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Protecting activities associated with in-service rail traffic

This information has been prepared to reinforce the correct practices for 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 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.

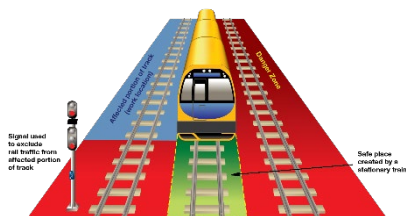


FIGURE 1: Example of rail traffic excluded from the affected portion of track.

Activities associated with in-service rail traffic

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

- Train crew accessing the Danger Zone to change 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

Requesting protection

When requesting the protection for 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 protection is required, and
- Initially nominate the activity location using the following reference points:
 - 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

Signallers use the initial reference points provided by the Qualified Worker to better identify the location of the rail traffic and the activity on the track indicator diagram.

The affected portion of track that must be protected may be shorter than the distance between the locations initially nominated.

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.

More information

For more helpful information on Protecting activities associated with in-service rail traffic, an infographic video is also available using the link below:

<https://youtu.be/PkCg45dDRpo?si=G605hwrVuf9vZ7K>