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Protecting activities associated with in-service rail traffic

This information has been prepared to reinforce the requirements for Signallers, Drivers, Track Vehicle Operators and other Qualified Workers when protecting activities associated with in-service rail traffic.

Activities associated with in-service rail traffic may be carried out:

- in a location where rail traffic can be excluded from the affected portions of track, or
- in a location with an existing safe place, or
- in a safe place created by stationary rail traffic.

NTR 432 Protecting activities associated with in-service rail traffic and NPR 750 Protecting activities associated with in-service rail traffic, mandates the protection arrangements for Drivers, Track Vehicle Operators, and other Qualified Workers, to exclude rail traffic from affected portions of track to perform such activities.



Activities associated with in-service rail traffic

Some examples of activities associated with in-service rail traffic that may require protection include, but are not limited to:

- Train Crew changing ends on in-service rail traffic
- Drivers, and other Qualified workers inspecting, fault finding or repairing in-service rail traffic
- Train Crew accessing in-service rail traffic by crossing multiple lines
- Protecting Qualified Workers:
 - controlling propelling operations
 - performing shunting, or re-marshalling activities
- protecting rail traffic.

Unless conducting a roll-by inspection, Drivers, and other Qualified Workers inspecting, fault finding or repairing in-service rail traffic must make sure that the rail traffic will not be moved until the activity is complete.

Requesting protection

When requesting protection for activities associated with in-service rail traffic, Drivers, Track Vehicle Operators and other Qualified Workers must tell the Signaller:

- the train number or track vehicle number
- the line on which protection is required

- the activity location as being:
 - between any two stations, or
 - completely within a nominated dead-end siding, or
 - completely within the limits of a platform.

And then ask the Signaller to protect all entry points into the affected portion of track.

Applying protection

Once the details from the requesting Qualified Workers are confirmed, the Signaller **must** make sure all points of entry into the affected portion of track are protected.

To record protection details, Signallers **must** use a system-generated ASB form and select 'NTR 432', or use *NRF 018 Absolute Signal Blocking (ASB)* and complete the 'Associated with in-service rail traffic' fields.

Before allowing the activity to start, Signallers must make sure and confirm to the Qualified Worker that:

- all points of entry into the affected portion of track are protected
- there is no approaching rail traffic between the protection and the identified activity location

The Signaller must issue a unique protection number to the Qualified Worker requesting protection.

Drivers, Track Vehicle Operators and other Qualified Workers must keep a permanent record of the protection arrangements, including the unique protection number.