RRTA* and verbal *Authority* from the *Network Controller*.

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 3000 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, where communications are available, 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 front

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 Disa*bled 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
- 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 front and is to remove the disabled rail traffic to the front

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 front 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
- 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 and Train Order Territory

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:

- where provided, place the *Fixed Signal* controlling the entry to the *Section* at Stop; 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; and
- advise the Network Controller when the Section is Clear.

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

The *Rail Traffic Crew* of the relief *Rail Traffic* must:

- before removing the *Disabled Rail Traffic* to the front, be in possession of a *RRTA* for the movement;
- remove the *Disabled Rail Traffic* as *Authorised* by the *Network Controller*; and
- advise the *Network Controller* when the *Section* is *Clear*.

5.4.3 Where relief has been provided from the front 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
- 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; and
- 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 a continuity test 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 3 Railway Track Signals (RTS) on all rails 20 metres apart in accordance with Procedure 9004 Railway Track Signals, or a Rail Clamp Stop Sign to the head of the rail.

6.2 Arriving at the Controlled Location in Advance

On arrival 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

TBA