

train working

NTR 432 Protecting activities associated with in-service rail traffic

Purpose

To prescribe the rules for protecting activities associated with in-service rail traffic.

Principle

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 an existing safe place, or
- in a safe place created using stationary rail traffic.

The protection arrangements specified in this Rule must not be used where a work on track authority is in place.

The protection arrangements specified in this Rule are not required if the workers will remain in a safe place.

Activities associated with in-service rail traffic must have a Qualified Worker responsible for:

- ensuring that the activity is assessed for safety and its potential to intrude on the Danger Zone, and
- if required, being the only point of contact with the Signaller, and
- if required, being the only point of contact with the Driver or Track Vehicle Operator of rail traffic kept stationary to create a safe place.

Warning

The requirement for protection arrangements must be assessed for all lines that need to be accessed to conduct the activity.

One Qualified Worker may work alone when protecting activities associated with in service rail traffic.

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Rail traffic may be excluded from an affected portion of track to carry out activities:

- not requiring tools, or
- using:
 - light, non-powered hand tools, or
 - light, battery powered tools or devices, or
 - light, powered hand tools.

**Warning**

Unless the worker conducting the inspection or repair requests a roll by inspection, rail traffic that is being inspected or repaired must not be moved until the activity is completed.

Authorisation

Signallers may authorise protection where rail traffic can be excluded from a portion of track.

If the protection requires more than one Signaller to exclude rail traffic from a portion of track, the affected Signallers must:

- confer to make sure that all points of entry are protected, and
- nominate an authorising Signaller.

The Signaller must:

- use a system generated ASB form, or if that is unavailable, an *NRF 018 Absolute Signal Blocking (ASB)* form to record the protection details, and
- issue a protection number to the Qualified Worker requesting protection.

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Requesting Protection

When requesting the protection of activities associated with in service rail traffic, the Qualified Worker must:

- provide the train number or track vehicle number, and
- identify the lines on which the protection is required, and
- nominate 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.

Platforms must be identified by the station name and platform number.

Note

Protection of activities associated with in-service rail traffic cannot be temporarily suspended.

Applying protection

The authorising Signaller must make sure that all points of entry into the affected portion of track are protected.

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

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

Signallers must not authorise un-signalled movements into the affected portion of track.

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Removing protection

To remove protection, the Qualified Worker must tell the Signaller:

- the train number or track vehicle number, and
- the activity location and the protection number, and
- that workers and their equipment are clear of the Danger Zone.

Only the Qualified Worker that requested the protection arrangements may speak with the Signaller to request the removal of protection.

The Signaller may remove protection only after making sure that:

- the train number or track vehicle number, the activity location and the protection number correspond with the details they recorded, and
- the track is clear.

Note

If the protection number is not available to end the protection, the Qualified Worker must provide:

- their name, and
- the train number or track vehicle number, and
- the name of the line on which protection was requested, and
- the activity location.

Keeping records

Signallers and Qualified Workers must record, in permanent form, the protection details.

Related Documents

NPR 750 Protecting activities associated with in service rail traffic