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Handsignaller Responsibilities

This information has been prepared to reinforce the requirements for Work on Track Handsignalling on the Sydney Trains Network

Handsignallers may perform activities associated with the various Work on Track methods and Authorities, as prescribed in the Network Rules and Procedures. The activities that may be undertaken depend on the Level of handsignaller competence held.

There are two levels of Handsignaller competence, these being:

- Engineering Handsignaller Level 1
- Engineering Handsignaller Level 2

Engineering Handsignaller Level 1 tasks

Qualified Workers with Engineering Handsignaller Level 1 competencies may perform the following tasks:

- Work and walk safely in the Rail Corridor
- Act as a Lookout
- Act as an inner or outer Handsignaller not at a fixed signal

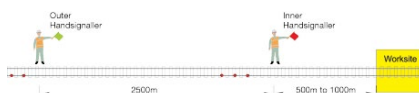


FIGURE 1: A TWA using inner and outer Handsignallers only can both be Engineering Handsignaller Level 1 qualified.

Engineering Handsignaller Level 2 tasks

Qualified Workers with Engineering Handsignaller Level 2 competencies may perform the following tasks:

- Activities prescribed in Engineering Handsignaller Level 1
- Act as an inner or outer Handsignaller at a fixed signal
- Act as a Clearance Handsignaller
- Act as a Handsignaller at defective signals
- Manually operate power operated points
- Pilot rail traffic into and within a possession area
- Handsignal at defective level crossings

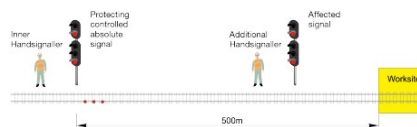


FIGURE 2: A TWA using an inner Handsignaller at a protecting signal and an additional Handsignaller at an affected signal must be both Engineering Handsignaller Level 2 qualified.

Handsignalling in a Track Work Authority (TWA)

There have been a number of recent occurrences where TWA inner and outer protection has been removed to allow for the passage of multiple rail traffic movements through the worksite, prior to the TWA being fulfilled.

NWT 306 Track Work Authority and NPR 702 using a Track Work Authority require that both the inner and outer Handsignaller replace protection after the passage of each rail traffic movement.

Also that any controlled absolute signals used to protect a TWA must be set and kept at STOP with blocking facilities applied, for the duration of the TWA, and cleared only on when it is safe for rail traffic to pass through the worksite.

Protecting controlled absolute signals must be returned STOP with blocking facilities applied after the passage of each rail traffic movement.

When managing rail traffic through the TWA, Handsignallers must only follow instructions provided by the Protection Officer.



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Safeworking information

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