

Network Rules and Network Procedures Training Standard

1. Introduction

Overview

The objective of this Training Standard is to establish quality benchmarks for the training and assessment of people working within the Sydney Trains Network (Network). To achieve consistency of outcomes across occupational sectors, performance criteria are defined within the range of Safeworking activities associated with service delivery on or near Sydney/NSW Trains Infrastructure (Infrastructure). At the completion of a training and assessment process, all people working within the Network must be able to adopt and fully comply with the Network Rules and Network Procedures to ensure safety when carrying out work or other activities.

As the Training Standard is associated with Safeworking activities, enterprises can package together units of competency to meet their operational requirements. Training providers can develop flexible training programs to meet client needs while maintaining the core integrity of the standard of assessment outcomes.

The Training Standard is to be used as a guide for training resource development and training delivery, and to define the minimum acceptable standard of competence to be achieved at the end of a Safeworking training program.

Network Rules and Network Procedures Training Standard

Content

This Training Standard:

- describes the safeworking skills, knowledge, values and attitudes (competence) required to work on or near rail infrastructure
- provides performance criteria to be used for assessment based on safety risk
- can be used for the assessment of new or existing employees to identify existing competence and training requirements
- contains contextualised packaged competencies for RISI, Safeworking Certifications
- if packaged competencies are not available, units of competency may be bundled to cover the full range of Safeworking activities performed by a rail worker.

This document is neither a curriculum document nor a training program.

Each unit of competency describes a broad area of competence and consists of:

- elements that identify and describe actions or outcomes that are observable
- a range of variables that specify the contexts and conditions in which the elements could be performed and assessed
- key competencies that underpin all work.

Network Rules and Network Procedures Training Standard

Safeworking activities

Training and assessment resources have been developed for the following Safeworking activities:

- working under supervision
- providing customer service in the Rail Corridor
- operating under track protection rules (Levels 1 and 2)
- controlling rail traffic movements (Levels 1 and 2)
- performing rail operations (Levels 1 to 4)
- conducting shunting and marshalling operations
- coordinating and managing track protection
- perform handsignalling at a level crossing.

The required learning outcomes are documented for each of these Safeworking activities.

Different sectors of the rail industry may use different terms to describe a person's job, but the workplace activity may be essentially the same. For example, a person who needs to coordinate and manage track protection may be a:

- track/electrical/signal maintainer
- track installer
- rolling stock maintainer
- Customer Service employee
- Driver
- Track Vehicle Operator.

Network Rules and Network Procedures Training Standard

The process of designing training will need to include a range of stakeholders so that Safeworking activities are selected for a role that meet the employer’s operational requirements and ensure that the safety of the network is fully risk assessed in the context of the Safeworking activities selected.

This process should always consider industry/national safeworking competency to support mutual recognition where appropriate.

Description of Safeworking activities

The following table gives a brief description of the tasks that might be performed in each of the work activities.

Workplace activity	Tasks
Work under supervision	<ul style="list-style-type: none"> • Work and walk safely in the Rail Corridor under supervision • Give and interpret STOP, DANGER and ALL CLEAR handsignals
Operate under track protection rules Level 1	<ul style="list-style-type: none"> • Work and walk safely in the Rail Corridor • Give and interpret handsignals to control rail traffic movements • Act as a Lookout
Operate under track protection rules Level 2	<p>As for Level 1, plus (as applicable):</p> <ul style="list-style-type: none"> • Give handsignals at level crossings • Control the passage of rail traffic at a signal at STOP • Manage Type F level crossings • Control rail traffic movement into/from the limits of pilot staff working or CAN working

Network Rules and Network Procedures Training Standard

Workplace activity	Tasks
Provide customer service in the Rail Corridor	<ul style="list-style-type: none"> • Work and walk safely in the Rail Corridor • Give and interpret STOP, DANGER and ALL CLEAR handsignals • Act as a Lookout • Use the Lookout Working method of worksite protection • Use the ASB method of worksite protection
Control rail traffic movements Level 1	<ul style="list-style-type: none"> • Work and walk safely in the Rail Corridor • Give and interpret handsignals to control rail traffic movements • Authorise/implement track protection authorities, as appropriate • Perform the Safeworking duties of a Signaller • Follow the correct procedures for controlling rail traffic movements according to relevant systems of Safeworking
Control rail traffic movements Level 2	<ul style="list-style-type: none"> • Work and walk safely in the Rail Corridor • Authorise the implementation of track protection, as required • Respond correctly to control rail traffic movements if there is an incident or equipment failure, or during equipment testing • Perform the Safeworking duties of a Network Controller • Follow the correct procedures for controlling rail traffic movements according to relevant systems of Safeworking
Perform rail operations Level 1	<ul style="list-style-type: none"> • Work and walk safely in the Rail Corridor • Give and interpret handsignals to control rail traffic movements • Protect trains, if required • Operate non-interlocked points
Perform rail operations Level 2	<p>As for Level 1, plus (as applicable):</p> <ul style="list-style-type: none"> • Operate a track vehicle • Identify, interpret and respond correctly to signs, signals and indicators • Obtain the staff as required by the system of Safeworking

Network Rules and Network Procedures Training Standard

Workplace activity	Tasks
Perform rail operations Level 3	As for Levels 1 and 2 plus (as applicable): <ul style="list-style-type: none"> • Ensure that the correct procedure for the systems of Safeworking are followed during rail vehicle operations • Ensure that trains are fit to travel in the Network, and take appropriate action if equipment or vehicles are defective
Perform rail operations Level 4	As for Levels 1, 2 and 3 plus (as applicable): <ul style="list-style-type: none"> • Operate a train • Deal with defective equipment, defective vehicles and incidents en route
Conduct shunting and marshalling operations	<ul style="list-style-type: none"> • Control and ensure the safety of shunting and marshalling movements • Apply the systems of Safeworking rules and procedures as they apply to shunting and marshalling
Operate Automatic Track Warning Systems	<ul style="list-style-type: none"> • install, test and operate an Automatic Track Warning System
Coordinate and manage track protection	<ul style="list-style-type: none"> • Fulfil the duties of a Protection Officer (plus implement Lookout Working, ASB, TOA, TWA and/or LPA as applicable and certified competent to do so)
Perform handsignalling at level crossings	<ul style="list-style-type: none"> • Walk safely in the Danger Zone • Test the operation of Type F level crossings • Manually operate Type F level crossings

It is extremely important that the activities performed in the workplace by rail workers are analysed to ensure that ALL relevant performance criteria are included in a training and competency assessment program.

Rail workers must be assessed as competent to perform all required Safeworking duties BEFORE being employed to do so.



Network Rules and Network Procedures Training Standard

2. Developing training resources

Performance criteria

Performance criteria are documented for each Safeworking activity. Performance Criteria are evaluative statements, which specify what is to be assessed and the required level of performance. They detail the activities, skills, knowledge, values and attitudes that provide evidence of competent performance of each element.

Safeworking Certification/Network Rule and Network Procedure matrix

Network Rules and Network Procedures are mapped against Safeworking Certifications is and are included in this document. This gives an overview of the rules and procedures that relate to each Safeworking Certification.

If a rule or procedure is identified by a ✓ as relating to a Safeworking Certification, all or part of that rule or procedure must be included in the training and assessment process. Relevant content from the rule or procedure can be identified by referring to the performance criteria.

Variables

It is a required minimum to train rail industry employees in the variables that **could** reasonably be expected to impact on the performance of their duties in their current workplace.

Network Rules and Network Procedures Training Standard

Related Competencies

The units and elements of competency in this document relate **only** to the Safeworking activities. Competence, qualifications, skills and knowledge that relate to other aspects of a workplace function are not included in these standards, such as, to drive a train to operational requirements involves units and elements of competence other than Safeworking.

Operator Specific Procedures (OSPs)

Operator specific procedures form an integral part of the RailSafe system and must be included in the training and assessment content and resources.

Key competencies

Key competencies explain the level at which generic employability competencies should be evident in performance. They are provided in this document to give general guidance for the purposes of assessment design.

Training delivery strategies, learning resources and assessment methods and materials must not require higher performance levels of the key competencies than those documented for the unit of competence, or than those needed to perform the job safely.

Key competency	Description
Collect, analyse and organise information	The capacity to locate, sift and sort information in order to select what is required, and present it in a useful way. The ability to evaluate both the information itself and the sources and methods used to obtain it.
Communicate ideas and information	The capacity to communicate effectively with others using the range of spoken, written, graphic and other non-verbal means of expression.

Network Rules and Network Procedures Training Standard

Key competency	Description
Plan and organise activities	The capacity to plan and organise one’s own work activities including making good use of time and resources, sorting out priorities, and monitoring one’s own performance.
Work with others and in teams	The capacity to interact effectively with other people on both a one-to-one basis and in team groups, including understanding and responding to the needs of a client, and working effectively as a member of a team to achieve a shared goal.
Use mathematical ideas and techniques	The capacity to use mathematical ideas (such as number and space) and techniques (such as approximation and estimation) for practical purposes.
Solve problems	The capacity to apply problem-solving strategies in purposeful ways, both in situations where the problem and the desired solution are clearly evident, and in situations requiring critical thinking and a creative approach to achieve an outcome.
Use technology	The capacity to apply technology, combining the physical and sensory skills needed to operate equipment with the understanding of scientific and technological principles needed to explore and adapt systems.



3. Training and assessment

Training organisation responsibilities

Organisations engaged in the training and assessment of rail workers in the Network must be able to demonstrate that they are a Registered Training Organisation (RTO) with scope of registration that includes relevant units of competence, skillsets and/or qualifications from one or more of the following Transport and Logistics Industry (TLI) training package:

- *rail infrastructure*
- *rail operations*
- *track protection.*

Network Rules and Network Procedures Training Standard

The RTO is responsible for:

- ensuring that the assessments are conducted in accordance with policies and standards
- ensuring that the training and assessment is conducted by a person who is qualified and technically competent at least to the level to which the training/assessment is being undertaken
- ensuring that the relevant performance criteria are used as the benchmark for competency assessment
- providing quality assurance mechanisms to ensure that the assessment is fair, reliable, valid and provides for consistent outcomes
- ensuring that assessments are conducted in a timely manner
- issuing a statement of attainment (as per the Australian Qualifications Framework requirements) and recommending certification and recertification
- maintaining, storing and archiving records of all assessments undertaken
- instituting a reporting process for assessment outcomes
- providing access to records in a secure and efficient manner.

Network Rules and Network Procedures Training Standard

Who can train?

Training must be delivered by a person who is technically competent to at least the level of the training being conducted, and has units of competency from the TAE Training and Education training package relating to each of the following:

- Providing work skill instruction
- Facilitating workplace-based learning
- Facilitating vocational training (only required if facilitating training to groups of at least 4 learners or more)

Who can assess?

Assessments must be conducted by a person who has the relevant vocational competencies, at least to the level being assessed, and has units of competency from the TAE Training and Education training package relating to each of the following:

- Providing work skill instruction
- Assessing competence

Awarding a national unit of competency or an initial Safeworking Certification

If the training or assessment will result in awarding a nationally recognised unit of competency or an initial Safeworking Certification^{1, 2}, the training and/or assessment must be performed by a person holding Certificate IV in Training and Assessment.

¹ Safeworking Certifications listed in the Network Rules and Network Procedures Certification Standard

² Does not apply to recertification or performance-based assessments

Network Rules and Network Procedures Training Standard

4. The assessment process

The assessment of a person’s ability to meet the required performance criteria is central to the process of implementing the rules. Assessment must be valid, reliable, fair and consistent across the industry to ensure that all rail industry employees are competent to apply the rules in the workplace correctly, consistently and in all conditions.

A person can only be assessed as competent when the assessor has acquired sufficient evidence to be certain that all performance criteria can be met.

Steps in the assessment process

Step	Procedure
1. Prepare the learner	<p>Explain the assessment process.</p> <p>Give the learner a copy of the standards that they must demonstrate.</p> <p>Make sure that the learner understands the requirements for successful assessment.</p>
2. Develop the assessment tools	<p>Develop appropriate written/oral assessments, checklists, etc as required for off and on-the-job assessment.</p> <p>Make sure that the prescribed minimum training content is included.</p>
3. Conduct the assessment	<p>Organise a suitable assessment environment. Make sure that the safety aspects of conducting the assessment in this environment have been considered.</p> <p>Administer the assessment and make a judgment on whether competence to the required standard has been demonstrated.</p>
4. Provide feedback	<p>Give and seek feedback from the learner concerning the assessment process and outcome.</p>

Network Rules and Network Procedures Training Standard

Step	Procedure
5. Record and report results	<p>Record the assessment outcomes on a record sheet. Make sure that the variables/conditions that applied to the assessment are recorded.</p> <p>Give copies of completed record sheets to the person assessed and the employer. Recommend certification or recertification based on the assessment outcomes.</p>
6. Evaluate the assessment process	<p>Review the assessment process by seeking feedback from those involved. If necessary, modify the process for future implementation, ensuring that required performance criteria are met.</p>

Workplace assessment activities

To gain evidence of competence, assessors must observe the performance of tasks and procedures relevant to the learner’s workplace activities. This is done by observing the learner in real or simulated workplace environments. If observing performance in the workplace, ensure that there is no safety risk to people or equipment.

An assessor should vary the activities to suit the workplace environment or the learner, but all required performance criteria for Safeworking activities conducted must be met before a rail worker can be deemed competent. The assessor should also ask enough questions during the observation to be confident that the learner will be able to apply the competence in other relevant situations and contexts.



Network Rules and Network Procedures Training Standard

Knowledge and performance questions

An assessor can gain evidence of a learner's competence by observing performance, and asking questions about the performance observed and the required knowledge that underpins the performance.

Assessment questions can be used:

- to check knowledge and skills off the job
- to check if the learner is able to apply the knowledge and understanding of procedures and regulations across a range of situations
- to extend upon observation of performance by asking the learner what they would do in situations that cannot be easily or directly observed (eg emergencies, varying conditions).
- The questions may be asked:
 - as part of an off-the-job training session
 - as part of a written or oral training assessment
 - while observing on-the-job performance (consider safety aspects when questioning on the job)
- more than once.

A rail worker must be able to answer questions to demonstrate knowledge relating to the required performance criteria for all the Safeworking activities they perform in the workplace.

Network Rules and Network Procedures Training Standard

Recognition of competence

If a person is assessed as competent to perform their Safeworking activities according to the Network Rules, the assessor should recommend that the employer certify or re-certify the person. Certification documentation must specify the work functions the person has been assessed as competent to perform.

If workplace activities change

If the environment in which a person performs their Safeworking activities changes, or if the duties performed change, the person must be assessed as competent to the required standard in the additional competencies required to perform the new role, in accordance with Network Rules and Network Procedures.

For example, if a track worker is required to operate track vehicles as an additional workplace activity, they must be assessed as competent in the Network Rules for travelling and working a track vehicle, before performing this task.

An assessment report must be completed to document the additional competence attained. A record of training and assessment must be maintained in an appropriate secure learning management system. Where assessments are conducted using digital technologies such as on-line, training and assessment records must meet those standards outlined by ASQA.

Network Rules and Network Procedures Training Standard

Re-assessment

Workers performing safety-related work should have the recognised qualification to do so, and the period of re-qualification specified. The Network Rules and Network Procedures Certification Standard states that all workers performing Safeworking activities must be re-assessed as competent within a period not exceeding **two years**.

To re-assess a worker as competent to perform their workplace duties, the assessment process outlined in this document must be repeated within the specified time frame. The re-assessment is successful if the person is able to meet ALL specified criteria for the duties they are performing.

If re-assessment is not successful, action must be taken to assist the worker to regain competence and be assessed as competent before they can resume duties.

Network Rules and Network Procedures Training Standard

Competency Matrix

Network Rules and Network Procedures Training Standard

	Rail Industry Safety Induction (RISI)	Access the Danger Zone	Assess Corridor Safety	Compliance Officer/Standards Officer/Driver	Engineering Handsignaller Level 1	Engineering Handsignaller Level 2	Guard	Incident Rail Commander	Network Controller	Network Rollingstock Maintainer	Passenger Attendant/Senior Passenger Attendant	Passenger Service Supervisor	Safeworking Officer Level 1	Safeworking Officer Level 2	Security Personnel	Shunter	Shunting Work Trains	Signaller	Station Staff Level 1	Station Staff Level 2	Station Staff performing shunting operations	Station Staff performing signalling operations	Test and Check Level Crossings	Track Protection Officer Level 1	Track Protection Officer Level 2	Track Protection Officer Level 3	Track Protection Officer Level 4	Track Vehicle Operator	Operate Automatic Track Warning Systems	Operate Signals fitted with a Signal Key Switch	Using a Signal Key Switch (SKS) Blocking	Using a Signal Key Switch for TWA					
NGE 200 Walking in the Danger Zone	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				
NGE 202 Handsignals	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			
NGE 204 Network communication		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		
NGE 206 Reporting and responding to a Condition Affecting the Network (CAN)		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
NGE 208 Responding to a major incident				✓			✓	✓	✓				✓	✓		✓		✓				✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
NGE 210 Speed restrictions during very hot weather (WOLO)				✓			✓	✓	✓				✓	✓				✓				✓				✓		✓									
NGE 212 Network information publications			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
NGE 214 Network Incident Notice (NIN)				✓				✓	✓				✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
NGE 216 Level crossings				✓		✓	✓	✓	✓				✓	✓		✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
NGE 218 Type F level crossing management				✓		✓	✓	✓	✓				✓	✓		✓	✓	✓				✓	✓					✓									
NGE 220 Unreliable track-circuit operation				✓			✓	✓	✓				✓	✓		✓		✓				✓							✓								
NGE 222 Working around electrical infrastructure	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
NGE 224 Planned removal of the 1500V supply				✓			✓	✓	✓				✓	✓				✓				✓															
NGE 226 Planned removal of the 1500V supply in Electric Vehicle Maintenance Centres				✓			✓	✓	✓				✓	✓				✓				✓															

Network Rules and Network Procedures Training Standard

	Rail Industry Safety Induction (RISI)	Access the Danger Zone	Assess Corridor Safety	Compliance Officer/Standards Officer/Driver	Engineering Handsignaller Level 1	Engineering Handsignaller Level 2	Guard	Incident Rail Commander	Network Controller	Network Rollingstock Maintainer	Passenger Attendant/Senior Passenger Attendant	Passenger Service Supervisor	Safeworking Officer Level 1	Safeworking Officer Level 2	Security Personnel	Shunter	Shunting Work Trains	Signaller	Station Staff Level 1	Station Staff Level 2	Station Staff performing shunting operations	Station Staff performing signalling operations	Test and Check Level Crossings	Track Protection Officer Level 1	Track Protection Officer Level 2	Track Protection Officer Level 3	Track Protection Officer Level 4	Track Vehicle Operator	Operate Automatic Track Warning Systems	Operate Signals fitted with a Signal Key Switch	Using a Signal Key Switch (SKS) Blocking	Using a Signal Key Switch for TWA	
NGE 228 Unplanned removal of the 1500V supply								✓	✓					✓				✓				✓											
NGE 230 Communications equipment		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓					
NGE 232 Responsibilities of Train Crews and Track Vehicle Crews				✓			✓					✓	✓														✓						
NGE 234 Responsibilities of Signallers								✓					✓					✓			✓												
NGE 236 Responsibilities of Network Controllers									✓																								
NGE 238 Responsibilities of Protection Officers								✓				✓	✓											✓	✓	✓	✓	✓					
NWT 300 Planning work in the Rail Corridor	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓					
NWT 302 Local Possession Authority				✓	✓		✓	✓	✓			✓	✓				✓	✓			✓				✓	✓	✓	✓					
NWT 304 Track Occupancy Authority				✓	✓		✓	✓	✓			✓	✓				✓	✓			✓			✓	✓	✓	✓	✓					
NWT 306 Track Work Authority				✓	✓	✓	✓	✓	✓			✓	✓				✓	✓			✓			✓	✓	✓	✓			✓		✓	
NWT 308 Absolute Signal Blocking								✓	✓			✓	✓					✓	✓	✓	✓	✓		✓	✓	✓	✓						
NWT 310 Lookout Working				✓	✓		✓	✓				✓	✓				✓	✓	✓	✓	✓	✓		✓	✓	✓	✓						
NWT 312 Infrastructure Booking Authority								✓	✓				✓					✓			✓			✓	✓	✓	✓						
NWT 314 Work trains				✓	✓		✓	✓	✓			✓	✓				✓	✓			✓			✓	✓	✓	✓	✓					

Network Rules and Network Procedures Training Standard

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NWT 316 Track vehicles				✓		✓		✓	✓				✓	✓			✓	✓				✓			✓	✓									
NWT 318 Work that affects traction return currents or track-circuits								✓																✓	✓	✓									
NWT 320 Signal Key Switch Blocking								✓	✓					✓				✓				✓								✓	✓	✓			
NWT 322 Work that affects Automatic Train Protection trackside equipment								✓					✓	✓										✓		✓	✓								
NTR 400 Protecting rail traffic				✓			✓	✓	✓	✓	✓	✓	✓	✓				✓	✓	✓	✓	✓						✓							
NTR 402 Inspecting trains				✓			✓		✓				✓	✓		✓																			
NTR 404 Using brakes				✓					✓							✓																			
NTR 406 Using lights				✓			✓	✓	✓				✓	✓		✓		✓				✓													
NTR 408 Using whistles				✓			✓	✓	✓				✓	✓				✓				✓						✓							
NTR 410 Defective equipment				✓					✓																										
NTR 412 Defective running gear				✓					✓																										
NTR 414 Defective vehicles				✓			✓		✓				✓	✓		✓																			
NTR 416 Disabled rail traffic				✓			✓	✓	✓				✓					✓				✓													
NTR 418 Yard limits				✓			✓	✓	✓				✓	✓		✓		✓				✓	✓		✓	✓	✓	✓							

Network Rules and Network Procedures Training Standard

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NTR 420 Shunting and marshalling		✓		✓			✓	✓	✓	✓			✓	✓		✓		✓			✓	✓						✓				
NTR 422 Shunting at intermediate sidings				✓				✓	✓	✓			✓	✓		✓		✓			✓	✓										
NTR 424 Propelling rail traffic				✓			✓	✓	✓				✓	✓		✓		✓			✓	✓										
NTR 426 Overdue rail traffic				✓			✓	✓	✓				✓	✓		✓		✓			✓	✓										
NTR 428 SAFE Notices				✓			✓	✓	✓				✓	✓		✓		✓			✓	✓		✓	✓	✓	✓	✓				
NTR 430 Train Operating Conditions (TOC) Waivers				✓			✓	✓	✓				✓	✓		✓		✓			✓	✓										
NTR 432 Protecting activities associated with in-service rail traffic				✓			✓	✓	✓	✓			✓	✓		✓		✓			✓	✓						✓				
NTR 434 Automatic train protection (ATP) onboard equipment				✓																												
NSY 500 Rail Vehicle Detection System				✓			✓	✓	✓			✓	✓	✓		✓		✓			✓	✓										
NSY 512 Manual Block Working				✓		✓	✓	✓	✓			✓	✓	✓			✓	✓			✓	✓										
NSY 514 Special Proceed Authority				✓			✓	✓	✓			✓	✓	✓				✓			✓	✓										
NSY 516 Pilot Staff Working				✓		✓	✓	✓	✓				✓	✓			✓	✓			✓	✓				✓	✓					
NSY 518 Suspending a system of Safeworking				✓			✓	✓	✓				✓	✓				✓			✓	✓										
NSG 600 Running signals				✓			✓	✓	✓			✓	✓	✓		✓		✓			✓	✓						✓				

Network Rules and Network Procedures Training Standard

	Rail Industry Safety Induction (RISI)	Access the Danger Zone	Assess Corridor Safety	Compliance Officer/Standards Officer/Driver	Engineering Handsignaller Level 1	Engineering Handsignaller Level 2	Guard	Incident Rail Commander	Network Controller	Network Rollingstock Maintainer	Passenger Attendant/Senior Passenger Attendant	Passenger Service Supervisor	Safeworking Officer Level 1	Safeworking Officer Level 2	Security Personnel	Shunter	Shunting Work Trains	Signaller	Station Staff Level 1	Station Staff Level 2	Station Staff performing shunting operations	Station Staff performing signalling operations	Test and Check Level Crossings	Track Protection Officer Level 1	Track Protection Officer Level 2	Track Protection Officer Level 3	Track Protection Officer Level 4	Track Vehicle Operator	Operate Automatic Track Warning Systems	Operate Signals fitted with a Signal Key Switch	Using a Signal Key Switch (SKS) Blocking	Using a Signal Key Switch for TWA		
NSG 602 Shunting signals				✓			✓	✓	✓			✓	✓	✓		✓		✓			✓	✓												
NSG 604 Indicators and signs				✓			✓	✓	✓			✓	✓	✓		✓		✓			✓	✓				✓	✓							
NSG 606 Responding to signals and signs				✓		✓	✓	✓	✓			✓	✓	✓		✓	✓	✓		✓		✓	✓		✓	✓	✓	✓						
NSG 608 Passing signals at STOP				✓		✓	✓	✓	✓			✓	✓	✓			✓	✓		✓		✓	✓		✓	✓	✓	✓						
NSG 610 Passing indicators at STOP				✓			✓	✓	✓			✓	✓	✓		✓		✓			✓	✓						✓						
NSG 612 Overrun of limit of authority				✓			✓	✓	✓			✓	✓	✓				✓				✓						✓						
NSG 614 Blocking facilities				✓			✓	✓	✓			✓	✓	✓				✓				✓												
NSG 616 Precautions during signalling equipment testing								✓	✓				✓	✓				✓				✓												

Network Rules and Network Procedures Training Standard

	Rail Industry Safety Induction (RISI)	Access the Danger Zone	Assess Corridor Safety	Compliance Officer/Standards Officer/Driver	Engineering Handsignaller Level 1	Engineering Handsignaller Level 2	Guard	Incident Rail Commander	Network Controller	Network Rollingstock Maintainer	Passenger Attendant/Senior Passenger Attendant	Passenger Service Supervisor	Safeworking Officer Level 1	Safeworking Officer Level 2	Security Personnel	Shunter	Shunting Work Trains	Signaller	Station Staff Level 1	Station Staff Level 2	Station Staff performing shunting operations	Station Staff performing signalling operations	Test and Check Level Crossings	Track Protection Officer Level 1	Track Protection Officer Level 2	Track Protection Officer Level 3	Track Protection Officer Level 4	Track Vehicle Operator	Operate Automatic Track Warning Systems	Operate Signals fitted with a Signal Key Switch	Using a Signal Key Switch (SKS) Blocking	Using a Signal Key Switch for TWA
NPR 000 General information about Network Forms				✓	✓	✓	✓	✓	✓			✓	✓	✓		✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓		✓		
NPR 002 Using a Track Occupancy Authority (TOA) Form				✓				✓	✓				✓	✓				✓				✓		✓	✓	✓	✓					
NPR 003 Using an Infrastructure Booking Authority (IBA) Form								✓	✓				✓					✓				✓		✓	✓	✓	✓					
NPR 004 Using a Condition Affecting the Network (CAN) Form				✓	✓	✓	✓	✓	✓			✓	✓	✓		✓	✓	✓				✓	✓	✓	✓	✓	✓	✓				
NPR 005 Using a Special Proceed Authority (SPA) Form				✓			✓	✓	✓			✓	✓	✓				✓				✓										
NPR 007 Using a Pilot Staff Ticket				✓			✓	✓				✓	✓					✓				✓										
NPR 008 Using a Pilot Staff Notice (PSN)				✓			✓	✓				✓	✓					✓				✓										
NPR 010 Using a Pilot Staff Working Introduction Form				✓			✓	✓	✓			✓	✓					✓				✓										
NPR 011 Using a Worksite Warning Form				✓	✓	✓	✓	✓				✓	✓				✓	✓				✓			✓	✓	✓					
NPR 012 Using an Unsignalled movement checklist								✓					✓					✓				✓										
NPR 013 Using a Temporary Rail Bond Approval Form								✓																✓	✓	✓						
NPR 014 Using a Worksite Protection Pre-work Briefing Form								✓				✓	✓						✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	
NPR 015 Using a Worksite Protection Plan								✓				✓	✓						✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	
NPR 017 Using a Protection Officer's Diary								✓				✓	✓						✓	✓	✓	✓	✓	✓	✓	✓	✓				✓	
NPR 018 Using an Absolute Signal Blocking (ASB) Form								✓					✓					✓				✓										
NPR 700 Using a Local Possession Authority				✓	✓		✓	✓				✓	✓				✓	✓				✓		✓	✓	✓	✓	✓				
NPR 701 Using a Track Occupancy Authority				✓	✓		✓	✓				✓	✓				✓	✓				✓		✓	✓	✓	✓	✓				

Network Rules and Network Procedures Training Standard

	Rail Industry Safety Induction (RISI)	Access the Danger Zone	Assess Corridor Safety	Compliance Officer/Standards Officer/Driver	Engineering Handsignaller Level 1	Engineering Handsignaller Level 2	Guard	Incident Rail Commander	Network Controller	Network Rollingstock Maintainer	Passenger Attendant/Senior Passenger Attendant	Passenger Service Supervisor	Safeworking Officer Level 1	Safeworking Officer Level 2	Security Personnel	Shunter	Shunting Work Trains	Signaller	Station Staff Level 1	Station Staff Level 2	Station Staff performing shunting operations	Station Staff performing signalling operations	Test and Check Level Crossings	Track Protection Officer Level 1	Track Protection Officer Level 2	Track Protection Officer Level 3	Track Protection Officer Level 4	Track Vehicle Operator	Operate Automatic Track Warning Systems	Operate Signals fitted with a Signal Key Switch	Using a Signal Key Switch (SKS) Blocking	Using a Signal Key Switch for TWA			
NPR 702 Using a Track Work Authority				✓	✓	✓	✓	✓	✓				✓	✓			✓	✓				✓										✓			
NPR 703 Using Absolute Signal Blocking								✓	✓				✓	✓				✓	✓	✓	✓	✓		✓	✓	✓	✓								
NPR 704 Using Infrastructure Booking Authorities								✓	✓				✓					✓				✓			✓	✓	✓								
NPR 705 Removing 1500V supply								✓	✓				✓					✓				✓													
NPR 706 Removing 1500V supply in Electric Vehicle Maintenance Centres								✓	✓				✓					✓				✓													
NPR 707 Clipping points				✓		✓	✓	✓	✓			✓	✓		✓		✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓							
NPR 708 Using X, Y and Z keys								✓	✓				✓					✓				✓			✓	✓	✓	✓	✓						
NPR 709 Using railway track signals	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
NPR 710 Piloting rail traffic				✓		✓		✓	✓				✓	✓			✓	✓				✓			✓	✓	✓	✓	✓						
NPR 711 Using Lookouts			✓		✓	✓		✓	✓				✓	✓			✓	✓	✓	✓	✓	✓		✓	✓	✓	✓								
NPR 712 Protecting work from rail traffic on adjacent lines			✓					✓					✓	✓			✓	✓	✓	✓	✓	✓		✓	✓	✓	✓								
NPR 713 Placing temporary speed signs				✓			✓	✓				✓	✓												✓	✓	✓	✓							
NPR 714 Removing 1500V supply in unplanned situations				✓			✓	✓	✓				✓	✓				✓				✓		✓	✓	✓	✓	✓							
NPR 715 Protecting Type F level crossings				✓		✓	✓	✓	✓				✓	✓		✓	✓	✓				✓	✓												
NPR 716 On-site testing of Type F level crossings					✓			✓	✓				✓		✓	✓	✓	✓				✓	✓												
NPR 717 Using emergency roadside warning equipment					✓			✓	✓				✓		✓	✓	✓	✓				✓	✓												
NPR 718 Remote monitoring of Type F level crossing warning equipment								✓	✓				✓				✓					✓	✓												

Network Rules and Network Procedures Training Standard

	Rail Industry Safety Induction (RISI)	Access the Danger Zone	Assess Corridor Safety	Compliance Officer/Standards Officer/Driver	Engineering Handsignaller Level 1	Engineering Handsignaller Level 2	Guard	Incident Rail Commander	Network Controller	Network Rollingstock Maintainer	Passenger Attendant/Senior Passenger Attendant	Passenger Service Supervisor	Safeworking Officer Level 1	Safeworking Officer Level 2	Security Personnel	Shunter	Shunting Work Trains	Signaller	Station Staff Level 1	Station Staff Level 2	Station Staff performing shunting operations	Station Staff performing signalling operations	Test and Check Level Crossings	Track Protection Officer Level 1	Track Protection Officer Level 2	Track Protection Officer Level 3	Track Protection Officer Level 4	Track Vehicle Operator	Operate Automatic Track Warning Systems	Operate Signals fitted with a Signal Key Switch	Using a Signal Key Switch (SKS) Blocking	Using a Signal Key Switch for TWA		
NPR 719 Operating groundframes		✓		✓			✓	✓		✓			✓	✓		✓		✓			✓	✓												
NPR 720 Protecting rail traffic				✓			✓	✓	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓	✓		✓	✓	✓	✓	✓						
NPR 721 Spoken and written communication	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓						
NPR 722 Manual block working				✓	✓	✓	✓	✓	✓			✓	✓	✓			✓	✓				✓												
NPR 723 Using block posts				✓	✓	✓	✓	✓	✓			✓	✓	✓			✓	✓				✓												
NPR 724 Using clearance locations				✓	✓	✓	✓	✓	✓			✓	✓	✓			✓	✓				✓			✓	✓								
NPR 725 Using a large pilot staff				✓			✓	✓	✓				✓	✓				✓				✓				✓	✓							
NPR 726 Using half pilot staffs				✓			✓	✓	✓				✓	✓				✓				✓			✓	✓	✓							
NPR 727 Using crossovers for special working				✓			✓	✓	✓				✓	✓				✓				✓												
NPR 728 Operating emergency crossovers								✓	✓					✓				✓				✓												
NPR 736 Using bell signals																																		
NPR 737 Switching a signal box or local control panel in and out								✓	✓				✓					✓				✓												
NPR 738 Operating powered interlocking machines								✓					✓		✓			✓			✓	✓												
NPR 739 Operating mechanical interlocking machines								✓					✓		✓			✓			✓	✓												
NPR 740 Responding to faulty points				✓	✓	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓		✓	✓	✓						✓						
NPR 742 Manually operating cranked electric points				✓	✓	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓		✓	✓	✓						✓						
NPR 743 Manually operating hand throw electric points				✓	✓	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓		✓	✓	✓						✓						

Network Rules and Network Procedures Training Standard

	Rail Industry Safety Induction (RISI)	Access the Danger Zone	Assess Corridor Safety	Compliance Officer/Standards Officer/Driver	Engineering Handsignaller Level 1	Engineering Handsignaller Level 2	Guard	Incident Rail Commander	Network Controller	Network Rollingstock Maintainer	Passenger Attendant/Senior Passenger Attendant	Passenger Service Supervisor	Safeworking Officer Level 1	Safeworking Officer Level 2	Security Personnel	Shunter	Shunting Work Trains	Signaller	Station Staff Level 1	Station Staff Level 2	Station Staff performing shunting operations	Station Staff performing signalling operations	Test and Check Level Crossings	Track Protection Officer Level 1	Track Protection Officer Level 2	Track Protection Officer Level 3	Track Protection Officer Level 4	Track Vehicle Operator	Operate Automatic Track Warning Systems	Operate Signals fitted with a Signal Key Switch	Using a Signal Key Switch (SKS) Blocking	Using a Signal Key Switch for TWA	
NPR 744 Manually operating electro pneumatic points				✓		✓	✓	✓	✓			✓	✓			✓	✓			✓	✓							✓					
NPR 745 Using non-interlocked points		✓		✓			✓	✓		✓			✓	✓		✓		✓			✓	✓							✓				
NPR 746 Authorising rail traffic to pass an absolute signal at STOP				✓			✓	✓	✓			✓	✓			✓		✓			✓	✓			✓	✓	✓	✓					
NPR 747 Using Drivers time-release buttons				✓			✓	✓	✓			✓	✓				✓				✓	✓						✓					
NPR 748 Track vehicle travel				✓				✓	✓			✓	✓				✓				✓	✓			✓	✓	✓	✓					
NPR 750 Protecting activities associated with in-service rail traffic				✓			✓	✓	✓	✓		✓	✓		✓		✓				✓	✓						✓					
NPR 751 Calculating Minimum Warning Time								✓	✓			✓	✓				✓	✓	✓	✓	✓	✓		✓	✓	✓	✓		✓			✓	
NPR 752 Using Wireless Automatic Warning Systems																													✓				
NPR 753 Using Signal Key Switch Blocking								✓	✓				✓					✓				✓								✓	✓	✓	✓
NPR 754 Using a signal key switch								✓	✓				✓					✓				✓								✓	✓	✓	✓

Network Rules and Network Procedures Training Standard

	Rail Industry Safety Induction (RISI)	Access the Danger Zone	Assess Corridor Safety	Compliance Officer/Standards Officer/Driver	Engineering Handsignaller Level 1	Engineering Handsignaller Level 2	Guard	Incident Rail Commander	Network Controller	Network Rollingstock Maintainer	Passenger Attendant/Senior Passenger Attendant	Passenger Service Supervisor	Safeworking Officer Level 1	Safeworking Officer Level 2	Security Personnel	Shunter	Shunting Work Trains	Signaller	Station Staff Level 1	Station Staff Level 2	Station Staff performing shunting operations	Station Staff performing signalling operations	Test and Check Level Crossings	Track Protection Officer Level 1	Track Protection Officer Level 2	Track Protection Officer Level 3	Track Protection Officer Level 4	Track Vehicle Operator	Operate Automatic Track Warning Systems	Operate Signals fitted with a Signal Key Switch	Using a Signal Key Switch (SKS) Blocking	Using a Signal Key Switch for TWA	
NRF 002 Track Occupancy Authority (TOA)				✓				✓	✓				✓	✓				✓				✓			✓	✓	✓						
NRF 003 Infrastructure Booking Authority (IBA)								✓	✓				✓	✓				✓				✓			✓	✓	✓	✓					
NRF 004 Condition Affecting the Network (CAN)				✓	✓	✓	✓	✓	✓			✓	✓	✓		✓	✓	✓				✓		✓	✓	✓	✓	✓					
NRF 005 Special Proceed Authority				✓			✓	✓	✓			✓	✓					✓				✓											
NRF 007 Pilot Staff Ticket				✓			✓	✓				✓	✓					✓				✓											
NRF 008 Pilot Staff Notice (PSN)				✓			✓	✓				✓	✓					✓				✓											
NRF 010 Pilot Staff Working Introduction				✓			✓	✓	✓			✓	✓					✓				✓											
NRF 011 Worksite Warning				✓	✓	✓	✓	✓				✓	✓				✓	✓				✓			✓	✓							
NRF 012 Unsignalled movement checklist								✓					✓					✓				✓											
NRF 013 Temporary Rail Bond Approval								✓																✓	✓	✓	✓						
NRF 014 Worksite Protection Pre-work Briefing								✓				✓	✓						✓	✓	✓	✓		✓	✓	✓	✓	✓			✓		
NRF 015A Worksite Protection Plan								✓				✓	✓										✓	✓	✓	✓	✓	✓					
NRF 015B Worksite Protection Plan (LW)								✓				✓	✓					✓	✓	✓	✓	✓		✓	✓	✓	✓	✓					
NRF 015C Worksite Protection Plan (ASB)								✓				✓	✓					✓	✓	✓	✓	✓		✓	✓	✓	✓	✓					
NRF 015D Worksite Protection Plan (TWA and SKS)								✓																	✓	✓					✓		
NRF 017 Protection Officer's Diary								✓				✓	✓					✓	✓	✓	✓	✓		✓	✓	✓	✓					✓	
NRF 018 Absolute Signal Blocking (ASB)								✓					✓					✓				✓											

Network Rules and Network Procedures Training Standard

Units of competency

Network Rules and Network Procedures Training Standard

C101 Work under supervision

UNIT NGE 101 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the General Network Rules and Network Procedures when working under supervision.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and interpret handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202
3. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	NGE 222

Network Rules and Network Procedures Training Standard

UNIT NWTC 101 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Work on Track Network Rules and Network Procedures when working under supervision.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Work safely in the Rail Corridor	(a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can commence (c) wear approved high-visibility clothing (d) maintain effective communication	NWT 300 NPR 721

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) operation near electrical equipment or wiring (e) rail traffic density

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
1	1	1	1
Use mathematical ideas and techniques	Solve problems	Use technology	
1	1	1	

Network Rules and Network Procedures Training Standard

C102 Operate under track protection rules Level 1

UNIT NGEC 102 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the General Network Rules and Network Procedures when operating under track protection rules Level 1.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone', and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) stand in the correct place to give handsignals (b) move to a safe place when rail traffic approaches (c) give the correct handsignals at the appropriate time, and continue to handsignal as required (d) stop rail traffic at the appropriate time (e) maintain effective communication with the appropriate people (f) give and interpret handsignals correctly (g) obey and acknowledge handsignals at the appropriate time	NGE 202 NPR 711 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	NGE 204 NPR 721
4. Report a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time	NGE 206 NPR 721
5. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	NGE 212

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
6. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	NGE 222
7. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	NGE 230

UNIT NWTC 102 This unit describes the competencies competence (knowledge, skills, values and attitudes) that must be acquired to apply the Work on Track Network Rules and Network Procedures when operating under track protection rules Level 1.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Work safely in the Rail Corridor	(a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can commence (c) wear approved high-visibility clothing (d) maintain effective communication	NWT 300 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
2. Plan and assess work in the Rail Corridor	(a) identify and analyse risks to determine when worksite protection required	<i>NWT 300</i> <i>NPR 712</i>
3. Perform the duties of a Lookout	(a) follow the correct procedures to perform the duties of a Lookout when working using the Lookout Working method (b) identify the correct placement of Lookouts (c) establish communication procedures with the Protection Officer prior to commencing duties as a Lookout (d) stand in a safe and appropriate place when performing the duties of a Lookout (e) follow the correct procedure to detect and warn others of the approach of rail traffic (f) move to a safe place when rail traffic approaches (g) signal ALL CLEAR at the appropriate time (h) follow the correct procedure when it is safe for work to resume following the passage of rail traffic	<i>NWT 310</i> <i>NPR 711</i>
4. Perform the duties of a Handsignaller not at a fixed signal during a Track Work Authority (TWA)	(a) maintain effective communication with Protection Officer (b) identify correct position for inner and outer Handsignaller (c) follow correct procedures when: <ul style="list-style-type: none"> • rail traffic is approaching • managing rail traffic through a worksite 	<i>NWT 306</i> <i>NPR 702</i> <i>NPR 709</i> <i>NPR 000</i> <i>NPR 011</i> <i>NRF 011</i>

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) operation near electrical equipment or wiring (e) rail traffic density
Equipment	Variation in equipment types might include but not be limited to: (a) two-way radios, train radios, mobile phones, trackside phones

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	1	1	1
Use mathematical ideas and techniques	Solve problems	Use technology	
1	1	1	

Network Rules and Network Procedures Training Standard

C103 Operate under track protection rules Level 2

All elements and standards as for Operate under track protection rules Level 1, plus the following:

UNIT NGE 103 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the General Network Rules and Network Procedure when operating under track protection rules Level 2.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Use level crossings	(a) identify the responsibilities of Qualified Workers in charge of level crossings (b) follow the correct procedure if there is missing, damaged or faulty warning equipment or gates at a level crossing (c) identify and describe the different types of level crossings (d) interpret Type F level crossing trackside signs (e) fulfil the duties of a Qualified Worker at a level crossing with manually operated gates (f) authorise the re-opening of gates at attended locations (g) follow the correct procedure if there are open gates at a private level crossing	NGE 216 NGE 218 NPR 715 NPR 717
2. Test and manage Type F level crossings	(a) fulfil the duties of a Qualified Worker in charge of manually operated warning equipment (b) perform the duties of a Handsignaller to protect a level crossing	NGE 218 NPR 715 NPR 716 NPR 717

Network Rules and Network Procedures Training Standard

UNIT NWTC 103 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Work on Track Network Rules and Network Procedures when operating under track protection rules Level 2.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Place Local Possession Authority (LPA) or Track Occupancy Authority (TOA) worksite protection	(a) Follow the correct procedure to protect worksites within an LPA or TOA by correctly: <ul style="list-style-type: none"> • placing railway track signals • placing protection markers • clipping and locking points 	NWT 302 NWT 304 NPR 700 NPR 701 NPR 707 NPR 709
2. Perform the duties of a Handsignaller in a Track Work Authority (TWA) area	(a) maintain effective communication with the Protection Officer and Signaller at the appropriate times (b) identify the correct position for inner and outer Handsignallers to stand when performing their duties to protect a worksite: <ul style="list-style-type: none"> • when signals on the approach side of the worksite are set at STOP • where signals are affected by work on track • in automatic signal areas (c) follow the correct procedure to perform the duties of a Handsignaller in the above areas and: <ul style="list-style-type: none"> • when rail traffic is approaching a worksite • where there are multiple worksites • where rail traffic can travel on adjacent lines • where there are tonnage signals • when managing the transit of rail traffic through a worksite (d) communicate with the Signaller at the appropriate time	NWT 306 NPR 702 NPR 000 NPR 011 NRF 011

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
3. Perform the duties of an additional Handsignaller not at an affected signal	(a) maintain effective communication with other Handsignallers (b) follow correct procedures when: <ul style="list-style-type: none"> • rail traffic is approaching • managing rail traffic through a worksite 	<i>NWT 306</i> <i>NPR 702</i> <i>NPR 709</i>
4. Perform the duties of a clearance Handsignaller	(a) maintain effective communication with Protection Officer (b) follow the correct procedure when rail traffic passes complete beyond a clearance location	<i>NWT 306</i> <i>NPR 702</i>
5. Pilot rail traffic in a Local Possession Authority (LPA) or Track Occupancy Authority (TOA)	(a) identify the limits within which rail traffic must be piloted (b) pilot rail traffic (c) identify the authority required for rail traffic to enter or depart the limits of an LPA or TOA	<i>NWT 314</i> <i>NWT 316</i> <i>NPR 700</i> <i>NPR 701</i> <i>NPR 710</i>

UNIT NSYC 103 **This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Systems of Safeworking and Special Working Network Rules and Network Procedures when operating under track protection rules Level 2.**

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Control rail traffic movement into/from occupied blocks	(a) authorise rail traffic entry to a block at the appropriate time (b) define CAN block working (c) follow the correct procedure to record information during CAN block working (d) identify the authority needed by rail traffic to occupy a block under manual block working (e) follow the correct procedures to control entry and exit of rail traffic to/from a block during CAN block working	<i>NSY 512</i> <i>NPR 709</i> <i>NPR 721</i> <i>NPR 722</i> <i>NPR 723</i> <i>NPR 724</i> <i>NPR 000</i> <i>NPR 004</i> <i>NRF 004</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
2. Control rail traffic movement into/from the limits of pilot staff working	(a) identify where Handsignallers are stationed during pilot staff working (b) follow the correct procedure to record the establishment of block posts (c) perform the duties of a Handsignaller at a block post (d) identify when a clearance Handsignaller is required (e) perform the duties of a clearance Handsignaller (f) describe the process for obtaining information about a change of running direction of a pilot staff section	NSY 516 NPR 709 NPR 721 NPR 723 NPR 724

UNIT NSGC 103 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Signals and Signs Network Rules and Network Procedures when operating under track protection rules Level 2.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Follow the correct procedure if a signal is at STOP	(a) follow the correct procedure to control the passage of rail traffic at a signal at STOP (b) respond to faulty points (c) manually operate points, as required	NSG 606 NSG 608 NPR 707 NPR 740 NPR 742 NPR 743 NPR 744

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) operation near electrical equipment or wiring (e) rail traffic density
Equipment	Variation in equipment types might include but not be limited to: <ul style="list-style-type: none"> (a) two-way radios, train radios, mobile phones, trackside phones (b) different types of point motors (c) different types of level crossing switches

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	1	1	1
Use mathematical ideas and techniques	Solve problems	Use technology	
1	1	1	

Network Rules and Network Procedures Training Standard

C104 Provide customer service in the Rail Corridor

UNIT NGE 104 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the General Network Rules and Network Procedures when providing customer service in the Rail Corridor.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and interpret handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	
4. Report a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time	<i>NGE 206 NPR 721</i>
5. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	<i>NGE 212</i>
6. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	<i>NGE 222</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
7. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	<i>NGE 230</i>

UNIT NWTC 104 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Work on Track Network Rules and Network Procedures when providing customer service in the Rail Corridor.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Work safely in the Rail Corridor	(a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can commence (c) wear approved high-visibility clothing (d) maintain effective communication	<i>NWT 300 NPR 721</i>
2. Use stationary rail traffic to create a safe place (if applicable)	(a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic	<i>NWT 300</i>
3. Use the Absolute Signal Blocking (ASB) method of work	(a) describe the principles of the ASB method (b) identify when ASB can be used as a method for performing work in the Danger Zone (c) follow the correct procedure to identify the location of a worksite when implementing ASB (d) perform the duties of a Protection Officer when work is being done using ASB as a safety measure (e) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP	<i>NWT 308 NPR 703 NPR 707 NPR 711 NPR 712 NPR 721 NPR 751 NPR 000 NPR 014 NPR 015 NPR 017 NRF 014</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (f) correctly compile Worksite Protection Plan (NRF 015C) when implementing ASB (g) communicate with the Signallers at the appropriate time (h) follow the correct procedure to have the portion of track returned to service (i) correctly remove protection and end ASB 	<p><i>NRF 015C</i> <i>NRF 017</i></p>
4. Use the Lookout Working method of work	<ul style="list-style-type: none"> (a) identify when work can be undertaken in the Danger Zone using the Lookout Working method of protection (b) make sure that it is safe to work using the Lookout Working method (c) fulfil the duties and responsibilities of a Protection Officer (d) protect work from rail traffic on adjacent lines (e) move to a safe place when rail traffic approaches (f) decide upon and deploy an appropriate number of Lookouts (g) monitor position of Lookouts and identify any deficiencies (h) perform the duties of a Lookout (i) correctly calculate minimum warning time for a specific worksite (j) correctly compile Worksite Protection Plan (NRF 015B) when implementing Lookout Working 	<p><i>NWT 310</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015B</i> <i>NRF 017</i></p>

Network Rules and Network Procedures Training Standard

UNIT NTRC 104 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Train Working Network Rules and Network Procedures when providing customer service in the Rail Corridor.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Protect rail traffic	(a) identify the circumstances in which rail traffic must be protected (b) follow the correct procedure to protect rail traffic if railway track signals cannot be used (c) follow the correct procedure if a line obstruction is reported (d) identify when lines adjacent to stopped rail traffic must be protected (e) follow the correct procedure to protect a delayed rail traffic	NTR 400 NPR 709 NPR 720

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) rail traffic density

Network Rules and Network Procedures Training Standard

Variable	Scope
Equipment	Variation in equipment types might include but not be limited to: (a) two-way radios, train radios, mobile phones, trackside phones

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	1	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
1	2	1	

Network Rules and Network Procedures Training Standard

C105 Control rail traffic movements Level 1

UNIT NGE C 105 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the General Network Rules and Network Procedures when controlling rail traffic movements Level 1.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Use approved communication procedures	(a) communicate orally or in written form in a manner that is: <ul style="list-style-type: none"> • clear, brief and unambiguous • relevant to the task at hand • agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
3. Report and respond to a Condition Affecting the Network (CAN)	<ul style="list-style-type: none"> (a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time (b) use the correct procedure to respond to a reported unsafe condition (c) use the correct procedure to warn rail traffic approaching an area where a CAN has been reported (d) follow the correct procedure to complete and store CAN forms (e) follow the correct procedure to return a line to normal working 	<p><i>NGE 206</i> <i>NPR 707</i> <i>NPR 709</i> <i>NPR 720</i> <i>NPR 721</i> <i>NPR 000</i> <i>NPR 004</i> <i>NRF 004</i></p>
4. Respond to a major incident	<ul style="list-style-type: none"> (a) follow the correct procedure if a major incident is reported (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard (c) report relevant details about a major incident 	<p><i>NGE 208</i> <i>NPR 714</i></p>
5. Impose speed restrictions during very hot weather (WOLO)	<ul style="list-style-type: none"> (a) state when WOLO speed restrictions apply (b) issue a WOLO notice to the appropriate people (c) follow the correct procedure to notify Drivers and track vehicle operators about WOLO restrictions (d) identify speed limits for rail traffic travel during WOLO restrictions (e) follow the correct procedure to record WOLO speed restrictions (f) describe how WOLO speed restrictions are advertised 	<p><i>NGE 210</i> <i>NPR 721</i></p>
6. Access Network information	<ul style="list-style-type: none"> (a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access 	<p><i>NGE 212</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
7. Issue a Network Incident Notice (NIN)	(a) identify when a NIN must be issued (b) correctly compile and submit a NIN to the appropriate person in a timely manner	<i>NGE 214</i>
8. Use approved procedures for level crossings	(a) identify and describe the different types of level crossings (b) follow the correct procedure if there is missing, damaged or faulty warning equipment or gates at a level crossing (c) follow the correct procedure to clear signals and authorise the re-opening of gates at attended locations (d) follow the correct procedure if there are open gates at a private level crossing	<i>NGE 216 NPR 715 NPR 716 NPR 717 NPR 718</i>
9. Test and manage Type F level crossings	(a) follow the correct procedure if testing is to be suspended (b) follow the correct procedure to use a level crossing for which testing has been suspended (c) follow the correct procedure to authorise testing (d) follow the correct procedure if a level crossing is faulty or potentially faulty (e) follow the correct procedure if delayed rail traffic is occupying the controlling track circuit of a Type F level crossing (f) follow the correct procedure if all warning equipment at a Type F level crossing cannot be operated (g) follow the correct procedure to resume normal operation of a Type F level crossing	<i>NGE 218 NPR 715 NPR 716 NPR 717 NPR 718</i>
10. Identify and respond to potentially faulty track-circuits	(a) identify when track-circuits may have become potentially unsafe (b) follow the correct procedure if faulty track-circuits are reported	<i>NGE 220 NPR 746</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
11. Ensure that appropriate safety precautions are taken near electrical infrastructure	<ul style="list-style-type: none"> (a) follow the correct procedure if suspected problems with the electrical infrastructure are reported (b) follow the correct procedure if a fire is reported within or near an electrified corridor (c) identify the components in electrical infrastructure 	NGE 222
12. Removal of the 1500V overhead supply (if applicable)	<ul style="list-style-type: none"> (a) make sure that the correct procedures are followed for a train to travel from a live to an isolated area (b) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (c) follow the correct procedure to resume normal working when the 1500V overhead supply has been restored (d) record information about the removal of supply (e) follow the correct procedure for the removal of the 1500V supply in areas where Train Registers are not used (if applicable) 	NGE 224 NPR 705
13. Control the movement of rail traffic when the 1500V power supply is removed from an EVMC (if applicable)	<ul style="list-style-type: none"> (a) ensure that the correct procedures are followed for a train to travel from a live to an isolated area (b) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (c) follow the correct procedure to resume normal working when the overhead supply has been restored 	NGE 226 NPR 706

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
14. Removal of the 1500V power supply in an emergency (if applicable)	(a) follow the correct procedure if an incident that could be life-threatening or affects the 1500V supply is reported (b) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (c) describe the responsibilities of the Signallers when 1500V supply is removed from/restored to a section	NGE 228 NPR 714
15. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	NGE 230
16. Fulfil the Safeworking responsibilities of a Signaller	(a) identify and perform the Safeworking duties and responsibilities of Signallers	NGE 234

UNIT NWTC 105 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Work on Track Network Rules and Network Procedures when controlling rail traffic movements Level 1.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Plan work in the Rail Corridor	(a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) meet specified requirements prior to commencing work on track	NWT 300 NPR 000 NPR 014 NRF 014
2. Manage a Local Possession Authority (LPA)	(a) fulfil the duties and responsibilities of a Signaller during work under an LPA (b) describe the function and general requirements of an LPA	NWT 302 NPR 700

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (c) complete relevant documentation (d) identify the rail traffic that is permitted to enter the possession (e) communicate with the Possession Protection Officer at the appropriate times (f) authorise work trains and track vehicles to depart the limits of the LPA at an attended interlocking (g) set signals at STOP and apply blocking facilities to prevent access to the LPA area 	
3. Manage a Track Occupancy Authority (TOA)	<ul style="list-style-type: none"> (a) fulfil the duties and responsibilities of a Signaller during work under a TOA (b) describe the function and general requirements of a TOA (c) identify when a TOA does not give exclusive occupancy (d) define the limits of a TOA (e) issue a TOA at an attended location (f) identify the rail traffic that is permitted to enter the limits of the TOA (g) set signals to STOP and apply blocking facilities at the appropriate time (h) complete relevant documentation and maintain required written records (i) communicate with the Protection Officer and Signaller at the appropriate times (j) authorise rail traffic associated with the possession to exit the possession area 	<p><i>NWT 304</i> <i>NPR 701</i> <i>NPR 000</i> <i>NPR 002</i> <i>NRF 002</i></p>
4. Manage the travel of track vehicles	<ul style="list-style-type: none"> (a) identify the authority needed to travel track vehicles in the Network and the conditions of each authority (b) authorise track vehicles to enter or be placed on the running line at the appropriate time (c) follow the correct procedure if the movement of track vehicles travelling as a train has not been advertised 	<p><i>NWT 304</i> <i>NWT 316</i> <i>NPR 701</i> <i>NPR 748</i> <i>NPR 000</i> <i>NPR 002</i> <i>NRF 002</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (d) communicate at the appropriate times with the certified crew member when track vehicles are travelling as a train (e) describe the procedure for travelling track vehicles under a TOA (f) authorise track vehicles to pass signals at STOP at the appropriate times (g) authorise track vehicles associated with a possession to enter/exit the possession area (h) follow the correct procedure to travel track vehicles within attended yard limits 	
5. Manage a Track Work Authority (TWA)	<ul style="list-style-type: none"> (a) fulfil the duties and responsibilities of the Signaller during TWA working (b) describe the function and general requirements of a TWA (c) follow the correct procedure to issue a TWA (d) follow the correct procedure to reduce the number of points of entry to a worksite (e) set signals to STOP and apply blocking facilities at the appropriate time (f) compile and keep appropriate documentation (g) follow the correct procedure to fulfil a TWA 	<p><i>NWT 306</i> <i>NPR 702</i> <i>NPR 707</i> <i>NPR 708</i> <i>NPR 709</i></p>
6. Manage the Absolute Signal Blocking (ASB) method of work	<ul style="list-style-type: none"> (a) perform the duties of a Signaller when work is being done using ASB as a safety measure (b) identify when ASB can be used as a method for performing work in the Danger Zone (c) follow the correct procedure to confirm the location of a worksite when implementing ASB (d) follow the correct procedure to authorise ASB (e) follow the correct procedure before setting controlled absolute signals at STOP (f) communicate with the Protection Officer at the appropriate time 	<p><i>NWT 308</i> <i>NPR 703</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 721</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 018</i> <i>NRF 018</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (g) follow the correct procedure to remove blocking facilities or authorise the return of the ESML/EOL key (h) correctly compile Absolute Signal Blocking form (NRF 018) 	
7. Describe the principles of Lookout Working	(a) identify when work can be undertaken in the Danger Zone with Lookouts	<i>NWT 310</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 751</i>
8. Record and notify changes to the Network arising from infrastructure work	<ul style="list-style-type: none"> (a) compile/interpret the information on an Infrastructure Booking Authority (IBA) (b) follow the correct procedure to acknowledge an IBA and to retain fulfilled and cancelled IBAs 	<i>NWT 312</i> <i>NPR 704</i> <i>NPR 000</i> <i>NPR 003</i> <i>NRF 003</i>
9. Control rail traffic operation to/ beyond the limits of a TOA or an LPA	<ul style="list-style-type: none"> (a) identify the authority needed to operate rail traffic within the limits of a TOA or an LPA (b) describe where rail traffic must be piloted (c) authorise rail traffic to pass signals at STOP at the appropriate times (d) authorise unsignalled movements within yard limits at the appropriate time (e) authorise rail traffic associated with the possession to enter/exit the possession area 	<i>NWT 314</i> <i>NWT 316</i> <i>NPR 710</i>
10. Authorise the use of Signal Key Switch Blocking (SKS)	<ul style="list-style-type: none"> (a) perform the duties of a Signaller when work is being done using SKS Blocking as a safety measure (b) identify the type of work that can be undertaken in the Danger Zone using SKS Blocking (c) correctly identify the worksite limits applicable to a signal key switch (d) communicate with the Protection Officer and Handsignaller at the appropriate time 	<i>NWT 320</i> <i>NPR 753</i> <i>NPR 754</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) follow the correct procedure if the protecting signal fails to display PROCEED after the key has been restored (f) correctly end SKS Blocking	
11. Authorise removal of a key from a signal key switch	(a) describe purpose and function a signal key switch box (b) describe how you identify the worksite limits applicable to a signal key switch (c) state when authority can be given to remove key from a signal key switch (d) communicate with the Protection Officer and Handsignaller at the appropriate time (e) follow the correct procedure if the protecting signal does not display a PROCEED indication when the key is restored	NWT 320 NWT 306 NPR 753

UNIT NTRC 105 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Train Working Network Rules and Network Procedures when controlling rail traffic movements Level 1.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Respond correctly if rail traffic needs to be protected	(a) identify the circumstances in which rail traffic must be protected (b) follow the correct procedure if a line obstruction is reported (c) identify when lines adjacent to stopped rail traffic must be protected (d) follow the correct procedure to protect delayed rail traffic	NTR 400 NPR 709 NPR 720
2. Respond correctly if defective train lighting is reported	(a) follow the correct procedure if a train's end-of-train marker is reported as missing, defective or not lit	NTR 406

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
3. Ensure that the correct train whistle procedures are followed	(a) follow the correct procedure if train or track vehicle crew report a defective whistle en route	<i>NTR 408</i>
4. Deal with disabled rail traffic	(a) follow the correct procedure if rail traffic is reported as disabled (b) follow the correct procedure if rail traffic is reported as having accidentally divided	<i>NTR 416</i> <i>NPR 720</i>
5. Authorise rail traffic movements within yard limits	(a) identify who authorises rail traffic movements on a running line within yard limits (b) follow the correct procedure to authorise movements within yard limits: <ul style="list-style-type: none"> • if fixed signals are unavailable • that are unsignalled • that involve a wrong running-direction movement • past a home or a home/starting signal at STOP on a bidirectional line (c) identify yard limits in Rail Vehicle Detection (RVD) (if applicable) (d) follow the correct procedure for unsignalled rail traffic movements through an automatic signalling area within consolidated yard limits (e) follow the correct procedure to operate groundframes and non-interlocked points (if applicable)	<i>NTR 418</i> <i>NTR 420</i> <i>NPR 719</i> <i>NPR 721</i> <i>NPR 745</i> <i>NPR 000</i> <i>NPR 012</i> <i>NRF 012</i>
6. Ensure that shunting movements at intermediate sidings are safe	(a) follow the correct procedure for a train to arrive/depart at/from an intermediate siding (b) follow the correct procedure if a train is to be stabled in an intermediate siding	<i>NTR 422</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
7. Authorise a propelling movement	(a) define a 'propelling movement' (b) identify who is responsible for: <ul style="list-style-type: none"> • controlling propelling movements • directing propelling movements • authorising propelling movements (c) identify and plan the route and limits of a propelling movement (d) identify the authority needed to conduct a propelling movement: <ul style="list-style-type: none"> • over a level crossing • within yard limits • in a shunting yard • in a section • in the wrong running-direction 	NTR 424 NPR 721
8. Deal with overdue rail traffic	(a) follow the correct procedure if rail traffic is overdue in a section (b) follow the correct procedure if rail traffic stoppage is or will become extended (c) follow the correct procedure if rail traffic is reported to be disabled	NTR 426 NPR 709 NPR 720
9. Use a SAFE Notice	(a) state the function of a SAFE Notice (b) follow the correct procedure if they receive a SAFE Notice	NTR 428
10. Use a TOC Waiver	(a) state the function of a TOC Waiver (b) follow the correct procedure if they receive a TOC Waiver	NTR 430
11. Authorise protection for activities associated with in-service rail traffic	(a) perform the duties of a Signaller when protecting activities associated with in-service rail traffic (b) identify when activities associated with in-service rail traffic must be protected (c) follow the correct procedure to identify the location of worksite	NTR 432 NPR 721 NPR 750 NPR 000 NPR 018 NRF 018

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(d) follow the correct procedure to protect activities associated with in-service rail traffic (e) follow the correct procedure before setting controlled absolute signals at STOP (f) communicate with the Driver, Track Vehicle Operator or Train Technician at the appropriate time (g) follow the correct procedure to remove blocking facilities (h) correctly compile Absolute Signal Blocking form (NRF 018)	

UNIT NSYC 105 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Systems of Safeworking and Special Working Network Rules and Network Procedures when controlling rail traffic movements Level 1.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Use Rail Vehicle Detection (RVD) system of Safeworking	(a) describe the principles of the RVD system of Safeworking (b) follow the correct procedure if a rail vehicle is to enter a block (c) switch a signal box or a local control panel in/out at the appropriate time (d) report and record rail traffic details, as required	<i>NSY 500</i> <i>NPR 721</i> <i>NPR 737</i> <i>NPR 738</i> <i>NPR 739</i>
2. Manually maintain blocks between rail traffic movements	(a) describe the principles of manual block working (b) state when basic block working can be used (c) state when CAN block working can be used (d) keep appropriate records of manual block working (e) identify the authority needed for rail traffic to enter and occupy a block under manual block working	<i>NSY 512</i> <i>NPR 721</i> <i>NPR 722</i> <i>NPR 723</i> <i>NPR 724</i> <i>NPR 746</i> <i>NPR 000</i> <i>NPR 004</i> <i>NRF 004</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(f) identify the limits for: <ul style="list-style-type: none"> • basic block working • CAN block working (g) follow the correct procedure after authorising rail traffic to enter the limits for basic block working (h) identify when signals at STOP can be passed under CAN block working (i) perform the duties of a Signaller controlling entry to a block (j) issue a CAN form (k) follow the correct procedure to record the end of CAN block working	
3. Use a Special Proceed Authority (SPA)	(a) describe when a SPA is used (b) describe the information that must be included on a SPA (c) follow the correct procedure to issue a SPA (d) follow the correct procedure if a SPA authorises a movement beyond an attended location or a remote controlled location (e) follow the correct procedure if rail traffic is to pass an absolute signal at STOP (f) state when a SPA can be cancelled or fulfilled (g) state when the end of special working can be authorised (h) follow the correct procedure to return to normal working following special working	<i>NSY 514</i> <i>NPR 707</i> <i>NPR 721</i> <i>NPR 746</i> <i>NPR 000</i> <i>NPR 005</i> <i>NRF 005</i>
4. Use the pilot staff working method of special working	(a) describe the principles of pilot staff working (b) describe the function and features of the half pilot staff, pilot staff or Pilot Staff Ticket (c) identify the limits of a pilot staff section (d) follow the correct procedure to introduce pilot staff working (e) follow the correct procedure to issue a Proceed Authority for rail traffic to enter and exit a pilot staff section	<i>NSY 516</i> <i>NPR 707</i> <i>NPR 715</i> <i>NPR 717</i> <i>NPR 721</i> <i>NPR 723</i> <i>NPR 725</i> <i>NPR 726</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(f) station Handsignallers correctly (g) at the appropriate time, warn Drivers and track vehicle operators that pilot staff working is in use (h) identify the authority needed to enter a pilot staff section (i) follow the correct procedure to change the running direction in a pilot staff section (j) follow the correct procedure to transfer a pilot staff (k) follow the correct procedure to use half pilot staffs (l) follow the correct procedure to suspend pilot staff working (m) follow the correct procedure to end pilot staff working (n) correctly compile documentation associated with pilot staff working	NPR 727 NPR 728 NPR 000 NPR 007 NPR 008 NPR 010 NPR 011 NRF 007 NRF 008 NRF 010 NRF 011
5. Suspend a system of Safeworking	(a) state when a system of Safeworking may be suspended (b) identify who is authorised to suspend a system of Safeworking	NSY 518 NPR 721

UNIT NSGC 105 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Signals and Signs Network Rules and Network Procedures when controlling rail traffic movements Level 1.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Identify the types of running signals	(a) state the function of running signals (b) state how the following signals indicate the route ahead: <ul style="list-style-type: none"> • colour light running signal • semaphore running signal (c) identify and interpret the indications on signals (d) identify running signal designations and functions	NSG 600

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) describe how the following signals are operated: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) identify the different types of: <ul style="list-style-type: none"> • controlled signals • automatic signals (g) interpret the indications of a signal with an A light or A sign fitted (h) identify and describe the function of the running signals used in their area of operation (i) identify and interpret: <ul style="list-style-type: none"> • indicator signals • repeater signals 	
2. Identify shunting signals and their indications	(a) state the function of shunting signals (b) identify: <ul style="list-style-type: none"> • colour light shunting signals • semaphore shunting signals (c) interpret the routes indicated on shunting signals (d) identify, interpret and respond appropriately to shunting signals	<i>NSG 602</i>
3. Identify the indicators and signs	(a) identify, interpret and respond appropriately to the indicators and signs (b) advise rail traffic crews about trackside signage	<i>NSG 604</i>
4. Respond to signals and signs	(a) state the function of fixed signals (b) identify when a signal indication may/may not be changed to a more restrictive aspect (c) know the location and purpose of signals in their area of work (d) identify the limits of authority of cleared: <ul style="list-style-type: none"> • running signals • shunting signals 	<i>NSG 606</i> <i>NPR 721</i> <i>NPR 738</i> <i>NPR 739</i> <i>NPR 746</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) state when a running signal can be used to authorise a shunting movement (f) clear running and shunting signals at the appropriate time (g) follow the correct procedure to use a subsidiary shunting signal to authorise rail traffic to pass a home signal (h) follow the correct procedure if a signal indication is: <ul style="list-style-type: none"> • STOP • PROCEED • irregular • out of use (i) describe signal placement relative to the line	
5. Pass signals at STOP	(a) identify when the following signals can be passed at STOP: <ul style="list-style-type: none"> • absolute signals • permissive signals (b) fulfil the duties and responsibilities of a Signaller to manage rail traffic past a signal at STOP (c) follow the correct procedure to communicate when rail traffic is affected by a signal at STOP (d) obtain and communicate available information about the condition of the block ahead (e) identify the authority needed to pass a signal at STOP (f) follow the correct procedure if a rail vehicle is to operate past the following signals at STOP: <ul style="list-style-type: none"> • absolute • permissive (g) follow the correct procedure if rail traffic in the block ahead needs assistance	<i>NSG 608</i> <i>NPR 707</i> <i>NPR 721</i> <i>NPR 740</i> <i>NPR 742</i> <i>NPR 743</i> <i>NPR 744</i> <i>NPR 746</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (h) respond to faulty points (i) authorise the manual operation of remotely controlled points at the appropriate time 	
6. Pass indicators at STOP	<ul style="list-style-type: none"> (a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure when advised that a main line indicator or mechanical points indicator is at STOP 	<p><i>NSG 610</i> <i>NPR 746</i></p>
7. Deal with an overrun of limit of authority	<ul style="list-style-type: none"> (a) define when a movement becomes an overrun of limit of authority (b) follow the correct procedure if rail traffic overruns a limit of authority 	<p><i>NSG 612</i> <i>NPR 721</i></p>
8. Use blocking facilities	<ul style="list-style-type: none"> (a) state the function of blocking facilities (b) follow the correct procedure to apply blocking facilities (c) identify when blocking facilities can be temporarily removed (d) follow the correct procedure to record the removal and application of blocking facilities 	<p><i>NSG 614</i> <i>NPR 721</i></p>
9. Take appropriate precautions during signalling equipment testing	<ul style="list-style-type: none"> (a) identify when signals must not be tested (b) follow the correct procedure for signal testing if rail traffic is standing at a signal at STOP (c) follow the correct procedure to record signal test results (d) follow the correct procedure to allow inspection and testing of points protecting a work on track authority 	<p><i>NSG 616</i> <i>NPR 721</i> <i>NPR 737</i> <i>NPR 740</i> <i>NPR 747</i></p>

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: (a) rail traffic density (b) operation near electrical equipment or wiring (c) varying track geography, including tunnels, cuttings, grades, etc (d) multiple worksites
Train types	Train types may include but not be limited to: (a) electric passenger train (b) self-propelled diesel train (c) work train (d) freight train (e) light engine (f) track maintenance vehicles
Signals	Signal types used in the Sydney Trains Network
Equipment	Variation in equipment types may include but not be limited to: (a) two-way radio, DTRS DICORA terminals, mobile and fixed phone, VCS terminals, computer, fax machine (b) Computer based control systems, Mechanical interlocking machines, Route setting interlocking machines

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
3	2	3	3
Use mathematical ideas and techniques	Solve problems	Use technology	
2	3	2	

Network Rules and Network Procedures Training Standard

C106 Control rail traffic movements Level 2

UNIT NGE 106 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the General Network Rules and Network Procedures when controlling rail traffic movements Level 2.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Use approved communication procedures	(a) communicate orally or in written form in a manner that is: <ul style="list-style-type: none"> • clear, brief and unambiguous • relevant to the task at hand • agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
3. Report and respond to a Condition Affecting the Network (CAN)	<ul style="list-style-type: none"> (a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time (b) use the correct procedure to respond to a reported unsafe condition (c) use the correct procedure to warn rail traffic approaching an area where a CAN has been reported (d) follow the correct procedure to complete and store CAN forms (e) follow the correct procedure to return a line to normal working 	<p><i>NGE 206</i> <i>NPR 707</i> <i>NPR 709</i> <i>NPR 720</i> <i>NPR 721</i> <i>NPR 000</i> <i>NPR 004</i> <i>NRF 004</i></p>
4. Respond to a major incident	<ul style="list-style-type: none"> (a) follow the correct procedure if a major incident is reported (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard (c) identify when normal operation can be resumed in an area affected by a major incident 	<p><i>NGE 208</i> <i>NPR 714</i></p>
5. Impose speed restrictions during very hot weather (WOLO)	<ul style="list-style-type: none"> (a) follow the correct procedure to report WOLO speed restrictions (b) follow the correct procedure to issue WOLO notices to the appropriate people (c) follow the correct procedure to notify Drivers and track vehicle operators about WOLO speed restrictions (d) identify when WOLO speed restrictions apply (e) follow the correct procedure to alter or cancel a WOLO speed restriction (f) follow the correct procedure to record WOLO speed restrictions (g) state the speed limits for rail traffic operating during WOLO speed restrictions (h) describe how WOLO speed restrictions are advertised 	<p><i>NGE 210</i> <i>NPR 721</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
6. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	<i>NGE 212</i>
7. Issue a Network Incident Notice (NIN)	(a) identify when a NIN must be issued (b) correctly compile and submit a NIN to the appropriate person in a timely manner	<i>NGE 214</i>
8. Monitor the use of level crossings	(a) identify the responsibilities of Qualified Workers in charge of level crossings (b) follow the correct procedure if there is missing, damaged or faulty warning equipment or gates at a level crossing (c) identify and describe the different types of level crossings	<i>NGE 216</i>
9. Manage Type F level crossings	(a) follow the correct procedure: <ul style="list-style-type: none"> • if testing is to be suspended • to use a level crossing for which testing has been suspended • if a level crossing is faulty or potentially faulty • if delayed rail traffic is occupying the controlling track-circuit of a Type F level crossing • if all warning equipment at a Type F level crossing cannot be operated • to resume normal operation of a Type F level crossing 	<i>NGE 218</i> <i>NPR 715</i> <i>NPR 716</i> <i>NPR 717</i> <i>NPR 718</i>
10. Identify and respond to potentially faulty track-circuits	(a) identify when track-circuits may have become potentially unsafe (b) report abnormal track-circuit operation to the appropriate person (c) follow the correct procedure if faulty track-circuits are reported	<i>NGE 220</i> <i>NPR 746</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
11. Ensure that appropriate safety precautions are taken near electrical infrastructure	<ul style="list-style-type: none"> (a) follow the correct procedure if suspected problems with the electrical infrastructure are reported (b) follow the correct procedure if a fire is reported within or near an electrified corridor (c) identify the components in electrical infrastructure 	NGE 222
12. Control the planned removal of the 1500V supply	<ul style="list-style-type: none"> (a) follow the correct procedure to give clearance for the planned removal of the 1500V supply (b) ensure that the correct procedures are followed for a train to travel from a live to an isolated area (c) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (d) follow the correct procedure to resume normal working when the 1500V supply has been restored (e) record information about the removal of the 1500V supply (f) follow the correct procedure to control the removal of the 1500V supply in areas where Train Register Books are not used (if applicable) 	NGE 224 NPR 705
13. Control the movement of rail traffic when the 1500V supply is removed from an EVMC	<ul style="list-style-type: none"> (a) communicate with the Electrical System Operator about the planned removal of the 1500V supply from an EVMC (b) ensure that the correct procedures are followed for a train to travel from a live to an isolated area (c) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (d) follow the correct procedure to resume normal working when the 1500V supply has been restored 	NGE 226 NPR 706

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
14. Coordinate the removal of the 1500V supply in an emergency	(a) communicate with the Electrical System Operator to coordinate the removal of the 1500V supply in an emergency (b) communicate with Signallers to prevent the entry of electric powered trains into isolated areas (c) communicate with Drivers about the incident at the appropriate time (d) follow the correct procedure to restore the 1500V overhead supply (e) record information about the removal of supply	NGE 228 NPR 714
15. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time	NGE 230
16. Fulfil Safeworking responsibilities of a Network Controller	(a) identify and fulfil the duties and responsibilities of Network Controllers (b) identify train control boundaries	NGE 236

UNIT NWTC 106 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Work on Track Network Rules and Network Procedures when controlling rail traffic movements Level 2.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Plan work in the Rail Corridor	(a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) describe the duties and responsibilities of a Protection Officer (d) meet specified requirements prior to commencing work on track	NWT 300

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
2. Authorise a Local Possession Authority (LPA)	(a) describe the function and general requirements of an LPA (b) follow the correct procedure to authorise and/or issue an LPA (c) follow the correct procedure if the limits of an LPA affect two or more train control areas (d) complete relevant documentation (e) identify the rail traffic that is permitted to enter the possession (f) communicate with the Possession Protection Officer/Signallers at the appropriate times (g) authorise work trains and track vehicles to depart the limits of the LPA (h) follow the correct procedure to fulfil an LPA and return the track to service: <ul style="list-style-type: none"> • for the entire portion of track • progressively for one or more portions of track 	NWT 302 NPR 700
3. Authorise a Track Occupancy Authority (TOA)	(a) describe the function and general requirements of a TOA (b) identify when a TOA does not give exclusive occupancy (c) define the limits of a TOA (d) follow the correct procedure to authorise and issue a TOA (e) follow the correct procedure to authorise and issue a TOA for a portion of line where a TWA is current (f) compile and maintain appropriate records and documentation (g) identify the rail traffic that is permitted to enter the limits of the TOA (h) follow the correct procedure to authorise a second TOA for the same limits as an existing authority (i) complete relevant documentation and maintain required written records	NWT 304 NPR 701 NPR 000 NPR 002 NRF 002

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (j) follow the correct procedure to stop entry of rail traffic into the limits of the TOA (k) communicate with the Protection Officer/Signallers at the appropriate times (l) authorise rail traffic associated with the possession to exit the possession area (m) follow the correct procedure to fulfil the TOA and return the site(s) to service 	
4. Manage the travel of track vehicles	<ul style="list-style-type: none"> (a) identify the authority needed to travel track vehicles in the Network and the conditions of each authority (b) authorise track vehicles to enter or be placed on a running line at the appropriate time (c) authorise the movements of track vehicles travelling as a train (d) follow the correct procedure if the movement of track vehicles travelling as a train has not been advertised (e) describe the procedure for travelling track vehicles under a TOA (f) obtain appropriate information from the person with the authority to travel track vehicles under a TOA (g) ensure that the correct procedure is followed to stable track vehicles on running lines or in sidings 	<i>NWT 304</i> <i>NWT 316</i> <i>NPR 701</i> <i>NPR 748</i> <i>NPR 000</i> <i>NPR 002</i> <i>NRF 002</i>
5. Authorise a Track Work Authority (TWA)	<ul style="list-style-type: none"> (a) describe the function and general requirements of a TWA (b) authorise and issue a TWA (c) manage rail traffic on adjacent, converging and terminal lines (d) maintain appropriate records about a TWA (e) follow the correct procedure to fulfil a TWA and return the track to service 	<i>NWT 306</i> <i>NPR 702</i> <i>NPR 708</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
6. Describe the principles of Absolute Signal Blocking (ASB)	(a) identify when ASB can be used as a safety measure for performing work in the Danger Zone	<i>NWT 308 NPR 703 NPR 711 NPR 751</i>
7. Describe the principles of Lookout Working	(a) identify when work can be undertaken in the Danger Zone with a Lookout	<i>NWT 310 NPR 711 NPR 751</i>
8. Record and notify changes to the Network arising from infrastructure work	(a) compile/interpret the information on an Infrastructure Booking Authority (IBA) (b) follow the correct procedure to acknowledge an IBA and to retain fulfilled and cancelled IBAs	<i>NWT 312 NPR 704 NPR 000 NPR 003 NRF 003</i>
9. Control rail traffic operation to/beyond the limits of a TOA or an LPA	(a) identify the authority needed to operate rail traffic at a worksite (b) authorise rail traffic associated with the possession to exit the possession area	<i>NWT 314 NWT 316</i>
10. Describe the principles of a signal key switch	(a) identify the type of work that can be undertaken in the Danger Zone using Signal Key Switch Blocking (b) identify when a signal key switch can be used to protect a TWA	<i>NWT 320 NWT 306 NPR 702 NPR 753 NPR 754</i>

Network Rules and Network Procedures Training Standard

UNIT NTRC 106 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Train Working Network Rules and Network Procedures when controlling rail traffic movements Level 2.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Respond correctly if rail traffic needs to be protected	(a) identify the circumstances in which rail traffic must be protected (b) follow the correct procedure if a line obstruction is reported (c) identify when lines adjacent to stopped rail traffic must be protected (d) ensure that correct procedures are followed to protect delayed rail traffic	NTR 400 NPR 709 NPR 720
2. Respond correctly if a train is reported as unfit to travel	(a) identify when a train must be inspected and certified as meeting the operating standards in the Train Operating Conditions (TOC) manual (b) follow the correct procedure if train defects are reported or suspected en route (c) follow the correct procedure if a vehicle is considered to be unfit for travel	NTR 402
3. Respond correctly if defective train equipment is reported	(a) ensure that the correct procedure is followed to operate a train with the air brake isolated on a vehicle (b) ensure that the correct procedure is followed if a vehicle with a defective handbrake is attached to a train (c) follow the correct procedure if a train's end-of-train marker is reported as missing, defective or not lit (d) follow the correct procedure if it is reported that a train's: <ul style="list-style-type: none"> • braking system is defective • lights are defective • whistle is defective • speedometer is defective • Driver Safety System is defective 	NTR 404 NTR 406 NTR 408 NTR 410 NTR 412 NTR 414

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> • communication system is defective <p>(e) respond correctly to reported defective running gear</p> <p>(f) follow the correct procedure if defective wheels, axle boxes or traction power is reported</p> <p>(g) respond correctly if defective rail vehicles are reported</p>	
4. Arrange for a disabled rail traffic to be removed from a section	<p>(a) take appropriate action if rail traffic becomes disabled</p> <p>(b) arrange the removal of a disabled rail traffic</p> <p>(c) follow the correct procedure if a rail traffic needs to be divided into portions for removal from a section</p> <p>(d) follow the correct procedure if rail traffic accidentally divides</p>	<p><i>NTR 416</i> <i>NPR 721</i></p>
5. Identify the authority needed for movement of rail traffic within yard limits	<p>(a) identify who authorises rail traffic movements on a running line within yard limits</p> <p>(b) identify yard limits in Rail Vehicle Detection (RVD) territory</p> <p>(c) ensure that the correct procedure is followed to authorise movements:</p> <ul style="list-style-type: none"> • if fixed signals are unavailable • that are unsignalled • that involve a wrong running-direction movement • past a starting or a home/starting signal at STOP on a bidirectional line <p>(d) ensure that the correct procedure is followed to authorise unsignalled rail traffic movements through an automatic signalling area within consolidated yard limits</p>	<p><i>NTR 418</i></p>
6. Ensure that shunting movements are safe	<p>(a) state the shunting methods can be used</p> <p>(b) follow the correct procedure if trains or vehicles need to be stabled on a running line</p>	<p><i>NTR 420</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
7. Ensure that shunting movements at intermediate sidings are safe	(a) follow the correct procedure for a train to arrive/depart at/from an intermediate siding (b) follow the correct procedure if a train is to be stabled in an intermediate siding	<i>NTR 422</i>
8. Authorise propelling movements	(a) define a 'propelling movement' (b) identify who is responsible for: <ul style="list-style-type: none"> • controlling propelling movements • directing propelling movements • authorising propelling movements (c) identify the limits of propelling movements (d) identify the authority needed to conduct propelling movements	<i>NTR 424</i>
9. Deal with overdue trains	(a) follow the correct procedure if rail traffic is overdue in a section (b) follow the correct procedure if rail traffic stoppage is or will become extended (c) follow the correct procedure if rail traffic is reported to be disabled	<i>NTR 426</i>
10. Use a SAFE Notice	(a) state the function of a SAFE Notice (b) follow the correct procedure to issue a SAFE Notice (c) follow the correct procedure if they receive a SAFE Notice	<i>NTR 428</i>
11. Use a TOC Waiver	(a) state the function of a TOC Waiver (b) follow the correct procedure if they receive a TOC Waiver	<i>NTR 430</i>
12. Protect activities associated with in-service rail traffic	(a) identify when activities associated with rail traffic must be protected	<i>NTR 432</i> <i>NPR 750</i>

Network Rules and Network Procedures Training Standard

UNIT NSYC 106 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Systems of Safeworking and Special Working Network Rules and Network Procedures when controlling rail traffic movements Level 2.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Use Rail Vehicle Detection (RVD) system of Safeworking	(a) describe the principles of the RVD system of Safeworking (b) follow the correct procedure if a rail vehicle is to enter a block (c) follow the correct procedure when a signal box or a local control panel is to be switched in/out	NSY 500 NPR 721 NPR 737
2. Manually maintain blocks between rail traffic movements	(a) describe the principles of manual block working (b) state when basic block working can be used (c) state when CAN block working can be used (d) keep appropriate records of manual block working (e) identify the authority needed to enter and occupy a block under manual block working (f) identify the limits for: <ul style="list-style-type: none"> • basic block working • CAN block working (g) authorise the introduction of CAN block working (h) authorise the establishment and removal of block posts and clearance locations (i) issue a CAN form (j) end CAN block working	NSY 512 NPR 721 NPR 722 NPR 723 NPR 724 NPR 746 NPR 000 NPR 004 NRF 004
3. Use a Special Proceed Authority (SPA)	(a) describe when a SPA is used (b) describe the information that must be included on a SPA (c) follow the correct procedure to authorise train travel under a SPA (d) follow the correct procedure to issue a SPA	NSY 514 NPR 707 NPR 721 NPR 746 NPR 000

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (e) follow the correct procedure if a SPA authorises a movement beyond an attended location or a remote controlled location (f) state when a SPA can be cancelled or fulfilled (g) follow the correct procedure to return to normal working following SPA working 	<p><i>NPR 005</i> <i>NRF 005</i></p>
4. Use the pilot staff working method of special working	<ul style="list-style-type: none"> (a) describe the principles of pilot staff working (b) describe the function and features of the half pilot staff, pilot staff or Pilot Staff Ticket (c) identify the limits of a pilot staff section (d) authorise the introduction of pilot staff working (e) authorise the establishment and removal of block posts (f) compile a Pilot Staff Working Introduction form (g) issue a Pilot Staff Notice (PSN) (h) at the appropriate time, warn Drivers and track vehicle operators that pilot staff working is in use (i) identify the authority needed to enter a pilot staff section (j) follow the correct procedure to change the running direction in a pilot staff section (k) follow the correct procedure to transfer a pilot staff (l) follow the correct procedure to use half pilot staffs (m) follow the correct procedure to suspend pilot staff working (n) follow the correct procedure to end pilot staff working 	<p><i>NSY 516</i> <i>NPR 707</i> <i>NPR 715</i> <i>NPR 717</i> <i>NPR 721</i> <i>NPR 723</i> <i>NPR 725</i> <i>NPR 726</i> <i>NPR 727</i> <i>NPR 728</i> <i>NPR 000</i> <i>NPR 010</i> <i>NRF 010</i></p>
5. Suspend a system of Safeworking	<ul style="list-style-type: none"> (a) state when a system of Safeworking may be suspended (b) identify who is authorised to suspend a system of Safeworking 	<p><i>NSY 518</i> <i>NPR 721</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) follow the correct procedure to authorise the suspension of a system of Safeworking (d) follow the correct procedure to end the suspension of a system of Safeworking	

UNIT NSGC 106 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Signals and Signs Network Rules and Network Procedures when controlling rail traffic movements Level 2.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Identify the types of running signals	(a) state the function of running signals (b) state how the different types of running signals indicate the route ahead (c) identify and interpret the indications on semaphore signals (d) identify running signal designations and functions (e) describe how the following signals are operated: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) identify the different types of: <ul style="list-style-type: none"> • controlled signals • automatic signals (g) interpret the indications of a signal with an A light or A sign fitted (h) identify and describe the function of the running signals used in their area of operation (i) identify and interpret: <ul style="list-style-type: none"> • indicator signals • repeater signals 	<i>NSG 600</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
2. Identify shunting signals	(a) state the function of shunting signals (b) identify: <ul style="list-style-type: none"> • colour light shunting signals • semaphore shunting signals (c) interpret the routes indicated on shunting signals (d) identify, interpret and respond appropriately to shunting signals used in their area of operation	<i>NSG 602</i>
3. Identify the indicators and signs	(a) identify and interpret the indicators and signs used in their area of operation (b) follow the correct procedure if advised that it is necessary for rail traffic to travel at reduced speed over a portion of track	<i>NSG 604</i>
4. Respond to signals and signs	(a) state the function of fixed signals (b) identify when a signal indication may/may not be changed to a more restrictive aspect (c) know the location and purpose of signals in their area of work (d) identify the limits of authority of cleared: <ul style="list-style-type: none"> • running signals • shunting signals (e) state when a running signal can be used to authorise a shunting movement (f) describe the correct procedure if a signal indication is: <ul style="list-style-type: none"> • STOP • PROCEED • irregular • out of use (g) describe signal placement relative to the line	<i>NSG 606</i> <i>NPR 721</i> <i>NPR 746</i>
5. Pass signals at STOP	(a) identify when the following signals can be passed at STOP: <ul style="list-style-type: none"> • absolute signals • permissive signals 	<i>NSG 608</i> <i>NPR 707</i> <i>NPR 721</i> <i>NPR 740</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (b) obtain and communicate available information about the condition of the block ahead (c) identify the authority needed to pass a signal at STOP (d) follow the correct procedure if rail traffic in the block ahead needs assistance (e) identify the procedure for responding to faulty points 	<p><i>NPR 742</i> <i>NPR 743</i> <i>NPR 744</i> <i>NPR 746</i></p>
6. Pass indicators at STOP	<ul style="list-style-type: none"> (a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure when advised that a main line indicator or mechanical points indicator is at STOP 	<p><i>NSG 610</i> <i>NPR 746</i></p>
7. Deal with an overrun of limit of authority	<ul style="list-style-type: none"> (a) define when a movement becomes an overrun of limit of authority (b) follow the correct procedure if rail traffic overruns a limit of authority 	<p><i>NSG 612</i> <i>NPR 721</i></p>
8. Use blocking facilities	<ul style="list-style-type: none"> (a) state the function of blocking facilities (b) follow the correct procedure to apply blocking facilities (c) identify when blocking facilities can be temporarily removed (d) follow the correct procedure to record the removal and application of blocking facilities 	<p><i>NSG 614</i> <i>NPR 721</i></p>
9. Take appropriate precautions during signalling equipment testing	<ul style="list-style-type: none"> (a) identify when signals must not be tested (b) follow the correct procedure for signal testing if rail traffic is standing at a signal at STOP (c) follow the correct procedure to record signal test results (d) follow the correct procedure to allow inspection and testing of points protecting a work on track authority 	<p><i>NSG 616</i> <i>NPR 721</i> <i>NPR 737</i> <i>NPR 740</i> <i>NPR 747</i></p>

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: (a) rail traffic density (b) operation near electrical equipment or wiring (c) varying track geography, including tunnels, cuttings, grades, etc (d) multiple worksites (e) rail traffic density (f) attended and unattended locations
Train types	Train types may include but not be limited to: (a) electric passenger train (b) self-propelled diesel train (c) work train (d) freight train (e) light engine (f) track maintenance vehicles
Signals	Signal types used
Equipment	Variation in equipment types may include but not be limited to: (a) two-way radio, DTRS DICORA terminals, mobile and fixed phone, VCS terminals, computer, fax machine, (b) Computer based control and monitoring systems including TLS.

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
3	3	3	3
Use mathematical ideas and techniques	Solve problems	Use technology	
2	3	2	

Network Rules and Network Procedures Training Standard

C107 Perform rail operations Level 1

UNIT NGE 107 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the General Network Rules and Network Procedures when performing non-driving rail operations Level 1.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) stand in the correct place to give handsignals (b) move to a safe place when rail traffic approaches (c) maintain effective communication with the appropriate people (d) give the correct handsignals at the appropriate time and continue to handsignal as required (e) stop rail traffic at the appropriate time (f) give and interpret handsignals correctly (g) obey and acknowledge handsignals at the appropriate time	NGE 202 NPR 702
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that is: <ul style="list-style-type: none"> • clear, brief and unambiguous • relevant to the task at hand • agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers 	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	
4. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	NGE 212
5. Ensure the safety of road, rail and pedestrian traffic at a level crossing	(a) identify the different types of level crossings (b) follow the correct procedure to protect a faulty Type F level crossing	NGE 216 NGE 218
6. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring	NGE 222

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect problems in the electrical infrastructure • there is a fire near the 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	
7. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	<i>NGE 230</i>
8. Fulfil the responsibilities of rail traffic crews	(a) identify and fulfil the duties and responsibilities of Train Crews or track vehicle crews	<i>NGE 232</i>

UNIT NTRC 107 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Train Working Network Rules and Network Procedures when performing non-driving rail operations Level 1.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Protect rail traffic	(a) identify the circumstances under which rail traffic must be protected (b) follow the correct procedure to protect rail traffic if railway track signals cannot be used (c) follow the correct procedure if a line obstruction is reported (d) identify when lines adjacent to stopped rail traffic must be protected (e) follow the correct procedure to protect delayed rail traffic	<i>NTR 400</i> <i>NPR 709</i> <i>NPR 720</i>

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	<p>The track environment may include but not be limited to:</p> <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines
Train types	<p>Train types may include but not be limited to:</p> <ul style="list-style-type: none"> (a) electric passenger train (b) self-propelled diesel train (c) work train (d) freight train (e) light engine (f) track maintenance vehicles
Signals	Signal types used in the Sydney Trains Network
Equipment	<p>Variation in equipment types may include but not be limited to:</p> <ul style="list-style-type: none"> (a) hand portable or In cab two-way radio equipment, mobile, trackside or signal phone

Network Rules and Network Procedures Training Standard

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
1	2	1	2
Use mathematical ideas and techniques	Solve problems	Use technology	
1	1	2	

Network Rules and Network Procedures Training Standard

C108 Perform rail operations Level 2

All elements and standards as for Perform rail operations Level 1, plus the following:

UNIT NGE C 108 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the General Network Rules and Network Procedures when performing rail operations Level 2.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Report and respond to a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time (b) use the correct procedure to respond to a reported unsafe condition (c) use the correct procedure to warn rail traffic approaching an area where a CAN has been reported (d) follow the correct procedure to complete and store CAN forms (e) ensure that rail vehicles are operated safely when approaching an area where a CAN has been reported (if applicable)	NGE 206 NPR 707 NPR 709 NPR 720 NPR 721 NPR 000 NPR 004 NRF 004
2. Adhere to speed restrictions during very hot weather (WOLO)	(a) identify when WOLO speed restrictions apply (b) ensure that rail vehicles are operated correctly during WOLO speed restrictions (if applicable) (c) describe how WOLO speed restrictions are advertised	NGE 210 NPR 721
3. Identify and respond to unreliable track-circuit operation	(a) follow the correct procedure if track-circuits are suspected of being faulty	NGE 220

Network Rules and Network Procedures Training Standard

UNIT NWTc 108 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Work on Track Network Rules and Network Procedures when performing rail operations Level 2.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Plan work in the Rail Corridor	<ul style="list-style-type: none"> (a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) meet specified requirements prior to commencing work on track 	<i>NWT 300</i>
2. Use stationary rail traffic to create a safe place	<ul style="list-style-type: none"> (a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic 	<i>NWT 300</i>
3. Perform rail operations under an LPA (if applicable)	<ul style="list-style-type: none"> (a) identify the limits of an LPA (b) identify where a work train or track vehicle must be piloted in an LPA (c) identify who can act as a pilot where an LPA is in force 	<i>NWT 302 NPR 700 NPR 710</i>
4. Perform rail operations under a TOA (if applicable)	<ul style="list-style-type: none"> (a) use a TOA to travel a track vehicle (if applicable) (b) identify when a TOA does not give exclusive occupancy (c) identify the limits of a TOA (d) identify where a track vehicle must be piloted in a TOA (e) identify who can act as a pilot where a TOA is in force (f) determine when it is necessary to provide fixed worksite protection 	<i>NWT 304 NPR 701 NPR 710 NPR 000 NPR 002 NRF 002</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
5. Perform rail operations in a TWA area	<ul style="list-style-type: none"> (a) state the position of Handsignallers and railway track signals relative to worksites where a TWA is in force (b) interpret the information on a Worksite Warning form 	<p><i>NWT 306</i> <i>NPR 702</i> <i>NPR 000</i> <i>NPR 011</i> <i>NRF 011</i></p>
6. Pilot rail traffic in a Local Possession Authority (LPA) or Track Occupancy Authority (TOA) (if applicable)	<ul style="list-style-type: none"> (a) identify the limits within which rail traffic must be piloted (b) pilot rail traffic (c) identify the authority required for rail traffic to enter or depart the limits of an LPA or TOA 	<p><i>NWT 314</i> <i>NWT 316</i> <i>NPR 700</i> <i>NPR 701</i> <i>NPR 710</i></p>
7. Operate a track vehicle (if applicable)	<ul style="list-style-type: none"> (a) identify the authority needed to transfer track vehicles in the Network and the conditions of each authority (b) identify when track vehicles can enter or be placed on a running line (c) follow the correct procedure to operate compatible track vehicles fitted with approved coupling devices (d) ensure that travelling track vehicles have appropriately qualified personnel in the front and rear vehicles (e) ensure that track vehicles are operated at a safe speed that does not exceed the allowable maximum (f) ensure that the correct procedure is followed when track vehicles are being transferred as a train (g) communicate with Signallers at the appropriate times (h) ensure that the correct procedure is followed when track vehicles are being transferred under a TOA (i) follow the correct procedure to transfer track vehicles in convoy 	<p><i>NWT 316</i> <i>NPR 710</i> <i>NPR 719</i> <i>NPR 740</i> <i>NPR 745</i> <i>NPR 748</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(j) follow the correct procedure when a track vehicle is being piloted (k) follow the correct procedure to operate track vehicles over a level crossing (l) follow the correct procedure to stable track vehicles on running lines or in sidings (m) ensure that track vehicle whistles and lights are used at the appropriate times	

UNIT NTRC 108 **This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Train Working Network Rules and Network Procedures when performing rail operations Level 2.**

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Use rail traffic whistles	(a) sound rail traffic whistles at the appropriate time (b) use the correct whistle codes to give warning (c) follow the correct procedure if a train's whistle fails (d) follow the correct procedure to operate rail traffic with a defective whistle and/or a defective headlight	<i>NTR 408</i>
2. Move rail vehicles safely within yard limits	(a) identify who authorises rail traffic movements on a running line within yard limits (b) ensure that shunting movements within shunting yards and sidings are carried out safely (c) identify yard limits in Rail Vehicle Detection (RVD) territory (d) obtain the correct authority for rail traffic movements within yard limits: <ul style="list-style-type: none"> • if fixed signals are unavailable • that are unsignalled • that involve a wrong running-direction movement • past a starting or a home/starting signal at STOP on bidirectional line 	<i>NTR 418</i> <i>NPR 721</i> <i>NPR 740</i> <i>NPR 745</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
3. Make safe shunting movements	(a) maintain effective communication during shunting (b) take appropriate action where there are narrow track clearance signs (c) follow the correct procedure to stable and secure stationary vehicles (d) interpret and take appropriate action if there are red warning flags/lights on vehicles (e) state the shunting methods that can be used (f) follow the correct procedure to shunt: <ul style="list-style-type: none"> • past yard limits • over points or level crossings • into sidings • beside platforms (g) follow the correct procedure if trains or vehicles need to be stabled on a running line (h) follow the correct procedure to operate groundframes and non-interlocked points (if applicable)	NTR 420 NPR 719 NPR 721 NPR 740 NPR 742 NPR 743 NPR 744 NPR 745
4. Protect activities associated with in-service rail traffic	(a) identify when repairs or inspections to rail traffic must be protected (b) follow the correct procedure to identify the location of a worksite (c) perform the duties of a Driver, Track Vehicle Operator or Train Technician when repairs or inspections to rail traffic require protection (d) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (e) communicate with the Signaller at the appropriate time (f) follow the correct procedure to have the portion of track returned to service	NTR 432 NPR 721 NPR 750

Network Rules and Network Procedures Training Standard

UNIT NSGC 108 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Signals and Signs Network Rules and Network Procedures when performing rail operations Level 2.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Identify the types of running signals	(a) state the function of running signals (b) state how the different types of running signals indicate the route ahead (c) identify and interpret the indications on semaphore signals (d) identify running signal designations and functions (e) describe how the following signals are operated: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) identify the different types of: <ul style="list-style-type: none"> • controlled signals • automatic signals (g) interpret the indications of a signal with an A light or A sign fitted (h) identify and describe the function of the running signals used in their area of operation (i) identify and interpret: <ul style="list-style-type: none"> • indicator signals • repeater signals 	NSG 600
2. Identify shunting signals	(a) state the function of shunting signals (b) identify: <ul style="list-style-type: none"> • colour light shunting signals • semaphore shunting signals (c) interpret the routes indicated on shunting signals (d) identify, interpret and respond appropriately to shunting signals used in their area of operation	NSG 602

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
3. Identify and interpret indicators and signs	(a) state where temporary WARNING, CAUTION and CLEARANCE speed signs are positioned relative to a worksite (b) state how Drivers and track vehicle operators are notified that it may be necessary to operate rail traffic at reduced speed over a portion of track (c) identify and interpret all temporary and permanent speed signs relevant to operational requirements (d) identify when to increase and decrease speed to comply with speed signs (e) ensure that rail traffic is operated according to the speed signs (f) identify, interpret and respond appropriately to the indicators and signs used in their area of operation	NSG 604 NPR 713
4. Respond to signals and signs	(a) state the function of fixed signals (b) identify when a signal indication may/may not be changed to a more restrictive aspect (c) know the location and purpose of signals in their area of work (d) identify the limits of authority of cleared: <ul style="list-style-type: none"> • running signals • shunting signals (e) state when a running signal can be used to authorise a shunting movement (f) follow the correct procedure to operate a rail vehicle past a cleared shunting signal (g) follow the correct procedure to operate rail traffic past a YARD LIMIT or LANDMARK sign	NSG 606 NPR 721 NPR 746 NPR 747

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(h) follow the correct procedure if a signal indication is: <ul style="list-style-type: none"> • STOP • PROCEED • irregular • out of use (i) describe signal placement relative to the line	
5. Pass signals at STOP	(a) identify when the following signals can be passed at STOP: <ul style="list-style-type: none"> • absolute signals • permissive signals (b) follow the correct procedure to communicate with the Signaller when affected by a signal at STOP (c) obtain and communicate available information about the condition of the block ahead (d) identify the authority needed to pass a signal at STOP (e) ensure that the correct procedure is followed to operate a rail vehicle past the following signals at STOP: <ul style="list-style-type: none"> • absolute • permissive (f) make sure that the rail vehicle travels at the appropriate speed after passing a signal at STOP (g) ensure that the correct procedure is followed to operate a rail vehicle when passing a signal at STOP and the condition of the track ahead is not known (h) follow the correct procedure if rail traffic in the block ahead needs assistance (i) respond to faulty points (j) manually operate points as required	<i>NSG 608</i> <i>NPR 707</i> <i>NPR 721</i> <i>NPR 740</i> <i>NPR 742</i> <i>NPR 743</i> <i>NPR 744</i> <i>NPR 746</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
6. Respond to indicators at STOP	(a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure to report passing a main line indicator or mechanical points indicator at STOP	<i>NSG 610</i>
7. Deal with an overrun of limit of authority	(a) define when a movement becomes an overrun of limit of authority (b) follow the correct procedure if rail traffic overruns a limit of authority	<i>NSG 612</i> <i>NPR 721</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) operation near electrical equipment or wiring (h) multiple worksites

Network Rules and Network Procedures Training Standard

Variable	Scope
Train types	Train types may include but not be limited to: (a) electric passenger train (b) self-propelled diesel train (c) work train (d) freight train (e) light engine (f) track maintenance vehicles
Signals	Signal types used in the Sydney Trains Network
Equipment	Variation in equipment types may include but not be limited to: (a) hand portable or In cab two-way radio equipment, mobile, trackside or signal phone (b) different types of point motors

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	1	2
Use mathematical ideas and techniques	Solve problems	Use technology	
1	2	2	

Network Rules and Network Procedures Training Standard

C109 Perform rail operations Level 3

All elements and standards as for *Perform rail operations Levels 1 and 2*, plus the following:

UNIT NGEC 109 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the General Network Rules and Network Procedures when performing rail operations Level 3.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Report and respond to a major incident	(a) follow the correct procedure to report a major incident (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard (c) report relevant details about a major incident	NGE 208 NPR 714
2. Operate rail vehicles when there is a removal of the 1500V overhead supply	(a) follow the correct procedure to enter or travel from a live to an isolated area	NGE 224 NGE 226

UNIT NWT C 109 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Work on Track Network Rules and Network Procedures when performing rail operations Level 3.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Operate a work train (if applicable)	(a) identify the authority needed to operate a work train (b) identify where a work train must be piloted (c) ensure that the correct procedure is followed to pass any signals at STOP that cannot be cleared within the work on track authority limits	NWT 314 NPR 710

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (d) make sure that the correct procedure is followed to make unsignalled movements if the work on track authority limits are within yard limits (e) ensure that the responsibilities of a Driver are fulfilled when a work train is being piloted (f) follow the correct procedure to enter or exit the limits of a work on track authority 	

UNIT NTRC 109 **This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Train Working Network Rules and Network Procedures when performing rail operations Level 3.**

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Ensure that trains are fit to travel	<ul style="list-style-type: none"> (a) identify when a train, rake of vehicles or a vehicle must be inspected and certified as meeting the operating standards in the Train Operating Conditions (TOC) manual (b) follow the correct procedures to ensure that the train brakes are currently certified as working in accordance with the requirements of the TOC manual (c) follow the correct procedures to ensure that rail vehicle integrity is maintained (d) ensure that all required standard equipment is fitted and in working order (e) follow the correct procedures if dangerous goods are being carried in a train consist (f) follow the correct procedure to check passing trains en route and report any defects observed (g) follow the correct procedure if train defects are reported or suspected en route (h) follow the correct procedure if a vehicle is considered to be unfit for travel 	<i>NTR 402</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
2. Use train lights	(a) use the correct train lighting to indicate train direction of travel and completeness (b) follow the correct procedure if the end-of-train marker is reported as missing, defective or not lit (c) use the correct train lighting when operating a locomotive in a shunting yard (d) use a train’s headlights at the appropriate time	<i>NTR 406</i>
3. Deal with defective vehicles	(a) take appropriate action if defective vehicles are observed by, or reported to, the rail traffic crew (b) place the correct repair card on a defective vehicle at the appropriate time (if applicable) (c) follow the correct procedure to detach and/or move a defective vehicle (d) follow the correct procedure to haul, propel or tow a defective vehicle	<i>NTR 414</i> <i>NPR 720</i> <i>NPR 721</i>
4. Ensure safe shunting of trains at intermediate sidings (if applicable)	(a) communicate with the Signaller at the appropriate time (b) follow the correct procedure to restore siding equipment after the completion of shunting (c) follow the correct procedure to operate a ground frame to shunt at an intermediate siding (d) follow the correct procedure to stable rail traffic in an intermediate siding (e) follow the correct procedure to exit rail traffic from an intermediate siding	<i>NTR 422</i> <i>NPR 719</i> <i>NPR 721</i>
5. Ensure that propelling movements are carried out safely	(a) define a ‘propelling movement’ (b) identify who is responsible for: <ul style="list-style-type: none"> • controlling propelling movements • directing propelling movements • authorising propelling movements (c) identify and plan the route and limits of a propelling movement	<i>NTR 424</i> <i>NPR 721</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(d) identify the authority needed to conduct a propelling movement: <ul style="list-style-type: none"> • over a level crossing • within yard limits • in a shunting yard • in a section • in the wrong running-direction (e) follow the correct procedure to make wrong running-direction propelling movements (f) identify when a Qualified Worker is not required to direct a propelling movement from the leading vehicle	
6. Deal with overdue trains	(a) follow the correct procedure: <ul style="list-style-type: none"> • if a rail traffic is overdue in a section • if rail traffic stoppage is or will become extended • to inspect stopped rail traffic • if a rail traffic is reported to be disabled 	<i>NTR 426</i> <i>NTR 432</i> <i>NPR 750</i>
7. Use a SAFE Notice	(a) state the function of a SAFE Notice (b) follow the correct procedure if they receive a SAFE Notice	<i>NTR 428</i>
8. Use a TOC Waiver	(a) state the function of a TOC Waiver (b) follow the correct procedure if they receive a TOC Waiver	<i>NTR 430</i>

Network Rules and Network Procedures Training Standard

UNIT NSYC 109 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Systems of Safeworking and Special Working Network Rules and Network Procedures when performing rail operations Level 3.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Use Rail Vehicle Detection (RVD) system of Safeworking	(a) describe the principles of the RVD system of Safeworking (b) follow the correct procedure to enter a block	NSY 500 NPR 721
2. Manually maintain blocks between rail traffic movements	(a) describe the principles of manual block working (b) state when basic block working can be used (c) state when CAN block working can be used (d) keep appropriate records of manual block working (e) identify the authority needed to enter and occupy a block under manual block working (f) identify the limits for: <ul style="list-style-type: none"> • basic block working • CAN block working (g) identify when signals at STOP can be passed under CAN block working (h) ensure that the correct procedure is followed if an automatic signal is used as a limit of CAN block working (i) ensure that the correct procedure is followed to receive a CAN form	NSY 512 NPR 721 NPR 722 NPR 723 NPR 724 NPR 746 NPR 000 NPR 004 NRF 004
3. Use a Special Proceed Authority (SPA)	(a) describe when a SPA is used (b) describe the information that must be included on a SPA (c) ensure that the correct procedure is followed if a SPA authorises a movement beyond an attended location or a remote controlled location (d) state when a SPA can be cancelled or fulfilled	NSY 514 NPR 721 NPR 746 NPR 000 NPR 005 NRF 005

Network Rules and Network Procedures Training Standard

4. Use the pilot staff working method of special working	<ul style="list-style-type: none"> (a) describe the principles of pilot staff working (b) describe the function and features of the half pilot staff, pilot staff or Pilot Staff Ticket (c) identify the limits of a pilot staff section (d) follow the correct procedure to receive a Proceed Authority to enter and exit a pilot staff section (e) ensure that the correct procedure is followed when warned that pilot staff working is in use (f) follow the correct procedure to use half pilot staffs 	<p><i>NSY 516</i></p> <p><i>NPR 707</i></p> <p><i>NPR 715</i></p> <p><i>NPR 721</i></p> <p><i>NPR 723</i></p> <p><i>NPR 725</i></p> <p><i>NPR 726</i></p> <p><i>NPR 727</i></p> <p><i>NPR 000</i></p> <p><i>NPR 007</i></p> <p><i>NPR 008</i></p> <p><i>NPR 010</i></p> <p><i>NPR 011</i></p> <p><i>NRF 007</i></p> <p><i>NRF 008</i></p> <p><i>NRF 010</i></p> <p><i>NRF 011</i></p>
5. Suspend a system of Safeworking	<ul style="list-style-type: none"> (a) state when a system of Safeworking may be suspended (b) identify who is authorised to suspend a system of Safeworking 	<p><i>NSY 518</i></p> <p><i>NPR 721</i></p>

UNIT NSGC 109 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Signals and Signs Network Rules and Network Procedures when performing rail operations Level 3.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Use blocking facilities	(a) state the function of blocking facilities	<i>NSG 614</i>

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	<p>The track environment may include but not be limited to:</p> <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) operation near electrical equipment or wiring (h) multiple worksites
Train types	<p>Train types may include but not be limited to:</p> <ul style="list-style-type: none"> (a) electric passenger train (b) self-propelled diesel train (c) work train (d) freight train (e) light engine (f) track maintenance vehicles
Trackside signage	All trackside signage
Signals	Signal types used in the Sydney Trains Network
Equipment	<p>Variation in equipment types may include but not be limited to:</p> <ul style="list-style-type: none"> (a) hand portable or In cab two-way radio equipment, mobile, trackside or signal phone (b) different types of point motors

Network Rules and Network Procedures Training Standard

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
1	2	2	

Network Rules and Network Procedures Training Standard

C110 Perform rail operations Level 4

All elements and standards as for Perform rail operations Levels 1, 2 and 3, plus the following:

UNIT NGE C 110 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the General Network Rules and Network Procedures when performing rail operations Level 4.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Report a Network incident	(a) describe when a Network Incident Notice (NIN) is issued (b) follow the correct procedure if there is an incident that must be reported	NGE 214

UNIT NTRC 110 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Train Working Network Rules and Network Procedures when performing rail operations Level 4.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Safely use the brakes of trains	(a) Ensure the correct procedure is followed: <ul style="list-style-type: none"> • to hold a train stationary on a grade in accordance with the requirements specified in the Train Operating Conditions (TOC) manual • to operate a light train down a grade in accordance with the requirements specified in the TOC manual • to operate a train with more than one motive power unit • if there is abnormal application of automatic air brakes en route • to operate a train with the air brake isolated on a vehicle • to detach and attach locomotives from a train • if a rail vehicle has a defective handbrake 	NTR 404

Network Rules and Network Procedures Training Standard

2. Deal with defective equipment en route	(a) follow the correct procedure if train equipment becomes defective en route	<i>NTR 410</i> <i>NTR 412</i>
3. Deal with disabled rail traffic	(a) take appropriate action if a rail traffic becomes disabled (b) follow the correct procedure to assist disabled rail traffic from a section (c) follow the correct procedure if disabled rail traffic needs to be divided into portions for removal (d) follow the correct procedure if rail traffic accidentally divides	<i>NTR 416</i> <i>NPR 720</i>
4. Operate on-board ATP equipment	(a) take appropriate action if going beneath a train fitted with ATP equipment (b) follow the correct procedure to activate different modes (c) follow the correct procedure set or confirm train data (d) follow the correct procedure if a level transition is missed (e) follow the correct procedure if an ATP intervention occurs (f) correctly isolate ATP equipment	<i>NTR 434</i> <i>NGE 206</i>

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	<p>The track environment may include but not be limited to:</p> <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) operation near electrical equipment or wiring (h) multiple worksites
Train types	<p>Train types may include but not be limited to:</p> <ul style="list-style-type: none"> (a) electric passenger train (b) self-propelled diesel train (c) work train (d) freight train (e) light engine (f) track maintenance vehicles
Signals	Signal types used in the Sydney Trains Network
Trackside signage	All trackside signage
Equipment	<p>Variation in equipment types may include but not be limited to:</p> <ul style="list-style-type: none"> (a) hand portable or In cab two-way radio equipment, mobile, trackside or signal phone (b) different types of point motors

Network Rules and Network Procedures Training Standard

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
2	3	2	

Network Rules and Network Procedures Training Standard

C111 Conduct shunting and marshalling operations

UNIT NGE 111 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the General Network Rules and Network Procedures when shunting and marshalling.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) stand in the correct place to give handsignals (b) move to a safe place when rail traffic approaches (c) give the correct handsignals at the appropriate time and continue to handsignal as required (d) stop rail traffic at the appropriate time (e) maintain effective communication with the appropriate people (f) give and interpret handsignals correctly (g) obey and acknowledge handsignals at the appropriate time	NGE 202 NPR 721
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers 	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	
4. Report and respond to a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time (b) use the correct procedure to respond to a reported unsafe condition	NGE 206 NPR 707 NPR 709 NPR 720 NPR 721 NPR 000 NPR 004 NRF 004
5. Report and respond to a major incident	(a) follow the correct procedure if a major incident is reported (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard (c) report relevant details about a major incident	NGE 208
6. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	NGE 212

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
7. Use level crossings	<ul style="list-style-type: none"> (a) identify the responsibilities of Qualified Workers in charge of level crossings (b) follow the correct procedure if there is missing, damaged or faulty warning equipment or gates at a level crossing (c) identify and describe the types of level crossings (d) interpret/respond appropriately to Type F level crossing trackside signs (e) fulfil the duties of a Qualified Worker at a level crossing with manually operated gates 	<p><i>NGE 216</i> <i>NPR 715</i> <i>NPR 716</i></p>
8. Control rail traffic movements over a Type F level crossing	<ul style="list-style-type: none"> (a) fulfil the duties of a Qualified Worker in charge of manually operated warning equipment (b) follow the correct procedure if a level crossing is faulty or potentially faulty (c) follow the correct procedure if delayed rail traffic is occupying the controlling track circuit of a Type F level crossing (d) perform the duties of a Handsignaller to protect a level crossing (e) control a wrong running-direction movement over a Type F level crossing operated automatically by track-circuits (f) follow the correct procedure if all warning equipment at a Type F level crossing cannot be operated 	<p><i>NGE 218</i> <i>NPR 715</i> <i>NPR 717</i></p>
9. Identify and respond to potentially faulty track-circuits	<ul style="list-style-type: none"> (a) identify when track-circuits may have become potentially unsafe (b) report abnormal track-circuit operation to the appropriate person (c) respond correctly to reported unsafe track-circuits 	<p><i>NGE 220</i> <i>NPR 746</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
10. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect problems in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	NGE 222
11. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	NGE 230

UNIT NWTC 111 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Work on Track Network Rules and Network Procedures when shunting and marshalling.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Plan work in the Rail Corridor	(a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) fulfil the duties and responsibilities of a Protection Officer (d) meet specified requirements prior to commencing work on track	NWT 300

Network Rules and Network Procedures Training Standard

UNIT NTRC 111 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Train Working Network Rules and Network Procedures when shunting and marshalling.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Ensure that trains are fit to travel	(a) identify when a train must be inspected and certified as meeting the operating standards in the Train Operating Conditions (TOC) manual (b) follow the correct procedures to ensure that rail vehicle integrity is maintained (c) follow the correct procedures if dangerous goods are being carried in a train consist (d) follow the correct procedure if a vehicle is considered to be unfit for travel	NTR 402
2. Shunt/marshal vehicles with defective braking equipment safely	(a) follow the correct procedure to marshal a train with the air brake isolated on a vehicle (b) follow the correct procedure to detach and attach rail vehicles from/to a train (c) follow the correct procedures if a rail vehicle has a defective handbrake	NTR 404
3. Ensure that train lighting is correct	(a) use the correct train lighting to indicate train direction of travel and completeness (b) follow the correct procedure if the end-of-train marker is reported as missing, defective or not lit (c) ensure that correct train lighting is displayed in a shunting yard	NTR 406
4. Deal with defective vehicles	(a) take appropriate action if defective vehicles are observed or reported (b) identify and interpret repair cards on defective vehicles (c) follow the correct procedure to detach and/or move a defective vehicle	NTR 414 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
5. Ensure the safe movement of rail vehicles within yard limits	(a) identify who authorises rail traffic movements on a running line within yard limits (b) ensure that shunting movements within shunting yards and sidings are carried out safely (c) identify yard limits in Rail Vehicle Detection (RVD) territory	NTR 418 NPR 721
6. Make safe shunting movements	(a) maintain effective communication during shunting (b) take appropriate action where there are narrow track clearance signs (c) follow the correct procedure to stable and secure stationary vehicles (d) interpret and take appropriate action if there are red warning flags/lights on vehicles (e) state the shunting methods that can be used (f) follow the correct procedure to shunt: <ul style="list-style-type: none"> • past yard limits • over points or level crossings • into sidings • beside platforms (g) follow the correct procedure if rail traffic needs to be stabled on a running line (h) follow the correct procedure to operate groundframes and non-interlocked points	NTR 420 NPR 719 NPR 721 NPR 745
7. Ensure safe shunting of trains at intermediate sidings (if applicable)	(a) communicate with the Signaller at the appropriate time (b) follow the correct procedure to restore siding equipment after the completion of shunting (c) follow the correct procedure to operate a groundframe to shunt at an intermediate siding (d) follow the correct procedure to stable rail traffic in an intermediate siding (e) follow the correct procedure to exit rail traffic from an intermediate siding	NTR 422 NPR 719 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
8. Ensure that propelling movements are carried out safely	(a) define a 'propelling movement' (b) identify who is responsible for: <ul style="list-style-type: none"> • controlling propelling movements • directing propelling movements • authorising propelling movements (c) identify and plan the route and limits of a propelling movement (d) identify the authority needed to conduct a propelling movement: <ul style="list-style-type: none"> • over a level crossing • within yard limits • in a shunting yard • in a section • in the wrong running-direction (e) follow the correct procedure to make wrong running-direction propelling movements (f) identify when a Qualified Worker is not required to direct a propelling movement from the leading vehicle	NTR 424 NPR 719 NPR 721
9. Use a SAFE Notice	(a) state the function of a SAFE Notice (b) follow the correct procedure if they receive a SAFE Notice	NTR 428
10. Use a TOC Waiver	(a) state the function of a TOC Waiver (b) follow the correct procedure if they receive a TOC Waiver	NTR 430
11. Protect activities associated with in-service rail traffic	(a) identify when repairs or inspections to rail traffic must be protected (b) follow the correct procedure to identify the location of a worksite (c) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP	NTR 432 NPR 750

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(d) communicate with the Signaller at the appropriate time (e) follow the correct procedure to have the portion of track returned to service	

UNIT NSYC 111 **This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Systems of Safeworking and Special Working Network Rules and Network Procedures when shunting and marshalling.**

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Use Rail Vehicle Detection (RVD) system of Safeworking	(a) describe the principles of the RVD system of Safeworking (b) follow the correct procedure to enter a block	<i>NSY 500</i> <i>NPR 721</i>

UNIT NSGC 111 **This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Signals and Signs Network Rules and Network Procedures when shunting and marshalling.**

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Identify the types of running signals	(a) state the function of running signals (b) state how the different types of running signals indicate the route ahead (c) identify and interpret the indications on semaphore signals (d) identify running signal designations and functions (e) describe how the following signals are operated: <ul style="list-style-type: none"> • controlled signals • automatic signals 	<i>NSG 600</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(f) identify the different types of: <ul style="list-style-type: none"> • controlled signals • automatic signals (g) identify and describe the function of the running signals used in their area of operation (h) identify and interpret: <ul style="list-style-type: none"> • indicator signals • repeater signals 	
2. Identify shunting signals	(a) state the function of shunting signals (b) identify: <ul style="list-style-type: none"> • colour light shunting signals • semaphore shunting signals (c) interpret the routes indicated on shunting signals (d) identify, interpret and respond appropriately to shunting signals used in their area of operation	NSG 602
3. Identify the indicators and signs	(a) identify, interpret and respond appropriately to the indicators and signs	NSG 604
4. Respond to signals and signs	(a) state the function of fixed signals (b) identify when a signal indication may/may not be changed to a more restrictive aspect (c) know the location and purpose of signals in their area of work (d) identify the limits of authority of cleared: <ul style="list-style-type: none"> • running signals • shunting signals (e) state when a running signal can be used to authorise a shunting movement (f) follow the correct procedure to direct a rail vehicle past a cleared shunting signal	NSG 606 NPR 721 NPR 746

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(g) follow the correct procedure to use a subsidiary shunting signal to authorise rail traffic to pass a home signal (h) follow the correct procedure if a signal indication is: <ul style="list-style-type: none"> • STOP • PROCEED • irregular • out of use (i) describe signal placement relative to the line	
5. Pass indicators at STOP	(a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure to report passing a main line indicator or mechanical points indicator at STOP (c) respond to faulty points (d) manually operate points as required	<i>NSG 610</i> <i>NPR 707</i> <i>NPR 738</i> <i>NPR 739</i> <i>NPR 740</i> <i>NPR 742</i> <i>NPR 743</i> <i>NPR 744</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines

Network Rules and Network Procedures Training Standard

	(e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited areas (g) operation near electrical equipment or wiring (h) rail traffic density
Train types	Train types may include but not be limited to: <ul style="list-style-type: none"> (a) work trains (b) track machines (c) other trains
Equipment	Variation in equipment types might include but not be limited to: <ul style="list-style-type: none"> (a) point lever types (b) point clip types (c) two-way radios, mobile phones, trackside phones
Trackside signage	All trackside signage

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	1	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
1	2	1	

Network Rules and Network Procedures Training Standard

C112 Coordinate and manage track protection

UNIT NGE C 112 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the General Network Rules and Network Procedures when coordinating and managing track protection.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communication • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	
4. Report and respond to a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time (b) use the correct procedure to respond to a reported unsafe condition (c) use the correct procedure to warn rail traffic approaching an area where a CAN has been reported	NGE 206 NPR 707 NPR 709 NPR 720 NPR 721 NPR 000 NPR 004 NRF 004
5. Respond to a major incident	(a) follow the correct procedure if a major incident is reported (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard	NGE 208 NPR 714
6. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	NGE 212
7. Take appropriate action if there is a Network incident	(a) describe when a Network Incident Notice (NIN) must be issued (b) follow the correct procedure if there is an incident that must be reported	NGE 214
8. Use level crossings	(a) follow the correct procedure if there are open gates at a private level crossing	NGE 216

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
9. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near the 1500V supply • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	NGE 222
10. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	NGE 230
11. Fulfil responsibilities of a Protection Officer	(a) identify the responsibilities of a Protection Officer (b) follow the correct procedures when a change of conditions occur (c) correctly compile and maintain record about methods used for working safely on track and protection arrangements (d) follow the correct procedures in the event of a breach of Network Rules or Network Procedures	NGE 238

Network Rules and Network Procedures Training Standard

UNIT NWT 112 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Work on Track Network Rules and Network Procedures when coordinating and managing track protection.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Plan work in the Rail Corridor	<ul style="list-style-type: none"> (a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) implement appropriate work on track protection method (d) monitor track protection during work (e) withdraw track protection method when work is complete (f) fulfil the duties and responsibilities of a Protection Officer (g) meet specified requirements prior to commencing work on track 	<i>NWT 300 NPR 000 NPR 014 NRF 014</i>
2. Use stationary rail traffic to create a safe place	<ul style="list-style-type: none"> (a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic 	<i>NWT 300</i>
3. Exclude rail traffic in Maintenance Centres and stabling yards	<ul style="list-style-type: none"> (a) follow correct procedure to exclude rail traffic from a worksite within a Maintenance Centre or sidings within a stabling yard (b) communicate with appropriate persons to exclude rail traffic at attended and unattended locations (c) secure points using a point clip 	<i>NWT 300 NPR 000 NPR 015 NRF 015A</i>
3. Perform work that affects ATP equipment	<ul style="list-style-type: none"> (a) communicate with appropriate persons before commencing work that could affect ATP equipment 	<i>NWT 322</i>

Network Rules and Network Procedures Training Standard

UNIT NTRC 112 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Train Working Network Rules and Network Procedures when coordinating and managing track protection.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Use a SAFE Notice	(a) state the function of a SAFE Notice (b) follow the correct procedure if they receive a SAFE Notice	<i>NTR 428</i>

UNIT NSGC 112 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Signals and Signs Network Rules and Network Procedures when coordinating and managing track protection.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Follow the correct procedure if a signal is at STOP (if applicable)	(a) follow the correct procedure to control the passage of rail traffic at a signal at STOP	<i>NSG 606</i> <i>NSG 608</i> <i>NPR 746</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines

Network Rules and Network Procedures Training Standard

	(e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) operation near electrical equipment or wiring (h) rail traffic density
Equipment	Variation in equipment types might include but not be limited to: (a) two-way radios, mobile phones, trackside phones (b) point clip types

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
2	2	1	

Network Rules and Network Procedures Training Standard

C112A Implement Lookout Working

All elements and standards as for Coordinate and manage track protection, plus the following:

UNIT NWTC 112A This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Work on Track Network Rules and Network Procedures when implementing Lookout Working.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Use the Lookout Working method of work	<ul style="list-style-type: none"> (a) identify when work can be undertaken in the Danger Zone using the Lookout Working method of protection (b) make sure that it is safe to work using the Lookout Working method (c) protect work from rail traffic on adjacent lines (d) fulfil the duties and responsibilities of a Protection Officer (e) move to a safe place when rail traffic approaches (f) decide upon and deploy an appropriate number of Lookouts (g) monitor position of Lookouts and identify any deficiencies (h) perform the duties of a Lookout (i) correctly calculate minimum warning time for a specific worksite (j) correctly compile Worksite Protection Plan (NRF 015B) when implementing Lookout Working 	<p><i>NWT 310</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015B</i> <i>NRF 017</i></p>

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) track-circuited and non-track-circuited lines (f) operation near electrical equipment or wiring (g) rail traffic density
Equipment	Variation in equipment types might include but not be limited to: <ul style="list-style-type: none"> (a) two-way radios, mobile phones, trackside phones.

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
2	2	1	

Network Rules and Network Procedures Training Standard

C112B Implement ASB

All elements and standards as for **Coordinate and manage track protection and Implement Lookout Working**, plus the following:

UNIT NWTC 112B This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the **Work on Track Network Rules and Network Procedures when implementing Absolute Signal Blocking (ASB)**.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Use the Absolute Signal Blocking (ASB) method of work	<ul style="list-style-type: none"> (a) describe the principles of the ASB method (b) identify when ASB can be used as a safety measure to perform work in the Danger Zone (c) follow the correct procedure to identify the location of a worksite when implementing ASB (d) perform the duties of a Protection Officer when work is being done using ASB as a safety measure (e) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (f) correctly compile Worksite Protection Plan (NRF 015C) when implementing ASB (g) correctly remove or operate, and restore, a points control mechanism (h) communicate with the Signallers at the appropriate time (i) follow the correct procedure to have the portion of track returned to service (j) correctly remove protection and end ASB 	<p><i>NWT 308</i></p> <p><i>NPR 703</i></p> <p><i>NPR 707</i></p> <p><i>NPR 711</i></p> <p><i>NPR 712</i></p> <p><i>NPR 721</i></p> <p><i>NPR 751</i></p> <p><i>NPR 000</i></p> <p><i>NPR 014</i></p> <p><i>NPR 015</i></p> <p><i>NPR 017</i></p> <p><i>NRF 014</i></p> <p><i>NRF 015C</i></p> <p><i>NRF 017</i></p>

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) operation near electrical equipment or wiring (h) rail traffic density
Equipment	Variation in equipment types might include but not be limited to: <ul style="list-style-type: none"> (a) two-way radios, mobile phones, trackside phones (b) point clip types

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
2	2	1	

Network Rules and Network Procedures Training Standard

C112C Implement TOA

All elements and standards as for Coordinate and manage track protection, Implement Lookout Working and Implement ASB, plus the following:

UNIT NGE C 112C This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the General Network Rules and Network Procedures when implementing TOA working.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Use level crossings	(a) identify the different types of level crossings	NGE 216

UNIT NWTC 112C This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Work on Track Network Rules and Network Procedures when implementing TOA working.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Use a Track Occupancy Authority (TOA)	(a) state the function and general requirements of a TOA (b) identify when a TOA does not give exclusive occupancy (c) define the limits of a TOA (d) obtain a TOA (e) follow the correct procedure to obtain a TOA for a portion of line where a TWA is current (f) fulfil the duties and responsibilities of a Protection Officer while work is being done under a TOA (g) follow the correct procedure to protect a TOA possession: <ul style="list-style-type: none"> • in areas where half pilot staffs are provided • where there is a single fixed worksite • where there are multiple fixed worksites 	NWT 304 NPR 701 NPR 707 NPR 708 NPR 709 NPR 710 NPR 712 NPR 721 NPR 726 NPR 000 NPR 002 NPR 014 NPR 015 NPR 017 NRF 002 NRF 014

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (h) follow the correct procedure to obtain a TOA within yard limits at an attended location (i) obtain an extension of time (j) identify the types of rail traffic permitted within the limits of the TOA (k) complete relevant documentation and maintain appropriate written records (l) use approved means to protect the worksite (m) communicate with the nominated people at the appropriate time (n) follow the correct procedure to fulfil a TOA and return the track to service (o) follow the correct procedure to protect multiple worksites in a TOA or an LPA (p) Follow the correct procedure to protect worksites within 500m from the limits of an LPA (q) follow correct procedure to cancel a TOA if work is not commenced or work is not completed, and track returned to service 	<p><i>NRF 015A</i> <i>NRF 017</i></p>
2. Obtain the correct authority for a track vehicle to travel	<ul style="list-style-type: none"> (a) identify the authority needed to travel a track vehicle (b) obtain authority for a track vehicle to enter or be placed on a running line at the appropriate time 	<p><i>NWT 304</i> <i>NWT 316</i> <i>NPR 748</i></p>
3. Use an Infrastructure Booking Authority (IBA)	<ul style="list-style-type: none"> (a) follow the correct procedure to advertise infrastructure work (b) compile an Infrastructure Booking Authority form (NRF 003) at the appropriate time (c) follow the correct procedures to submit and keep copies of completed forms (d) follow the correct procedure to certify infrastructure that has been installed or removed (e) follow the correct procedure to book infrastructure back into use (f) follow the correct procedure to use uncommissioned infrastructure 	<p><i>NWT 312</i> <i>NPR 704</i> <i>NPR 000</i> <i>NPR 003</i> <i>NRF 003</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
4. Direct rail traffic operation in a TOA or LPA area	(a) identify when an authority is needed to operate a rail traffic (b) identify the limits within which a rail traffic must be piloted (c) pilot a rail traffic (d) fulfil the role of the Protection Officer to manage the operation of a rail traffic in a worksite	<i>NWT 314</i> <i>NWT 316</i> <i>NPR 700</i> <i>NPR 701</i> <i>NPR 710</i>
5. Perform work that affects traction return currents or track-circuits	(a) obtain the appropriate authority prior to commencing work that affects traction return currents or track-circuits (b) ensure that an Electrical Representative or a Signals Maintenance Engineer is at the worksite at the appropriate times (c) follow the correct procedure if there are broken or disconnected electrical cables that connect a substation to a rail	<i>NWT 318</i> <i>NPR 000</i> <i>NPR 013</i> <i>NRF 013</i>

UNIT NTRC 112C This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Train Working Network Rules and Network Procedures when implementing TOA working.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Ensure the safe movement of rail vehicles within yard limits	(a) identify who authorises rail traffic movements on a running line within yard limits (b) ensure that shunting movements within shunting yards and sidings are carried out safely (c) identify yard limits in Rail Vehicle Detection (RVD) territory	<i>NTR 418</i>

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	<p>The track environment may include but not be limited to:</p> <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) operation near electrical equipment or wiring (h) rail traffic density
Equipment	<p>Variation in equipment types might include but not be limited to:</p> <ul style="list-style-type: none"> (a) two-way radios, mobile phones, trackside phones (b) point clip types
Train types	<p>Train types may include but not be limited to:</p> <ul style="list-style-type: none"> (a) work trains (b) track machines (c) other trains
Trackside signage	All trackside signage

Network Rules and Network Procedures Training Standard

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
2	2	1	

Network Rules and Network Procedures Training Standard

C112D Implement TWA

All elements and standards as for Coordinate and manage track protection, Implement Lookout Working, Implement ASB and Implement TOA, plus the following:

UNIT NGE 112D This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the General Network Rules and Network Procedures when implementing TWA working.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Give and respond to handsignals	(a) ensure that Handsignallers are in the correct place to give handsignals (b) maintain effective communication with the appropriate people (c) ensure that Handsignallers give the correct handsignals at the appropriate time and continue to handsignal as required (d) ensure that rail traffic is stopped at the appropriate time (e) follow the correct procedure to ensure that a signal protecting a worksite is maintained at STOP	NGE 202 NPR 702 NPR 721
2. Remove the 1500V supply in unplanned situations	(a) follow the correct procedure to have the 1500V supply removed for urgent engineering work	NGE 228 NPR 714

Network Rules and Network Procedures Training Standard

UNIT NWTC 112D This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Work on Track Network Rules and Network Procedures when implementing TWA working.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Use a Track Work Authority (TWA)	(a) state the function and general requirements of a TWA (b) obtain a TWA (c) fulfil the duties and responsibilities of the Protection Officer during TWA working (d) correctly place inner and outer Handsignallers when fixed signals are used to protect a worksite (e) correctly place inner and outer Handsignallers when fixed signals are not used to protect a worksite (f) correctly place Handsignallers to protect multiple worksites (g) use approved means to protect the worksite (h) follow the correct procedure to establish, work and remove a clearance location (i) follow the correct procedure to reduce the number of entry points to a worksite (j) manage train approaches to worksites (k) manage train transits through worksites (l) compile a worksite warning form (m) manage rail traffic on adjacent, converging and terminal lines, if necessary (n) move to a safe place when rail traffic approaches (o) maintain appropriate written records (p) follow the correct procedure to fulfil a TWA and return the track to service	NWT 306 NPR 702 NPR 707 NPR 708 NPR 709 NPR 712 NPR 721 NPR 724 NPR 000 NPR 011 NPR 014 NPR 015 NPR 017 NRF 011 NRF 014 NRF 015D NRF 017
2. Protect a TWA worksite within a TOA	(a) follow the correct procedure to protect a TWA worksite where a TOA has been issued for a track vehicle journey over a unidirectional portion of line	NWT 306 NWT 304

Network Rules and Network Procedures Training Standard

UNIT NSGC 112D This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Signals and Signs Network Rules and Network Procedures when coordinating and managing track protection.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Use trackside signage	(a) interpret temporary speed signs (b) place temporary speed signs in the correct position relative to a worksite	<i>NSG 604</i> <i>NPR 713</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) operation near electrical equipment or wiring (h) rail traffic density
Equipment	Variation in equipment types might include but not be limited to: (a) two-way radios, mobile phones, trackside phones (b) point clip types

Network Rules and Network Procedures Training Standard

Variable	Scope
Train types	Train types may include but not be limited to: (a) work trains (b) track machines (c) other trains
Trackside signage	All trackside signage

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
2	2	1	

Network Rules and Network Procedures Training Standard

C112E Implement LPA

All elements and standards as for **Coordinate and manage track protection, Implement Lookout Working, Implement ASB, Implement TOA and Implement TWA**, plus the following:

UNIT NGE C 112E This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the **General Network Rules and Network Procedures** when implementing LPA working.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Fulfil responsibilities of a Protection Officer	(a) Correctly perform the role of a coordinating Protection Officer	NGE 238

UNIT NWTC 112E This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the **Work on Track Network Rules and Network Procedures** when implementing LPA working.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Use a Local Possession Authority (LPA)	(a) state the function and general requirements of an LPA (b) obtain an LPA (c) complete relevant documentation and maintain appropriate written records (d) identify the types of vehicle permitted within the LPA (e) use approved means to protect the area of track affected by work under an LPA in: <ul style="list-style-type: none"> • unidirectional line areas • bidirectional line areas (f) fulfil the duties and responsibilities of a Protection Officer during work under an LPA (g) fulfil the duties and responsibilities of a Coordinating Protection Officer during work under an LPA	NWT 302 NPR 700 NPR 707 NPR 708 NPR 709 NPR 710 NPR 712 NPR 721 NPR 000 NPR 014 NPR 015 NPR 017 NRF 014 NRF 015A NRF 017

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (h) fulfil the duties and responsibilities of a Possession Protection Officer during work under an LPA (i) coordinate the establishment, management and removal of individual worksites within LPA limits (j) follow the correct procedure if a TWA has been authorised for the portion of line adjoining an LPA (k) follow the correct procedure to protect an LPA possession in areas where half pilot staffs are provided (l) identify where a work train or track vehicle needs to be piloted (m) follow the correct procedure to fulfil an LPA and return the track to service: <ul style="list-style-type: none"> • for the entire portion of track • progressively for one or more portions of track (n) follow the correct procedures to cancel an LPA if work is not commenced or work is not completed and track returned to service 	
2. Direct rail traffic operation in an LPA area	<ul style="list-style-type: none"> (a) identify when an authority is needed to operate rail traffic (b) identify the limits within which rail traffic must be piloted (c) pilot rail traffic (d) fulfil the role of the Possession Protection Officer to manage the operation of a rail traffic in a worksite 	<p><i>NWT 314</i> <i>NWT 316</i> <i>NPR 700</i> <i>NPR 710</i> <i>NPR 721</i></p>

Network Rules and Network Procedures Training Standard

UNIT NSYC 112E This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Systems of Safeworking and Special Working Network Rules and Network Procedures when implementing LPA working.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Use the pilot staff working method of special working	(a) describe the principles of pilot staff working (b) describe the function and features of the half pilot staff or pilot staff (c) identify the limits of a pilot staff section	NSY 516 NPR 725 NPR 726

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) operation near electrical equipment or wiring (h) rail traffic density
Equipment	Variation in equipment types might include but not be limited to: <ul style="list-style-type: none"> (a) two-way radios, mobile phones, trackside phones (b) point clip types

Network Rules and Network Procedures Training Standard

Variable	Scope
Train types	Train types may include but not be limited to: (a) work trains (b) track machines (c) other trains
Trackside signage	All trackside signage

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
3	3	3	3
Use mathematical ideas and techniques	Solve problems	Use technology	
2	2	1	

Network Rules and Network Procedures Training Standard

C112F Operate Automatic Track Warning Systems

UNIT NWTC 112F This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Work on Track Network Rules and Network Procedures when operating Automatic Track Warning Systems

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Identify and describe the main features of an ATWS	(a) identify and describe the function of the following ATWS components: <ul style="list-style-type: none"> • sensor • transmitter • warning unit • battery • test plate 	<i>NPR 752</i>
2. identify minimum requirements	(a) identify the maximum number of sensors that can be used (b) identify considerations that must be taken into account when positioning sensors (c) identify the minimum distance sensors can be installed from: <ul style="list-style-type: none"> • points, turnouts, check rail and guard rail • equipment connected to the rail • platforms or relevant car markers • approach side of fixed signals (d) identify the minimum distance apart transmitters must be placed	<i>NPR 752</i> <i>NPR 751</i>
3. Correctly install equipment	(a) correctly install sensors (b) correctly setup junction box and transmitter (c) correctly setup warning unit	<i>NPR 752</i> <i>NPR 751</i>
4. Test equipment	(a) calibrate and test each sensor (b) synchronise the transmitter with the warning unit (c) verify the location of a sensor (d) perform first train check	<i>NPR 752</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
5. Operate equipment	<ul style="list-style-type: none"> (a) monitor warning unit display and respond to any faults (b) follow correct procedure to cancel warning (c) follow correct procedure when 2nd rail traffic activates sensor before first warning is cancelled (d) follow correct procedure to activate emergency warning 	<i>NPR 752</i>
6. Respond and rectify faults	<ul style="list-style-type: none"> (a) identify and interpret warning or fault indications (b) follow the correct procedure to respond to a false activation (c) follow the correct procedure to ensure workers are clear of the Danger Zone (d) follow the correct procedure to cancel warnings and resume work 	<i>NPR 752</i>
7. Remove and use an X, Y or Z key	<ul style="list-style-type: none"> (a) identify the correct X, Y or Z key to use (b) follow the correct procedure to remove an X, Y or Z key (c) follow the correct procedure to restore an X, Y or Z key 	<i>NPR 708</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation

Network Rules and Network Procedures Training Standard

Variable	Scope
	(d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single line (e) track-circuited and non-track-circuited lines (f) operation near electrical equipment or wiring (g) rail traffic density
Equipment	Variation in equipment may include but not limited to: <ul style="list-style-type: none"> (a) sensor (b) transmitter (c) warning unit (d) battery (e) test plate

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	3	2
Use mathematical ideas and techniques	Solve problems	Use technology	
1	2	2	

Network Rules and Network Procedures Training Standard

C112G Signal key switches

UNIT NWTC 112G This unit describes the competence, (knowledge, skills, values and attitudes) that must be acquired to apply the Work on Track Network Rules and Network Procedures when using signal key switches.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Use a Signal key switch during Track Work Authority (TWA)	(a) identify when a signal key switch can be used to protect a Track Work Authority (TWA) (if applicable) (b) describe the procedure to authorise rail traffic past an inner Handsignaller at a protecting signal fitted with a key switch when rail traffic is to proceed: <ul style="list-style-type: none"> • at normal speed • at caution • under special conditions (c) describe the procedure to authorise rail traffic past an outer Handsignaller at a protecting signal fitted with a key switch (d) follow the correct procedure if the protecting signal fails to display proceed after the key has been restored (e) correctly remove protection and fulfil TWA (if applicable)	NWT 306 NPR 702 NPR 754
2. Implement Signal Key Switch (SKS) Blocking	(a) identify the type of work can be undertaken in the Danger Zone using SKS Blocking (b) correctly identify the worksite limits applicable to a signal key switch (c) perform the duties of a Protection Officer when work is being done using a signal key switch as a safety measure (d) correctly compile Worksite Protection Plan (NRF 015D) when implementing SKS Blocking (e) communicate with the Signaller and Handsignaller at the appropriate time	NWT 320 NPR 751 NPR 753 NPR 754 NPR 000 NPR 014 NPR 015 NPR 017 NRF 014 NRF 015D NRF 017

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (f) state when a Lookout and easily reached Safe place is necessary when implementing SKS Blocking (g) identify when and where a worksite warning sign must be placed (h) identify when workers may enter the Danger Zone (i) identify the precautions that must be taken if an intermediate siding is located between the protecting signal and worksite (j) follow the correct procedure if the protecting signal fails to display proceed after the key has been restored (k) follow the correct procedure to have the portion of track returned to service (l) correctly remove protection and end SKS Blocking 	
3. Operate a signal key switch	<ul style="list-style-type: none"> (a) describe purpose and function a signal key switch (b) describe how you identify the worksite limits applicable to a signal key switch (if applicable) (c) perform the duties of a Handsignaller when work is being done using a signal key switch as a safety measure (if applicable) (d) state when the key can be removed from a signal key switch (e) state when the key can be restored to a signal key switch when: <ul style="list-style-type: none"> • allowing a train to proceed through a worksite • ending protection using a signal key switch (f) communicate with the Protection Officer and Signaller at the appropriate time (if applicable) (g) follow the correct procedure if the protecting signal does not clear within the expected time after restoring the key (h) follow the correct procedure if the protecting signal does not display a STOP indication when the key is removed 	<p><i>NWT 320</i></p> <p><i>NPR 753</i></p> <p><i>NPR 754</i></p>

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) operation near electrical equipment or wiring (e) rail traffic density
Equipment	Variation in equipment may include but not limited to: (a) two-way radios, mobile phones, trackside phones

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
2	2	2	

Network Rules and Network Procedures Training Standard

C113 Perform handsignalling at level crossings

UNIT NGE C 113 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the General Network Rules and Network Procedures when handsignalling at level crossings.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Report a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time	NGE 206 NPR 721
3. Identify and describe the main features of level crossings	(a) take appropriate action if there is faulty or damaged equipment or gates at a level crossing (b) identify the types of level crossings	NGE 216
4. Test Type F level crossings	(a) identify when testing is conducted (b) state who is authorised to suspend testing (c) state who authorises testing of level crossings (d) perform on-site tests of level crossings (e) follow the correct procedure to report and record the outcomes of testing	NGE 218 NPR 715 NPR 716 NPR 717 NPR 718
5. Manually Operate Type F level crossings	(a) isolate Type F level crossing warning equipment where a Master Emergency switch is not provided (b) isolate Type F level crossing warning equipment where a Master Emergency switch is provided	NGE 218 NPR 715 NPR 716 NPR 717

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) take appropriate action when level crossing booms are damaged or defective (d) manage rail traffic over a isolated Type F level crossing (e) follow the correct procedure to restore Type F level crossing equipment to normal operation	
6. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near the 1500V supply • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	NGE 222

UNIT NWT 113 This unit describes the competence (knowledge, skills, values and attitudes) that must be acquired to apply the Work on Track Network Rules and Network Procedures when handsignalling at level crossings.

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Work safely in the Rail Corridor	(a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can begin (c) wear approved high-visibility clothing (d) maintain effective communication	NWT 300 NPR 721

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single line (e) track-circuited and non-track-circuited lines (f) operation near electrical equipment or wiring (g) rail traffic density (h) road traffic density (i) crossing equipment fitted with Master Emergency switches (j) crossing equipment fitted with individual isolating switches

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	1
Use mathematical ideas and techniques	Solve problems	Use technology	
1	2	2	

Network Rules and Network Procedures Training Standard

Competencies for RISI and each Safeworking Certification

Network Rules and Network Procedures Training Standard

Rail Industry Safety Induction (RISI)

This unit describes RISI competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base unit of competency: C101 Work under supervision

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and interpret handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202
3. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires (f) foreign objects are caught in or touching the overhead wiring	NGE 222

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
4. Work safely in the Rail Corridor	(a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can commence (c) wear approved high-visibility clothing (d) maintain effective communication	<i>NWT 300</i> <i>NPR 721</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) operation near electrical equipment or wiring (e) rail traffic density

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
1	1	1	1
Use mathematical ideas and techniques	Solve problems	Use technology	
1	1	1	

Network Rules and Network Procedures Training Standard

Access the Danger Zone

This unit describes Access the Danger Zone competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C104 Perform customer service in the Rail Corridor

Competency not required: NGE 104.3f, NGE 104.5, NWTC 104.2, NWTC 104.3, NWTC 104.4, NTRC 104.1

Additional competency: NTRC 111.6d

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and interpret handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers 	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication 	
4. Report a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time	NGE 206 NPR 721
5. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires (f) foreign objects are caught in or touching the overhead wiring	NGE 222
6. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	NGE 230

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
7. Work safely in the Rail Corridor	(a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can commence (c) wear approved high-visibility clothing (d) maintain effective communication	<i>NWT 300</i> <i>NPR 721</i>
8. Make safe shunting movements	(a) interpret and take appropriate action if there are red warning flags/lights on vehicles	<i>NTR 420</i> <i>NPR 719</i> <i>NPR 721</i> <i>NPR 745</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) rail traffic density
Equipment	Variation in equipment types might include but not be limited to: <ul style="list-style-type: none"> (a) two-way radios, train radios, mobile phones, trackside phones

Network Rules and Network Procedures Training Standard

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	1	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
1	2	1	

Network Rules and Network Procedures Training Standard

Assess Corridor Safety

This unit describes Assess Corridor Safety competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C102 Operate under track protection rules Level 1

Competency not required: NWTC 102.3, NWTC 102.4

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone', and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) stand in the correct place to give handsignals (b) move to a safe place when rail traffic approaches (c) give the correct handsignals at the appropriate time, and continue to handsignal as required (d) stop rail traffic at the appropriate time (e) maintain effective communication with the appropriate people (f) give and interpret handsignals correctly (g) obey and acknowledge handsignals at the appropriate time	NGE 202 NPR 711 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	NGE 204 NPR 721
4. Report a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time	NGE 206 NPR 721
5. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	NGE 212

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
6. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires (f) foreign objects are caught in or touching the overhead wiring	<i>NGE 222</i>
7. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	<i>NGE 230</i>
8. Work safely in the Rail Corridor	(a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can commence (c) wear approved high-visibility clothing (d) maintain effective communication	<i>NWT 300 NPR 721</i>
9. Plan and assess work in the Rail Corridor	(a) identify and analyse risks to determine when worksite protection required	<i>NWT 300 NPR 712</i>

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) operation near electrical equipment or wiring (e) rail traffic density
Equipment	Variation in equipment types might include but not be limited to: (a) two-way radios, train radios, mobile phones, trackside phones

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	1	1	1
Use mathematical ideas and techniques	Solve problems	Use technology	
1	1	1	

Network Rules and Network Procedures Training Standard

Compliance Officer/Driver/Standards Officer

This unit describes Compliance Officer/Standards Officer/Driver competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C107 Perform rail operations Level 1,
C108 Perform rail operations Level 2,
C109 Perform rail operations Level 3,
C110 Perform rail operations Level 4

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	<i>NGE 200</i> <i>NPR 709</i>
2. Give and respond to handsignals	(a) stand in the correct place to give handsignals (b) move to a safe place when rail traffic approaches (c) maintain effective communication with the appropriate people (d) give the correct handsignals at the appropriate time and continue to handsignal as required (e) stop rail traffic at the appropriate time (f) give and interpret handsignals correctly (g) obey and acknowledge handsignals at the appropriate time	<i>NGE 202</i> <i>NPR 702</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that is: <ul style="list-style-type: none"> • clear, brief and unambiguous • relevant to the task at hand • agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	NGE 204 NPR 721
4. Report and respond to a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time (b) use the correct procedure to respond to a reported unsafe condition (c) use the correct procedure to warn rail traffic approaching an area where a CAN has been reported	NGE 206 NPR 707 NPR 709 NPR 720 NPR 721 NPR 000 NPR 004 NRF 004

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (d) follow the correct procedure to complete and store CAN forms (e) ensure that rail vehicles are operated safely when approaching an area where a CAN has been reported (if applicable) 	
5. Report and respond to a major incident	<ul style="list-style-type: none"> (a) follow the correct procedure to report a major incident (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard (c) report relevant details about a major incident 	<p><i>NGE 208</i> <i>NPR 714</i></p>
6. Adhere to speed restrictions during very hot weather (WOLO)	<ul style="list-style-type: none"> (a) identify when WOLO speed restrictions apply (b) ensure that rail vehicles are operated correctly during WOLO speed restrictions (if applicable) (c) describe how WOLO speed restrictions are advertised 	<p><i>NGE 210</i> <i>NPR 721</i></p>
7. Access Network information	<ul style="list-style-type: none"> (a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access 	<p><i>NGE 212</i></p>
8. Report a Network incident	<ul style="list-style-type: none"> (a) describe when a Network Incident Notice (NIN) is issued (b) follow the correct procedure if there is an incident that must be reported 	<p><i>NGE 214</i></p>
9. Ensure the safety of road, rail and pedestrian traffic at a level crossing	<ul style="list-style-type: none"> (a) identify the different types of level crossings (b) follow the correct procedure to protect a faulty Type F level crossing 	<p><i>NGE 216</i> <i>NGE 218</i></p>
10. Identify and respond to unreliable track-circuit operation	<ul style="list-style-type: none"> (a) follow the correct procedure if track-circuits are suspected of being faulty 	<p><i>NGE 220</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
11. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect problems in the electrical infrastructure • there is a fire near the 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	NGE 222
12. Operate rail vehicles when there is a removal of the 1500V overhead supply	(a) follow the correct procedure to enter or travel from a live to an isolated area	NGE 224 NGE 226
13. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	NGE 230
14. Fulfil the responsibilities of rail traffic crews	(a) identify and fulfil the duties and responsibilities of Train Crews or track vehicle crews	NGE 232

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
15. Plan work in the Rail Corridor	<ul style="list-style-type: none"> (a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) meet specified requirements prior to commencing work on track 	<i>NWT 300</i>
16. Use stationary rail traffic to create a safe place	<ul style="list-style-type: none"> (a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic 	<i>NWT 300</i>
17. Perform rail operations under an LPA (if applicable)	<ul style="list-style-type: none"> (a) identify the limits of an LPA (b) identify where a work train or track vehicle must be piloted in an LPA (c) identify who can act as a pilot where an LPA is in force 	<i>NWT 302</i> <i>NPR 700</i> <i>NPR 710</i>
18. Perform rail operations under a TOA (if applicable)	<ul style="list-style-type: none"> (a) use a TOA to travel a track vehicle (if applicable) (b) identify when a TOA does not give exclusive occupancy (c) identify the limits of a TOA (d) identify where a track vehicle must be piloted in a TOA (e) identify who can act as a pilot where a TOA is in force (f) determine when it is necessary to provide fixed worksite protection 	<i>NWT 304</i> <i>NPR 701</i> <i>NPR 710</i> <i>NPR 000</i> <i>NPR 002</i> <i>NRF 002</i>
19. Perform rail operations in a TWA area	<ul style="list-style-type: none"> (a) state the position of Handsignalers and railway track signals relative to worksites where a TWA is in force (b) interpret the information on a Worksite Warning form 	<i>NWT 306</i> <i>NPR 702</i> <i>NPR 000</i> <i>NPR 011</i> <i>NRF 011</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
20. Operate a track vehicle (if applicable)	<ul style="list-style-type: none"> (a) identify the authority needed to transfer track vehicles in the Network and the conditions of each authority (b) identify when track vehicles can enter or be placed on a running line (c) follow the correct procedure to operate compatible track vehicles fitted with approved coupling devices (d) ensure that travelling track vehicles have appropriately qualified personnel in the front and rear vehicles (e) ensure that track vehicles are operated at a safe speed that does not exceed the allowable maximum (f) ensure that the correct procedure is followed when track vehicles are being transferred as a train (g) communicate with Signallers at the appropriate times (h) ensure that the correct procedure is followed when track vehicles are being transferred under a TOA (i) follow the correct procedure to transfer track vehicles in convoy (j) follow the correct procedure when a track vehicle is being piloted (k) follow the correct procedure to operate track vehicles over a level crossing (l) follow the correct procedure to stable track vehicles on running lines or in sidings (m) ensure that track vehicle whistles and lights are used at the appropriate times 	<p><i>NWT 316</i></p> <p><i>NPR 710</i></p> <p><i>NPR 719</i></p> <p><i>NPR 740</i></p> <p><i>NPR 745</i></p> <p><i>NPR 748</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
21. Pilot rail traffic in a Local Possession Authority (LPA) or Track Occupancy Authority (TOA) (if applicable)	<ul style="list-style-type: none"> (a) identify the limits within which rail traffic must be piloted (b) pilot rail traffic (c) identify the authority required for rail traffic to enter or depart the limits of an LPA or TOA 	<p><i>NWT 314</i> <i>NWT 316</i> <i>NPR 700</i> <i>NPR 701</i> <i>NPR 710</i></p>
22. Operate a work train (if applicable)	<ul style="list-style-type: none"> (a) identify the authority needed to operate a work train (b) identify where a work train must be piloted (c) ensure that the correct procedure is followed to pass any signals at STOP that cannot be cleared within the work on track authority limits (d) make sure that the correct procedure is followed to make unsignalled movements if the work on track authority limits are within yard limits (e) ensure that the responsibilities of a Driver are fulfilled when a work train is being piloted (f) follow the correct procedure to enter or exit the limits of a work on track authority 	<p><i>NWT 314</i> <i>NPR 710</i></p>
23. Protect rail traffic	<ul style="list-style-type: none"> (a) identify the circumstances under which rail traffic must be protected (b) follow the correct procedure to protect rail traffic if railway track signals cannot be used (c) follow the correct procedure if a line obstruction is reported (d) identify when lines adjacent to stopped rail traffic must be protected (e) follow the correct procedure to protect delayed rail traffic 	<p><i>NTR 400</i> <i>NPR 709</i> <i>NPR 720</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
24. Ensure that trains are fit to travel	<ul style="list-style-type: none"> (a) identify when a train, rake of vehicles or a vehicle must be inspected and certified as meeting the operating standards in the Train Operating Conditions (TOC) manual (b) follow the correct procedures to ensure that the train brakes are currently certified as working in accordance with the requirements of the TOC manual (c) follow the correct procedures to ensure that rail vehicle integrity is maintained (d) ensure that all required standard equipment is fitted and in working order (e) follow the correct procedures if dangerous goods are being carried in a train consist (f) follow the correct procedure to check passing trains en route and report any defects observed (g) follow the correct procedure if train defects are reported or suspected en route (h) follow the correct procedure if a vehicle is considered to be unfit for travel 	<i>NTR 402</i>
25. Safely use the brakes of trains	<ul style="list-style-type: none"> (a) Ensure the correct procedure is followed: <ul style="list-style-type: none"> • to hold a train stationary on a grade in accordance with the requirements specified in the Train Operating Conditions (TOC) manual • to operate a light train down a grade in accordance with the requirements specified in the TOC manual • to operate a train with more than one motive power unit • if there is abnormal application of automatic air brakes en route • to operate a train with the air brake isolated on a vehicle • to detach and attach locomotives from a train 	<i>NTR 404</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> • if a rail vehicle has a defective handbrake 	
26. Use train lights	<ul style="list-style-type: none"> (a) use the correct train lighting to indicate train direction of travel and completeness (b) follow the correct procedure if the end-of-train marker is reported as missing, defective or not lit (c) use the correct train lighting when operating a locomotive in a shunting yard (d) use a train's headlights at the appropriate time 	<i>NTR 406</i>
27. Use rail traffic whistles	<ul style="list-style-type: none"> (a) sound rail traffic whistles at the appropriate time (b) use the correct whistle codes to give warning (c) follow the correct procedure if a train's whistle fails (d) follow the correct procedure to operate rail traffic with a defective whistle and/or a defective headlight 	<i>NTR 408</i>
28. Deal with defective equipment en route	<ul style="list-style-type: none"> (a) follow the correct procedure if train equipment becomes defective en route 	<i>NTR 410</i> <i>NTR 412</i>
29. Deal with defective vehicles	<ul style="list-style-type: none"> (a) take appropriate action if defective vehicles are observed by, or reported to, the rail traffic crew (b) place the correct repair card on a defective vehicle at the appropriate time (if applicable) (c) follow the correct procedure to detach and/or move a defective vehicle (d) follow the correct procedure to haul, propel or tow a defective vehicle 	<i>NTR 414</i> <i>NPR 720</i> <i>NPR 721</i>
30. Deal with disabled rail traffic	<ul style="list-style-type: none"> (a) take appropriate action if a rail traffic becomes disabled (b) follow the correct procedure to assist disabled rail traffic from a section (c) follow the correct procedure if disabled rail traffic needs to be divided into portions for removal 	<i>NTR 416</i> <i>NPR 720</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(d) follow the correct procedure if rail traffic accidentally divides	
31. Move rail vehicles safely within yard limits	(a) identify who authorises rail traffic movements on a running line within yard limits (b) ensure that shunting movements within shunting yards and sidings are carried out safely (c) identify yard limits in Rail Vehicle Detection (RVD) territory (d) obtain the correct authority for rail traffic movements within yard limits: <ul style="list-style-type: none"> • if fixed signals are unavailable • that are unsignalled • that involve a wrong running-direction movement • past a starting or a home/starting signal at STOP on bidirectional line 	<i>NTR 418</i> <i>NPR 721</i> <i>NPR 740</i> <i>NPR 745</i>
32. Make safe shunting movements	(a) maintain effective communication during shunting (b) take appropriate action where there are narrow track clearance signs (c) follow the correct procedure to stable and secure stationary vehicles (d) interpret and take appropriate action if there are red warning flags/lights on vehicles (e) state the shunting methods that can be used (f) follow the correct procedure to shunt: <ul style="list-style-type: none"> • past yard limits • over points or level crossings • into sidings • beside platforms (g) follow the correct procedure if a train or vehicle needs to be stabled on a running line	<i>NTR 420</i> <i>NPR 719</i> <i>NPR 721</i> <i>NPR 740</i> <i>NPR 742</i> <i>NPR 743</i> <i>NPR 744</i> <i>NPR 745</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(h) follow the correct procedure to operate groundframes and non-interlocked points (if applicable)	
33. Ensure safe shunting of trains at intermediate sidings (if applicable)	(a) communicate with the Signaller at the appropriate time (b) follow the correct procedure to restore siding equipment after the completion of shunting (c) follow the correct procedure to operate a ground frame to shunt at an intermediate siding (d) follow the correct procedure to stable rail traffic in an intermediate siding (e) follow the correct procedure to exit rail traffic from an intermediate siding	NTR 422 NPR 719 NPR 721
34. Ensure that propelling movements are carried out safely	(a) define a 'propelling movement' (b) identify who is responsible for: <ul style="list-style-type: none"> • controlling propelling movements • directing propelling movements • authorising propelling movements (c) identify and plan the route and limits of a propelling movement (d) identify the authority needed to conduct a propelling movement: <ul style="list-style-type: none"> • over a level crossing • within yard limits • in a shunting yard • in a section • in the wrong running-direction (e) follow the correct procedure to make wrong running-direction propelling movements (f) identify when a Qualified Worker is not required to direct a propelling movement from the leading vehicle	NTR 424 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
35. Deal with overdue trains	(a) follow the correct procedure: <ul style="list-style-type: none"> • if a rail traffic is overdue in a section • if rail traffic stoppage is or will become extended • to inspect stopped rail traffic • if a rail traffic is reported to be disabled 	<i>NTR 426</i> <i>NTR 432</i> <i>NPR 750</i>
36. Use a SAFE Notice	(a) state the function of a SAFE Notice (b) follow the correct procedure if they receive a SAFE Notice	<i>NTR 428</i>
37. Use a TOC Waiver	(a) state the function of a TOC Waiver (b) follow the correct procedure if they receive a TOC Waiver	<i>NTR 430</i>
38. Protect activities associated with in-service rail traffic	(a) identify when repairs or inspections to rail traffic must be protected (b) follow the correct procedure to identify the location of a worksite (c) perform the duties of a Driver, Track Vehicle Operator or Train Technician when repairs or inspections to rail traffic require protection (d) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (e) communicate with the Signaller at the appropriate time (f) follow the correct procedure to have the portion of track returned to service	<i>NTR 432</i> <i>NPR 721</i> <i>NPR 750</i>
39. Operate on-board ATP equipment	(a) take appropriate action if going beneath a train fitted with ATP equipment (b) follow the correct procedure to activate different modes (c) follow the correct procedure set or confirm train data	<i>NTR 434</i> <i>NGE 206</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(d) follow the correct procedure if a level transition is missed (e) follow the correct procedure if an ATP intervention occurs (f) correctly isolate ATP equipment	
40. Use Rail Vehicle Detection (RVD) system of Safeworking	(a) describe the principles of the RVD system of Safeworking (b) follow the correct procedure to enter a block	NSY 500 NPR 721
41. Manually maintain blocks between rail traffic movements	(a) describe the principles of manual block working (b) state when basic block working can be used (c) state when CAN block working can be used (d) keep appropriate records of manual block working (e) identify the authority needed to enter and occupy a block under manual block working (f) identify the limits for: <ul style="list-style-type: none"> • basic block working • CAN block working (g) identify when signals at STOP can be passed under CAN block working (h) ensure that the correct procedure is followed if an automatic signal is used as a limit of CAN block working (i) ensure that the correct procedure is followed to receive a CAN form	NSY 512 NPR 721 NPR 722 NPR 723 NPR 724 NPR 746 NPR 000 NPR 004 NRF 004
42. Use a Special Proceed Authority (SPA)	(a) describe when a SPA is used (b) describe the information that must be included on a SPA (c) ensure that the correct procedure is followed if a SPA authorises a movement beyond an attended location or a remote controlled location (d) state when a SPA can be cancelled or fulfilled	NSY 514 NPR 721 NPR 746 NPR 000 NPR 005 NRF 005

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
43. Use the pilot staff working method of special working	(a) describe the principles of pilot staff working (b) describe the function and features of the half pilot staff, pilot staff or Pilot Staff Ticket (c) identify the limits of a pilot staff section (d) follow the correct procedure to receive a Proceed Authority to enter and exit a pilot staff section (e) ensure that the correct procedure is followed when warned that pilot staff working is in use (f) follow the correct procedure to use half pilot staffs	NSY 516 NPR 707 NPR 715 NPR 721 NPR 723 NPR 725 NPR 726 NPR 727 NPR 000 NPR 007 NPR 008 NPR 010 NPR 011 NRF 007 NRF 008 NRF 010 NRF 011
44. Suspend a system of Safeworking	(a) state when a system of Safeworking may be suspended (b) identify who is authorised to suspend a system of Safeworking	NSY 518 NPR 721
45. Identify the types of running signals	(a) state the function of running signals (b) state how the different types of running signals indicate the route ahead (c) identify and interpret the indications on semaphore signals (d) identify running signal designations and functions (e) describe how the following signals are operated: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) identify the different types of: <ul style="list-style-type: none"> • controlled signals • automatic signals 	NSG 600

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(g) interpret the indications of a signal with an A light or A sign fitted (h) identify and describe the function of the running signals used in their area of operation (i) identify and interpret: <ul style="list-style-type: none"> • indicator signals • repeater signals 	
46. Identify shunting signals	(a) state the function of shunting signals (b) identify: <ul style="list-style-type: none"> • colour light shunting signals • semaphore shunting signals (c) interpret the routes indicated on shunting signals (d) identify, interpret and respond appropriately to shunting signals used in their area of operation	NSG 602
47. Identify and interpret indicators and signs	(a) state where temporary WARNING, CAUTION and CLEARANCE speed signs are positioned relative to a worksite (b) state how Drivers and track vehicle operators are notified that it may be necessary to operate rail traffic at reduced speed over a portion of track (c) identify and interpret all temporary and permanent speed signs relevant to operational requirements (d) identify when to increase and decrease speed to comply with speed signs (e) ensure that rail traffic is operated according to the speed signs (f) identify, interpret and respond appropriately to the indicators and signs used in their area of operation	NSG 604 NPR 713

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
48. Respond to signals and signs	(a) state the function of fixed signals (b) identify when a signal indication may/may not be changed to a more restrictive aspect (c) know the location and purpose of signals in their area of work (d) identify the limits of authority of cleared: <ul style="list-style-type: none"> • running signals • shunting signals (e) state when a running signal can be used to authorise a shunting movement (f) follow the correct procedure to operate a rail vehicle past a cleared shunting signal (g) follow the correct procedure to operate rail traffic past a YARD LIMIT or LANDMARK sign (h) follow the correct procedure if a signal indication is: <ul style="list-style-type: none"> • STOP • PROCEED • irregular • out of use (i) describe signal placement relative to the line	NSG 606 NPR 721 NPR 746 NPR 747
49. Pass signals at STOP	(a) identify when the following signals can be passed at STOP: <ul style="list-style-type: none"> • absolute signals • permissive signals (b) follow the correct procedure to communicate with the Signaller when affected by a signal at STOP (c) obtain and communicate available information about the condition of the block ahead (d) identify the authority needed to pass a signal at STOP	NSG 608 NPR 707 NPR 721 NPR 740 NPR 742 NPR 743 NPR 744 NPR 746

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) ensure that the correct procedure is followed to operate a rail vehicle past the following signals at STOP: <ul style="list-style-type: none"> • absolute • permissive (f) make sure that the rail vehicle travels at the appropriate speed after passing a signal at STOP (g) ensure that the correct procedure is followed to operate a rail vehicle when passing a signal at STOP and the condition of the track ahead is not known (h) follow the correct procedure if rail traffic in the block ahead needs assistance (i) respond to faulty points (j) manually operate points as required	
50. Respond to indicators at STOP	(a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure to report passing a main line indicator or mechanical points indicator at STOP	<i>NSG 610</i>
51. Deal with an overrun of limit of authority	(a) define when a movement becomes an overrun of limit of authority (b) follow the correct procedure if rail traffic overruns a limit of authority	<i>NSG 612</i> <i>NPR 721</i>
52. Use blocking facilities	(a) state the function of blocking facilities	<i>NSG 614</i>

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	<p>The track environment may include but not be limited to:</p> <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) operation near electrical equipment or wiring (h) multiple worksites
Train types	<p>Train types may include but not be limited to:</p> <ul style="list-style-type: none"> (a) electric passenger train (b) self-propelled diesel train (c) work train (d) freight train (e) light engine (f) track maintenance vehicles
Signals	Signal types used in the Sydney Trains Network
Trackside signage	All trackside signage
Equipment	<p>Variation in equipment types may include but not be limited to:</p> <ul style="list-style-type: none"> (a) hand portable or In cab two-way radio equipment, mobile, trackside or signal phone (b) different types of point motors

Network Rules and Network Procedures Training Standard

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
2	3	2	

Network Rules and Network Procedures Training Standard

Engineering Handsignaller Level 1

This unit describes Engineering Handsignaller Level 1 competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C102 Operate under track protection rules Level 1

Competency not required: NWTC 102.2

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone', and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) stand in the correct place to give handsignals (b) move to a safe place when rail traffic approaches (c) give the correct handsignals at the appropriate time, and continue to handsignal as required (d) stop rail traffic at the appropriate time (e) maintain effective communication with the appropriate people (f) give and interpret handsignals correctly (g) obey and acknowledge handsignals at the appropriate time	NGE 202 NPR 711 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	NGE 204 NPR 721
4. Report a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time	NGE 206 NPR 721
5. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	NGE 212

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
6. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	<i>NGE 222</i>
7. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	<i>NGE 230</i>
8. Work safely in the Rail Corridor	(a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can commence (c) wear approved high-visibility clothing (d) maintain effective communication	<i>NWT 300</i> <i>NPR 721</i>
9. Perform the duties of a Lookout	(a) follow the correct procedures to perform the duties of a Lookout when working using the Lookout Working method (b) identify the correct placement of Lookouts (c) establish communication procedures with the Protection Officer prior to commencing duties as a Lookout (d) stand in a safe and appropriate place when performing the duties of a Lookout	<i>NWT 310</i> <i>NPR 711</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) follow the correct procedure to detect and warn others of the approach of rail traffic (f) move to a safe place when rail traffic approaches (g) signal ALL CLEAR at the appropriate time (h) follow the correct procedure when it is safe for work to resume following the passage of rail traffic	
10. Perform the duties of a Handsignaller not at a fixed signal during a Track Work Authority (TWA)	(a) maintain effective communication with Protection Officer (b) identify correct position for inner and outer Handsignaller (c) follow correct procedures when: <ul style="list-style-type: none"> • rail traffic is approaching • managing rail traffic through a worksite 	<i>NWT 306</i> <i>NPR 702</i> <i>NPR 709</i> <i>NPR 000</i> <i>NPR 011</i> <i>NRF 011</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) operation near electrical equipment or wiring (e) rail traffic density
Equipment	Variation in equipment types might include but not be limited to: <ul style="list-style-type: none"> (a) two-way radios, train radios, mobile phones, trackside phones

Network Rules and Network Procedures Training Standard

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	1	1	1
Use mathematical ideas and techniques	Solve problems	Use technology	
1	1	1	

Network Rules and Network Procedures Training Standard

Engineering Handsignaller Level 2

This unit describes Engineering Handsignaller Level 2 competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C102 Operate under track protection rules Level 1, C103 Operate under track protection rules Level 2

Competency not required: NWTC 102.2

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone', and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) stand in the correct place to give handsignals (b) move to a safe place when rail traffic approaches (c) give the correct handsignals at the appropriate time, and continue to handsignal as required (d) stop rail traffic at the appropriate time (e) maintain effective communication with the appropriate people (f) give and interpret handsignals correctly (g) obey and acknowledge handsignals at the appropriate time	NGE 202 NPR 711 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	NGE 204 NPR 721
4. Report a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time	NGE 206 NPR 721
5. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	NGE 212
6. Use level crossings	(a) identify the responsibilities of Qualified Workers in charge of level crossings	NGE 216 NGE 218 NPR 715 NPR 717

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(b) follow the correct procedure if there is missing, damaged or faulty warning equipment or gates at a level crossing (c) identify and describe the different types of level crossings (d) interpret Type F level crossing trackside signs (e) fulfil the duties of a Qualified Worker at a level crossing with manually operated gates (f) authorise the re-opening of gates at attended locations (g) follow the correct procedure if there are open gates at a private level crossing	
7. Test and manage Type F level crossings	(a) fulfil the duties of a Qualified Worker in charge of manually operated warning equipment (b) perform the duties of a Handsignaller to protect a level crossing	NGE 218 NPR 715 NPR 716 NPR 717
8. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires (f) foreign objects are caught in or touching the overhead wiring	NGE 222

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
9. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	<i>NGE 230</i>
10. Work safely in the Rail Corridor	(a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can commence (c) wear approved high-visibility clothing (d) maintain effective communication	<i>NWT 300</i> <i>NPR 721</i>
11. Place Local Possession Authority (LPA) or Track Occupancy Authority (TOA) worksite protection	(a) Follow the correct procedure to protect worksites within an LPA or TOA by correctly: <ul style="list-style-type: none"> • placing railway track signals • placing protection markers • clipping and locking points 	<i>NWT 302</i> <i>NWT 304</i> <i>NPR 700</i> <i>NPR 701</i> <i>NPR 707</i> <i>NPR 709</i>
12. Perform the duties of a Handsignaller not at a fixed signal during a Track Work Authority (TWA)	(a) maintain effective communication with Protection Officer (b) identify correct position for inner and outer Handsignaller (c) follow correct procedures when: <ul style="list-style-type: none"> • rail traffic is approaching • managing rail traffic through a worksite 	<i>NWT 306</i> <i>NPR 702</i> <i>NPR 709</i> <i>NPR 000</i> <i>NPR 011</i> <i>NRF 011</i>
13. Perform the duties of a Handsignaller in a Track Work Authority (TWA) area	(a) maintain effective communication with the Protection Officer and Signaller at the appropriate times (b) identify the correct position for inner and outer Handsignallers to stand when performing their duties to protect a worksite: <ul style="list-style-type: none"> • when signals on the approach side of the worksite are set at STOP • where signals are affected by work on track • in automatic signal areas 	<i>NWT 306</i> <i>NPR 702</i> <i>NPR 000</i> <i>NPR 011</i> <i>NRF 011</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) follow the correct procedure to perform the duties of a Handsignaller in the above areas and: <ul style="list-style-type: none"> • when rail traffic is approaching a worksite • where there are multiple worksites • where rail traffic can travel on adjacent lines • where there are tonnage signals • when managing the transit of rail traffic through a worksite (d) communicate with the Signaller at the appropriate time	
14. Perform the duties of an additional Handsignaller not at an affected signal	(a) maintain effective communication with other Handsignallers (b) follow correct procedures when: <ul style="list-style-type: none"> • rail traffic is approaching • managing rail traffic through a worksite 	NWT 306 NPR 702 NPR 709
15. Perform the duties of a clearance Handsignaller	(a) maintain effective communication with Protection Officer (b) follow the correct procedure when rail traffic passes complete beyond a clearance location	NWT 306 NPR 702
16. Perform the duties of a Lookout	(a) follow the correct procedures to perform the duties of a Lookout when working using the Lookout Working method (b) identify the correct placement of Lookouts (c) establish communication procedures with the Protection Officer prior to commencing duties as a Lookout (d) stand in a safe and appropriate place when performing the duties of a Lookout (e) follow the correct procedure to detect and warn others of the approach of rail traffic	NWT 310 NPR 711

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (f) move to a safe place when rail traffic approaches (g) signal ALL CLEAR at the appropriate time (h) follow the correct procedure when it is safe for work to resume following the passage of rail traffic 	
17. Pilot rail traffic in a Local Possession Authority (LPA) or Track Occupancy Authority (TOA)	<ul style="list-style-type: none"> (a) identify the limits within which rail traffic must be piloted (b) pilot rail traffic (c) identify the authority required for rail traffic to enter or depart the limits of an LPA or TOA 	<p><i>NWT 314</i> <i>NWT 316</i> <i>NPR 700</i> <i>NPR 701</i> <i>NPR 710</i></p>
18. Control rail traffic movement into/from occupied blocks	<ul style="list-style-type: none"> (a) authorise rail traffic entry to a block at the appropriate time (b) define CAN block working (c) follow the correct procedure to record information during CAN block working (d) identify the authority needed by rail traffic to occupy a block under manual block working (e) follow the correct procedures to control entry and exit of rail traffic to/from a block during CAN block working 	<p><i>NSY 512</i> <i>NPR 709</i> <i>NPR 721</i> <i>NPR 722</i> <i>NPR 723</i> <i>NPR 724</i> <i>NPR 000</i> <i>NPR 004</i> <i>NRF 004</i></p>
19. Control rail traffic movement into/from the limits of pilot staff working	<ul style="list-style-type: none"> (a) identify where Handsignallers are stationed during pilot staff working (b) follow the correct procedure to record the establishment of block posts (c) perform the duties of a Handsignaller at a block post (d) identify when a clearance Handsignaller is required (e) perform the duties of a clearance Handsignaller (f) describe the process for obtaining information about a change of running direction of a pilot staff section 	<p><i>NSY 516</i> <i>NPR 709</i> <i>NPR 721</i> <i>NPR 723</i> <i>NPR 724</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
20. Follow the correct procedure if a signal is at STOP	(a) follow the correct procedure to control the passage of rail traffic at a signal at STOP (b) respond to faulty points (c) manually operate points, as required	<i>NSG 606</i> <i>NSG 608</i> <i>NPR 707</i> <i>NPR 740</i> <i>NPR 742</i> <i>NPR 743</i> <i>NPR 744</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) operation near electrical equipment or wiring (e) rail traffic density
Equipment	Variation in equipment types might include but not be limited to: (a) two-way radios, train radios, mobile phones, trackside phones (b) different types of point motors (c) different types of level crossing switches

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	1	1	1
Use mathematical ideas and techniques	Solve problems	Use technology	
1	1	1	

Network Rules and Network Procedures Training Standard

Guard

This unit describes Guard competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C107 Perform rail operations Level 1,
C108 Perform rail operations Level 2,
C109 Perform rail operations Level 3

Competency not required: NTRC 108.4

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) stand in the correct place to give handsignals (b) move to a safe place when rail traffic approaches (c) maintain effective communication with the appropriate people (d) give the correct handsignals at the appropriate time and continue to handsignal as required (e) stop rail traffic at the appropriate time (f) give and interpret handsignals correctly (g) obey and acknowledge handsignals at the appropriate time	NGE 202 NPR 702

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
3. Use approved communication procedures	<p>(a) communicate orally or in written form in a manner that is:</p> <ul style="list-style-type: none"> • clear, brief and unambiguous • relevant to the task at hand • agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers <p>(b) confirm communication with the sender at the appropriate time</p> <p>(c) act on the communication at the appropriate time</p> <p>(d) test and check communication equipment prior to use</p> <p>(e) follow the correct protocols for:</p> <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication <p>(f) follow the correct procedure to complete and keep Safeworking forms and records</p>	<p><i>NGE 204</i> <i>NPR 721</i></p>
4. Report and respond to a Condition Affecting the Network (CAN)	<p>(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time</p> <p>(b) use the correct procedure to respond to a reported unsafe condition</p> <p>(c) use the correct procedure to warn rail traffic approaching an area where a CAN has been reported</p> <p>(d) follow the correct procedure to complete and store CAN forms</p>	<p><i>NGE 206</i> <i>NPR 707</i> <i>NPR 709</i> <i>NPR 720</i> <i>NPR 721</i> <i>NPR 000</i> <i>NPR 004</i> <i>NRF 004</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
5. Report and respond to a major incident	(a) follow the correct procedure to report a major incident (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard (c) report relevant details about a major incident	NGE 208 NPR 714
6. Adhere to speed restrictions during very hot weather (WOLO)	(a) identify when WOLO speed restrictions apply (b) describe how WOLO speed restrictions are advertised	NGE 210 NPR 721
7. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	NGE 212
8. Ensure the safety of road, rail and pedestrian traffic at a level crossing	(a) identify the different types of level crossings (b) follow the correct procedure to protect a faulty Type F level crossing	NGE 216 NGE 218
9. Identify and respond to unreliable track-circuit operation	(a) follow the correct procedure if track-circuits are suspected of being faulty	NGE 220
10. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring	NGE 222

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect problems in the electrical infrastructure • there is a fire near the 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	
11. Operate rail vehicles when there is a removal of the 1500V overhead supply	(a) follow the correct procedure to enter or travel from a live to an isolated area	NGE 224 NGE 226
12. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	NGE 230
13. Fulfil the responsibilities of rail traffic crews	(c) identify and fulfil the duties and responsibilities of Train Crews or track vehicle crews	NGE 232
14. Plan work in the Rail Corridor	(a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) meet specified requirements prior to commencing work on track	NWT 300
15. Use stationary rail traffic to create a safe place	(a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic	NWT 300

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
16. Perform rail operations in a TWA area	<ul style="list-style-type: none"> (a) state the position of Handsignallers and railway track signals relative to worksites where a TWA is in force (b) interpret the information on a Worksite Warning form 	<p><i>NWT 306</i> <i>NPR 702</i> <i>NPR 000</i> <i>NPR 011</i> <i>NRF 011</i></p>
17. Protect rail traffic	<ul style="list-style-type: none"> (a) identify the circumstances under which rail traffic must be protected (b) follow the correct procedure to protect rail traffic if railway track signals cannot be used (c) follow the correct procedure if a line obstruction is reported (d) identify when lines adjacent to stopped rail traffic must be protected (e) follow the correct procedure to protect delayed rail traffic 	<p><i>NTR 400</i> <i>NPR 709</i> <i>NPR 720</i></p>
18. Ensure that trains are fit to travel	<ul style="list-style-type: none"> (a) identify when a train, rake of vehicles or a vehicle must be inspected and certified as meeting the operating standards in the Train Operating Conditions (TOC) manual (b) follow the correct procedures to ensure that the train brakes are currently certified as working in accordance with the requirements of the TOC manual (c) follow the correct procedures to ensure that rail vehicle integrity is maintained (d) ensure that all required standard equipment is fitted and in working order (e) follow the correct procedures if dangerous goods are being carried in a train consist (f) follow the correct procedure to check passing trains en route and report any defects observed (g) follow the correct procedure if train defects are reported or suspected en route (h) follow the correct procedure if a vehicle is considered to be unfit for travel 	<p><i>NTR 402</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
19. Use train lights	<ul style="list-style-type: none"> (a) use the correct train lighting to indicate train direction of travel and completeness (b) follow the correct procedure if the end-of-train marker is reported as missing, defective or not lit (c) use the correct train lighting when operating a locomotive in a shunting yard (d) use a train’s headlights at the appropriate time 	<i>NTR 406</i>
20. Use rail traffic whistles	<ul style="list-style-type: none"> (a) sound rail traffic whistles at the appropriate time (b) use the correct whistle codes to give warning (c) follow the correct procedure if a train’s whistle fails (d) follow the correct procedure to operate rail traffic with a defective whistle and/or a defective headlight 	<i>NTR 408</i>
21. Deal with defective vehicles	<ul style="list-style-type: none"> (a) take appropriate action if defective vehicles are observed by, or reported to, the rail traffic crew (b) follow the correct procedure to detach and/or move a defective vehicle (c) follow the correct procedure to haul, propel or tow a defective vehicle 	<i>NTR 414</i> <i>NPR 720</i> <i>NPR 721</i>
22. Move rail vehicles safely within yard limits	<ul style="list-style-type: none"> (a) identify who authorises rail traffic movements on a running line within yard limits (b) ensure that shunting movements within shunting yards and sidings are carried out safely (c) identify yard limits in Rail Vehicle Detection (RVD) territory 	<i>NTR 418</i> <i>NPR 719</i> <i>NPR 721</i> <i>NPR 740</i> <i>NPR 745</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(d) obtain the correct authority for rail traffic movements within yard limits: <ul style="list-style-type: none"> • if fixed signals are unavailable • that are unsignalled • that involve a wrong running-direction movement • past a starting or a home/starting signal at STOP on bidirectional line 	
23. Make safe shunting movements	(a) maintain effective communication during shunting (b) take appropriate action where there are narrow track clearance signs (c) follow the correct procedure to stable and secure stationary vehicles (d) interpret and take appropriate action if there are red warning flags/lights on vehicles (e) state the shunting methods that can be used (f) follow the correct procedure to shunt: <ul style="list-style-type: none"> • past yard limits • over points or level crossings • into sidings • beside platforms (g) follow the correct procedure if a train or vehicle needs to be stabled on a running line (h) follow the correct procedure to operate groundframes and non-interlocked points	NTR 420 NPR 719 NPR 721 NPR 740 NPR 742 NPR 743 NPR 744 NPR 745
24. Ensure that propelling movements are carried out safely	(a) define a 'propelling movement' (b) identify who is responsible for: <ul style="list-style-type: none"> • controlling propelling movements • directing propelling movements • authorising propelling movements (c) identify and plan the route and limits of a propelling movement	NTR 424 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(d) identify the authority needed to conduct a propelling movement: <ul style="list-style-type: none"> • over a level crossing • within yard limits • in a shunting yard • in a section • in the wrong running-direction (e) follow the correct procedure to make wrong running-direction propelling movements (f) identify when a Qualified Worker is not required to direct a propelling movement from the leading vehicle	
25. Deal with overdue trains	(a) follow the correct procedure: <ul style="list-style-type: none"> • if a rail traffic is overdue in a section • if rail traffic stoppage is or will become extended • to inspect stopped rail traffic • if a rail traffic is reported to be disabled 	<i>NTR 426</i> <i>NTR 432</i> <i>NPR 750</i>
26. Use a SAFE Notice	(a) state the function of a SAFE Notice (b) follow the correct procedure if they receive a SAFE Notice	<i>NTR 428</i>
27. Use a TOC Waiver	(a) state the function of a TOC Waiver (b) follow the correct procedure if they receive a TOC Waiver	<i>NTR 430</i>
28. Use Rail Vehicle Detection (RVD) system of Safeworking	(a) describe the principles of the RVD system of Safeworking (b) follow the correct procedure to enter a block	<i>NSY 500</i> <i>NPR 721</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
29. Manually maintain blocks between rail traffic movements	(a) describe the principles of manual block working (b) state when basic block working can be used (c) state when CAN block working can be used (d) keep appropriate records of manual block working (e) identify the authority needed to enter and occupy a block under manual block working (f) identify the limits for: <ul style="list-style-type: none"> • basic block working • CAN block working (g) identify when signals at STOP can be passed under CAN block working (h) ensure that the correct procedure is followed if an automatic signal is used as a limit of CAN block working (i) ensure that the correct procedure is followed to receive a CAN form	NSY 512 NPR 721 NPR 722 NPR 723 NPR 724 NPR 746 NPR 000 NPR 004 NRF 004
30. Use a Special Proceed Authority (SPA)	(a) describe when a SPA is used (b) describe the information that must be included on a SPA (c) ensure that the correct procedure is followed if a SPA authorises a movement beyond an attended location or a remote controlled location (d) state when a SPA can be cancelled or fulfilled	NSY 514 NPR 721 NPR 746 NPR 000 NPR 005 NRF 005

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
31. Use the pilot staff working method of special working	(a) describe the principles of pilot staff working (b) describe the function and features of the half pilot staff, pilot staff or Pilot Staff Ticket (c) identify the limits of a pilot staff section (d) follow the correct procedure to receive a Proceed Authority to enter and exit a pilot staff section (e) ensure that the correct procedure is followed when warned that pilot staff working is in use (f) follow the correct procedure to use half pilot staffs	<i>NSY 516</i> <i>NPR 707</i> <i>NPR 715</i> <i>NPR 721</i> <i>NPR 723</i> <i>NPR 725</i> <i>NPR 726</i> <i>NPR 727</i> <i>NPR 000</i> <i>NPR 007</i> <i>NPR 008</i> <i>NPR 010</i> <i>NPR 011</i> <i>NRF 007</i> <i>NRF 008</i> <i>NRF 010</i> <i>NRF 011</i>
32. Suspend a system of Safeworking	(a) state when a system of Safeworking may be suspended (b) identify who is authorised to suspend a system of Safeworking	<i>NSY 518</i> <i>NPR 721</i>
33. Identify the types of running signals	(a) state the function of running signals (b) state how the different types of running signals indicate the route ahead (c) identify and interpret the indications on semaphore signals (d) identify running signal designations and functions (e) describe how the following signals are operated: <ul style="list-style-type: none"> • controlled signals • automatic signals 	<i>NSG 600</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(f) identify the different types of: <ul style="list-style-type: none"> • controlled signals • automatic signals (g) interpret the indications of a signal with an A light or A sign fitted (h) identify and describe the function of the running signals used in their area of operation (i) identify and interpret: <ul style="list-style-type: none"> • indicator signals • repeater signals 	
34. Identify shunting signals	(a) state the function of shunting signals (b) identify: <ul style="list-style-type: none"> • colour light shunting signals • semaphore shunting signals (c) interpret the routes indicated on shunting signals (d) identify, interpret and respond appropriately to shunting signals used in their area of operation	<i>NSG 602</i>
35. Identify and interpret indicators and signs	(a) state where temporary WARNING, CAUTION and CLEARANCE speed signs are positioned relative to a worksite (b) state how Drivers and track vehicle operators are notified that it may be necessary to operate rail traffic at reduced speed over a portion of track (c) identify and interpret all temporary and permanent speed signs relevant to operational requirements (d) identify when to increase and decrease speed to comply with speed signs (e) ensure that rail traffic is operated according to the speed signs (f) identify, interpret and respond appropriately to the indicators and signs used in their area of operation	<i>NSG 604 NPR 713</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
36. Respond to signals and signs	(a) state the function of fixed signals (b) identify when a signal indication may/may not be changed to a more restrictive aspect (c) know the location and purpose of signals in their area of work (d) identify the limits of authority of cleared: <ul style="list-style-type: none"> • running signals • shunting signals (e) state when a running signal can be used to authorise a shunting movement (f) follow the correct procedure to operate a rail vehicle past a cleared shunting signal (g) follow the correct procedure to operate rail traffic past a YARD LIMIT or LANDMARK sign (h) follow the correct procedure if a signal indication is: <ul style="list-style-type: none"> • STOP • PROCEED • irregular • out of use (i) describe signal placement relative to the line	NSG 606 NPR 721 NPR 746 NPR 747
37. Pass signals at STOP	(a) identify when the following signals can be passed at STOP: <ul style="list-style-type: none"> • absolute signals • permissive signals (b) follow the correct procedure to communicate with the Signaller when affected by a signal at STOP (c) obtain and communicate available information about the condition of the block ahead (d) identify the authority needed to pass a signal at STOP	NSG 608 NPR 707 NPR 721 NPR 740 NPR 742 NPR 743 NPR 744 NPR 746

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) ensure that the correct procedure is followed to operate a rail vehicle past the following signals at STOP: <ul style="list-style-type: none"> • absolute • permissive (f) make sure that the rail vehicle travels at the appropriate speed after passing a signal at STOP (g) ensure that the correct procedure is followed to operate a rail vehicle when passing a signal at STOP and the condition of the track ahead is not known (h) follow the correct procedure if rail traffic in the block ahead needs assistance (i) respond to faulty points (j) manually operate points as required	
38. Respond to indicators at STOP	(a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure to report passing a main line indicator or mechanical points indicator at STOP	<i>NSG 610</i>
39. Deal with an overrun of limit of authority	(a) define when a movement becomes an overrun of limit of authority (b) follow the correct procedure if rail traffic overruns a limit of authority	<i>NSG 612</i> <i>NPR 721</i>
40. Use blocking facilities	(a) state the function of blocking facilities	<i>NSG 614</i>

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	<p>The track environment may include but not be limited to:</p> <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) operation near electrical equipment or wiring (h) multiple worksites
Train types	<p>Train types may include but not be limited to:</p> <ul style="list-style-type: none"> (a) electric passenger train (b) self-propelled diesel train (c) work train (d) freight train (e) light engine (f) track maintenance vehicles
Signals	Signal types used in the Sydney Trains Network
Trackside signage	All trackside signage
Equipment	<p>Variation in equipment types may include but not be limited to:</p> <ul style="list-style-type: none"> (a) hand portable or In cab two-way radio equipment, mobile, trackside or signal phone. (b) different types of point motors

Network Rules and Network Procedures Training Standard

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
2	3	2	

Network Rules and Network Procedures Training Standard

Incident Rail Commander

This unit describes Incident Rail Commander competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C105 Control rail traffic movements Level 1, C112 Coordinate and manage track protection, C112A Implement Lookout Working, C112B Implement ASB, C112C Implement TOA, C112D Implement TWA, C112E Implement LPA, C113 Perform handsignalling operations at level crossings

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202
3. Give and respond to handsignals	(a) ensure that Handsignallers are in the correct place to give handsignals (b) maintain effective communication with the appropriate people	NGE 202 NPR 702 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) ensure that Handsignallers give the correct handsignals at the appropriate time and continue to handsignal as required (d) ensure that rail traffic is stopped at the appropriate time (e) follow the correct procedure to ensure that a signal protecting a worksite is maintained at STOP	
4. Use approved communication procedures	(a) communicate orally or in written form in a manner that is: <ul style="list-style-type: none"> • clear, brief and unambiguous • relevant to the task at hand • agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	NGE 204 NPR 721
5. Report and respond to a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time	NGE 206 NPR 707 NPR 709 NPR 720

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (b) use the correct procedure to respond to a reported unsafe condition (c) use the correct procedure to warn rail traffic approaching an area where a CAN has been reported (d) follow the correct procedure to complete and store CAN forms (e) follow the correct procedure to return a line to normal working 	<p><i>NPR 721</i> <i>NPR 000</i> <i>NPR 004</i> <i>NRF 004</i></p>
6. Respond to a major incident	<ul style="list-style-type: none"> (a) follow the correct procedure if a major incident is reported (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard (c) report relevant details about a major incident 	<p><i>NGE 208</i> <i>NPR 714</i></p>
7. Impose speed restrictions during very hot weather (WOLO)	<ul style="list-style-type: none"> (a) state when WOLO speed restrictions apply (b) issue a WOLO notice to the appropriate people (c) follow the correct procedure to notify Drivers and track vehicle operators about WOLO restrictions (d) identify speed limits for rail traffic travel during WOLO restrictions (e) follow the correct procedure to record WOLO speed restrictions (f) describe how WOLO speed restrictions are advertised 	<p><i>NGE 210</i> <i>NPR 721</i></p>
8. Access Network information	<ul style="list-style-type: none"> (a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access 	<p><i>NGE 212</i></p>
9. Take appropriate action if there is a Network incident	<ul style="list-style-type: none"> (a) describe when a Network Incident Notice (NIN) must be issued (b) follow the correct procedure if there is an incident that must be reported 	<p><i>NGE 214</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
10. Issue a Network Incident Notice (NIN)	(a) identify when a NIN must be issued (b) correctly compile and submit a NIN to the appropriate person in a timely manner	NGE 214
11. Use level crossings	(a) identify the different types of level crossings	NGE 216
12. Use approved procedures for level crossings	(a) identify and describe the different types of level crossings (b) follow the correct procedure if there is missing, damaged or faulty warning equipment or gates at a level crossing (c) follow the correct procedure to clear signals and authorise the re-opening of gates at attended locations (d) follow the correct procedure if there are open gates at a private level crossing	NGE 216 NPR 715 NPR 716 NPR 717 NPR 718
13. Identify and describe the main features of level crossings	(a) take appropriate action if there is faulty or damaged equipment or gates at a level crossing (b) identify the types of level crossings	NGE 216
14. Test and manage Type F level crossings	(a) follow the correct procedure if testing is to be suspended (b) follow the correct procedure to use a level crossing for which testing has been suspended (c) follow the correct procedure to authorise testing (d) follow the correct procedure if a level crossing is faulty or potentially faulty (e) follow the correct procedure if delayed rail traffic is occupying the controlling track circuit of a Type F level crossing (f) follow the correct procedure if all warning equipment at a Type F level crossing cannot be operated (g) follow the correct procedure to resume normal operation of a Type F level crossing	NGE 218 NPR 715 NPR 716 NPR 717 NPR 718

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
15. Test Type F level crossings	<ul style="list-style-type: none"> (a) identify when testing is conducted (b) state who is authorised to suspend testing (c) state who authorises testing of level crossings (d) perform on-site tests of level crossings (e) follow the correct procedure to report and record the outcomes of testing 	<p><i>NGE 218</i></p> <p><i>NPR 715</i></p> <p><i>NPR 716</i></p> <p><i>NPR 717</i></p> <p><i>NPR 718</i></p>
16. Manually Operate Type F level crossings	<ul style="list-style-type: none"> (a) isolate Type F level crossing warning equipment where a Master Emergency switch is not provided (b) isolate Type F level crossing warning equipment where a Master Emergency switch is provided (c) take appropriate action when level crossing booms are damaged or defective (d) manage rail traffic over a isolated Type F level crossing (e) follow the correct procedure to restore Type F level crossing equipment to normal operation 	<p><i>NGE 218</i></p> <p><i>NPR 715</i></p> <p><i>NPR 716</i></p> <p><i>NPR 717</i></p>
17. Identify and respond to potentially faulty track-circuits	<ul style="list-style-type: none"> (a) identify when track-circuits may have become potentially unsafe (b) follow the correct procedure if faulty track-circuits are reported 	<p><i>NGE 220</i></p> <p><i>NPR 746</i></p>
18. Ensure that appropriate safety precautions are taken near electrical infrastructure	<ul style="list-style-type: none"> (a) follow the correct procedure if suspected problems with the electrical infrastructure are reported (b) follow the correct procedure if a fire is reported within or near an electrified corridor (c) identify the components in electrical infrastructure 	<p><i>NGE 222</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
19. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near the 1500V supply • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	NGE 222
20. Removal of the 1500V overhead supply	(a) make sure that the correct procedures are followed for a train to travel from a live to an isolated area (b) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (c) follow the correct procedure to resume normal working when the 1500V overhead supply has been restored (d) record information about the removal of supply (e) follow the correct procedure for the removal of the 1500V supply in areas where Train Registers are not used (if applicable)	NGE 224 NPR 705

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
21. Control the movement of rail traffic when the 1500V power supply is removed from an EVMC	<ul style="list-style-type: none"> (a) ensure that the correct procedures are followed for a train to travel from a live to an isolated area (b) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (c) follow the correct procedure to resume normal working when the overhead supply has been restored 	<p><i>NGE 226</i> <i>NPR 706</i></p>
22. Removal of the 1500V power supply in an emergency	<ul style="list-style-type: none"> (a) follow the correct procedure if an incident that could be life-threatening or affects the 1500V supply is reported (b) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (c) describe the responsibilities of the Signallers when 1500V supply is removed from/restored to a section 	<p><i>NGE 228</i> <i>NPR 714</i></p>
23. Remove the 1500V supply in unplanned situations	<ul style="list-style-type: none"> (a) follow the correct procedure to have the 1500V supply removed for urgent engineering work 	<p><i>NGE 228</i> <i>NPR 714</i></p>
24. Use spoken communication equipment correctly	<ul style="list-style-type: none"> (a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time 	<p><i>NGE 230</i></p>
25. Fulfil the Safeworking responsibilities of a Signaller	<ul style="list-style-type: none"> (a) identify and perform the Safeworking duties and responsibilities of Signallers 	<p><i>NGE 234</i></p>
26. Fulfil responsibilities of a Protection Officer	<ul style="list-style-type: none"> (a) identify the responsibilities of a Protection Officer (b) Correctly perform the role of a Coordinating Protection Officer (c) follow the correct procedures when a change of conditions occur 	<p><i>NGE 238</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (d) correctly compile and maintain record about methods used for working safely on track and protection arrangements (e) follow the correct procedures in the event of a breach of Network Rules or Network Procedures 	
27. Plan work in the Rail Corridor	<ul style="list-style-type: none"> (a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) implement appropriate work on track protection method (d) monitor track protection during work (e) withdraw track protection method when work is complete (f) fulfil the duties and responsibilities of a Protection Officer (g) meet specified requirements prior to commencing work on track 	<i>NWT 300 NPR 000 NPR 014 NRF 014</i>
28. Work safely in the Rail Corridor	<ul style="list-style-type: none"> (a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can begin (c) wear approved high-visibility clothing (d) maintain effective communication 	<i>NWT 300 NPR 721</i>
29. Use stationary rail traffic to create a safe place	<ul style="list-style-type: none"> (a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic 	<i>NWT 300</i>
30. Exclude rail traffic in Maintenance Centres and stabling yards	<ul style="list-style-type: none"> (a) follow correct procedure to exclude rail traffic from a worksite within a Maintenance Centre or sidings within a stabling yard (b) communicate with appropriate persons to exclude rail traffic at attended and unattended locations (c) secure points using a point clip 	<i>NWT 300 NPR 000 NPR 015 NRF 015A</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
31. Manage a Local Possession Authority (LPA)	<ul style="list-style-type: none"> (a) fulfil the duties and responsibilities of a Signaller during work under an LPA (b) describe the function and general requirements of an LPA (c) complete relevant documentation (d) identify the rail traffic that is permitted to enter the possession (e) communicate with the Possession Protection Officer at the appropriate times (f) authorise work trains and track vehicles to depart the limits of the LPA at an attended interlocking (g) set signals at STOP and apply blocking facilities to prevent access to the LPA area 	<p><i>NWT 302</i> <i>NPR 700</i></p>
32. Use a Local Possession Authority (LPA)	<ul style="list-style-type: none"> (a) state the function and general requirements of an LPA (b) obtain an LPA (c) complete relevant documentation and maintain appropriate written records (d) identify the types of vehicle permitted within the LPA (e) use approved means to protect the area of track affected by work under an LPA in: <ul style="list-style-type: none"> • unidirectional line areas • bidirectional line areas (f) fulfil the duties and responsibilities of a Protection Officer during work under an LPA (g) fulfil the duties and responsibilities of a Coordinating Protection Officer during work under an LPA (h) fulfil the duties and responsibilities of a Possession Protection Officer during work under an LPA (i) coordinate the establishment, management and removal of individual worksites within LPA limits 	<p><i>NWT 302</i> <i>NPR 700</i> <i>NPR 707</i> <i>NPR 708</i> <i>NPR 709</i> <i>NPR 710</i> <i>NPR 712</i> <i>NPR 721</i> <i>NPR 000</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015A</i> <i>NRF 017</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (j) follow the correct procedure if a TWA has been authorised for the portion of line adjoining an LPA (k) follow the correct procedure to protect an LPA possession in areas where half pilot staffs are provided (l) identify where a work train or track vehicle needs to be piloted (m) follow the correct procedure to fulfil an LPA and return the track to service: <ul style="list-style-type: none"> • for the entire portion of track • progressively for one or more portions of track (n) follow the correct procedures to cancel an LPA if work is not commenced or work is not completed and track returned to service 	
33. Manage a Track Occupancy Authority (TOA)	<ul style="list-style-type: none"> (a) fulfil the duties and responsibilities of a Signaller during work under a TOA (b) describe the function and general requirements of a TOA (c) identify when a TOA does not give exclusive occupancy (d) define the limits of a TOA (e) issue a TOA at an attended location (f) identify the rail traffic that is permitted to enter the limits of the TOA (g) set signals to STOP and apply blocking facilities at the appropriate time (h) complete relevant documentation and maintain required written records (i) communicate with the Protection Officer and Signaller at the appropriate times (j) authorise rail traffic associated with the possession to exit the possession area 	<p><i>NWT 304</i> <i>NPR 701</i> <i>NPR 000</i> <i>NPR 002</i> <i>NRF 002</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
34. Use a Track Occupancy Authority (TOA)	<ul style="list-style-type: none"> (a) state the function and general requirements of a TOA (b) identify when a TOA does not give exclusive occupancy (c) define the limits of a TOA (d) obtain a TOA (e) follow the correct procedure to obtain a TOA for a portion of line where a TWA is current (f) fulfil the duties and responsibilities of a Protection Officer while work is being done under a TOA (g) follow the correct procedure to protect a TOA possession: <ul style="list-style-type: none"> • in areas where half pilot staffs are provided • where there is a single fixed worksite • where there are multiple fixed worksites (h) follow the correct procedure to obtain a TOA within yard limits at an attended location (i) obtain an extension of time (j) identify the types of rail traffic permitted within the limits of the TOA (k) complete relevant documentation and maintain appropriate written records (l) use approved means to protect the worksite (m) communicate with the nominated people at the appropriate time (n) follow the correct procedure to fulfil a TOA and return the track to service (o) follow the correct procedure to protect multiple worksites in a TOA or an LPA (p) Follow the correct procedure to protect worksites within 500m from the limits of an LPA (q) follow correct procedure to cancel a TOA if work is not commenced or work is not completed, and track returned to service 	<p><i>NWT 304</i></p> <p><i>NPR 701</i></p> <p><i>NPR 707</i></p> <p><i>NPR 708</i></p> <p><i>NPR 709</i></p> <p><i>NPR 710</i></p> <p><i>NPR 712</i></p> <p><i>NPR 721</i></p> <p><i>NPR 726</i></p> <p><i>NPR 000</i></p> <p><i>NPR 002</i></p> <p><i>NPR 014</i></p> <p><i>NPR 015</i></p> <p><i>NPR 017</i></p> <p><i>NRF 002</i></p> <p><i>NRF 014</i></p> <p><i>NRF 015A</i></p> <p><i>NRF 017</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
35. Manage the travel of track vehicles	<ul style="list-style-type: none"> (a) identify the authority needed to travel track vehicles in the Network and the conditions of each authority (b) authorise track vehicles to enter or be placed on the running line at the appropriate time (c) follow the correct procedure if the movement of track vehicles travelling as a train has not been advertised (d) communicate at the appropriate times with the certified crew member when track vehicles are travelling as a train (e) describe the procedure for travelling track vehicles under a TOA (f) authorise track vehicles to pass signals at STOP at the appropriate times (g) authorise track vehicles associated with a possession to enter/exit the possession area (h) follow the correct procedure to travel track vehicles within attended yard limits 	<p><i>NWT 304</i> <i>NWT 316</i> <i>NPR 701</i> <i>NPR 748</i> <i>NPR 000</i> <i>NPR 002</i> <i>NRF 002</i></p>
36. Obtain the correct authority for a track vehicle to travel	<ul style="list-style-type: none"> (a) identify the authority needed to travel a track vehicle (b) obtain authority for a track vehicle to enter or be placed on a running line at the appropriate time 	<p><i>NWT 304</i> <i>NWT 316</i> <i>NPR 748</i></p>
37. Manage a Track Work Authority (TWA)	<ul style="list-style-type: none"> (a) fulfil the duties and responsibilities of the Signaller during TWA working (b) describe the function and general requirements of a TWA (c) follow the correct procedure to issue a TWA (d) follow the correct procedure to reduce the number of points of entry to a worksite (e) set signals to STOP and apply blocking facilities at the appropriate time (f) compile and keep appropriate documentation (g) follow the correct procedure to fulfil a TWA 	<p><i>NWT 306</i> <i>NPR 702</i> <i>NPR 707</i> <i>NPR 708</i> <i>NPR 709</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
38. Use a Track Work Authority (TWA)	<ul style="list-style-type: none"> (a) state the function and general requirements of a TWA (b) obtain a TWA (c) fulfil the duties and responsibilities of the Protection Officer during TWA working (d) correctly place inner and outer Handsignallers when fixed signals are used to protect a worksite (e) correctly place inner and outer Handsignallers when fixed signals are not used to protect a worksite (f) correctly place Handsignallers to protect multiple worksites (g) use approved means to protect the worksite (h) follow the correct procedure to establish, work and remove a clearance location (i) follow the correct procedure to reduce the number of entry points to a worksite (j) manage train approaches to worksites (k) manage train transits through worksites (l) compile a worksite warning form (m) manage rail traffic on adjacent, converging and terminal lines, if necessary (n) move to a safe place when rail traffic approaches (o) maintain appropriate written records (p) follow the correct procedure to fulfil a TWA and return the track to service 	<p><i>NWT 306</i> <i>NPR 702</i> <i>NPR 707</i> <i>NPR 708</i> <i>NPR 709</i> <i>NPR 712</i> <i>NPR 721</i> <i>NPR 724</i> <i>NPR 000</i> <i>NPR 011</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 011</i> <i>NRF 014</i> <i>NRF 015D</i> <i>NRF 017</i></p>
39. Protect a TWA worksite within a TOA	<ul style="list-style-type: none"> (a) follow the correct procedure to protect a TWA worksite where a TOA has been issued for a track vehicle journey over a unidirectional portion of line 	<p><i>NWT 306</i> <i>NWT 304</i></p>
40. Manage the Absolute Signal Blocking (ASB) method of work	<ul style="list-style-type: none"> (a) perform the duties of a Signaller when work is being done using ASB as a safety measure (b) identify when ASB can be used as a method for performing work in the Danger Zone 	<p><i>NWT 308</i> <i>NPR 703</i> <i>NPR 711</i> <i>NPR 712</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (c) follow the correct procedure to confirm the location of a worksite when implementing ASB (d) follow the correct procedure to authorise ASB (e) follow the correct procedure before setting controlled absolute signals at STOP (f) communicate with the Protection Officer at the appropriate time (g) follow the correct procedure to remove blocking facilities or authorise the return of the ESML/EOL key (h) correctly compile Absolute Signal Blocking form (NRF 018) 	<p><i>NPR 721</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 018</i> <i>NRF 018</i></p>
41. Use the Absolute Signal Blocking (ASB) method of work	<ul style="list-style-type: none"> (a) describe the principles of the ASB method (b) identify when ASB can be used as a safety measure to perform work in the Danger Zone (c) follow the correct procedure to identify the location of a worksite when implementing ASB (d) perform the duties of a Protection Officer when work is being done using ASB as a safety measure (e) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (f) correctly compile Worksite Protection Plan (NRF 015C) when implementing ASB (g) correctly remove or operate, and restore, a points control mechanism (h) communicate with the Signallers at the appropriate time (i) follow the correct procedure to have the portion of track returned to service (j) correctly remove protection and end ASB 	<p><i>NWT 308</i> <i>NPR 703</i> <i>NPR 707</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 721</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015C</i> <i>NRF 017</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
42. Describe the principles of Lookout Working	(a) identify when work can be undertaken in the Danger Zone with Lookouts	<i>NWT 310 NPR 711 NPR 712 NPR 751</i>
43. Use the Lookout Working method of work	(a) identify when work can be undertaken in the Danger Zone using the Lookout Working method of protection (b) make sure that it is safe to work using the Lookout Working method (c) protect work from rail traffic on adjacent lines (d) fulfil the duties and responsibilities of a Protection Officer (e) move to a safe place when rail traffic approaches (f) decide upon and deploy an appropriate number of Lookouts (g) monitor position of Lookouts and identify any deficiencies (h) perform the duties of a Lookout (i) correctly calculate minimum warning time for a specific worksite (j) correctly compile Worksite Protection Plan (NRF 015B) when implementing Lookout Working	<i>NWT 310 NPR 711 NPR 712 NPR 751 NPR 000 NPR 014 NPR 015 NPR 017 NRF 014 NRF 015B NRF 017</i>
44. Record and notify changes to the Network arising from infrastructure work	(a) compile/interpret the information on an Infrastructure Booking Authority (IBA) (b) follow the correct procedure to acknowledge an IBA and to retain fulfilled and cancelled IBAs	<i>NWT 312 NPR 704 NPR 000 NPR 003 NRF 003</i>
45. Use an Infrastructure Booking Authority (IBA)	(a) follow the correct procedure to advertise infrastructure work (b) compile an Infrastructure Booking Authority form (NRF 003) at the appropriate time	<i>NWT 312 NPR 704 NPR 000 NPR 003 NRF 003</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (c) follow the correct procedures to submit and keep copies of completed forms (d) follow the correct procedure to certify infrastructure that has been installed or removed (e) follow the correct procedure to book infrastructure back into use (f) follow the correct procedure to use uncommissioned infrastructure 	
46. Control rail traffic operation to/ beyond the limits of a TOA or an LPA	<ul style="list-style-type: none"> (a) identify the authority needed to operate rail traffic within the limits of a TOA or an LPA (b) describe where rail traffic must be piloted (c) authorise rail traffic to pass signals at STOP at the appropriate times (d) authorise unsignalled movements within yard limits at the appropriate time (e) authorise rail traffic associated with the possession to enter/exit the possession area 	<p><i>NWT 314</i> <i>NWT 316</i> <i>NPR 710</i></p>
47. Direct rail traffic operation in a TOA or LPA area	<ul style="list-style-type: none"> (a) identify when an authority is needed to operate a rail traffic (b) identify the limits within which a rail traffic must be piloted (c) pilot a rail traffic (d) fulfil the role of the Protection Officer to manage the operation of a rail traffic in a worksite (e) fulfil the role of the Possession Protection Officer to manage the operation of a rail traffic in a worksite 	<p><i>NWT 314</i> <i>NWT 316</i> <i>NPR 700</i> <i>NPR 701</i> <i>NPR 710</i></p>
48. Perform work that affects traction return currents or track-circuits	<ul style="list-style-type: none"> (a) obtain the appropriate authority prior to commencing work that affects traction return currents or track-circuits (b) ensure that an Electrical Representative or a Signals Maintenance Engineer is at the worksite at the appropriate times (c) follow the correct procedure if there are broken or disconnected electrical cables that connect a substation to a rail 	<p><i>NWT 318</i> <i>NPR 000</i> <i>NPR 013</i> <i>NRF 013</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
49. Authorise the use of Signal Key Switch Blocking (SKS)	<ul style="list-style-type: none"> (a) perform the duties of a Signaller when work is being done using SKS Blocking as a safety measure (b) identify the type of work that can be undertaken in the Danger Zone using SKS Blocking (c) correctly identify the worksite limits applicable to a signal key switch (d) communicate with the Protection Officer and Handsignaller at the appropriate time (e) follow the correct procedure if the protecting signal fails to display PROCEED after the key has been restored (f) correctly end SKS Blocking 	<p><i>NWT 320</i> <i>NPR 753</i> <i>NPR 754</i></p>
50. Authorise removal of a key from a signal key switch	<ul style="list-style-type: none"> (a) describe purpose and function a signal key switch box (b) describe how you identify the worksite limits applicable to a signal key switch (c) state when authority can be given to remove key from a signal key switch (d) communicate with the Protection Officer and Handsignaller at the appropriate time (e) follow the correct procedure if the protecting signal does not display a PROCEED indication when the key is restored 	<p><i>NWT 320</i> <i>NWT 306</i> <i>NPR 753</i></p>
51. Perform work that affects ATP equipment	<ul style="list-style-type: none"> (a) communicate with appropriate persons before commencing work that could affect ATP equipment 	<p><i>NWT 322</i></p>
52. Respond correctly if rail traffic needs to be protected	<ul style="list-style-type: none"> (a) identify the circumstances in which rail traffic must be protected (b) follow the correct procedure if a line obstruction is reported (c) identify when lines adjacent to stopped rail traffic must be protected (d) follow the correct procedure to protect delayed rail traffic 	<p><i>NTR 400</i> <i>NPR 709</i> <i>NPR 720</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
53. Respond correctly if defective train lighting is reported	(a) follow the correct procedure if a train's end-of-train marker is reported as missing, defective or not lit	<i>NTR 406</i>
54. Ensure that the correct train whistle procedures are followed	(a) follow the correct procedure if train or track vehicle crew report a defective whistle en route	<i>NTR 408</i>
55. Deal with disabled rail traffic	(a) follow the correct procedure if rail traffic is reported as disabled (b) follow the correct procedure if rail traffic is reported as having accidentally divided	<i>NTR 416</i> <i>NPR 720</i>
56. Authorise rail traffic movements within yard limits	(a) identify who authorises rail traffic movements on a running line within yard limits (b) follow the correct procedure to authorise movements within yard limits: <ul style="list-style-type: none"> • if fixed signals are unavailable • that are unsignalled • that involve a wrong running-direction movement • past a home or a home/starting signal at STOP on a bidirectional line (c) identify yard limits in Rail Vehicle Detection (RVD) (d) follow the correct procedure for unsignalled rail traffic movements through an automatic signalling area within consolidated yard limits (e) follow the correct procedure to operate groundframes and non-interlocked points	<i>NTR 418</i> <i>NTR 420</i> <i>NPR 719</i> <i>NPR 721</i> <i>NPR 745</i> <i>NPR 000</i> <i>NPR 012</i> <i>NRF 012</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
57. Ensure the safe movement of rail vehicles within yard limits	(a) identify who authorises rail traffic movements on a running line within yard limits (b) ensure that shunting movements within shunting yards and sidings are carried out safely (c) identify yard limits in Rail Vehicle Detection (RVD) territory	<i>NTR 418</i>
58. Ensure that shunting movements at intermediate sidings are safe	(a) follow the correct procedure for a train to arrive/depart at/from an intermediate siding (b) follow the correct procedure if a train is to be stabled in an intermediate siding	<i>NTR 422</i>
59. Authorise a propelling movement	(a) define a 'propelling movement' (b) identify who is responsible for: <ul style="list-style-type: none"> • controlling propelling movements • directing propelling movements • authorising propelling movements (c) identify and plan the route and limits of a propelling movement (d) identify the authority needed to conduct a propelling movement: <ul style="list-style-type: none"> • over a level crossing • within yard limits • in a shunting yard • in a section • in the wrong running-direction 	<i>NTR 424</i> <i>NPR 721</i>
60. Deal with overdue rail traffic	(a) follow the correct procedure if rail traffic is overdue in a section (b) follow the correct procedure if rail traffic stoppage is or will become extended (c) follow the correct procedure if rail traffic is reported to be disabled	<i>NTR 426</i> <i>NPR 709</i> <i>NPR 720</i>
61. Use a SAFE Notice	(a) state the function of a SAFE Notice (b) follow the correct procedure if they receive a SAFE Notice	<i>NTR 428</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
62. Use a TOC Waiver	<ul style="list-style-type: none"> (a) state the function of a TOC Waiver (b) follow the correct procedure if they receive a TOC Waiver 	<i>NTR 430</i>
63. Authorise protection for activities associated with in-service rail traffic	<ul style="list-style-type: none"> (a) perform the duties of a Signaller when protecting activities associated with in-service rail traffic (b) identify when activities associated with in-service rail traffic must be protected (c) follow the correct procedure to identify the location of worksite (d) follow the correct procedure to protect activities associated with in-service rail traffic (e) follow the correct procedure before setting controlled absolute signals at STOP (f) communicate with the Driver, Track Vehicle Operator or Train Technician at the appropriate time (g) follow the correct procedure to remove blocking facilities (h) correctly compile Absolute Signal Blocking form (NRF 018) 	<i>NTR 432</i> <i>NPR 721</i> <i>NPR 750</i> <i>NPR 000</i> <i>NPR 018</i> <i>NRF 018</i>
64. Use Rail Vehicle Detection (RVD) system of Safeworking	<ul style="list-style-type: none"> (a) describe the principles of the RVD system of Safeworking (b) follow the correct procedure if a rail vehicle is to enter a block (c) switch a signal box or a local control panel in/out at the appropriate time (d) report and record rail traffic details, as required 	<i>NSY 500</i> <i>NPR 721</i> <i>NPR 737</i> <i>NPR 738</i> <i>NPR 739</i>
65. Manually maintain blocks between rail traffic movements	<ul style="list-style-type: none"> (a) describe the principles of manual block working (b) state when basic block working can be used (c) state when CAN block working can be used (d) keep appropriate records of manual block working 	<i>NSY 512</i> <i>NPR 721</i> <i>NPR 722</i> <i>NPR 723</i> <i>NPR 724</i> <i>NPR 746</i> <i>NPR 000</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) identify the authority needed for rail traffic to enter and occupy a block under manual block working (f) identify the limits for: <ul style="list-style-type: none"> • basic block working • CAN block working (g) follow the correct procedure after authorising rail traffic to enter the limits for basic block working (h) identify when signals at STOP can be passed under CAN block working (i) perform the duties of a Signaller controlling entry to a block (j) issue a CAN form (k) follow the correct procedure to record the end of CAN block working	NPR 004 NRF 004
66. Use a Special Proceed Authority (SPA)	(a) describe when a SPA is used (b) describe the information that must be included on a SPA (c) follow the correct procedure to issue a SPA (d) follow the correct procedure if a SPA authorises a movement beyond an attended location or a remote controlled location (e) follow the correct procedure if rail traffic is to pass an absolute signal at STOP (f) state when a SPA can be cancelled or fulfilled (g) state when the end of special working can be authorised (h) follow the correct procedure to return to normal working following special working	NSY 514 NPR 707 NPR 721 NPR 746 NPR 000 NPR 005 NRF 005
67. Use the pilot staff working method of special working	(a) describe the principles of pilot staff working (b) describe the function and features of the half pilot staff, pilot staff or Pilot Staff Ticket (c) identify the limits of a pilot staff section (d) follow the correct procedure to introduce pilot staff working	NSY 516 NPR 707 NPR 715 NPR 717 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) follow the correct procedure to issue a Proceed Authority for rail traffic to enter and exit a pilot staff section (f) station Handsignallers correctly (g) at the appropriate time, warn Drivers and track vehicle operators that pilot staff working is in use (h) identify the authority needed to enter a pilot staff section (i) follow the correct procedure to change the running direction in a pilot staff section (j) follow the correct procedure to transfer a pilot staff (k) follow the correct procedure to use half pilot staffs (l) follow the correct procedure to suspend pilot staff working (m) follow the correct procedure to end pilot staff working (n) correctly compile documentation associated with pilot staff working	NPR 723 NPR 725 NPR 726 NPR 727 NPR 728 NPR 000 NPR 007 NPR 008 NPR 010 NPR 011 NRF 007 NRF 008 NRF 010 NRF 011
68. Suspend a system of Safeworking	(a) state when a system of Safeworking may be suspended (b) identify who is authorised to suspend a system of Safeworking	NSY 518 NPR 721
69. Identify the types of running signals	(a) state the function of running signals (b) state how the following signals indicate the route ahead: <ul style="list-style-type: none"> • colour light running signal • semaphore running signal (c) identify and interpret the indications on signals (d) identify running signal designations and functions	NSG 600

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) describe how the following signals are operated: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) identify the different types of: <ul style="list-style-type: none"> • controlled signals • automatic signals (g) interpret the indications of a signal with an A light or A sign fitted (h) identify and describe the function of the running signals used in their area of operation (i) identify and interpret: <ul style="list-style-type: none"> • indicator signals • repeater signals 	
70. Identify shunting signals and their indications	(a) state the function of shunting signals (b) identify: <ul style="list-style-type: none"> • colour light shunting signals • semaphore shunting signals (c) interpret the routes indicated on shunting signals (d) identify, interpret and respond appropriately to shunting signals	<i>NSG 602</i>
71. Identify the indicators and signs	(a) identify, interpret and respond appropriately to the indicators and signs (b) advise rail traffic crews about trackside signage	<i>NSG 604</i>
72. Use trackside signage	(a) interpret temporary speed signs (b) place temporary speed signs in the correct position relative to a worksite	<i>NSG 604</i> <i>NPR 713</i>
73. Respond to signals and signs	(a) state the function of fixed signals (b) identify when a signal indication may/may not be changed to a more restrictive aspect	<i>NSG 606</i> <i>NPR 721</i> <i>NPR 738</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) know the location and purpose of signals in their area of work (d) identify the limits of authority of cleared: <ul style="list-style-type: none"> • running signals • shunting signals (e) state when a running signal can be used to authorise a shunting movement (f) clear running and shunting signals at the appropriate time (g) follow the correct procedure to use a subsidiary shunting signal to authorise rail traffic to pass a home signal (h) follow the correct procedure if a signal indication is: <ul style="list-style-type: none"> • STOP • PROCEED • irregular • out of use (i) describe signal placement relative to the line	NPR 739 NPR 746
74. Follow the correct procedure if a signal is at STOP	(a) follow the correct procedure to control the passage of rail traffic at a signal at STOP	NSG 606 NSG 608 NPR 746
75. Pass signals at STOP	(a) identify when the following signals can be passed at STOP: <ul style="list-style-type: none"> • absolute signals • permissive signals (b) fulfil the duties and responsibilities of a Signaller to manage rail traffic past a signal at STOP (c) follow the correct procedure to communicate when rail traffic is affected by a signal at STOP	NSG 608 NPR 707 NPR 721 NPR 740 NPR 742 NPR 743 NPR 744 NPR 746

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(d) obtain and communicate available information about the condition of the block ahead (e) identify the authority needed to pass a signal at STOP (f) follow the correct procedure if a rail vehicle is to operate past the following signals at STOP: <ul style="list-style-type: none"> • absolute • permissive (g) follow the correct procedure if rail traffic in the block ahead needs assistance (h) respond to faulty points (i) authorise the manual operation of remotely controlled points at the appropriate time	
76.Pass indicators at STOP	(a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure when advised that a main line indicator or mechanical points indicator is at STOP	<i>NSG 610</i> <i>NPR 746</i>
77.Deal with an overrun of limit of authority	(a) define when a movement becomes an overrun of limit of authority (b) follow the correct procedure if rail traffic overruns a limit of authority	<i>NSG 612</i> <i>NPR 721</i>
78.Use blocking facilities	(a) state the function of blocking facilities (b) follow the correct procedure to apply blocking facilities (c) identify when blocking facilities can be temporarily removed (d) follow the correct procedure to record the removal and application of blocking facilities	<i>NSG 614</i> <i>NPR 721</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
79. Take appropriate precautions during signalling equipment testing	(a) identify when signals must not be tested (b) follow the correct procedure for signal testing if rail traffic is standing at a signal at STOP (c) follow the correct procedure to record signal test results (d) follow the correct procedure to allow inspection and testing of points protecting a work on track authority	<i>NSG 616</i> <i>NPR 721</i> <i>NPR 737</i> <i>NPR 740</i> <i>NPR 747</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) rail traffic density (b) operation near electrical equipment or wiring (c) varying track geography, including tunnels, cuttings, grades, etc (d) multiple worksites (e) varying weather conditions (f) day or night operation (g) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (h) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (i) track-circuited and non-track-circuited lines (j) operation near electrical equipment or wiring

Network Rules and Network Procedures Training Standard

Variable	Scope
	(k) road traffic density (l) crossing equipment fitted with Master Emergency switches (m) crossing equipment fitted with individual isolating switches
Train types	Train types may include but not be limited to: (a) electric passenger trains (b) self-propelled diesel trains (c) work trains (d) freight trains (e) light engines (f) track maintenance vehicles
Signals	Signal types used in the Sydney Trains Network
Trackside signage	All trackside signage
Equipment	Variation in equipment types may include but not be limited to: (a) two-way radio, DTRS DICORA terminals, mobile and fixed phone, trackside phone, VCS terminals, computer, fax machine (b) Computer based control systems, Mechanical interlocking machines, Route setting interlocking machines (c) point clip types

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
3	3	3	3
Use mathematical ideas and techniques	Solve problems	Use technology	
2	3	2	

Network Rules and Network Procedures Training Standard

Network Controller

This unit describes Network Controller competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C106 Control rail traffic movements Level 2

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Use approved communication procedures	(a) communicate orally or in written form in a manner that is: <ul style="list-style-type: none"> • clear, brief and unambiguous • relevant to the task at hand • agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	
3. Report and respond to a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time (b) use the correct procedure to respond to a reported unsafe condition (c) use the correct procedure to warn rail traffic approaching an area where a CAN has been reported (d) follow the correct procedure to complete and store CAN forms (e) follow the correct procedure to return a line to normal working	NGE 206 NPR 707 NPR 709 NPR 720 NPR 721 NPR 000 NPR 004 NRF 004
4. Respond to a major incident	(a) follow the correct procedure if a major incident is reported (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard (c) identify when normal operation can be resumed in an area affected by a major incident	NGE 208 NPR 714
5. Impose speed restrictions during very hot weather (WOLO)	(a) follow the correct procedure to report WOLO speed restrictions (b) follow the correct procedure to issue WOLO notices to the appropriate people (c) follow the correct procedure to notify Drivers and track vehicle operators about WOLO speed restrictions (d) identify when WOLO speed restrictions apply	NGE 210 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) follow the correct procedure to alter or cancel a WOLO speed restriction (f) follow the correct procedure to record WOLO speed restrictions (g) state the speed limits for rail traffic operating during WOLO speed restrictions (h) describe how WOLO speed restrictions are advertised	
6. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	NGE 212
7. Issue a Network Incident Notice (NIN)	(a) identify when a NIN must be issued (b) correctly compile and submit a NIN to the appropriate person in a timely manner	NGE 214
8. Monitor the use of level crossings	(a) identify the responsibilities of Qualified Workers in charge of level crossings (b) follow the correct procedure if there is missing, damaged or faulty warning equipment or gates at a level crossing (c) identify and describe the different types of level crossings	NGE 216
9. Manage Type F level crossings	(a) follow the correct procedure: <ul style="list-style-type: none"> • if testing is to be suspended • to use a level crossing for which testing has been suspended • if a level crossing is faulty or potentially faulty • if delayed rail traffic is occupying the controlling track-circuit of a Type F level crossing • if all warning equipment at a Type F level crossing cannot be operated • to resume normal operation of a Type F level crossing 	NGE 218 NPR 715 NPR 716 NPR 717 NPR 718

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
10. Identify and respond to potentially faulty track-circuits	<ul style="list-style-type: none"> (a) identify when track-circuits may have become potentially unsafe (b) report abnormal track-circuit operation to the appropriate person (c) follow the correct procedure if faulty track-circuits are reported 	<p><i>NGE 220</i> <i>NPR 746</i></p>
11. Ensure that appropriate safety precautions are taken near electrical infrastructure	<ul style="list-style-type: none"> (a) follow the correct procedure if suspected problems with the electrical infrastructure are reported (b) follow the correct procedure if a fire is reported within or near an electrified corridor (c) identify the components in electrical infrastructure 	<p><i>NGE 222</i></p>
12. Control the planned removal of the 1500V supply	<ul style="list-style-type: none"> (a) follow the correct procedure to give clearance for the planned removal of the 1500V supply (b) ensure that the correct procedures are followed for a train to travel from a live to an isolated area (c) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (d) follow the correct procedure to resume normal working when the 1500V supply has been restored (e) record information about the removal of the 1500V supply 	<p><i>NGE 224</i> <i>NPR 705</i></p>
13. Control the movement of rail traffic when the 1500V supply is removed from an EVMC	<ul style="list-style-type: none"> (a) communicate with the Electrical System Operator about the planned removal of the 1500V supply from an EVMC (b) ensure that the correct procedures are followed for a train to travel from a live to an isolated area 	<p><i>NGE 226</i> <i>NPR 706</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (c) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (d) follow the correct procedure to resume normal working when the 1500V supply has been restored 	
14. Coordinate the removal of the 1500V supply in an emergency	<ul style="list-style-type: none"> (a) communicate with the Electrical System Operator to coordinate the removal of the 1500V supply in an emergency (b) communicate with Signallers to prevent the entry of electric powered trains into isolated areas (c) communicate with Drivers about the incident at the appropriate time (d) follow the correct procedure to restore the 1500V overhead supply (e) record information about the removal of supply 	<p><i>NGE 228</i> <i>NPR 714</i></p>
15. Use spoken communication equipment correctly	<ul style="list-style-type: none"> (a) identify and use the correct communication system at the appropriate time 	<p><i>NGE 230</i></p>
16. Fulfil Safeworking responsibilities of a Network Controller	<ul style="list-style-type: none"> (a) identify and fulfil the duties and responsibilities of Network Controllers (b) identify train control boundaries 	<p><i>NGE 236</i></p>
17. Plan work in the Rail Corridor	<ul style="list-style-type: none"> (a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) describe the duties and responsibilities of a Protection Officer (d) meet specified requirements prior to commencing work on track 	<p><i>NWT 300</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
18. Authorise a Local Possession Authority (LPA)	(a) describe the function and general requirements of an LPA (b) follow the correct procedure to authorise and/or issue an LPA (c) follow the correct procedure if the limits of an LPA affect two or more train control areas (d) complete relevant documentation (e) identify the rail traffic that is permitted to enter the possession (f) communicate with the Possession Protection Officer/Signallers at the appropriate times (g) authorise work trains and track vehicles to depart the limits of the LPA (h) follow the correct procedure to fulfil an LPA and return the track to service: <ul style="list-style-type: none"> • for the entire portion of track • progressively for one or more portions of track 	NWT 302 NPR 700
19. Authorise a Track Occupancy Authority (TOA)	(a) describe the function and general requirements of a TOA (b) identify when a TOA does not give exclusive occupancy (c) define the limits of a TOA (d) follow the correct procedure to authorise and issue a TOA (e) follow the correct procedure to authorise and issue a TOA for a portion of line where a TWA is current (f) compile and maintain appropriate records and documentation (g) identify the rail traffic that is permitted to enter the limits of the TOA (h) follow the correct procedure to authorise a second TOA for the same limits as an existing authority (i) complete relevant documentation and maintain required written records	NWT 304 NPR 701 NPR 000 NPR 002 NRF 002

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (j) follow the correct procedure to stop entry of rail traffic into the limits of the TOA (k) communicate with the Protection Officer/Signallers at the appropriate times (l) authorise rail traffic associated with the possession to exit the possession area (m) follow the correct procedure to fulfil the TOA and return the site(s) to service 	
20. Manage the travel of track vehicles	<ul style="list-style-type: none"> (a) identify the authority needed to travel track vehicles in the Network and the conditions of each authority (b) authorise track vehicles to enter or be placed on a running line at the appropriate time (c) authorise the movements of track vehicles travelling as a train (d) follow the correct procedure if the movement of track vehicles travelling as a train has not been advertised (e) describe the procedure for travelling track vehicles under a TOA (f) obtain appropriate information from the person with the authority to travel track vehicles under a TOA (g) ensure that the correct procedure is followed to stable track vehicles on running lines or in sidings 	<p><i>NWT 304</i> <i>NWT 316</i> <i>NPR 701</i> <i>NPR 748</i> <i>NPR 000</i> <i>NPR 002</i> <i>NRF 002</i></p>
21. Authorise a Track Work Authority (TWA)	<ul style="list-style-type: none"> (a) describe the function and general requirements of a TWA (b) authorise and issue a TWA (c) manage rail traffic on adjacent, converging and terminal lines (d) maintain appropriate records about a TWA (e) follow the correct procedure to fulfil a TWA and return the track to service 	<p><i>NWT 306</i> <i>NPR 702</i> <i>NPR 708</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
22. Describe the principles of Absolute Signal Blocking (ASB)	(a) identify when ASB can be used as a safety measure for performing work in the Danger Zone	<i>NWT 308 NPR 703 NPR 711 NPR 751</i>
23. Describe the principles of Lookout Working	(a) identify when work can be undertaken in the Danger Zone with a Lookout	<i>NWT 310 NPR 711 NPR 751</i>
24. Record and notify changes to the Network arising from infrastructure work	(a) compile/interpret the information on an Infrastructure Booking Authority (IBA) (b) follow the correct procedure to acknowledge an IBA and to retain fulfilled and cancelled IBAs	<i>NWT 312 NPR 704 NPR 000 NPR 003 NRF 003</i>
25. Control rail traffic operation to/beyond the limits of a TOA or an LPA	(a) identify the authority needed to operate rail traffic at a worksite (b) authorise rail traffic associated with the possession to exit the possession area	<i>NWT 314 NWT 316</i>
26. Describe the principles of a signal key switch	(a) identify the type of work that can be undertaken in the Danger Zone using Signal Key Switch Blocking (b) identify when a signal key switch can be used to protect a TWA	<i>NWT 320 NWT 306 NPR 702 NPR 753 NPR 754</i>
27. Respond correctly if rail traffic needs to be protected	(a) identify the circumstances in which rail traffic must be protected (b) follow the correct procedure if a line obstruction is reported (c) identify when lines adjacent to stopped rail traffic must be protected (d) ensure that correct procedures are followed to protect delayed rail traffic	<i>NTR 400 NPR 709 NPR 720</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
28. Respond correctly if a train is reported as unfit to travel	(a) identify when a train must be inspected and certified as meeting the operating standards in the Train Operating Conditions (TOC) manual (b) follow the correct procedure if train defects are reported or suspected en route (c) follow the correct procedure if a vehicle is considered to be unfit for travel	<i>NTR 402</i>
29. Respond correctly if defective train equipment is reported	(a) ensure that the correct procedure is followed to operate a train with the air brake isolated on a vehicle (b) ensure that the correct procedure is followed if a vehicle with a defective handbrake is attached to a train (c) follow the correct procedure if a train's end-of-train marker is reported as missing, defective or not lit (d) follow the correct procedure if it is reported that a train's: <ul style="list-style-type: none"> • braking system is defective • lights are defective • whistle is defective • speedometer is defective • Driver Safety System is defective • communication system is defective (e) respond correctly to reported defective running gear (f) follow the correct procedure if defective wheels, axle boxes or traction power is reported (g) respond correctly if defective rail vehicles are reported	<i>NTR 404</i> <i>NTR 406</i> <i>NTR 408</i> <i>NTR 410</i> <i>NTR 412</i> <i>NTR 414</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
30. Arrange for a disabled rail traffic to be removed from a section	(a) take appropriate action if rail traffic becomes disabled (b) arrange the removal of a disabled rail traffic (c) follow the correct procedure if a rail traffic needs to be divided into portions for removal from a section (d) follow the correct procedure if rail traffic accidentally divides	NTR 416 NPR 721
31. Identify the authority needed for movement of rail traffic within yard limits	(a) identify who authorises rail traffic movements on a running line within yard limits (b) identify yard limits in Rail Vehicle Detection (RVD) territory (c) ensure that the correct procedure is followed to authorise movements: <ul style="list-style-type: none"> • if fixed signals are unavailable • that are unsignalled • that involve a wrong running-direction movement • past a starting or a home/starting signal at STOP on a bidirectional line (d) ensure that the correct procedure is followed to authorise unsignalled rail traffic movements through an automatic signalling area within consolidated yard limits	NTR 418
32. Ensure that shunting movements are safe	(a) state the shunting methods can be used (b) follow the correct procedure if trains or vehicles need to be stabled on a running line	NTR 420
33. Ensure that shunting movements at intermediate sidings are safe	(a) follow the correct procedure for a train to arrive/depart at/from an intermediate siding (b) follow the correct procedure if a train is to be stabled in an intermediate siding	NTR 422

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
34. Authorise propelling movements	(a) define a 'propelling movement' (b) identify who is responsible for: <ul style="list-style-type: none"> • controlling propelling movements • directing propelling movements • authorising propelling movements (c) identify the limits of propelling movements (d) identify the authority needed to conduct propelling movements	NTR 424
35. Deal with overdue trains	(a) follow the correct procedure if rail traffic is overdue in a section (b) follow the correct procedure if rail traffic stoppage is or will become extended (c) follow the correct procedure if rail traffic is reported to be disabled	NTR 426
36. Use a SAFE Notice	(a) state the function of a SAFE Notice (b) follow the correct procedure to issue a SAFE Notice (c) follow the correct procedure if they receive a SAFE Notice	NTR 428
37. Use a TOC Waiver	(a) state the function of a TOC Waiver (b) follow the correct procedure if they receive a TOC Waiver	NTR 430
38. Protect activities associated with in-service rail traffic	(a) identify when activities associated with rail traffic must be protected	NTR 432 NPR 750
39. Use Rail Vehicle Detection (RVD) system of Safeworking	(a) describe the principles of the RVD system of Safeworking (b) follow the correct procedure if a rail vehicle is to enter a block (c) follow the correct procedure when a signal box or a local control panel is to be switched in/out	NSY 500 NPR 721 NPR 737

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
40. Manually maintain blocks between rail traffic movements	(a) describe the principles of manual block working (b) state when basic block working can be used (c) state when CAN block working can be used (d) keep appropriate records of manual block working (e) identify the authority needed to enter and occupy a block under manual block working (f) identify the limits for: <ul style="list-style-type: none"> • basic block working • CAN block working (g) authorise the introduction of CAN block working (h) authorise the establishment and removal of block posts and clearance locations (i) issue a CAN form (j) end CAN block working	NSY 512 NPR 721 NPR 722 NPR 723 NPR 724 NPR 746 NPR 000 NPR 004 NRF 004
41. Use a Special Proceed Authority (SPA)	(a) describe when a SPA is used (b) describe the information that must be included on a SPA (c) follow the correct procedure to authorise train travel under a SPA (d) follow the correct procedure to issue a SPA (e) follow the correct procedure if a SPA authorises a movement beyond an attended location or a remote controlled location (f) state when a SPA can be cancelled or fulfilled (g) follow the correct procedure to return to normal working following SPA working	NSY 514 NPR 707 NPR 721 NPR 746 NPR 000 NPR 005 NRF 005
42. Use the pilot staff working method of special working	(a) describe the principles of pilot staff working (b) describe the function and features of the half pilot staff, pilot staff or Pilot Staff Ticket (c) identify the limits of a pilot staff section (d) authorise the introduction of pilot staff working	NSY 516 NPR 707 NPR 715 NPR 717 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (e) authorise the establishment and removal of block posts (f) compile a Pilot Staff Working Introduction form (g) issue a Pilot Staff Notice (PSN) (h) at the appropriate time, warn Drivers and track vehicle operators that pilot staff working is in use (i) identify the authority needed to enter a pilot staff section (j) follow the correct procedure to change the running direction in a pilot staff section (k) follow the correct procedure to transfer a pilot staff (l) follow the correct procedure to use half pilot staffs (m) follow the correct procedure to suspend pilot staff working (n) follow the correct procedure to end pilot staff working 	<p><i>NPR 723</i> <i>NPR 725</i> <i>NPR 726</i> <i>NPR 727</i> <i>NPR 728</i> <i>NPR 000</i> <i>NPR 010</i> <i>NRF 010</i></p>
43. Suspend a system of Safeworking	<ul style="list-style-type: none"> (a) state when a system of Safeworking may be suspended (b) identify who is authorised to suspend a system of Safeworking (c) follow the correct procedure to authorise the suspension of a system of Safeworking (d) follow the correct procedure to end the suspension of a system of Safeworking 	<p><i>NSY 518</i> <i>NPR 721</i></p>
44. Identify the types of running signals	<ul style="list-style-type: none"> (a) state the function of running signals (b) state how the different types of running signals indicate the route ahead (c) identify and interpret the indications on semaphore signals (d) identify running signal designations and functions 	<p><i>NSG 600</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) describe how the following signals are operated: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) identify the different types of: <ul style="list-style-type: none"> • controlled signals • automatic signals (g) interpret the indications of a signal with an A light or A sign fitted (h) identify and describe the function of the running signals used in their area of operation (i) identify and interpret: <ul style="list-style-type: none"> • indicator signals • repeater signals 	
45. Identify shunting signals	(a) state the function of shunting signals (b) identify: <ul style="list-style-type: none"> • colour light shunting signals • semaphore shunting signals (c) interpret the routes indicated on shunting signals (d) identify, interpret and respond appropriately to shunting signals used in their area of operation	<i>NSG 602</i>
46. Identify the indicators and signs	(a) identify and interpret the indicators and signs used in their area of operation (b) follow the correct procedure if advised that it is necessary for rail traffic to travel at reduced speed over a portion of track	<i>NSG 604</i>
47. Respond to signals and signs	(a) state the function of fixed signals (b) identify when a signal indication may/may not be changed to a more restrictive aspect (c) know the location and purpose of signals in their area of work	<i>NSG 606</i> <i>NPR 721</i> <i>NPR 746</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(d) identify the limits of authority of cleared: <ul style="list-style-type: none"> • running signals • shunting signals (e) state when a running signal can be used to authorise a shunting movement (f) describe the correct procedure if a signal indication is: <ul style="list-style-type: none"> • STOP • PROCEED • irregular • out of use (g) describe signal placement relative to the line	
48.Pass signals at STOP	(a) identify when the following signals can be passed at STOP: <ul style="list-style-type: none"> • absolute signals • permissive signals (b) obtain and communicate available information about the condition of the block ahead (c) identify the authority needed to pass a signal at STOP (d) follow the correct procedure if rail traffic in the block ahead needs assistance (e) identify the procedure for responding to faulty points	<i>NSG 608</i> <i>NPR 707</i> <i>NPR 721</i> <i>NPR 740</i> <i>NPR 742</i> <i>NPR 743</i> <i>NPR 744</i> <i>NPR 746</i>
49.Pass indicators at STOP	(a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure when advised that a main line indicator or mechanical points indicator is at STOP	<i>NSG 610</i> <i>NPR 746</i>
50.Deal with an overrun of limit of authority	(a) define when a movement becomes an overrun of limit of authority (b) follow the correct procedure if rail traffic overruns a limit of authority	<i>NSG 612</i> <i>NPR 721</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
51. Use blocking facilities	<ul style="list-style-type: none"> (a) state the function of blocking facilities (b) follow the correct procedure to apply blocking facilities (c) identify when blocking facilities can be temporarily removed (d) follow the correct procedure to record the removal and application of blocking facilities 	<p><i>NSG 614</i> <i>NPR 721</i></p>
52. Take appropriate precautions during signalling equipment testing	<ul style="list-style-type: none"> (a) identify when signals must not be tested (b) follow the correct procedure for signal testing if rail traffic is standing at a signal at STOP (c) follow the correct procedure to record signal test results (d) follow the correct procedure to allow inspection and testing of points protecting a work on track authority 	<p><i>NSG 616</i> <i>NPR 721</i> <i>NPR 737</i> <i>NPR 740</i> <i>NPR 747</i></p>

Variables

Variable	Scope
Track environment	<p>The track environment may include but not be limited to:</p> <ul style="list-style-type: none"> (a) rail traffic density (b) operation near electrical equipment or wiring (c) varying track geography, including tunnels, cuttings, grades, etc (d) multiple worksites (e) rail traffic density (f) attended and unattended locations
Train types	<p>Train types may include but not be limited to:</p> <ul style="list-style-type: none"> (a) electric passenger train (b) self-propelled diesel train (c) work train (d) freight train (e) light engine (f) track maintenance vehicles

Network Rules and Network Procedures Training Standard

Variable	Scope
Signals	Signal types used
Equipment	Variation in equipment types may include but not be limited to: (a) two-way radio, DTRS DICORA terminals, mobile and fixed phone, VCS terminals, computer, fax machine, (b) Computer based control and monitoring systems including TLS.

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
3	3	3	3
Use mathematical ideas and techniques	Solve problems	Use technology	
2	3	2	

Network Rules and Network Procedures Training Standard

Network Rollingstock Maintainer

This unit describes Network Rollingstock Maintainer competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C104 Perform customer service in the Rail Corridor

Competency not required: NWTC 104.3, NWTC 104.4

Additional competency: NTRC 108.4, NTRC 111.6d

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and interpret handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers 	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	
4. Report a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time	<i>NGE 206 NPR 721</i>
5. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	<i>NGE 212</i>
6. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring	<i>NGE 222</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	
7. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	NGE 230
8. Work safely in the Rail Corridor	(a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can commence (c) wear approved high-visibility clothing (d) maintain effective communication	NWT 300 NPR 721
9. Use stationary rail traffic to create a safe place	(a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic	NWT 300
10. Protect rail traffic	(a) identify the circumstances in which rail traffic must be protected (b) follow the correct procedure to protect rail traffic if railway track signals cannot be used (c) follow the correct procedure if a line obstruction is reported (d) identify when lines adjacent to stopped rail traffic must be protected (e) follow the correct procedure to protect a delayed rail traffic	NTR 400 NPR 709 NPR 720

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
11. Make safe shunting movements	(a) interpret and take appropriate action if there are red warning flags/lights on vehicles	<i>NTR 420</i> <i>NPR 719</i> <i>NPR 721</i> <i>NPR 745</i>
12. Protect activities associated with in-service rail traffic	(a) identify when repairs or inspections to rail traffic must be protected (b) follow the correct procedure to identify the location of a worksite (c) perform the duties of a Driver, Track Vehicle Operator or Train Technician when repairs or inspections to rail traffic require protection (d) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (e) communicate with the Signaller at the appropriate time (f) follow the correct procedure to have the portion of track returned to service	<i>NTR 432</i> <i>NPR 721</i> <i>NPR 750</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines

Network Rules and Network Procedures Training Standard

Variable	Scope
	(e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) rail traffic density
Equipment	Variation in equipment types might include but not be limited to: (a) two-way radios, train radios, mobile phones, trackside phones

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	1	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
1	2	1	

Network Rules and Network Procedures Training Standard

Passenger Attendant/Senior Passenger Attendant

This unit describes Passenger Attendant/Senior Passenger Attendant competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C104 Perform customer service in the Rail Corridor

Competency not required: NWTC 104.2, NWTC 104.3, NWTC 104.4

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and interpret handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	
4. Report a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time	<i>NGE 206 NPR 721</i>
5. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	<i>NGE 212</i>
6. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	<i>NGE 222</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
7. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	<i>NGE 230</i>
8. Work safely in the Rail Corridor	(a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can commence (c) wear approved high-visibility clothing (d) maintain effective communication	<i>NWT 300</i> <i>NPR 721</i>
9. Protect rail traffic	(a) identify the circumstances in which rail traffic must be protected (b) follow the correct procedure to protect rail traffic if railway track signals cannot be used (c) follow the correct procedure if a line obstruction is reported (d) identify when lines adjacent to stopped rail traffic must be protected (e) follow the correct procedure to protect a delayed rail traffic	<i>NTR 400</i> <i>NPR 709</i> <i>NPR 720</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation

Network Rules and Network Procedures Training Standard

Variable	Scope
	(d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) rail traffic density
Equipment	Variation in equipment types might include but not be limited to: <ul style="list-style-type: none"> (a) two-way radios, train radios, mobile phones, trackside phones

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	1	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
1	2	1	

Network Rules and Network Procedures Training Standard

Passenger Service Supervisor

This unit describes Passenger Service Supervisor competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C104 Perform customer service in the Rail Corridor

Competency not required: NWTC 104.2, NWTC 104.3, NWTC104.4

Additional competency: NSGC 108.1, NSGC 108.2, NSGC 108.3, NSGC 108.4, NSGC 108.5, NSGC 108.6, NSGC 108.7, NSYC 109.1, NSYC 109.2, NSYC 109.3

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and interpret handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers 	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	
4. Report a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time	<i>NGE 206 NPR 721</i>
5. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	<i>NGE 212</i>
6. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring	<i>NGE 222</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	
7. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	<i>NGE 230</i>
8. Work safely in the Rail Corridor	(a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can commence (c) wear approved high-visibility clothing (d) maintain effective communication	<i>NWT 300</i> <i>NPR 721</i>
9. Protect rail traffic	(a) identify the circumstances in which rail traffic must be protected (b) follow the correct procedure to protect rail traffic if railway track signals cannot be used (c) follow the correct procedure if a line obstruction is reported (d) identify when lines adjacent to stopped rail traffic must be protected (e) follow the correct procedure to protect a delayed rail traffic	<i>NTR 400</i> <i>NPR 709</i> <i>NPR 720</i>
10. Use Rail Vehicle Detection (RVD) system of Safeworking	(a) describe the principles of the RVD system of Safeworking (b) follow the correct procedure to enter a block	<i>NSY 500</i> <i>NPR 721</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
11. Manually maintain blocks between rail traffic movements	(a) describe the principles of manual block working (b) state when basic block working can be used (c) state when CAN block working can be used (d) keep appropriate records of manual block working (e) identify the authority needed to enter and occupy a block under manual block working (f) identify the limits for: <ul style="list-style-type: none"> • basic block working • CAN block working (g) identify when signals at STOP can be passed under CAN block working (h) ensure that the correct procedure is followed if an automatic signal is used as a limit of CAN block working (i) ensure that the correct procedure is followed to receive a CAN form	NSY 512 NPR 721 NPR 722 NPR 723 NPR 724 NPR 746 NPR 000 NPR 004 NRF 004
12. Use a Special Proceed Authority (SPA)	(a) describe when a SPA is used (b) describe the information that must be included on a SPA (c) ensure that the correct procedure is followed if a SPA authorises a movement beyond an attended location or a remote controlled location (d) state when a SPA can be cancelled or fulfilled	NSY 514 NPR 721 NPR 746 NPR 000 NPR 005 NRF 005
13. Identify the types of running signals	(a) state the function of running signals (b) state how the different types of running signals indicate the route ahead (c) identify and interpret the indications on semaphore signals (d) identify running signal designations and functions (e) describe how the following signals are operated: <ul style="list-style-type: none"> • controlled signals • automatic signals 	NSG 600

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(f) identify the different types of: <ul style="list-style-type: none"> • controlled signals • automatic signals (g) interpret the indications of a signal with an A light or A sign fitted (h) identify and describe the function of the running signals used in their area of operation (i) identify and interpret: <ul style="list-style-type: none"> • indicator signals • repeater signals 	
14. Identify shunting signals	(a) state the function of shunting signals (b) identify: <ul style="list-style-type: none"> • colour light shunting signals • semaphore shunting signals (c) interpret the routes indicated on shunting signals (d) identify, interpret and respond appropriately to shunting signals used in their area of operation	NSG 602
15. Identify and interpret indicators and signs	(a) state where temporary WARNING, CAUTION and CLEARANCE speed signs are positioned relative to a worksite (b) state how Drivers and track vehicle operators are notified that it may be necessary to operate rail traffic at reduced speed over a portion of track (c) identify and interpret all temporary and permanent speed signs relevant to operational requirements (d) identify when to increase and decrease speed to comply with speed signs (e) ensure that rail traffic is operated according to the speed signs (f) identify, interpret and respond appropriately to the indicators and signs used in their area of operation	NSG 604 NPR 713

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
16. Respond to signals and signs	(a) state the function of fixed signals (b) identify when a signal indication may/may not be changed to a more restrictive aspect (c) know the location and purpose of signals in their area of work (d) identify the limits of authority of cleared: <ul style="list-style-type: none"> • running signals • shunting signals (e) state when a running signal can be used to authorise a shunting movement (f) follow the correct procedure to operate a rail vehicle past a cleared shunting signal (g) follow the correct procedure to operate rail traffic past a YARD LIMIT or LANDMARK sign (h) follow the correct procedure if a signal indication is: <ul style="list-style-type: none"> • STOP • PROCEED • irregular • out of use (i) describe signal placement relative to the line	NSG 606 NPR 721 NPR 746
17. Pass signals at STOP	(a) identify when the following signals can be passed at STOP: <ul style="list-style-type: none"> • absolute signals • permissive signals (b) follow the correct procedure to communicate with the Signaller when affected by a signal at STOP (c) obtain and communicate available information about the condition of the block ahead (d) identify the authority needed to pass a signal at STOP	NSG 608 NPR 707 NPR 721 NPR 740 NPR 742 NPR 743 NPR 744 NPR 746

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) ensure that the correct procedure is followed to operate a rail vehicle past the following signals at STOP: <ul style="list-style-type: none"> • absolute • permissive (f) make sure that the rail vehicle travels at the appropriate speed after passing a signal at STOP (g) ensure that the correct procedure is followed to operate a rail vehicle when passing a signal at STOP and the condition of the track ahead is not known (h) follow the correct procedure if rail traffic in the block ahead needs assistance (i) respond to faulty points (j) manually operate points as required	
18. Respond to indicators at STOP	(a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure to report passing a main line indicator or mechanical points indicator at STOP	<i>NSG 610</i>
19. Deal with an overrun of limit of authority	(a) define when a movement becomes an overrun of limit of authority (b) follow the correct procedure if rail traffic overruns a limit of authority	<i>NSG 612</i> <i>NPR 721</i>

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) rail traffic density
Equipment	Variation in equipment types might include but not be limited to: <ul style="list-style-type: none"> (a) two-way radios, train radios, mobile phones, trackside phones

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	1	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
1	2	1	

Network Rules and Network Procedures Training Standard

Safeworking Officer Level 1

This unit describes Safeworking Officer Level 1 competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C107 Perform rail operations Level 1, C108 Perform rail operations Level 2, C109 Perform rail operations Level 3, C112 Coordinate and manage track protection, C112A Implement Lookout Working, C112B Implement ASB

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) stand in the correct place to give handsignals (b) move to a safe place when rail traffic approaches (c) maintain effective communication with the appropriate people (d) give the correct handsignals at the appropriate time and continue to handsignal as required (e) stop rail traffic at the appropriate time (f) give and interpret handsignals correctly (g) obey and acknowledge handsignals at the appropriate time	NGE 202 NPR 702
3. Give and respond to handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
4. Use approved communication procedures	(a) communicate orally or in written form in a manner that is: <ul style="list-style-type: none"> • clear, brief and unambiguous • relevant to the task at hand • agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	NGE 204 NPR 721
5. Report and respond to a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time (b) use the correct procedure to respond to a reported unsafe condition (c) use the correct procedure to warn rail traffic approaching an area where a CAN has been reported (d) follow the correct procedure to complete and store CAN forms (e) ensure that rail vehicles are operated safely when approaching an area where a CAN has been reported	NGE 206 NPR 707 NPR 709 NPR 720 NPR 721 NPR 000 NPR 004 NRF 004

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
6. Report and respond to a major incident	(a) follow the correct procedure to report a major incident (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard (c) report relevant details about a major incident	NGE 208 NPR 714
7. Respond to a major incident	(a) follow the correct procedure if a major incident is reported (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard	NGE 208 NPR 714
8. Adhere to speed restrictions during very hot weather (WOLO)	(a) identify when WOLO speed restrictions apply (b) ensure that rail vehicles are operated correctly during WOLO speed restrictions (c) describe how WOLO speed restrictions are advertised	NGE 210 NPR 721
9. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	NGE 212
10. Take appropriate action if there is a Network incident	(a) describe when a Network Incident Notice (NIN) must be issued (b) follow the correct procedure if there is an incident that must be reported	NGE 214
11. Ensure the safety of road, rail and pedestrian traffic at a level crossing	(a) identify the different types of level crossings (b) follow the correct procedure to protect a faulty Type F level crossing	NGE 216 NGE 218
12. Use level crossings	(a) follow the correct procedure if there are open gates at a private level crossing	NGE 216

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
13. Identify and respond to unreliable track-circuit operation	(a) follow the correct procedure if track-circuits are suspected of being faulty	<i>NGE 220</i>
14. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect problems in the electrical infrastructure • there is a fire near the 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	<i>NGE 222</i>
15. Operate rail vehicles when there is a removal of the 1500V overhead supply	(a) follow the correct procedure to enter or travel from a live to an isolated area	<i>NGE 224</i> <i>NGE 226</i>
16. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	<i>NGE 230</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
17. Fulfil the responsibilities of rail traffic crews	(a) identify and fulfil the duties and responsibilities of Train Crews or track vehicle crews	<i>NGE 232</i>
18. Fulfil responsibilities of a Protection Officer	(a) identify the responsibilities of a Protection Officer (b) follow the correct procedures when a change of conditions occur (c) correctly compile and maintain record about methods used for working safely on track and protection arrangements (d) follow the correct procedures in the event of a breach of Network Rules or Network Procedures	<i>NGE 238</i>
19. Plan work in the Rail Corridor	(a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) fulfil the duties and responsibilities of a Protection Officer (d) meet specified requirements prior to commencing work on track	<i>NWT 300</i>
20. Use stationary rail traffic to create a safe place	(a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic	<i>NWT 300</i>
21. Plan work in the Rail Corridor	(a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) implement appropriate work on track protection method (d) monitor track protection during work	<i>NWT 300</i> <i>NPR 000</i> <i>NPR 014</i> <i>NRF 014</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (e) withdraw track protection method when work is complete (f) fulfil the duties and responsibilities of a Protection Officer (g) meet specified requirements prior to commencing work on track 	
22. Exclude rail traffic in Maintenance Centres and stabling yards	<ul style="list-style-type: none"> (a) follow correct procedure to exclude rail traffic from a worksite within a Maintenance Centre or sidings within a stabling yard (b) communicate with appropriate persons to exclude rail traffic at attended and unattended locations (c) secure points using a point clip 	<p><i>NWT 300</i> <i>NPR 000</i> <i>NPR 015</i> <i>NRF 015A</i></p>
23. Perform rail operations under an LPA	<ul style="list-style-type: none"> (a) identify the limits of an LPA (b) identify where a work train or track vehicle must be piloted in an LPA (c) identify who can act as a pilot where an LPA is in force 	<p><i>NWT 302</i> <i>NPR 700</i> <i>NPR 710</i></p>
24. Perform rail operations under a TOA	<ul style="list-style-type: none"> (a) use a TOA to travel a track vehicle (b) identify when a TOA does not give exclusive occupancy (c) identify the limits of a TOA (d) identify where a track vehicle must be piloted in a TOA (e) identify who can act as a pilot where a TOA is in force (f) determine when it is necessary to provide fixed worksite protection 	<p><i>NWT 304</i> <i>NPR 701</i> <i>NPR 710</i> <i>NPR 000</i> <i>NPR 002</i> <i>NRF 002</i></p>
25. Perform rail operations in a TWA area	<ul style="list-style-type: none"> (a) state the position of Handsignalers and railway track signals relative to worksites where a TWA is in force (b) interpret the information on a Worksite Warning form 	<p><i>NWT 306</i> <i>NPR 702</i> <i>NPR 000</i> <i>NPR 011</i> <i>NRF 011</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
26. Use the Lookout Working method of work	<ul style="list-style-type: none"> (a) identify when work can be undertaken in the Danger Zone using the Lookout Working method of protection (b) make sure that it is safe to work using the Lookout Working method (c) protect work from rail traffic on adjacent lines (d) fulfil the duties and responsibilities of a Protection Officer (e) move to a safe place when rail traffic approaches (f) decide upon and deploy an appropriate number of Lookouts (g) monitor position of Lookouts and identify any deficiencies (h) perform the duties of a Lookout (i) correctly calculate minimum warning time for a specific worksite (j) correctly compile Worksite Protection Plan (NRF 015B) when implementing Lookout Working 	<p><i>NWT 310</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015B</i> <i>NRF 017</i></p>
27. Use the Absolute Signal Blocking (ASB) method of work	<ul style="list-style-type: none"> (a) describe the principles of the ASB method (b) identify when ASB can be used as a safety measure to perform work in the Danger Zone (c) follow the correct procedure to identify the location of a worksite when implementing ASB (d) perform the duties of a Protection Officer when work is being done using ASB as a safety measure (e) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (f) correctly compile Worksite Protection Plan (NRF 015C) when implementing ASB (g) correctly remove or operate, and restore, a points control mechanism 	<p><i>NWT 308</i> <i>NPR 703</i> <i>NPR 707</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 721</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015C</i> <i>NRF 017</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (h) communicate with the Signallers at the appropriate time (i) follow the correct procedure to have the portion of track returned to service (j) correctly remove protection and end ASB 	
28. Pilot rail traffic in a Local Possession Authority (LPA) or Track Occupancy Authority (TOA)	<ul style="list-style-type: none"> (a) identify the limits within which rail traffic must be piloted (b) pilot rail traffic (c) identify the authority required for rail traffic to enter or depart the limits of an LPA or TOA 	<p><i>NWT 314</i> <i>NWT 316</i> <i>NPR 700</i> <i>NPR 701</i> <i>NPR 710</i></p>
29. Operate a track vehicle	<ul style="list-style-type: none"> (a) identify the authority needed to transfer track vehicles in the Network and the conditions of each authority (b) identify when track vehicles can enter or be placed on a running line (c) follow the correct procedure to operate compatible track vehicles fitted with approved coupling devices (d) ensure that travelling track vehicles have appropriately qualified personnel in the front and rear vehicles (e) ensure that track vehicles are operated at a safe speed that does not exceed the allowable maximum (f) ensure that the correct procedure is followed when track vehicles are being transferred as a train (g) communicate with Signallers at the appropriate times (h) ensure that the correct procedure is followed when track vehicles are being transferred under a TOA (i) follow the correct procedure to transfer track vehicles in convoy (j) follow the correct procedure when a track vehicle is being piloted 	<p><i>NWT 316</i> <i>NPR 710</i> <i>NPR 719</i> <i>NPR 740</i> <i>NPR 745</i> <i>NPR 748</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (k) follow the correct procedure to operate track vehicles over a level crossing (l) follow the correct procedure to stable track vehicles on running lines or in sidings (m) ensure that track vehicle whistles and lights are used at the appropriate times 	
30. Perform work that affects ATP equipment	(a) communicate with appropriate persons before commencing work that could affect ATP equipment	<i>NWT 322</i>
31. Protect rail traffic	<ul style="list-style-type: none"> (a) identify the circumstances under which rail traffic must be protected (b) follow the correct procedure to protect rail traffic if railway track signals cannot be used (c) follow the correct procedure if a line obstruction is reported (d) identify when lines adjacent to stopped rail traffic must be protected (e) follow the correct procedure to protect delayed rail traffic 	<i>NTR 400</i> <i>NPR 709</i> <i>NPR 720</i>
32. Ensure that trains are fit to travel	<ul style="list-style-type: none"> (a) identify when a train, rake of vehicles or a vehicle must be inspected and certified as meeting the operating standards in the Train Operating Conditions (TOC) manual (b) follow the correct procedures to ensure that the train brakes are currently certified as working in accordance with the requirements of the TOC manual (c) follow the correct procedures to ensure that rail vehicle integrity is maintained (d) ensure that all required standard equipment is fitted and in working order (e) follow the correct procedures if dangerous goods are being carried in a train consist 	<i>NTR 402</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (f) follow the correct procedure to check passing trains en route and report any defects observed (g) follow the correct procedure if train defects are reported or suspected en route (h) follow the correct procedure if a vehicle is considered to be unfit for travel 	
33. Use train lights	<ul style="list-style-type: none"> (a) use the correct train lighting to indicate train direction of travel and completeness (b) follow the correct procedure if the end-of-train marker is reported as missing, defective or not lit (c) use the correct train lighting when operating a locomotive in a shunting yard (d) use a train's headlights at the appropriate time 	<i>NTR 406</i>
34. Use rail traffic whistles	<ul style="list-style-type: none"> (a) sound rail traffic whistles at the appropriate time (b) use the correct whistle codes to give warning (c) follow the correct procedure if a train's whistle fails (d) follow the correct procedure to operate rail traffic with a defective whistle and/or a defective headlight 	<i>NTR 408</i>
35. Deal with defective vehicles	<ul style="list-style-type: none"> (a) take appropriate action if defective vehicles are observed by, or reported to, the rail traffic crew (b) place the correct repair card on a defective vehicle at the appropriate time (if applicable) (c) follow the correct procedure to detach and/or move a defective vehicle (d) follow the correct procedure to haul, propel or tow a defective vehicle 	<i>NTR 414</i> <i>NPR 720</i> <i>NPR 721</i>
36. Move rail vehicles safely within yard limits	<ul style="list-style-type: none"> (a) identify who authorises rail traffic movements on a running line within yard limits (b) ensure that shunting movements within shunting yards and sidings are carried out safely 	<i>NTR 418</i> <i>NPR 721</i> <i>NPR 740</i> <i>NPR 745</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) identify yard limits in Rail Vehicle Detection (RVD) territory (d) obtain the correct authority for rail traffic movements within yard limits: <ul style="list-style-type: none"> • if fixed signals are unavailable • that are unsignalled • that involve a wrong running-direction movement • past a starting or a home/starting signal at STOP on bidirectional line 	
37. Make safe shunting movements	(a) maintain effective communication during shunting (b) take appropriate action where there are narrow track clearance signs (c) follow the correct procedure to stable and secure stationary vehicles (d) interpret and take appropriate action if there are red warning flags/lights on vehicles (e) state the shunting methods that can be used (f) follow the correct procedure to shunt: <ul style="list-style-type: none"> • past yard limits • over points or level crossings • into sidings • beside platforms (g) follow the correct procedure if trains or vehicles need to be stabled on a running line (h) follow the correct procedure to operate groundframes and non-interlocked points	<i>NTR 420</i> <i>NPR 719</i> <i>NPR 721</i> <i>NPR 740</i> <i>NPR 742</i> <i>NPR 743</i> <i>NPR 744</i> <i>NPR 745</i>
38. Ensure safe shunting of trains at intermediate sidings	(a) communicate with the Signaller at the appropriate time (b) follow the correct procedure to restore siding equipment after the completion of shunting	<i>NTR 422</i> <i>NPR 719</i> <i>NPR 721</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) follow the correct procedure to operate a ground frame to shunt at an intermediate siding (d) follow the correct procedure to stable rail traffic in an intermediate siding (e) follow the correct procedure to exit rail traffic from an intermediate siding	
39. Ensure that propelling movements are carried out safely	(a) define a 'propelling movement' (b) identify who is responsible for: <ul style="list-style-type: none"> • controlling propelling movements • directing propelling movements • authorising propelling movements (c) identify and plan the route and limits of a propelling movement (d) identify the authority needed to conduct a propelling movement: <ul style="list-style-type: none"> • over a level crossing • within yard limits • in a shunting yard • in a section • in the wrong running-direction (e) follow the correct procedure to make wrong running-direction propelling movements (f) identify when a Qualified Worker is not required to direct a propelling movement from the leading vehicle	NTR 424 NPR 721
40. Deal with overdue trains	(a) follow the correct procedure: <ul style="list-style-type: none"> • if a rail traffic is overdue in a section • if rail traffic stoppage is or will become extended • to inspect stopped rail traffic • if a rail traffic is reported to be disabled 	NTR 426 NTR 432 NPR 750
41. Use a SAFE Notice	(a) state the function of a SAFE Notice (b) follow the correct procedure if they receive a SAFE Notice	NTR 428

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
42. Use a TOC Waiver	(a) state the function of a TOC Waiver (b) follow the correct procedure if they receive a TOC Waiver	<i>NTR 430</i>
43. Protect activities associated with in-service rail traffic	(a) identify when repairs or inspections to rail traffic must be protected (b) follow the correct procedure to identify the location of a worksite (c) perform the duties of a Driver, Track Vehicle Operator or Train Technician when repairs or inspections to rail traffic require protection (d) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (e) communicate with the Signaller at the appropriate time (f) follow the correct procedure to have the portion of track returned to service	<i>NTR 432</i> <i>NPR 721</i> <i>NPR 750</i>
44. Use Rail Vehicle Detection (RVD) system of Safeworking	(a) describe the principles of the RVD system of Safeworking (b) follow the correct procedure to enter a block	<i>NSY 500</i> <i>NPR 721</i>
45. Manually maintain blocks between rail traffic movements	(a) describe the principles of manual block working (b) state when basic block working can be used (c) state when CAN block working can be used (d) keep appropriate records of manual block working (e) identify the authority needed to enter and occupy a block under manual block working (f) identify the limits for: <ul style="list-style-type: none"> • basic block working • CAN block working 	<i>NSY 512</i> <i>NPR 721</i> <i>NPR 722</i> <i>NPR 723</i> <i>NPR 724</i> <i>NPR 746</i> <i>NPR 000</i> <i>NPR 004</i> <i>NRF 004</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (g) identify when signals at STOP can be passed under CAN block working (h) ensure that the correct procedure is followed if an automatic signal is used as a limit of CAN block working (i) ensure that the correct procedure is followed to receive a CAN form 	
46. Use a Special Proceed Authority (SPA)	<ul style="list-style-type: none"> (a) describe when a SPA is used (b) describe the information that must be included on a SPA (c) ensure that the correct procedure is followed if a SPA authorises a movement beyond an attended location or a remote controlled location (d) state when a SPA can be cancelled or fulfilled 	<p><i>NSY 514</i> <i>NPR 721</i> <i>NPR 746</i> <i>NPR 000</i> <i>NPR 005</i> <i>NRF 005</i></p>
47. Use the pilot staff working method of special working	<ul style="list-style-type: none"> (a) describe the principles of pilot staff working (b) describe the function and features of the half pilot staff, pilot staff or Pilot Staff Ticket (c) identify the limits of a pilot staff section (d) follow the correct procedure to receive a Proceed Authority to enter and exit a pilot staff section (e) ensure that the correct procedure is followed when warned that pilot staff working is in use (f) follow the correct procedure to use half pilot staffs 	<p><i>NSY 516</i> <i>NPR 707</i> <i>NPR 715</i> <i>NPR 721</i> <i>NPR 723</i> <i>NPR 725</i> <i>NPR 726</i> <i>NPR 727</i> <i>NPR 000</i> <i>NPR 007</i> <i>NPR 008</i> <i>NPR 010</i> <i>NPR 011</i> <i>NRF 007</i> <i>NRF 008</i> <i>NRF 010</i> <i>NRF 011</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
48. Suspend a system of Safeworking	(a) state when a system of Safeworking may be suspended (b) identify who is authorised to suspend a system of Safeworking	NSY 518 NPR 721
49. Identify the types of running signals	(a) state the function of running signals (b) state how the different types of running signals indicate the route ahead (c) identify and interpret the indications on semaphore signals (d) identify running signal designations and functions (e) describe how the following signals are operated: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) identify the different types of: <ul style="list-style-type: none"> • controlled signals • automatic signals (g) interpret the indications of a signal with an A light or A sign fitted (h) identify and describe the function of the running signals used in their area of operation (i) identify and interpret: <ul style="list-style-type: none"> • indicator signals • repeater signals 	NSG 600
50. Identify shunting signals	(a) state the function of shunting signals (b) identify: <ul style="list-style-type: none"> • colour light shunting signals • semaphore shunting signals (c) interpret the routes indicated on shunting signals (d) identify, interpret and respond appropriately to shunting signals used in their area of operation	NSG 602

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
51. Identify and interpret indicators and signs	(a) state where temporary WARNING, CAUTION and CLEARANCE speed signs are positioned relative to a worksite (b) state how Drivers and track vehicle operators are notified that it may be necessary to operate rail traffic at reduced speed over a portion of track (c) identify and interpret all temporary and permanent speed signs relevant to operational requirements (d) identify when to increase and decrease speed to comply with speed signs (e) ensure that rail traffic is operated according to the speed signs (f) identify, interpret and respond appropriately to the indicators and signs used in their area of operation	NSG 604 NPR 713
52. Respond to signals and signs	(a) state the function of fixed signals (b) identify when a signal indication may/may not be changed to a more restrictive aspect (c) know the location and purpose of signals in their area of work (d) identify the limits of authority of cleared: <ul style="list-style-type: none"> • running signals • shunting signals (e) state when a running signal can be used to authorise a shunting movement (f) follow the correct procedure to operate a rail vehicle past a cleared shunting signal (g) follow the correct procedure to operate rail traffic past a YARD LIMIT or LANDMARK sign (h) follow the correct procedure if a signal indication is: <ul style="list-style-type: none"> • STOP • PROCEED • irregular • out of use (i) describe signal placement relative to the line	NSG 606 NPR 721 NPR 746 NPR 747

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
53. Follow the correct procedure if a signal is at STOP	(a) follow the correct procedure to control the passage of rail traffic at a signal at STOP	<i>NSG 606</i> <i>NSG 608</i> <i>NPR 746</i>
54. Pass signals at STOP	(a) identify when the following signals can be passed at STOP: <ul style="list-style-type: none"> • absolute signals • permissive signals (b) follow the correct procedure to communicate with the Signaller when affected by a signal at STOP (c) obtain and communicate available information about the condition of the block ahead (d) identify the authority needed to pass a signal at STOP (e) ensure that the correct procedure is followed to operate a rail vehicle past the following signals at STOP: <ul style="list-style-type: none"> • absolute • permissive (f) make sure that the rail vehicle travels at the appropriate speed after passing a signal at STOP (g) ensure that the correct procedure is followed to operate a rail vehicle when passing a signal at STOP and the condition of the track ahead is not known (h) follow the correct procedure if rail traffic in the block ahead needs assistance (i) respond to faulty points (j) manually operate points as required	<i>NSG 608</i> <i>NPR 707</i> <i>NPR 721</i> <i>NPR 740</i> <i>NPR 742</i> <i>NPR 743</i> <i>NPR 744</i> <i>NPR 746</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
55. Respond to indicators at STOP	(a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure to report passing a main line indicator or mechanical points indicator at STOP	<i>NSG 610</i>
56. Deal with an overrun of limit of authority	(a) define when a movement becomes an overrun of limit of authority (b) follow the correct procedure if rail traffic overruns a limit of authority	<i>NSG 612</i> <i>NPR 721</i>
57. Use blocking facilities	(a) state the function of blocking facilities	<i>NSG 614</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) operation near electrical equipment or wiring (h) multiple worksites (i) rail traffic density

Network Rules and Network Procedures Training Standard

Variable	Scope
Train types	Train types may include but not be limited to: (a) electric passenger train (b) self-propelled diesel train (c) work train (d) freight train (e) light engine (f) track maintenance vehicles
Signals	Signal types used in the Sydney Trains Network
Equipment	Variation in equipment types may include but not be limited to: (a) two-way radios, hand portable or In cab two-way radio equipment, mobile, trackside or signal phone (b) different types of point motors (c) point clip types

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
2	2	2	

Network Rules and Network Procedures Training Standard

Safeworking Officer Level 2

This unit describes Safeworking Officer Level 2 competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C105 Control rail traffic movements Level 1, C107 Perform rail operations Level 1, C108 Perform rail operations Level 2, C109 Perform rail operations Level 3, C112 Coordinate and manage track protection, C112A Implement Lookout Working, C112B Implement ASB

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) stand in the correct place to give handsignals (b) move to a safe place when rail traffic approaches (c) maintain effective communication with the appropriate people (d) give the correct handsignals at the appropriate time and continue to handsignal as required (e) stop rail traffic at the appropriate time (f) give and interpret handsignals correctly (g) obey and acknowledge handsignals at the appropriate time	NGE 202 NPR 702

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
3. Give and respond to handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	<i>NGE 202</i>
4. Use approved communication procedures	(a) communicate orally or in written form in a manner that is: <ul style="list-style-type: none"> • clear, brief and unambiguous • relevant to the task at hand • agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	<i>NGE 204</i> <i>NPR 721</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
5. Report and respond to a Condition Affecting the Network (CAN)	<ul style="list-style-type: none"> (a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time (b) use the correct procedure to respond to a reported unsafe condition (c) use the correct procedure to warn rail traffic approaching an area where a CAN has been reported (d) follow the correct procedure to complete and store CAN forms (e) follow the correct procedure to return a line to normal working (f) ensure that rail vehicles are operated safely when approaching an area where a CAN has been reported 	<p><i>NGE 206</i> <i>NPR 707</i> <i>NPR 709</i> <i>NPR 720</i> <i>NPR 721</i> <i>NPR 000</i> <i>NPR 004</i> <i>NRF 004</i></p>
6. Respond to a major incident	<ul style="list-style-type: none"> (a) follow the correct procedure if a major incident is reported (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard (c) report relevant details about a major incident 	<p><i>NGE 208</i> <i>NPR 714</i></p>
7. Report and respond to a major incident	<ul style="list-style-type: none"> (a) follow the correct procedure to report a major incident (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard (c) report relevant details about a major incident 	<p><i>NGE 208</i> <i>NPR 714</i></p>
8. Impose speed restrictions during very hot weather (WOLO)	<ul style="list-style-type: none"> (a) state when WOLO speed restrictions apply (b) issue a WOLO notice to the appropriate people (c) follow the correct procedure to notify Drivers and track vehicle operators about WOLO restrictions 	<p><i>NGE 210</i> <i>NPR 721</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (d) identify speed limits for rail traffic travel during WOLO restrictions (e) follow the correct procedure to record WOLO speed restrictions (f) describe how WOLO speed restrictions are advertised 	
9. Adhere to speed restrictions during very hot weather (WOLO)	<ul style="list-style-type: none"> (a) identify when WOLO speed restrictions apply (b) ensure that rail vehicles are operated correctly during WOLO speed restrictions (c) describe how WOLO speed restrictions are advertised 	<p><i>NGE 210</i> <i>NPR 721</i></p>
10. Access Network information	<ul style="list-style-type: none"> (a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access 	<i>NGE 212</i>
11. Take appropriate action if there is a Network incident	<ul style="list-style-type: none"> (a) describe when a Network Incident Notice (NIN) must be issued (b) follow the correct procedure if there is an incident that must be reported 	<i>NGE 214</i>
12. Issue a Network Incident Notice (NIN)	<ul style="list-style-type: none"> (a) identify when a NIN must be issued (b) correctly compile and submit a NIN to the appropriate person in a timely manner 	<i>NGE 214</i>
13. Use approved procedures for level crossings	<ul style="list-style-type: none"> (a) identify and describe the different types of level crossings (b) follow the correct procedure if there is missing, damaged or faulty warning equipment or gates at a level crossing (c) follow the correct procedure to clear signals and authorise the re-opening of gates at attended locations (d) follow the correct procedure if there are open gates at a private level crossing 	<p><i>NGE 216</i> <i>NPR 715</i> <i>NPR 716</i> <i>NPR 717</i> <i>NPR 718</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
14. Ensure the safety of road, rail and pedestrian traffic at a level crossing	<ul style="list-style-type: none"> (a) identify the different types of level crossings (b) follow the correct procedure to protect a faulty Type F level crossing 	<p><i>NGE 216</i></p> <p><i>NGE 218</i></p>
15. Test and manage Type F level crossings	<ul style="list-style-type: none"> (a) follow the correct procedure if testing is to be suspended (b) follow the correct procedure to use a level crossing for which testing has been suspended (c) follow the correct procedure to authorise testing (d) follow the correct procedure if a level crossing is faulty or potentially faulty (e) follow the correct procedure if delayed rail traffic is occupying the controlling track circuit of a Type F level crossing (f) follow the correct procedure if all warning equipment at a Type F level crossing cannot be operated (g) follow the correct procedure to resume normal operation of a Type F level crossing 	<p><i>NGE 218</i></p> <p><i>NPR 715</i></p> <p><i>NPR 716</i></p> <p><i>NPR 717</i></p> <p><i>NPR 718</i></p>
16. Identify and respond to potentially faulty track-circuits	<ul style="list-style-type: none"> (a) identify when track-circuits may have become potentially unsafe (b) follow the correct procedure if faulty track-circuits are reported 	<p><i>NGE 220</i></p> <p><i>NPR 746</i></p>
17. Identify and respond to unreliable track-circuit operation	<ul style="list-style-type: none"> (a) follow the correct procedure if track-circuits are suspected of being faulty 	<p><i>NGE 220</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
18. Ensure that appropriate safety precautions are taken near electrical infrastructure	(a) follow the correct procedure if suspected problems with the electrical infrastructure are reported (b) follow the correct procedure if a fire is reported within or near an electrified corridor (c) identify the components in electrical infrastructure	NGE 222
19. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect problems in the electrical infrastructure • there is a fire near the 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	NGE 222
20. Removal of the 1500V overhead supply	(a) make sure that the correct procedures are followed for a train to travel from a live to an isolated area (b) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (c) follow the correct procedure to resume normal working when the 1500V overhead supply has been restored (d) record information about the removal of supply (e) follow the correct procedure for the removal of the 1500V supply in areas where Train Registers are not used	NGE 224 NPR 705

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
21. Operate rail vehicles when there is a removal of the 1500V overhead supply	(a) follow the correct procedure to enter or travel from a live to an isolated area	<i>NGE 224</i> <i>NGE 226</i>
22. Control the movement of rail traffic when the 1500V power supply is removed from an EVMC	(a) ensure that the correct procedures are followed for a train to travel from a live to an isolated area (b) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (c) follow the correct procedure to resume normal working when the overhead supply has been restored	<i>NGE 226</i> <i>NPR 706</i>
23. Removal of the 1500V power supply in an emergency	(a) follow the correct procedure if an incident that could be life-threatening or affects the 1500V supply is reported (b) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (c) describe the responsibilities of the Signallers when 1500V supply is removed from/restored to a section	<i>NGE 228</i> <i>NPR 714</i>
24. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	<i>NGE 230</i>
25. Fulfil the responsibilities of rail traffic crews	(a) identify and fulfil the duties and responsibilities of Train Crews or track vehicle crews	<i>NGE 232</i>
26. Fulfil the Safeworking responsibilities of a Signaller	(a) identify and perform the Safeworking duties and responsibilities of Signallers	<i>NGE 234</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
27. Fulfil responsibilities of a Protection Officer	<ul style="list-style-type: none"> (a) identify the responsibilities of a Protection Officer (b) follow the correct procedures when a change of conditions occur (c) correctly compile and maintain record about methods used for working safely on track and protection arrangements (d) follow the correct procedures in the event of a breach of Network Rules or Network Procedures 	<i>NGE 238</i>
28. Plan work in the Rail Corridor	<ul style="list-style-type: none"> (a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) implement appropriate work on track protection method (d) monitor track protection during work (e) withdraw track protection method when work is complete (f) fulfil the duties and responsibilities of a Protection Officer (g) meet specified requirements prior to commencing work on track 	<i>NWT 300 NPR 000 NPR 014 NRF 014</i>
29. Use stationary rail traffic to create a safe place	<ul style="list-style-type: none"> (a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic 	<i>NWT 300</i>
30. Exclude rail traffic in Maintenance Centres and stabling yards	<ul style="list-style-type: none"> (a) follow correct procedure to exclude rail traffic from a worksite within a Maintenance Centre or sidings within a stabling yard (b) communicate with appropriate persons to exclude rail traffic at attended and unattended locations (c) secure points using a point clip 	<i>NWT 300 NPR 000 NPR 015 NRF 015A</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
31. Manage a Local Possession Authority (LPA)	<ul style="list-style-type: none"> (a) fulfil the duties and responsibilities of a Signaller during work under an LPA (b) describe the function and general requirements of an LPA (c) complete relevant documentation (d) identify the rail traffic that is permitted to enter the possession (e) communicate with the Possession Protection Officer at the appropriate times (f) authorise work trains and track vehicles to depart the limits of the LPA at an attended interlocking (g) set signals at STOP and apply blocking facilities to prevent access to the LPA area 	<p><i>NWT 302</i> <i>NPR 700</i></p>
32. Perform rail operations under an LPA	<ul style="list-style-type: none"> (a) identify the limits of an LPA (b) identify where a work train or track vehicle must be piloted in an LPA (c) identify who can act as a pilot where an LPA is in force 	<p><i>NWT 302</i> <i>NPR 700</i> <i>NPR 710</i></p>
33. Manage a Track Occupancy Authority (TOA)	<ul style="list-style-type: none"> (a) fulfil the duties and responsibilities of a Signaller during work under a TOA (b) describe the function and general requirements of a TOA (c) identify when a TOA does not give exclusive occupancy (d) define the limits of a TOA (e) issue a TOA at an attended location (f) identify the rail traffic that is permitted to enter the limits of the TOA (g) set signals to STOP and apply blocking facilities at the appropriate time (h) complete relevant documentation and maintain required written records (i) communicate with the Protection Officer and Signaller at the appropriate times (j) authorise rail traffic associated with the possession to exit the possession area 	<p><i>NWT 304</i> <i>NPR 701</i> <i>NPR 000</i> <i>NPR 002</i> <i>NRF 002</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
34. Manage the travel of track vehicles	<ul style="list-style-type: none"> (a) identify the authority needed to travel track vehicles in the Network and the conditions of each authority (b) authorise track vehicles to enter or be placed on the running line at the appropriate time (c) follow the correct procedure if the movement of track vehicles travelling as a train has not been advertised (d) communicate at the appropriate times with the certified crew member when track vehicles are travelling as a train (e) describe the procedure for travelling track vehicles under a TOA (f) authorise track vehicles to pass signals at STOP at the appropriate times (g) authorise track vehicles associated with a possession to enter/exit the possession area (h) follow the correct procedure to travel track vehicles within attended yard limits 	<p><i>NWT 304</i> <i>NWT 316</i> <i>NPR 701</i> <i>NPR 748</i> <i>NPR 000</i> <i>NPR 002</i> <i>NRF 002</i></p>
35. Perform rail operations under a TOA	<ul style="list-style-type: none"> (a) use a TOA to travel a track vehicle (b) identify when a TOA does not give exclusive occupancy (c) identify the limits of a TOA (d) identify where a track vehicle must be piloted in a TOA (e) identify who can act as a pilot where a TOA is in force (f) determine when it is necessary to provide fixed worksite protection 	<p><i>NWT 304</i> <i>NPR 701</i> <i>NPR 710</i> <i>NPR 000</i> <i>NPR 002</i> <i>NRF 002</i></p>
36. Manage a Track Work Authority (TWA)	<ul style="list-style-type: none"> (a) fulfil the duties and responsibilities of the Signaller during TWA working (b) describe the function and general requirements of a TWA (c) follow the correct procedure to issue a TWA (d) follow the correct procedure to reduce the number of points of entry to a worksite 	<p><i>NWT 306</i> <i>NPR 702</i> <i>NPR 707</i> <i>NPR 708</i> <i>NPR 709</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (e) set signals to STOP and apply blocking facilities at the appropriate time (f) compile and keep appropriate documentation (g) follow the correct procedure to fulfil a TWA 	
37. Perform rail operations in a TWA area	<ul style="list-style-type: none"> (a) state the position of Handsignallers and railway track signals relative to worksites where a TWA is in force (b) interpret the information on a Worksite Warning form 	<i>NWT 306</i> <i>NPR 702</i> <i>NPR 000</i> <i>NPR 011</i> <i>NRF 011</i>
38. Manage the Absolute Signal Blocking (ASB) method of work	<ul style="list-style-type: none"> (a) perform the duties of a Signaller when work is being done using ASB as a safety measure (b) identify when ASB can be used as a method for performing work in the Danger Zone (c) follow the correct procedure to confirm the location of a worksite when implementing ASB (d) follow the correct procedure to authorise ASB (e) follow the correct procedure before setting controlled absolute signals at STOP (f) communicate with the Protection Officer at the appropriate time (g) follow the correct procedure to remove blocking facilities or authorise the return of the ESML/EOL key (h) correctly compile Absolute Signal Blocking form (NRF 018) 	<i>NWT 308</i> <i>NPR 703</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 721</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 018</i> <i>NRF 018</i>
39. Use the Absolute Signal Blocking (ASB) method of work	<ul style="list-style-type: none"> (a) describe the principles of the ASB method (b) identify when ASB can be used as a safety measure to perform work in the Danger Zone (c) follow the correct procedure to identify the location of a worksite when implementing ASB (d) perform the duties of a Protection Officer when work is being done using ASB as a safety measure 	<i>NWT 308</i> <i>NPR 703</i> <i>NPR 707</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 721</i> <i>NPR 751</i> <i>NPR 000</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (e) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (f) correctly compile Worksite Protection Plan (NRF 015C) when implementing ASB (g) correctly remove or operate, and restore, a points control mechanism (h) communicate with the Signallers at the appropriate time (i) follow the correct procedure to have the portion of track returned to service (j) correctly remove protection and end ASB 	<p><i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015C</i> <i>NRF 017</i></p>
40. Describe the principles of Lookout Working	(a) identify when work can be undertaken in the Danger Zone with Lookouts	<p><i>NWT 310</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 751</i></p>
41. Use the Lookout Working method of work	<ul style="list-style-type: none"> (a) identify when work can be undertaken in the Danger Zone using the Lookout Working method of protection (b) make sure that it is safe to work using the Lookout Working method (c) protect work from rail traffic on adjacent lines (d) fulfil the duties and responsibilities of a Protection Officer (e) move to a safe place when rail traffic approaches (f) decide upon and deploy an appropriate number of Lookouts (g) monitor position of Lookouts and identify any deficiencies (h) perform the duties of a Lookout (i) correctly calculate minimum warning time for a specific worksite (j) correctly compile Worksite Protection Plan (NRF 015B) when implementing Lookout Working 	<p><i>NWT 310</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015B</i> <i>NRF 017</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
42. Record and notify changes to the Network arising from infrastructure work	<ul style="list-style-type: none"> (a) compile/interpret the information on an Infrastructure Booking Authority (IBA) (b) follow the correct procedure to acknowledge an IBA and to retain fulfilled and cancelled IBAs 	<p><i>NWT 312</i> <i>NPR 704</i> <i>NPR 000</i> <i>NPR 003</i> <i>NRF 003</i></p>
43. Control rail traffic operation to/ beyond the limits of a TOA or an LPA	<ul style="list-style-type: none"> (a) identify the authority needed to operate rail traffic within the limits of a TOA or an LPA (b) describe where rail traffic must be piloted (c) authorise rail traffic to pass signals at STOP at the appropriate times (d) authorise unsignalled movements within yard limits at the appropriate time (e) authorise rail traffic associated with the possession to enter/exit the possession area 	<p><i>NWT 314</i> <i>NWT 316</i> <i>NPR 710</i></p>
44. Pilot rail traffic in a Local Possession Authority (LPA) or Track Occupancy Authority (TOA)	<ul style="list-style-type: none"> (a) identify the limits within which rail traffic must be piloted (b) pilot rail traffic (c) identify the authority required for rail traffic to enter or depart the limits of an LPA or TOA 	<p><i>NWT 314</i> <i>NWT 316</i> <i>NPR 700</i> <i>NPR 701</i> <i>NPR 710</i></p>
45. Operate a track vehicle	<ul style="list-style-type: none"> (a) identify the authority needed to transfer track vehicles in the Network and the conditions of each authority (b) identify when track vehicles can enter or be placed on a running line (c) follow the correct procedure to operate compatible track vehicles fitted with approved coupling devices (d) ensure that travelling track vehicles have appropriately qualified personnel in the front and rear vehicles (e) ensure that track vehicles are operated at a safe speed that does not exceed the allowable maximum 	<p><i>NWT 316</i> <i>NPR 710</i> <i>NPR 719</i> <i>NPR 740</i> <i>NPR 745</i> <i>NPR 748</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (f) ensure that the correct procedure is followed when track vehicles are being transferred as a train (g) communicate with Signallers at the appropriate times (h) ensure that the correct procedure is followed when track vehicles are being transferred under a TOA (i) follow the correct procedure to transfer track vehicles in convoy (j) follow the correct procedure when a track vehicle is being piloted (k) follow the correct procedure to operate track vehicles over a level crossing (l) follow the correct procedure to stable track vehicles on running lines or in sidings (m) ensure that track vehicle whistles and lights are used at the appropriate times 	
46. Authorise the use of Signal Key Switch Blocking (SKS)	<ul style="list-style-type: none"> (a) perform the duties of a Signaller when work is being done using SKS Blocking as a safety measure (b) identify the type of work that can be undertaken in the Danger Zone using SKS Blocking (c) correctly identify the worksite limits applicable to a signal key switch (d) communicate with the Protection Officer and Handsignaller at the appropriate time (e) follow the correct procedure if the protecting signal fails to display PROCEED after the key has been restored (f) correctly end SKS Blocking 	<p><i>NWT 320</i> <i>NPR 753</i> <i>NPR 754</i></p>
47. Authorise removal of a key from a signal key switch	<ul style="list-style-type: none"> (a) describe purpose and function a signal key switch box (b) describe how you identify the worksite limits applicable to a signal key switch 	<p><i>NWT 320</i> <i>NWT 306</i> <i>NPR 753</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (c) state when authority can be given to remove key from a signal key switch (d) communicate with the Protection Officer and Handsignaller at the appropriate time (e) follow the correct procedure if the protecting signal does not display a PROCEED indication when the key is restored 	
48. Perform work that affects ATP equipment	(a) communicate with appropriate persons before commencing work that could affect ATP equipment	<i>NWT 322</i>
49. Respond correctly if rail traffic needs to be protected	<ul style="list-style-type: none"> (a) identify the circumstances in which rail traffic must be protected (b) follow the correct procedure if a line obstruction is reported (c) identify when lines adjacent to stopped rail traffic must be protected (d) follow the correct procedure to protect delayed rail traffic 	<i>NTR 400</i> <i>NPR 709</i> <i>NPR 720</i>
50. Protect rail traffic	<ul style="list-style-type: none"> (a) identify the circumstances under which rail traffic must be protected (b) follow the correct procedure to protect rail traffic if railway track signals cannot be used (c) follow the correct procedure if a line obstruction is reported (d) identify when lines adjacent to stopped rail traffic must be protected (e) follow the correct procedure to protect delayed rail traffic 	<i>NTR 400</i> <i>NPR 709</i> <i>NPR 720</i>
51. Ensure that trains are fit to travel	<ul style="list-style-type: none"> (a) identify when a train, rake of vehicles or a vehicle must be inspected and certified as meeting the operating standards in the Train Operating Conditions (TOC) manual (b) follow the correct procedures to ensure that the train brakes are currently certified as working in accordance with the requirements of the TOC manual 	<i>NTR 402</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (c) follow the correct procedures to ensure that rail vehicle integrity is maintained (d) ensure that all required standard equipment is fitted and in working order (e) follow the correct procedures if dangerous goods are being carried in a train consist (f) follow the correct procedure to check passing trains en route and report any defects observed (g) follow the correct procedure if train defects are reported or suspected en route (h) follow the correct procedure if a vehicle is considered to be unfit for travel 	
52. Respond correctly if defective train lighting is reported	(a) follow the correct procedure if a train's end-of-train marker is reported as missing, defective or not lit	<i>NTR 406</i>
53. Use train lights	<ul style="list-style-type: none"> (a) use the correct train lighting to indicate train direction of travel and completeness (b) follow the correct procedure if the end-of-train marker is reported as missing, defective or not lit (c) use the correct train lighting when operating a locomotive in a shunting yard (d) use a train's headlights at the appropriate time 	<i>NTR 406</i>
54. Ensure that the correct train whistle procedures are followed	(a) follow the correct procedure if train or track vehicle crew report a defective whistle en route	<i>NTR 408</i>
55. Use rail traffic whistles	<ul style="list-style-type: none"> (a) sound rail traffic whistles at the appropriate time (b) use the correct whistle codes to give warning (c) follow the correct procedure if a train's whistle fails (d) follow the correct procedure to operate rail traffic with a defective whistle and/or a defective headlight 	<i>NTR 408</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
56. Deal with defective vehicles	(a) take appropriate action if defective vehicles are observed by, or reported to, the rail traffic crew (b) place the correct repair card on a defective vehicle at the appropriate time (if applicable) (c) follow the correct procedure to detach and/or move a defective vehicle (d) follow the correct procedure to haul, propel or tow a defective vehicle	NTR 414 NPR 720 NPR 721
57. Deal with disabled rail traffic	(a) follow the correct procedure if rail traffic is reported as disabled (b) follow the correct procedure if rail traffic is reported as having accidentally divided	NTR 416 NPR 720
58. Authorise rail traffic movements within yard limits	(a) identify who authorises rail traffic movements on a running line within yard limits (b) follow the correct procedure to authorise movements within yard limits: <ul style="list-style-type: none"> • if fixed signals are unavailable • that are unsignalled • that involve a wrong running-direction movement • past a home or a home/starting signal at STOP on a bidirectional line (c) identify yard limits in Rail Vehicle Detection (RVD) (d) follow the correct procedure for unsignalled rail traffic movements through an automatic signalling area within consolidated yard limits (e) follow the correct procedure to operate groundframes and non-interlocked points	NTR 418 NTR 420 NPR 719 NPR 721 NPR 745 NPR 000 NPR 012 NRF 012

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
59. Move rail vehicles safely within yard limits	(a) identify who authorises rail traffic movements on a running line within yard limits (b) ensure that shunting movements within shunting yards and sidings are carried out safely (c) identify yard limits in Rail Vehicle Detection (RVD) territory (d) obtain the correct authority for rail traffic movements within yard limits: <ul style="list-style-type: none"> • if fixed signals are unavailable • that are unsignalled • that involve a wrong running-direction movement • past a starting or a home/starting signal at STOP on bidirectional line 	NTR 418 NPR 721 NPR 740 NPR 745
60. Make safe shunting movements	(a) maintain effective communication during shunting (b) take appropriate action where there are narrow track clearance signs (c) follow the correct procedure to stable and secure stationary vehicles (d) interpret and take appropriate action if there are red warning flags/lights on vehicles (e) state the shunting methods that can be used (f) follow the correct procedure to shunt: <ul style="list-style-type: none"> • past yard limits • over points or level crossings • into sidings • beside platforms (g) follow the correct procedure if trains or vehicles need to be stabled on a running line (h) follow the correct procedure to operate groundframes and non-interlocked points	NTR 420 NPR 719 NPR 721 NPR 740 NPR 742 NPR 743 NPR 744 NPR 745

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
61. Ensure that shunting movements at intermediate sidings are safe	(a) follow the correct procedure for a train to arrive/depart at/from an intermediate siding (b) follow the correct procedure if a train is to be stabled in an intermediate siding	<i>NTR 422</i>
62. Ensure safe shunting of trains at intermediate sidings	(a) communicate with the Signaller at the appropriate time (b) follow the correct procedure to restore siding equipment after the completion of shunting (c) follow the correct procedure to operate a ground frame to shunt at an intermediate siding (d) follow the correct procedure to stable rail traffic in an intermediate siding (e) follow the correct procedure to exit rail traffic from an intermediate siding	<i>NTR 422</i> <i>NPR 719</i> <i>NPR 721</i>
63. Authorise a propelling movement	(a) define a 'propelling movement' (b) identify who is responsible for: <ul style="list-style-type: none"> • controlling propelling movements • directing propelling movements • authorising propelling movements (c) identify and plan the route and limits of a propelling movement (d) identify the authority needed to conduct a propelling movement: <ul style="list-style-type: none"> • over a level crossing • within yard limits • in a shunting yard • in a section • in the wrong running-direction 	<i>NTR 424</i> <i>NPR 721</i>
64. Ensure that propelling movements are carried out safely	(a) define a 'propelling movement' (b) identify who is responsible for: <ul style="list-style-type: none"> • controlling propelling movements • directing propelling movements • authorising propelling movements 	<i>NTR 424</i> <i>NPR 721</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) identify and plan the route and limits of a propelling movement (d) identify the authority needed to conduct a propelling movement: <ul style="list-style-type: none"> • over a level crossing • within yard limits • in a shunting yard • in a section • in the wrong running-direction (e) follow the correct procedure to make wrong running-direction propelling movements (f) identify when a Qualified Worker is not required to direct a propelling movement from the leading vehicle	
65. Deal with overdue rail traffic	(a) follow the correct procedure: <ul style="list-style-type: none"> • if a rail traffic is overdue in a section • if rail traffic stoppage is or will become extended • to inspect stopped rail traffic • if a rail traffic is reported to be disabled 	<i>NTR 426</i> <i>NTR 432</i> <i>NPR 750</i>
66. Use a SAFE Notice	(a) state the function of a SAFE Notice (b) follow the correct procedure if they receive a SAFE Notice	<i>NTR 428</i>
67. Use a TOC Waiver	(a) state the function of a TOC Waiver (b) follow the correct procedure if they receive a TOC Waiver	<i>NTR 430</i>
68. Authorise protection for activities associated with in-service rail traffic	(a) perform the duties of a Signaller when protecting activities associated with in-service rail traffic (b) identify when activities associated with in-service rail traffic must be protected (c) follow the correct procedure to identify the location of worksite	<i>NTR 432</i> <i>NPR 721</i> <i>NPR 750</i> <i>NPR 000</i> <i>NPR 018</i> <i>NRF 018</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (d) follow the correct procedure to protect activities associated with in-service rail traffic (e) follow the correct procedure before setting controlled absolute signals at STOP (f) communicate with the Driver, Track Vehicle Operator or Train Technician at the appropriate time (g) follow the correct procedure to remove blocking facilities (h) correctly compile Absolute Signal Blocking form (NRF 018) 	
69. Protect activities associated with in-service rail traffic	<ul style="list-style-type: none"> (a) identify when repairs or inspections to rail traffic must be protected (b) follow the correct procedure to identify the location of a worksite (c) perform the duties of a Driver, Track Vehicle Operator or Train Technician when repairs or inspections to rail traffic require protection (d) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (e) communicate with the Signaller at the appropriate time (f) follow the correct procedure to have the portion of track returned to service 	<p><i>NTR 432</i> <i>NPR 721</i> <i>NPR 750</i></p>
70. Use Rail Vehicle Detection (RVD) system of Safeworking	<ul style="list-style-type: none"> (a) describe the principles of the RVD system of Safeworking (b) follow the correct procedure if a rail vehicle is to enter a block (c) switch a signal box or a local control panel in/out at the appropriate time (d) report and record rail traffic details, as required 	<p><i>NSY 500</i> <i>NPR 721</i> <i>NPR 737</i> <i>NPR 738</i> <i>NPR 739</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
71. Use Rail Vehicle Detection (RVD) system of Safeworking	(a) describe the principles of the RVD system of Safeworking (b) follow the correct procedure to enter a block	NSY 500 NPR 721
72. Manually maintain blocks between rail traffic movements	(a) describe the principles of manual block working (b) state when basic block working can be used (c) state when CAN block working can be used (d) keep appropriate records of manual block working (e) identify the authority needed for rail traffic to enter and occupy a block under manual block working (f) identify the limits for: <ul style="list-style-type: none"> • basic block working • CAN block working (g) follow the correct procedure after authorising rail traffic to enter the limits for basic block working (h) identify when signals at STOP can be passed under CAN block working (i) perform the duties of a Signaller controlling entry to a block (j) issue a CAN form (k) follow the correct procedure to record the end of CAN block working	NSY 512 NPR 721 NPR 722 NPR 723 NPR 724 NPR 746 NPR 000 NPR 004 NRF 004

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
73. Manually maintain blocks between rail traffic movements	(a) describe the principles of manual block working (b) state when basic block working can be used (c) state when CAN block working can be used (d) keep appropriate records of manual block working (e) identify the authority needed to enter and occupy a block under manual block working (f) identify the limits for: <ul style="list-style-type: none"> • basic block working • CAN block working (g) identify when signals at STOP can be passed under CAN block working (h) ensure that the correct procedure is followed if an automatic signal is used as a limit of CAN block working (i) ensure that the correct procedure is followed to receive a CAN form	NSY 512 NPR 721 NPR 722 NPR 723 NPR 724 NPR 746 NPR 000 NPR 004 NRF 004
74. Use a Special Proceed Authority (SPA)	(a) describe when a SPA is used (b) describe the information that must be included on a SPA (c) follow the correct procedure to issue a SPA (d) follow the correct procedure if a SPA authorises a movement beyond an attended location or a remote controlled location (e) follow the correct procedure if rail traffic is to pass an absolute signal at STOP (f) state when a SPA can be cancelled or fulfilled (g) state when the end of special working can be authorised (h) follow the correct procedure to return to normal working following special working	NSY 514 NPR 707 NPR 721 NPR 746 NPR 000 NPR 005 NRF 005

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
75. Use a Special Proceed Authority (SPA)	<ul style="list-style-type: none"> (a) describe when a SPA is used (b) describe the information that must be included on a SPA (c) ensure that the correct procedure is followed if a SPA authorises a movement beyond an attended location or a remote controlled location (d) state when a SPA can be cancelled or fulfilled 	<p><i>NSY 514</i></p> <p><i>NPR 721</i></p> <p><i>NPR 746</i></p> <p><i>NPR 000</i></p> <p><i>NPR 005</i></p> <p><i>NRF 005</i></p>
76. Use the pilot staff working method of special working	<ul style="list-style-type: none"> (a) describe the principles of pilot staff working (b) describe the function and features of the half pilot staff, pilot staff or Pilot Staff Ticket (c) identify the limits of a pilot staff section (d) follow the correct procedure to introduce pilot staff working (e) follow the correct procedure to issue a Proceed Authority for rail traffic to enter and exit a pilot staff section (f) station Handsignallers correctly (g) at the appropriate time, warn Drivers and track vehicle operators that pilot staff working is in use (h) identify the authority needed to enter a pilot staff section (i) follow the correct procedure to change the running direction in a pilot staff section (j) follow the correct procedure to transfer a pilot staff (k) follow the correct procedure to use half pilot staffs (l) follow the correct procedure to suspend pilot staff working (m) follow the correct procedure to end pilot staff working (n) correctly compile documentation associated with pilot staff working 	<p><i>NSY 516</i></p> <p><i>NPR 707</i></p> <p><i>NPR 715</i></p> <p><i>NPR 717</i></p> <p><i>NPR 721</i></p> <p><i>NPR 723</i></p> <p><i>NPR 725</i></p> <p><i>NPR 726</i></p> <p><i>NPR 727</i></p> <p><i>NPR 728</i></p> <p><i>NPR 000</i></p> <p><i>NPR 007</i></p> <p><i>NPR 008</i></p> <p><i>NPR 010</i></p> <p><i>NPR 011</i></p> <p><i>NRF 007</i></p> <p><i>NRF 008</i></p> <p><i>NRF 010</i></p> <p><i>NRF 011</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
77. Use the pilot staff working method of special working	(a) describe the principles of pilot staff working (b) describe the function and features of the half pilot staff, pilot staff or Pilot Staff Ticket (c) identify the limits of a pilot staff section (d) follow the correct procedure to receive a Proceed Authority to enter and exit a pilot staff section (e) ensure that the correct procedure is followed when warned that pilot staff working is in use (f) follow the correct procedure to use half pilot staffs	<i>NSY 516</i> <i>NPR 707</i> <i>NPR 715</i> <i>NPR 721</i> <i>NPR 723</i> <i>NPR 725</i> <i>NPR 726</i> <i>NPR 727</i> <i>NPR 000</i> <i>NPR 007</i> <i>NPR 008</i> <i>NPR 010</i> <i>NPR 011</i> <i>NRF 007</i> <i>NRF 008</i> <i>NRF 010</i> <i>NRF 011</i>
78. Suspend a system of Safeworking	(a) state when a system of Safeworking may be suspended (b) identify who is authorised to suspend a system of Safeworking	<i>NSY 518</i> <i>NPR 721</i>
79. Identify the types of running signals	(a) state the function of running signals (b) state how the following signals indicate the route ahead: <ul style="list-style-type: none"> • colour light running signal • semaphore running signal (c) identify and interpret the indications on signals (d) identify running signal designations and functions (e) describe how the following signals are operated: <ul style="list-style-type: none"> • controlled signals • automatic signals 	<i>NSG 600</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(f) identify the different types of: <ul style="list-style-type: none"> • controlled signals • automatic signals (g) interpret the indications of a signal with an A light or A sign fitted (h) identify and describe the function of the running signals used in their area of operation (i) identify and interpret: <ul style="list-style-type: none"> • indicator signals • repeater signals 	
80. Identify shunting signals and their indications	(a) state the function of shunting signals (b) identify: <ul style="list-style-type: none"> • colour light shunting signals • semaphore shunting signals (c) interpret the routes indicated on shunting signals (d) identify, interpret and respond appropriately to shunting signals	NSG 602
81. Identify the indicators and signs	(a) identify, interpret and respond appropriately to the indicators and signs (b) advise rail traffic crews about trackside signage	NSG 604
82. Identify and interpret indicators and signs	(a) state where temporary WARNING, CAUTION and CLEARANCE speed signs are positioned relative to a worksite (b) state how Drivers and track vehicle operators are notified that it may be necessary to operate rail traffic at reduced speed over a portion of track (c) identify and interpret all temporary and permanent speed signs relevant to operational requirements	NSG 604 NPR 713

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(d) identify when to increase and decrease speed to comply with speed signs (e) ensure that rail traffic is operated according to the speed signs (f) identify, interpret and respond appropriately to the indicators and signs used in their area of operation	
83. Respond to signals and signs	(a) state the function of fixed signals (b) identify when a signal indication may/may not be changed to a more restrictive aspect (c) know the location and purpose of signals in their area of work (d) identify the limits of authority of cleared: <ul style="list-style-type: none"> • running signals • shunting signals (e) state when a running signal can be used to authorise a shunting movement (f) clear running and shunting signals at the appropriate time (g) follow the correct procedure to use a subsidiary shunting signal to authorise rail traffic to pass a home signal (h) follow the correct procedure if a signal indication is: <ul style="list-style-type: none"> • STOP • PROCEED • irregular • out of use (i) describe signal placement relative to the line	NSG 606 NPR 721 NPR 738 NPR 739 NPR 746 NPR 747
84. Follow the correct procedure if a signal is at STOP	(a) follow the correct procedure to control the passage of rail traffic at a signal at STOP	NSG 606 NSG 608 NPR 746

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
85. Pass signals at STOP	(a) identify when the following signals can be passed at STOP: <ul style="list-style-type: none"> • absolute signals • permissive signals (b) fulfil the duties and responsibilities of a Signaller to manage rail traffic past a signal at STOP (c) follow the correct procedure to communicate when rail traffic is affected by a signal at STOP (d) obtain and communicate available information about the condition of the block ahead (e) identify the authority needed to pass a signal at STOP (f) follow the correct procedure if a rail vehicle is to operate past the following signals at STOP: <ul style="list-style-type: none"> • absolute • permissive (g) follow the correct procedure if rail traffic in the block ahead needs assistance (h) respond to faulty points (i) authorise the manual operation of remotely controlled points at the appropriate time	<i>NSG 608</i> <i>NPR 707</i> <i>NPR 721</i> <i>NPR 740</i> <i>NPR 742</i> <i>NPR 743</i> <i>NPR 744</i> <i>NPR 746</i>
86. Pass signals at STOP	(a) identify when the following signals can be passed at STOP: <ul style="list-style-type: none"> • absolute signals • permissive signals (b) follow the correct procedure to communicate with the Signaller when affected by a signal at STOP (c) obtain and communicate available information about the condition of the block ahead	<i>NSG 608</i> <i>NPR 707</i> <i>NPR 721</i> <i>NPR 740</i> <i>NPR 742</i> <i>NPR 743</i> <i>NPR 744</i> <i>NPR 746</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(d) identify the authority needed to pass a signal at STOP (e) ensure that the correct procedure is followed to operate a rail vehicle past the following signals at STOP: <ul style="list-style-type: none"> • absolute • permissive (f) make sure that the rail vehicle travels at the appropriate speed after passing a signal at STOP (g) ensure that the correct procedure is followed to operate a rail vehicle when passing a signal at STOP and the condition of the track ahead is not known (h) follow the correct procedure if rail traffic in the block ahead needs assistance (i) respond to faulty points (j) manually operate points as required	
87. Pass indicators at STOP	(a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure when advised that a main line indicator or mechanical points indicator is at STOP	<i>NSG 610</i> <i>NPR 746</i>
88. Respond to indicators at STOP	(a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure to report passing a main line indicator or mechanical points indicator at STOP	<i>NSG 610</i>
89. Deal with an overrun of limit of authority	(a) define when a movement becomes an overrun of limit of authority (b) follow the correct procedure if rail traffic overruns a limit of authority	<i>NSG 612</i> <i>NPR 721</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
90. Use blocking facilities	(a) state the function of blocking facilities (b) follow the correct procedure to apply blocking facilities (c) identify when blocking facilities can be temporarily removed (d) follow the correct procedure to record the removal and application of blocking facilities	NSG 614 NPR 721
91. Take appropriate precautions during signalling equipment testing	(a) identify when signals must not be tested (b) follow the correct procedure for signal testing if rail traffic is standing at a signal at STOP (c) follow the correct procedure to record signal test results (d) follow the correct procedure to allow inspection and testing of points protecting a work on track authority	NSG 616 NPR 721 NPR 737 NPR 740 NPR 747

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals

Network Rules and Network Procedures Training Standard

Variable	Scope
	(f) track-circuited and non-track-circuited lines (g) operation near electrical equipment or wiring (h) multiple worksites (i) rail traffic density
Train types	Train types may include but not be limited to: (a) electric passenger train (b) self-propelled diesel train (c) work train (d) freight train (e) light engine (f) track maintenance vehicles
Signals	Signal types used in the Sydney Trains Network
Equipment	Variation in equipment types may include but not be limited to: (a) two-way radios, hand portable or In cab two-way radio equipment, mobile, trackside or signal phone (a) DTRS DICORA terminals, VCS terminals, computer, fax machine (b) Computer based control systems, Mechanical interlocking machines, Route setting interlocking machines (c) different types of point motors (d) point clip types

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
3	2	3	3
Use mathematical ideas and techniques	Solve problems	Use technology	
2	3	2	

Network Rules and Network Procedures Training Standard

Security Personnel/Transport Officer

This unit describes Security Personnel competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C104 Perform customer service in the Rail Corridor

Competency not required: NWTC 104.2, NWTC 104.3, NWTC 104.4, NTRC 104.1

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and interpret handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	
4. Report a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time	<i>NGE 206 NPR 721</i>
5. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	<i>NGE 212</i>
6. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires (f) foreign objects are caught in or touching the overhead wiring	<i>NGE 222</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
7. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	<i>NGE 230</i>
8. Work safely in the Rail Corridor	(a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can commence (c) wear approved high-visibility clothing (d) maintain effective communication	<i>NWT 300 NPR 721</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) rail traffic density
Equipment	Variation in equipment types might include but not be limited to: <ul style="list-style-type: none"> (a) two-way radios, train radios, mobile phones, trackside phones

Network Rules and Network Procedures Training Standard

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	1	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
1	2	1	

Network Rules and Network Procedures Training Standard

Shunter

This unit describes Shunter competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C111 Conduct shunting and marshalling operations

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) stand in the correct place to give handsignals (b) move to a safe place when rail traffic approaches (c) give the correct handsignals at the appropriate time and continue to handsignal as required (d) stop rail traffic at the appropriate time (e) maintain effective communication with the appropriate people (f) give and interpret handsignals correctly (g) obey and acknowledge handsignals at the appropriate time	NGE 202 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	NGE 204 NPR 721
4. Report and respond to a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time (b) use the correct procedure to respond to a reported unsafe condition	NGE 206 NPR 707 NPR 709 NPR 720 NPR 721 NPR 000 NPR 004 NRF 004

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
5. Report and respond to a major incident	<ul style="list-style-type: none"> (a) follow the correct procedure if a major incident is reported (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard (c) report relevant details about a major incident 	<i>NGE 208</i>
6. Access Network information	<ul style="list-style-type: none"> (a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access 	<i>NGE 212</i>
7. Use level crossings	<ul style="list-style-type: none"> (a) identify the responsibilities of Qualified Workers in charge of level crossings (b) follow the correct procedure if there is missing, damaged or faulty warning equipment or gates at a level crossing (c) identify and describe the types of level crossings (d) interpret/respond appropriately to Type F level crossing trackside signs (e) fulfil the duties of a Qualified Worker at a level crossing with manually operated gates 	<i>NGE 216</i> <i>NPR 715</i> <i>NPR 716</i>
8. Control rail traffic movements over a Type F level crossing	<ul style="list-style-type: none"> (a) fulfil the duties of a Qualified Worker in charge of manually operated warning equipment (b) follow the correct procedure if a level crossing is faulty or potentially faulty (c) follow the correct procedure if delayed rail traffic is occupying the controlling track circuit of a Type F level crossing (d) perform the duties of a Handsignaller to protect a level crossing (e) control a wrong running-direction movement over a Type F level crossing operated automatically by track-circuits (f) follow the correct procedure if all warning equipment at a Type F level crossing cannot be operated 	<i>NGE 218</i> <i>NPR 715</i> <i>NPR 717</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
9. Identify and respond to potentially faulty track-circuits	(a) identify when track-circuits may have become potentially unsafe (b) report abnormal track-circuit operation to the appropriate person (c) respond correctly to reported unsafe track-circuits	NGE 220 NPR 746
10. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect problems in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	NGE 222
11. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	NGE 230
12. Plan work in the Rail Corridor	(a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) fulfil the duties and responsibilities of a Protection Officer (d) meet specified requirements prior to commencing work on track	NWT 300

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
13. Ensure that trains are fit to travel	<ul style="list-style-type: none"> (a) identify when a train must be inspected and certified as meeting the operating standards in the Train Operating Conditions (TOC) manual (b) follow the correct procedures to ensure that rail vehicle integrity is maintained (c) follow the correct procedures if dangerous goods are being carried in a train consist (d) follow the correct procedure if a vehicle is considered to be unfit for travel 	<i>NTR 402</i>
14. Shunt/marshal vehicles with defective braking equipment safely	<ul style="list-style-type: none"> (a) follow the correct procedure to marshal a train with the air brake isolated on a vehicle (b) follow the correct procedure to detach and attach rail vehicles from/to a train (c) follow the correct procedures if a rail vehicle has a defective handbrake 	<i>NTR 404</i>
15. Ensure that train lighting is correct	<ul style="list-style-type: none"> (a) use the correct train lighting to indicate train direction of travel and completeness (b) follow the correct procedure if the end-of-train marker is reported as missing, defective or not lit (c) ensure that correct train lighting is displayed in a shunting yard 	<i>NTR 406</i>
16. Deal with defective vehicles	<ul style="list-style-type: none"> (a) take appropriate action if defective vehicles are observed or reported (b) identify and interpret repair cards on defective vehicles (c) follow the correct procedure to detach and/or move a defective vehicle 	<i>NTR 414</i> <i>NPR 721</i>
17. Ensure the safe movement of rail vehicles within yard limits	<ul style="list-style-type: none"> (a) identify who authorises rail traffic movements on a running line within yard limits (b) ensure that shunting movements within shunting yards and sidings are carried out safely (c) identify yard limits in Rail Vehicle Detection (RVD) territory 	<i>NTR 418</i> <i>NPR 721</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
18. Make safe shunting movements	<ul style="list-style-type: none"> (a) maintain effective communication during shunting (b) take appropriate action where there are narrow track clearance signs (c) follow the correct procedure to stable and secure stationary vehicles (d) interpret and take appropriate action if there are red warning flags/lights on vehicles (e) state the shunting methods that can be used (f) follow the correct procedure to shunt: <ul style="list-style-type: none"> • past yard limits • over points or level crossings • into sidings • beside platforms (g) follow the correct procedure if rail traffic needs to be stabled on a running line (h) follow the correct procedure to operate groundframes and non-interlocked points 	<p><i>NTR 420</i> <i>NPR 719</i> <i>NPR 721</i> <i>NPR 745</i></p>
19. Ensure safe shunting of trains at intermediate sidings (if applicable)	<ul style="list-style-type: none"> (a) communicate with the Signaller at the appropriate time (b) follow the correct procedure to restore siding equipment after the completion of shunting (c) follow the correct procedure to operate a groundframe to shunt at an intermediate siding (d) follow the correct procedure to stable rail traffic in an intermediate siding (e) follow the correct procedure to exit rail traffic from an intermediate siding 	<p><i>NTR 422</i> <i>NPR 719</i> <i>NPR 721</i></p>
20. Ensure that propelling movements are carried out safely	<ul style="list-style-type: none"> (a) define a 'propelling movement' (b) identify who is responsible for: <ul style="list-style-type: none"> • controlling propelling movements • directing propelling movements • authorising propelling movements 	<p><i>NTR 424</i> <i>NPR 719</i> <i>NPR 721</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) identify and plan the route and limits of a propelling movement (d) identify the authority needed to conduct a propelling movement: <ul style="list-style-type: none"> • over a level crossing • within yard limits • in a shunting yard • in a section • in the wrong running-direction (e) follow the correct procedure to make wrong running-direction propelling movements (f) identify when a Qualified Worker is not required to direct a propelling movement from the leading vehicle	
21. Use a SAFE Notice	(a) state the function of a SAFE Notice (b) follow the correct procedure if they receive a SAFE Notice	<i>NTR 428</i>
22. Use a TOC Waiver	(a) state the function of a TOC Waiver (b) follow the correct procedure if they receive a TOC Waiver	<i>NTR 430</i>
23. Protect activities associated with in-service rail traffic	(a) identify when repairs or inspections to rail traffic must be protected (b) follow the correct procedure to identify the location of a worksite (c) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (d) communicate with the Signaller at the appropriate time (e) follow the correct procedure to have the portion of track returned to service	<i>NTR 432</i> <i>NPR 750</i>
24. Use Rail Vehicle Detection (RVD) system of Safeworking	(a) describe the principles of the RVD system of Safeworking (b) follow the correct procedure to enter a block	<i>NSY 500</i> <i>NPR 721</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
25. Identify the types of running signals	(a) state the function of running signals (b) state how the different types of running signals indicate the route ahead (c) identify and interpret the indications on semaphore signals (d) identify running signal designations and functions (e) describe how the following signals are operated: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) identify the different types of: <ul style="list-style-type: none"> • controlled signals • automatic signals (g) identify and describe the function of the running signals used in their area of operation (h) identify and interpret: <ul style="list-style-type: none"> • indicator signals • repeater signals 	<i>NSG 600</i>
26. Identify shunting signals	(a) state the function of shunting signals (b) identify: <ul style="list-style-type: none"> • colour light shunting signals • semaphore shunting signals (c) interpret the routes indicated on shunting signals (d) identify, interpret and respond appropriately to shunting signals used in their area of operation	<i>NSG 602</i>
27. Identify the indicators and signs	(a) identify, interpret and respond appropriately to the indicators and signs	<i>NSG 604</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
28. Respond to signals and signs	(a) state the function of fixed signals (b) identify when a signal indication may/may not be changed to a more restrictive aspect (c) know the location and purpose of signals in their area of work (d) identify the limits of authority of cleared: <ul style="list-style-type: none"> • running signals • shunting signals (e) state when a running signal can be used to authorise a shunting movement (f) follow the correct procedure to direct a rail vehicle past a cleared shunting signal (g) follow the correct procedure to use a subsidiary shunting signal to authorise rail traffic to pass a home signal (h) follow the correct procedure if a signal indication is: <ul style="list-style-type: none"> • STOP • PROCEED • irregular • out of use (i) describe signal placement relative to the line	NSG 606 NPR 721 NPR 746
29. Pass indicators at STOP	(a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure to report passing a main line indicator or mechanical points indicator at STOP (c) respond to faulty points (d) manually operate points as required	NSG 610 NPR 707 NPR 738 NPR 739 NPR 740 NPR 742 NPR 743 NPR 744

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	<p>The track environment may include but not be limited to:</p> <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited areas (g) operation near electrical equipment or wiring (h) rail traffic density
Train types	<p>Train types may include but not be limited to:</p> <ul style="list-style-type: none"> (a) work trains (b) track machines (c) other trains
Equipment	<p>Variation in equipment types might include but not be limited to:</p> <ul style="list-style-type: none"> (a) point lever types (b) point clip types (c) two-way radios, mobile phones, trackside phones
Trackside signage	All trackside signage

Network Rules and Network Procedures Training Standard

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	1	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
1	2	1	

Network Rules and Network Procedures Training Standard

Shunting Work Trains

This unit describes Shunting Work Trains competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C102 Operate under track protection rules Level 1, C103 Operate under track protection rules Level 2, C107 Perform rail operations Level 1, C108 Perform rail operations Level 2

Additional competency: NGEN 105.7, NTRC 111.5, NTRC 111.8, NSYC 111.1, NSGC 111.5

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone', and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) stand in the correct place to give handsignals (b) move to a safe place when rail traffic approaches (c) maintain effective communication with the appropriate people (d) give the correct handsignals at the appropriate time and continue to handsignal as required (e) stop rail traffic at the appropriate time (f) give and interpret handsignals correctly (g) obey and acknowledge handsignals at the appropriate time	NGE 202 NPR 702

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	NGE 204 NPR 721
4. Report a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time	NGE 206 NPR 721
5. Report and respond to a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time (b) use the correct procedure to respond to a reported unsafe condition	NGE 206 NPR 707 NPR 709 NPR 720 NPR 721 NPR 000 NPR 004

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (c) use the correct procedure to warn rail traffic approaching an area where a CAN has been reported (d) follow the correct procedure to complete and store CAN forms (e) ensure that rail vehicles are operated safely when approaching an area where a CAN has been reported (if applicable) 	NRF 004
6. Adhere to speed restrictions during very hot weather (WOLO)	<ul style="list-style-type: none"> (a) identify when WOLO speed restrictions apply (b) ensure that rail vehicles are operated correctly during WOLO speed restrictions (if applicable) (c) describe how WOLO speed restrictions are advertised 	NGE 210 NPR 721
7. Access Network information	<ul style="list-style-type: none"> (a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access 	NGE 212
8. Issue a Network Incident Notice (NIN)	<ul style="list-style-type: none"> (a) identify when a NIN must be issued (b) correctly compile and submit a NIN to the appropriate person in a timely manner 	NGE 214
9. Use level crossings	<ul style="list-style-type: none"> (a) identify the responsibilities of Qualified Workers in charge of level crossings (b) follow the correct procedure if there is missing, damaged or faulty warning equipment or gates at a level crossing (c) identify and describe the different types of level crossings (d) interpret Type F level crossing trackside signs (e) fulfil the duties of a Qualified Worker at a level crossing with manually operated gates (f) authorise the re-opening of gates at attended locations (g) follow the correct procedure if there are open gates at a private level crossing 	NGE 216 NGE 218 NPR 715 NPR 717

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
10. Ensure the safety of road, rail and pedestrian traffic at a level crossing	(a) identify the different types of level crossings (b) follow the correct procedure to protect a faulty Type F level crossing	NGE 216 NGE 218
11. Test and manage Type F level crossings	(a) fulfil the duties of a Qualified Worker in charge of manually operated warning equipment (b) perform the duties of a Handsignaller to protect a level crossing	NGE 218 NPR 715 NPR 716 NPR 717
12. Identify and respond to unreliable track-circuit operation	(a) follow the correct procedure if track-circuits are suspected of being faulty	NGE 220
13. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	NGE 222
14. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	NGE 230

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
15. Fulfil the responsibilities of rail traffic crews	(a) identify and fulfil the duties and responsibilities of Train Crews or track vehicle crews	NGE 232
16. Plan work in the Rail Corridor	(a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) meet specified requirements prior to commencing work on track	NWT 300
17. Plan and assess work in the Rail Corridor	(a) identify and analyse risks to determine when worksite protection required	NWT 300 NPR 712
18. Work safely in the Rail Corridor	(a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can commence (c) wear approved high-visibility clothing (d) maintain effective communication	NWT 300 NPR 721
19. Use stationary rail traffic to create a safe place	(a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic	NWT 300
20. Perform rail operations under an LPA	(a) identify the limits of an LPA (b) identify where a work train or track vehicle must be piloted in an LPA (c) identify who can act as a pilot where an LPA is in force	NWT 302 NPR 700 NPR 710

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
21. Place Local Possession Authority (LPA) or Track Occupancy Authority (TOA) worksite protection	(a) Follow the correct procedure to protect worksites within an LPA or TOA by correctly: <ul style="list-style-type: none"> • placing railway track signals • placing protection markers • clipping and locking points 	<i>NWT 302</i> <i>NWT 304</i> <i>NPR 700</i> <i>NPR 701</i> <i>NPR 707</i> <i>NPR 709</i>
22. Perform rail operations under a TOA	(a) use a TOA to travel a track vehicle (if applicable) (b) identify when a TOA does not give exclusive occupancy (c) identify the limits of a TOA (d) identify where a track vehicle must be piloted in a TOA (e) identify who can act as a pilot where a TOA is in force (f) determine when it is necessary to provide fixed worksite protection	<i>NWT 304</i> <i>NPR 701</i> <i>NPR 710</i> <i>NPR 000</i> <i>NPR 002</i> <i>NRF 002</i>
23. Perform rail operations in a TWA area	(a) state the position of Handsignalers and railway track signals relative to worksites where a TWA is in force (b) interpret the information on a Worksite Warning form	<i>NWT 306</i> <i>NPR 702</i> <i>NPR 000</i> <i>NPR 011</i> <i>NRF 011</i>
24. Perform the duties of a Handsignaller not at a fixed signal during a Track Work Authority (TWA)	(a) maintain effective communication with Protection Officer (b) identify correct position for inner and outer Handsignaller (c) follow correct procedures when: <ul style="list-style-type: none"> • rail traffic is approaching • managing rail traffic through a worksite 	<i>NWT 306</i> <i>NPR 702</i> <i>NPR 709</i> <i>NPR 000</i> <i>NPR 011</i> <i>NRF 011</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
25. Perform the duties of a Handsignaller in a Track Work Authority (TWA) area	(a) maintain effective communication with the Protection Officer and Signaller at the appropriate times (b) identify the correct position for inner and outer Handsignallers to stand when performing their duties to protect a worksite: <ul style="list-style-type: none"> • when signals on the approach side of the worksite are set at STOP • where signals are affected by work on track • in automatic signal areas (c) follow the correct procedure to perform the duties of a Handsignaller in the above areas and: <ul style="list-style-type: none"> • when rail traffic is approaching a worksite • where there are multiple worksites • where rail traffic can travel on adjacent lines • where there are tonnage signals • when managing the transit of rail traffic through a worksite (d) communicate with the Signaller at the appropriate time	<i>NWT 306</i> <i>NPR 702</i> <i>NPR 000</i> <i>NPR 011</i> <i>NRF 011</i>
26. Perform the duties of an additional Handsignaller not at an affected signal	(a) maintain effective communication with other Handsignallers (b) follow correct procedures when: <ul style="list-style-type: none"> • rail traffic is approaching • managing rail traffic through a worksite 	<i>NWT 306</i> <i>NPR 702</i> <i>NPR 709</i>
27. Perform the duties of a clearance Handsignaller	(a) maintain effective communication with Protection Officer (b) follow the correct procedure when rail traffic passes complete beyond a clearance location	<i>NWT 306</i> <i>NPR 702</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
28. Perform the duties of a Lookout	<ul style="list-style-type: none"> (a) follow the correct procedures to perform the duties of a Lookout when working using the Lookout Working method (b) correctly calculate minimum warning time for a specific worksite (c) identify the correct placement of Lookouts (d) establish communication procedures with the Protection Officer prior to commencing duties as a Lookout (e) stand in a safe and appropriate place when performing the duties of a Lookout (f) follow the correct procedure to detect and warn others of the approach of rail traffic (g) move to a safe place when rail traffic approaches (h) signal ALL CLEAR at the appropriate time (i) follow the correct procedure when it is safe for work to resume following the passage of rail traffic 	<p><i>NWT 310</i> <i>NPR 711</i></p>
29. Pilot rail traffic in a Local Possession Authority (LPA) or Track Occupancy Authority (TOA)	<ul style="list-style-type: none"> (a) identify the limits within which rail traffic must be piloted (b) pilot rail traffic (c) identify the authority required for rail traffic to enter or depart the limits of an LPA or TOA 	<p><i>NWT 314</i> <i>NWT 316</i> <i>NPR 700</i> <i>NPR 701</i> <i>NPR 710</i></p>
30. Operate a track vehicle (if applicable)	<ul style="list-style-type: none"> (a) identify the authority needed to transfer track vehicles in the Network and the conditions of each authority (b) identify when track vehicles can enter or be placed on a running line (c) follow the correct procedure to operate compatible track vehicles fitted with approved coupling devices (d) ensure that travelling track vehicles have appropriately qualified personnel in the front and rear vehicles 	<p><i>NWT 316</i> <i>NPR 710</i> <i>NPR 719</i> <i>NPR 740</i> <i>NPR 745</i> <i>NPR 748</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (e) ensure that track vehicles are operated at a safe speed that does not exceed the allowable maximum (f) ensure that the correct procedure is followed when track vehicles are being transferred as a train (g) communicate with Signallers at the appropriate times (h) ensure that the correct procedure is followed when track vehicles are being transferred under a TOA (i) follow the correct procedure to transfer track vehicles in convoy (j) follow the correct procedure when a track vehicle is being piloted (k) follow the correct procedure to operate track vehicles over a level crossing (l) follow the correct procedure to stable track vehicles on running lines or in sidings (m) ensure that track vehicle whistles and lights are used at the appropriate times 	
31. Protect rail traffic	<ul style="list-style-type: none"> (a) identify the circumstances under which rail traffic must be protected (b) follow the correct procedure to protect rail traffic if railway track signals cannot be used (c) follow the correct procedure if a line obstruction is reported (d) identify when lines adjacent to stopped rail traffic must be protected (e) follow the correct procedure to protect delayed rail traffic 	NTR 400 NPR 709 NPR 720

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
32. Use rail traffic whistles	(a) sound rail traffic whistles at the appropriate time (b) use the correct whistle codes to give warning (c) follow the correct procedure if a train’s whistle fails (d) follow the correct procedure to operate rail traffic with a defective whistle and/or a defective headlight	NTR 408
33. Move rail vehicles safely within yard limits	(a) identify who authorises rail traffic movements on a running line within yard limits (b) ensure that shunting movements within shunting yards and sidings are carried out safely (c) identify yard limits in Rail Vehicle Detection (RVD) territory (d) obtain the correct authority for rail traffic movements within yard limits: <ul style="list-style-type: none"> • if fixed signals are unavailable • that are unsignalled • that involve a wrong running-direction movement • past a starting or a home/starting signal at STOP on bidirectional line 	NTR 418 NPR 721 NPR 740 NPR 745
34. Ensure the safe movement of rail vehicles within yard limits	(a) identify who authorises rail traffic movements on a running line within yard limits (b) ensure that shunting movements within shunting yards and sidings are carried out safely (c) identify yard limits in Rail Vehicle Detection (RVD) territory	NTR 418 NPR 721
35. Make safe shunting movements	(a) maintain effective communication during shunting (b) take appropriate action where there are narrow track clearance signs	NTR 420 NPR 719 NPR 721 NPR 740

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) follow the correct procedure to stable and secure stationary vehicles (d) interpret and take appropriate action if there are red warning flags/lights on vehicles (e) state the shunting methods that can be used (f) follow the correct procedure to shunt: <ul style="list-style-type: none"> • past yard limits • over points or level crossings • into sidings • beside platforms (g) follow the correct procedure if trains or vehicles need to be stabled on a running line (h) follow the correct procedure to operate groundframes and non-interlocked points	NPR 742 NPR 743 NPR 744 NPR 745
36. Ensure that propelling movements are carried out safely	(a) define a 'propelling movement' (b) identify who is responsible for: <ul style="list-style-type: none"> • controlling propelling movements • directing propelling movements • authorising propelling movements (c) identify and plan the route and limits of a propelling movement (d) identify the authority needed to conduct a propelling movement: <ul style="list-style-type: none"> • over a level crossing • within yard limits • in a shunting yard • in a section • in the wrong running-direction (e) follow the correct procedure to make wrong running-direction propelling movements (f) identify when a Qualified Worker is not required to direct a propelling movement from the leading vehicle	NTR 424 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
37. Protect activities associated with in-service rail traffic	<ul style="list-style-type: none"> (a) identify when repairs or inspections to rail traffic must be protected (b) follow the correct procedure to identify the location of a worksite (c) perform the duties of a Driver, Track Vehicle Operator or Train Technician when repairs or inspections to rail traffic require protection (d) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (e) communicate with the Signaller at the appropriate time (f) follow the correct procedure to have the portion of track returned to service 	<p>NTR 432 NPR 721 NPR 750</p>
38. Use Rail Vehicle Detection (RVD) system of Safeworking	<ul style="list-style-type: none"> (a) describe the principles of the RVD system of Safeworking (b) follow the correct procedure to enter a block 	<p>NSY 500 NPR 721</p>
39. Control rail traffic movement into/from occupied blocks	<ul style="list-style-type: none"> (a) authorise rail traffic entry to a block at the appropriate time (b) define CAN block working (c) follow the correct procedure to record information during CAN block working (d) identify the authority needed by rail traffic to occupy a block under manual block working (e) follow the correct procedures to control entry and exit of rail traffic to/from a block during CAN block working 	<p>NSY 512 NPR 709 NPR 721 NPR 722 NPR 723 NPR 724 NPR 000 NPR 004 NRF 004</p>
40. Control rail traffic movement into/from the limits of pilot staff working	<ul style="list-style-type: none"> (a) identify where Handsignalers are stationed during pilot staff working (b) follow the correct procedure to record the establishment of block posts (c) perform the duties of a Handsignaller at a block post 	<p>NSY 516 NPR 709 NPR 721 NPR 723 NPR 724</p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(d) identify when a clearance Handsignaller is required (e) perform the duties of a clearance Handsignaller (f) describe the process for obtaining information about a change of running direction of a pilot staff section	
41. Identify the types of running signals	(a) state the function of running signals (b) state how the different types of running signals indicate the route ahead (c) identify and interpret the indications on semaphore signals (d) identify running signal designations and functions (e) describe how the following signals are operated: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) identify the different types of: <ul style="list-style-type: none"> • controlled signals • automatic signals (g) interpret the indications of a signal with an A light or A sign fitted (h) identify and describe the function of the running signals used in their area of operation (i) identify and interpret: <ul style="list-style-type: none"> • indicator signals • repeater signals 	NSG 600

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
42. Identify shunting signals	(a) state the function of shunting signals (b) identify: <ul style="list-style-type: none"> • colour light shunting signals • semaphore shunting signals (c) interpret the routes indicated on shunting signals (d) identify, interpret and respond appropriately to shunting signals used in their area of operation	NSG 602
43. Identify and interpret indicators and signs	(a) state where temporary WARNING, CAUTION and CLEARANCE speed signs are positioned relative to a worksite (b) state how Drivers and track vehicle operators are notified that it may be necessary to operate rail traffic at reduced speed over a portion of track (c) identify and interpret all temporary and permanent speed signs relevant to operational requirements (d) identify when to increase and decrease speed to comply with speed signs (e) ensure that rail traffic is operated according to the speed signs (f) identify, interpret and respond appropriately to the indicators and signs used in their area of operation	NSG 604 NPR 713
44. Respond to signals and signs	(a) state the function of fixed signals (b) identify when a signal indication may/may not be changed to a more restrictive aspect (c) know the location and purpose of signals in their area of work (d) identify the limits of authority of cleared: <ul style="list-style-type: none"> • running signals • shunting signals (e) state when a running signal can be used to authorise a shunting movement	NSG 606 NPR 721 NPR 746 NPR 747

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(f) follow the correct procedure to operate a rail vehicle past a cleared shunting signal (g) follow the correct procedure to operate rail traffic past a YARD LIMIT or LANDMARK sign (h) follow the correct procedure if a signal indication is: <ul style="list-style-type: none"> • STOP • PROCEED • irregular • out of use (i) describe signal placement relative to the line	
45. Follow the correct procedure if a signal is at STOP	(a) follow the correct procedure to control the passage of rail traffic at a signal at STOP (b) respond to faulty points (c) manually operate points, as required	NSG 606 NSG 608 NPR 707 NPR 740 NPR 742 NPR 743 NPR 744
46. Pass signals at STOP	(a) identify when the following signals can be passed at STOP: <ul style="list-style-type: none"> • absolute signals • permissive signals (b) follow the correct procedure to communicate with the Signaller when affected by a signal at STOP (c) obtain and communicate available information about the condition of the block ahead (d) identify the authority needed to pass a signal at STOP (e) ensure that the correct procedure is followed to operate a rail vehicle past the following signals at STOP: <ul style="list-style-type: none"> • absolute • permissive 	NSG 608 NPR 707 NPR 721 NPR 740 NPR 742 NPR 743 NPR 744 NPR 746

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (f) make sure that the rail vehicle travels at the appropriate speed after passing a signal at STOP (g) ensure that the correct procedure is followed to operate a rail vehicle when passing a signal at STOP and the condition of the track ahead is not known (h) follow the correct procedure if rail traffic in the block ahead needs assistance (i) respond to faulty points (j) manually operate points as required 	
47. Respond to indicators at STOP	<ul style="list-style-type: none"> (a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure to report passing a main line indicator or mechanical points indicator at STOP 	NSG 610
48. Pass indicators at STOP	<ul style="list-style-type: none"> (a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure to report passing a main line indicator or mechanical points indicator at STOP (c) respond to faulty points (d) manually operate points as required 	NSG 610 NPR 707 NPR 738 NPR 739 NPR 740 NPR 742 NPR 743 NPR 744
49. Deal with an overrun of limit of authority	<ul style="list-style-type: none"> (a) define when a movement becomes an overrun of limit of authority (b) follow the correct procedure if rail traffic overruns a limit of authority 	NSG 612 NPR 721

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) operation near electrical equipment or wiring (h) multiple worksites (i) rail traffic density
Train types	Train types may include but not be limited to: <ul style="list-style-type: none"> (a) electric passenger train (b) self-propelled diesel train (c) work train (d) freight train (e) light engine (f) track maintenance vehicles
Signals	Signal types used in the Sydney Trains Network

Network Rules and Network Procedures Training Standard

Variable	Scope
Equipment	Variation in equipment types might include but not be limited to: <ul style="list-style-type: none"> (a) hand portable or In cab two-way radio equipment, two-way radios, train radios, mobile phones, trackside or signal phones (b) different types of point motors (c) different types of level crossing switches

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	1	2
Use mathematical ideas and techniques	Solve problems	Use technology	
1	2	2	

Network Rules and Network Procedures Training Standard

Signaller

This unit describes Signaller competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C105 Control rail traffic movements Level 1

Competency not required: NTRC 105.5e

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Use approved communication procedures	(a) communicate orally or in written form in a manner that is: <ul style="list-style-type: none"> • clear, brief and unambiguous • relevant to the task at hand • agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	
3. Report and respond to a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time (b) use the correct procedure to respond to a reported unsafe condition (c) use the correct procedure to warn rail traffic approaching an area where a CAN has been reported (d) follow the correct procedure to complete and store CAN forms (e) follow the correct procedure to return a line to normal working	NGE 206 NPR 707 NPR 709 NPR 720 NPR 721 NPR 000 NPR 004 NRF 004
4. Respond to a major incident	(a) follow the correct procedure if a major incident is reported (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard (c) report relevant details about a major incident	NGE 208 NPR 714
5. Impose speed restrictions during very hot weather (WOLO)	(a) state when WOLO speed restrictions apply (b) issue a WOLO notice to the appropriate people (c) follow the correct procedure to notify Drivers and track vehicle operators about WOLO restrictions (d) identify speed limits for rail traffic travel during WOLO restrictions (e) follow the correct procedure to record WOLO speed restrictions (f) describe how WOLO speed restrictions are advertised	NGE 210 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
6. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	<i>NGE 212</i>
7. Issue a Network Incident Notice (NIN)	(a) identify when a NIN must be issued (b) correctly compile and submit a NIN to the appropriate person in a timely manner	<i>NGE 214</i>
8. Use approved procedures for level crossings	(a) identify and describe the different types of level crossings (b) follow the correct procedure if there is missing, damaged or faulty warning equipment or gates at a level crossing (c) follow the correct procedure to clear signals and authorise the re-opening of gates at attended locations (d) follow the correct procedure if there are open gates at a private level crossing	<i>NGE 216</i> <i>NPR 715</i> <i>NPR 716</i> <i>NPR 717</i> <i>NPR 718</i>
9. Test and manage Type F level crossings	(a) follow the correct procedure if testing is to be suspended (b) follow the correct procedure to use a level crossing for which testing has been suspended (c) follow the correct procedure to authorise testing (d) follow the correct procedure if a level crossing is faulty or potentially faulty (e) follow the correct procedure if delayed rail traffic is occupying the controlling track circuit of a Type F level crossing (f) follow the correct procedure if all warning equipment at a Type F level crossing cannot be operated (g) follow the correct procedure to resume normal operation of a Type F level crossing	<i>NGE 218</i> <i>NPR 715</i> <i>NPR 716</i> <i>NPR 717</i> <i>NPR 718</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
10. Identify and respond to potentially faulty track-circuits	<ul style="list-style-type: none"> (a) identify when track-circuits may have become potentially unsafe (b) follow the correct procedure if faulty track-circuits are reported 	<p><i>NGE 220</i> <i>NPR 746</i></p>
11. Ensure that appropriate safety precautions are taken near electrical infrastructure	<ul style="list-style-type: none"> (a) follow the correct procedure if suspected problems with the electrical infrastructure are reported (b) follow the correct procedure if a fire is reported within or near an electrified corridor (c) identify the components in electrical infrastructure 	<p><i>NGE 222</i></p>
12. Removal of the 1500V overhead supply (if applicable)	<ul style="list-style-type: none"> (a) make sure that the correct procedures are followed for a train to travel from a live to an isolated area (b) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (c) follow the correct procedure to resume normal working when the 1500V overhead supply has been restored (d) record information about the removal of supply (e) follow the correct procedure for the removal of the 1500V supply in areas where Train Registers are not used (if applicable) 	<p><i>NGE 224</i> <i>NPR 705</i></p>
13. Control the movement of rail traffic when the 1500V power supply is removed from an EVMC (if applicable)	<ul style="list-style-type: none"> (a) ensure that the correct procedures are followed for a train to travel from a live to an isolated area (b) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (c) follow the correct procedure to resume normal working when the overhead supply has been restored 	<p><i>NGE 226</i> <i>NPR 706</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
14. Removal of the 1500V power supply in an emergency (if applicable)	<ul style="list-style-type: none"> (a) follow the correct procedure if an incident that could be life-threatening or affects the 1500V supply is reported (b) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (c) describe the responsibilities of the Signallers when 1500V supply is removed from/restored to a section 	<p>NGE 228 NPR 714</p>
15. Use spoken communication equipment correctly	<ul style="list-style-type: none"> (a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time 	<p>NGE 230</p>
16. Fulfil the Safeworking responsibilities of a Signaller	<ul style="list-style-type: none"> (a) identify and perform the Safeworking duties and responsibilities of Signallers 	<p>NGE 234</p>
17. Plan work in the Rail Corridor	<ul style="list-style-type: none"> (a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) meet specified requirements prior to commencing work on track 	<p>NWT 300</p>
18. Manage a Local Possession Authority (LPA)	<ul style="list-style-type: none"> (a) fulfil the duties and responsibilities of a Signaller during work under an LPA (b) describe the function and general requirements of an LPA (c) complete relevant documentation (d) identify the rail traffic that is permitted to enter the possession 	<p>NWT 302 NPR 700</p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (e) communicate with the Possession Protection Officer at the appropriate times (f) authorise work trains and track vehicles to depart the limits of the LPA at an attended interlocking (g) set signals at STOP and apply blocking facilities to prevent access to the LPA area 	
19. Manage a Track Occupancy Authority (TOA)	<ul style="list-style-type: none"> (a) fulfil the duties and responsibilities of a Signaller during work under a TOA (b) describe the function and general requirements of a TOA (c) identify when a TOA does not give exclusive occupancy (d) define the limits of a TOA (e) issue a TOA at an attended location (f) identify the rail traffic that is permitted to enter the limits of the TOA (g) set signals to STOP and apply blocking facilities at the appropriate time (h) complete relevant documentation and maintain required written records (i) communicate with the Protection Officer and Signaller at the appropriate times (j) authorise rail traffic associated with the possession to exit the possession area 	<p><i>NWT 304</i> <i>NPR 701</i> <i>NPR 000</i> <i>NPR 002</i> <i>NRF 002</i></p>
20. Manage the travel of track vehicles	<ul style="list-style-type: none"> (a) identify the authority needed to travel track vehicles in the Network and the conditions of each authority (b) authorise track vehicles to enter or be placed on the running line at the appropriate time (c) follow the correct procedure if the movement of track vehicles travelling as a train has not been advertised (d) communicate at the appropriate times with the certified crew member when track vehicles are travelling as a train 	<p><i>NWT 304</i> <i>NWT 316</i> <i>NPR 701</i> <i>NPR 748</i> <i>NPR 000</i> <i>NPR 002</i> <i>NRF 002</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (e) describe the procedure for travelling track vehicles under a TOA (f) authorise track vehicles to pass signals at STOP at the appropriate times (g) authorise track vehicles associated with a possession to enter/exit the possession area (h) follow the correct procedure to travel track vehicles within attended yard limits 	
21. Manage a Track Work Authority (TWA)	<ul style="list-style-type: none"> (a) fulfil the duties and responsibilities of the Signaller during TWA working (b) describe the function and general requirements of a TWA (c) follow the correct procedure to issue a TWA (d) follow the correct procedure to reduce the number of points of entry to a worksite (e) set signals to STOP and apply blocking facilities at the appropriate time (f) compile and keep appropriate documentation (g) follow the correct procedure to fulfil a TWA 	<p><i>NWT 306</i> <i>NPR 702</i> <i>NPR 707</i> <i>NPR 708</i> <i>NPR 709</i></p>
22. Manage the Absolute Signal Blocking (ASB) method of work	<ul style="list-style-type: none"> (a) perform the duties of a Signaller when work is being done using ASB as a safety measure (b) identify when ASB can be used as a method for performing work in the Danger Zone (c) follow the correct procedure to confirm the location of a worksite when implementing ASB (d) follow the correct procedure to authorise ASB (e) follow the correct procedure before setting controlled absolute signals at STOP (f) communicate with the Protection Officer at the appropriate time (g) follow the correct procedure to remove blocking facilities or authorise the return of the ESML/EOL key (h) correctly compile Absolute Signal Blocking form (NRF 018) 	<p><i>NWT 308</i> <i>NPR 703</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 721</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 018</i> <i>NRF 018</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
23. Describe the principles Lookout Working	(a) identify when work can be undertaken in the Danger Zone with Lookouts	<i>NWT 310</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 751</i>
24. Record and notify changes to the Network arising from infrastructure work	(a) compile/interpret the information on an Infrastructure Booking Authority (IBA) (b) follow the correct procedure to acknowledge an IBA and to retain fulfilled and cancelled IBAs	<i>NWT 312</i> <i>NPR 704</i> <i>NPR 000</i> <i>NPR 003</i> <i>NRF 003</i>
25. Control rail traffic operation to/beyond the limits of a TOA or an LPA	(a) identify the authority needed to operate rail traffic within the limits of a TOA or an LPA (b) describe where rail traffic must be piloted (c) authorise rail traffic to pass signals at STOP at the appropriate times (d) authorise unsignalled movements within yard limits at the appropriate time (e) authorise rail traffic associated with the possession to enter/exit the possession area	<i>NWT 314</i> <i>NWT 316</i> <i>NPR 710</i>
26. Authorise the use of Signal Key Switch Blocking (SKS)	(a) perform the duties of a Signaller when work is being done using SKS Blocking as a safety measure (b) identify the type of work that can be undertaken in the Danger Zone using SKS Blocking (c) correctly identify the worksite limits applicable to a signal key switch (d) communicate with the Protection Officer and Handsignaller at the appropriate time (e) follow the correct procedure if the protecting signal fails to display PROCEED after the key has been restored (f) correctly end SKS Blocking	<i>NWT 320</i> <i>NPR 753</i> <i>NPR 754</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
27. Authorise removal of a key from a signal key switch	<ul style="list-style-type: none"> (a) describe purpose and function a signal key switch box (b) describe how you identify the worksite limits applicable to a signal key switch (c) state when authority can be given to remove key from a signal key switch (d) communicate with the Protection Officer and Handsignaller at the appropriate time (e) follow the correct procedure if the protecting signal does not display a PROCEED indication when the key is restored 	<p><i>NWT 320</i> <i>NWT 306</i> <i>NPR 753</i></p>
28. Respond correctly if rail traffic needs to be protected	<ul style="list-style-type: none"> (a) identify the circumstances in which rail traffic must be protected (b) follow the correct procedure if a line obstruction is reported (c) identify when lines adjacent to stopped rail traffic must be protected (d) follow the correct procedure to protect delayed rail traffic 	<p><i>NTR 400</i> <i>NPR 709</i> <i>NPR 720</i></p>
29. Respond correctly if defective train lighting is reported	<ul style="list-style-type: none"> (a) follow the correct procedure if a train's end-of-train marker is reported as missing, defective or not lit 	<p><i>NTR 406</i></p>
30. Ensure that the correct train whistle procedures are followed	<ul style="list-style-type: none"> (a) follow the correct procedure if train or track vehicle crew report a defective whistle en route 	<p><i>NTR 408</i></p>
31. Deal with disabled rail traffic	<ul style="list-style-type: none"> (a) follow the correct procedure if rail traffic is reported as disabled (b) follow the correct procedure if rail traffic is reported as having accidentally divided 	<p><i>NTR 416</i> <i>NPR 720</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
32. Authorise rail traffic movements within yard limits	(a) identify who authorises rail traffic movements on a running line within yard limits (b) follow the correct procedure to authorise movements within yard limits: <ul style="list-style-type: none"> • if fixed signals are unavailable • that are unsignalled • that involve a wrong running-direction movement • past a home or a home/starting signal at STOP on a bidirectional line (c) identify yard limits in Rail Vehicle Detection (RVD) (d) follow the correct procedure for unsignalled rail traffic movements through an automatic signalling area within consolidated yard limits	NTR 418 NTR 420 NPR 719 NPR 721 NPR 745 NPR 000 NPR 012 NRF 012
33. Ensure that shunting movements at intermediate sidings are safe	(a) follow the correct procedure for a train to arrive/depart at/from an intermediate siding (b) follow the correct procedure if a train is to be stabled in an intermediate siding	NTR 422
34. Authorise a propelling movement	(a) define a 'propelling movement' (b) identify who is responsible for: <ul style="list-style-type: none"> • controlling propelling movements • directing propelling movements • authorising propelling movements (c) identify and plan the route and limits of a propelling movement (d) identify the authority needed to conduct a propelling movement: <ul style="list-style-type: none"> • over a level crossing • within yard limits • in a shunting yard • in a section • in the wrong running-direction 	NTR 424 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
35. Deal with overdue rail traffic	<ul style="list-style-type: none"> (a) follow the correct procedure if rail traffic is overdue in a section (b) follow the correct procedure if rail traffic stoppage is or will become extended (c) follow the correct procedure if rail traffic is reported to be disabled 	<p><i>NTR 426</i> <i>NPR 709</i> <i>NPR 720</i></p>
36. Use a SAFE Notice	<ul style="list-style-type: none"> (a) state the function of a SAFE Notice (b) follow the correct procedure if they receive a SAFE Notice 	<i>NTR 428</i>
37. Use a TOC Waiver	<ul style="list-style-type: none"> (a) state the function of a TOC Waiver (b) follow the correct procedure if they receive a TOC Waiver 	<i>NTR 430</i>
38. Authorise protection for activities associated with in-service rail traffic	<ul style="list-style-type: none"> (a) perform the duties of a Signaller when protecting activities associated with in-service rail traffic (b) identify when activities associated with in-service rail traffic must be protected (c) follow the correct procedure to identify the location of worksite (d) follow the correct procedure to protect activities associated with in-service rail traffic (e) follow the correct procedure before setting controlled absolute signals at STOP (f) communicate with the Driver, Track Vehicle Operator or Train Technician at the appropriate time (g) follow the correct procedure to remove blocking facilities (h) correctly compile Absolute Signal Blocking form (NRF 018) 	<p><i>NTR 432</i> <i>NPR 721</i> <i>NPR 750</i> <i>NPR 000</i> <i>NPR 018</i> <i>NRF 018</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
39. Use Rail Vehicle Detection (RVD) system of Safeworking	(a) describe the principles of the RVD system of Safeworking (b) follow the correct procedure if a rail vehicle is to enter a block (c) switch a signal box or a local control panel in/out at the appropriate time (d) report and record rail traffic details, as required	<i>NSY 500</i> <i>NPR 721</i> <i>NPR 737</i> <i>NPR 738</i> <i>NPR 739</i>
40. Manually maintain blocks between rail traffic movements	(a) describe the principles of manual block working (b) state when basic block working can be used (c) state when CAN block working can be used (d) keep appropriate records of manual block working (e) identify the authority needed for rail traffic to enter and occupy a block under manual block working (f) identify the limits for: <ul style="list-style-type: none"> • basic block working • CAN block working (g) follow the correct procedure after authorising rail traffic to enter the limits for basic block working (h) identify when signals at STOP can be passed under CAN block working (i) perform the duties of a Signaller controlling entry to a block (j) issue a CAN form (k) follow the correct procedure to record the end of CAN block working	<i>NSY 512</i> <i>NPR 721</i> <i>NPR 722</i> <i>NPR 723</i> <i>NPR 724</i> <i>NPR 746</i> <i>NPR 000</i> <i>NPR 004</i> <i>NRF 004</i>
41. Use a Special Proceed Authority (SPA)	(a) describe when a SPA is used (b) describe the information that must be included on a SPA (c) follow the correct procedure to issue a SPA (d) follow the correct procedure if a SPA authorises a movement beyond an attended location or a remote controlled location	<i>NSY 514</i> <i>NPR 707</i> <i>NPR 721</i> <i>NPR 746</i> <i>NPR 000</i> <i>NPR 005</i> <i>NRF 005</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (e) follow the correct procedure if rail traffic is to pass an absolute signal at STOP (f) state when a SPA can be cancelled or fulfilled (g) state when the end of special working can be authorised (h) follow the correct procedure to return to normal working following special working 	
42. Use the pilot staff working method of special working	<ul style="list-style-type: none"> (a) describe the principles of pilot staff working (b) describe the function and features of the half pilot staff, pilot staff or Pilot Staff Ticket (c) identify the limits of a pilot staff section (d) follow the correct procedure to introduce pilot staff working (e) follow the correct procedure to issue a Proceed Authority for rail traffic to enter and exit a pilot staff section (f) station Handsignallers correctly (g) at the appropriate time, warn Drivers and track vehicle operators that pilot staff working is in use (h) identify the authority needed to enter a pilot staff section (i) follow the correct procedure to change the running direction in a pilot staff section (j) follow the correct procedure to transfer a pilot staff (k) follow the correct procedure to use half pilot staffs (l) follow the correct procedure to suspend pilot staff working (m) follow the correct procedure to end pilot staff working (n) correctly compile documentation associated with pilot staff working 	<p><i>NSY 516</i></p> <p><i>NPR 707</i></p> <p><i>NPR 715</i></p> <p><i>NPR 717</i></p> <p><i>NPR 721</i></p> <p><i>NPR 723</i></p> <p><i>NPR 725</i></p> <p><i>NPR 726</i></p> <p><i>NPR 727</i></p> <p><i>NPR 728</i></p> <p><i>NPR 000</i></p> <p><i>NPR 007</i></p> <p><i>NPR 008</i></p> <p><i>NPR 010</i></p> <p><i>NPR 011</i></p> <p><i>NRF 007</i></p> <p><i>NRF 008</i></p> <p><i>NRF 010</i></p> <p><i>NRF 011</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
43. Suspend a system of Safeworking	(a) state when a system of Safeworking may be suspended (b) identify who is authorised to suspend a system of Safeworking	<i>NSY 518</i> <i>NPR 721</i>
44. Identify the types of running signals	(a) state the function of running signals (b) state how the following signals indicate the route ahead: <ul style="list-style-type: none"> • colour light running signal • semaphore running signal (c) identify and interpret the indications on signals (d) identify running signal designations and functions (e) describe how the following signals are operated: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) identify the different types of: <ul style="list-style-type: none"> • controlled signals • automatic signals (g) interpret the indications of a signal with an A light or A sign fitted (h) identify and describe the function of the running signals used in their area of operation (i) identify and interpret: <ul style="list-style-type: none"> • indicator signals • repeater signals 	<i>NSG 600</i>
45. Identify shunting signals and their indications	(a) state the function of shunting signals (b) identify: <ul style="list-style-type: none"> • colour light shunting signals • semaphore shunting signals (c) interpret the routes indicated on shunting signals (d) identify, interpret and respond appropriately to shunting signals	<i>NSG 602</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
46. Identify the indicators and signs	(a) identify, interpret and respond appropriately to the indicators and signs (b) advise rail traffic crews about trackside signage	NSG 604
47. Respond to signals and signs	(a) state the function of fixed signals (b) identify when a signal indication may/may not be changed to a more restrictive aspect (c) know the location and purpose of signals in their area of work (d) identify the limits of authority of cleared: <ul style="list-style-type: none"> • running signals • shunting signals (e) state when a running signal can be used to authorise a shunting movement (f) clear running and shunting signals at the appropriate time (g) follow the correct procedure to use a subsidiary shunting signal to authorise rail traffic to pass a home signal (h) follow the correct procedure if a signal indication is: <ul style="list-style-type: none"> • STOP • PROCEED • irregular • out of use (i) describe signal placement relative to the line	NSG 606 NPR 721 NPR 738 NPR 739 NPR 746
48. Pass signals at STOP	(a) identify when the following signals can be passed at STOP: <ul style="list-style-type: none"> • absolute signals • permissive signals (b) fulfil the duties and responsibilities of a Signaller to manage rail traffic past a signal at STOP	NSG 608 NPR 707 NPR 721 NPR 740 NPR 742 NPR 743 NPR 744 NPR 746

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) follow the correct procedure to communicate when rail traffic is affected by a signal at STOP (d) obtain and communicate available information about the condition of the block ahead (e) identify the authority needed to pass a signal at STOP (f) follow the correct procedure if a rail vehicle is to operate past the following signals at STOP: <ul style="list-style-type: none"> • absolute • permissive (g) follow the correct procedure if rail traffic in the block ahead needs assistance (h) respond to faulty points (i) authorise the manual operation of remotely controlled points at the appropriate time	
49. Pass indicators at STOP	(a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure when advised that a main line indicator or mechanical points indicator is at STOP	<i>NSG 610</i> <i>NPR 746</i>
50. Deal with an overrun of limit of authority	(a) define when a movement becomes an overrun of limit of authority (b) follow the correct procedure if rail traffic overruns a limit of authority	<i>NSG 612</i> <i>NPR 721</i>
51. Use blocking facilities	(a) state the function of blocking facilities (b) follow the correct procedure to apply blocking facilities (c) identify when blocking facilities can be temporarily removed (d) follow the correct procedure to record the removal and application of blocking facilities	<i>NSG 614</i> <i>NPR 721</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
52. Take appropriate precautions during signalling equipment testing	(a) identify when signals must not be tested (b) follow the correct procedure for signal testing if rail traffic is standing at a signal at STOP (c) follow the correct procedure to record signal test results (d) follow the correct procedure to allow inspection and testing of points protecting a work on track authority	<i>NSG 616</i> <i>NPR 721</i> <i>NPR 737</i> <i>NPR 740</i> <i>NPR 747</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: (a) rail traffic density (b) operation near electrical equipment or wiring (c) varying track geography, including tunnels, cuttings, grades, etc (d) multiple worksites
Train types	Train types may include but not be limited to: (a) electric passenger train (b) self-propelled diesel train (c) work train (d) freight train (e) light engine (f) track maintenance vehicles
Signals	Signal types used in the Sydney Trains Network
Equipment	Variation in equipment types may include but not be limited to: (a) two-way radio, DTRS DICORA terminals, mobile and fixed phone, VCS terminals, computer, fax machine (b) Computer based control systems, Mechanical interlocking machines, Route setting interlocking machines

Network Rules and Network Procedures Training Standard

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
3	2	3	3
Use mathematical ideas and techniques	Solve problems	Use technology	
2	3	2	

Network Rules and Network Procedures Training Standard

Station Staff Level 1

This unit describes Station Staff Level 1 competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C104 Perform customer service in the Rail Corridor

Additional competency: NGEN 105.7

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and interpret handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	
4. Report a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time	<i>NGE 206 NPR 721</i>
5. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	<i>NGE 212</i>
6. Issue a Network Incident Notice (NIN)	(a) identify when a NIN must be issued (b) correctly compile and submit a NIN to the appropriate person in a timely manner	<i>NGE 214</i>
7. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring	<i>NGE 222</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	
8. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	NGE 230
9. Work safely in the Rail Corridor	(a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can commence (c) wear approved high-visibility clothing (d) maintain effective communication	NWT 300 NPR 721
10. Use stationary rail traffic to create a safe place	(a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic	NWT 300
11. Use the Absolute Signal Blocking (ASB) method of work	(a) describe the principles of the ASB method (b) identify when ASB can be used as a method for performing work in the Danger Zone (c) follow the correct procedure to identify the location of a worksite when implementing ASB (d) perform the duties of a Protection Officer when work is being done using ASB as a safety measure (e) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (f) correctly compile Worksite Protection Plan (NRF 015C) when implementing ASB	NWT 308 NPR 703 NPR 707 NPR 711 NPR 712 NPR 721 NPR 751 NPR 000 NPR 014 NPR 015 NPR 017 NRF 014

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (g) communicate with the Signallers at the appropriate time (h) follow the correct procedure to have the portion of track returned to service (i) correctly remove protection and end ASB 	<p><i>NRF 015C</i> <i>NRF 017</i></p>
12. Use the Lookout Working method of work	<ul style="list-style-type: none"> (a) identify when work can be undertaken in the Danger Zone using the Lookout Working method of protection (b) make sure that it is safe to work using the Lookout Working method (c) fulfil the duties and responsibilities of a Protection Officer (d) protect work from rail traffic on adjacent lines (e) move to a safe place when rail traffic approaches (f) decide upon and deploy an appropriate number of Lookouts (g) monitor position of Lookouts and identify any deficiencies (h) perform the duties of a Lookout (i) correctly calculate minimum warning time for a specific worksite (j) correctly compile Worksite Protection Plan (NRF 015B) when implementing Lookout Working 	<p><i>NWT 310</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015B</i> <i>NRF 017</i></p>
13. Protect rail traffic	<ul style="list-style-type: none"> (a) identify the circumstances in which rail traffic must be protected (b) follow the correct procedure to protect rail traffic if railway track signals cannot be used (c) follow the correct procedure if a line obstruction is reported (d) identify when lines adjacent to stopped rail traffic must be protected (e) follow the correct procedure to protect a delayed rail traffic 	<p><i>NTR 400</i> <i>NPR 709</i> <i>NPR 720</i></p>

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) rail traffic density
Equipment	Variation in equipment types might include but not be limited to: <ul style="list-style-type: none"> (a) two-way radios, train radios, mobile phones, trackside phones

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	1	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
1	2	1	

Network Rules and Network Procedures Training Standard

Station Staff Level 2 (DM, SM, SDM, CSAQ, CSAQTL)

This unit describes Station Staff Level 2 competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C104 Perform customer service in the Rail Corridor

Additional competency: NSGC 103.1, NGEC 105.7

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and interpret handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	
4. Report a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time	<i>NGE 206 NPR 721</i>
5. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	<i>NGE 212</i>
6. Issue a Network Incident Notice (NIN)	(a) identify when a NIN must be issued (b) correctly compile and submit a NIN to the appropriate person in a timely manner	<i>NGE 214</i>
7. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring	<i>NGE 222</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	
8. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	<i>NGE 230</i>
9. Work safely in the Rail Corridor	(a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can commence (c) wear approved high-visibility clothing (d) maintain effective communication	<i>NWT 300</i> <i>NPR 721</i>
10. Use stationary rail traffic to create a safe place	(a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic	<i>NWT 300</i>
11. Use the Absolute Signal Blocking (ASB) method of work	(a) describe the principles of the ASB method (b) identify when ASB can be used as a method for performing work in the Danger Zone (c) follow the correct procedure to identify the location of a worksite when implementing ASB (d) perform the duties of a Protection Officer when work is being done using ASB as a safety measure (e) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (f) correctly compile Worksite Protection Plan (NRF 015C) when implementing ASB	<i>NWT 308</i> <i>NPR 703</i> <i>NPR 707</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 721</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (g) communicate with the Signallers at the appropriate time (h) follow the correct procedure to have the portion of track returned to service (i) correctly remove protection and end ASB 	<p><i>NRF 015C</i> <i>NRF 017</i></p>
12. Use the Lookout Working method of work	<ul style="list-style-type: none"> (a) identify when work can be undertaken in the Danger Zone using the Lookout Working method of protection (b) make sure that it is safe to work using the Lookout Working method (c) fulfil the duties and responsibilities of a Protection Officer (d) protect work from rail traffic on adjacent lines (e) move to a safe place when rail traffic approaches (f) decide upon and deploy an appropriate number of Lookouts (g) monitor position of Lookouts and identify any deficiencies (h) perform the duties of a Lookout (i) correctly calculate minimum warning time for a specific worksite (j) correctly compile Worksite Protection Plan (NRF 015B) when implementing Lookout Working 	<p><i>NWT 310</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015B</i> <i>NRF 017</i></p>
13. Protect rail traffic	<ul style="list-style-type: none"> (a) identify the circumstances in which rail traffic must be protected (b) follow the correct procedure to protect rail traffic if railway track signals cannot be used (c) follow the correct procedure if a line obstruction is reported (d) identify when lines adjacent to stopped rail traffic must be protected (e) follow the correct procedure to protect a delayed rail traffic 	<p><i>NTR 400</i> <i>NPR 709</i> <i>NPR 720</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
14. Follow the correct procedure if a signal is at STOP	(a) follow the correct procedure to control the passage of rail traffic at a signal at STOP (b) respond to faulty points (c) manually operate points, as required	<i>NSG 606</i> <i>NSG 608</i> <i>NPR 707</i> <i>NPR 740</i> <i>NPR 742</i> <i>NPR 743</i> <i>NPR 744</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) rail traffic density
Equipment	Variation in equipment types might include but not be limited to: <ul style="list-style-type: none"> (a) two-way radios, train radios, mobile phones, trackside phones

Network Rules and Network Procedures Training Standard

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	1	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
1	2	1	

Network Rules and Network Procedures Training Standard

Station Staff performing shunting operations

This unit describes Station Staff performing shunting operations competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C104 Perform customer service in the Rail Corridor

Additional competency: NSGC 103.1, NGEN 105.7, NGEN 111.2, NTRC 111.5, NTRC 111.6, NTRC 111.8, NSYC 111.1, NSGC 111.1, NSGC 111.2, NSGC 111.3, NSGC 111.4, NSGC 111.5

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) stand in the correct place to give handsignals (b) move to a safe place when rail traffic approaches (c) give the correct handsignals at the appropriate time and continue to handsignal as required (d) stop rail traffic at the appropriate time (e) maintain effective communication with the appropriate people (f) give and interpret handsignals correctly (g) obey and acknowledge handsignals at the appropriate time	NGE 202 NPR 721
3. Give and interpret handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
4. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	NGE 204 NPR 721
5. Report a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time	NGE 206 NPR 721
6. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	NGE 212
7. Issue a Network Incident Notice (NIN)	(a) identify when a NIN must be issued (b) correctly compile and submit a NIN to the appropriate person in a timely manner	NGE 214

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
8. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	NGE 222
9. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	NGE 230
10. Work safely in the Rail Corridor	(a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can commence (c) wear approved high-visibility clothing (d) maintain effective communication	NWT 300 NPR 721
11. Use stationary rail traffic to create a safe place	(a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic	NWT 300
12. Use the Absolute Signal Blocking (ASB) method of work	(a) describe the principles of the ASB method (b) identify when ASB can be used as a method for performing work in the Danger Zone	NWT 308 NPR 703 NPR 707 NPR 711

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (c) follow the correct procedure to identify the location of a worksite when implementing ASB (d) perform the duties of a Protection Officer when work is being done using ASB as a safety measure (e) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (f) correctly compile Worksite Protection Plan (NRF 015C) when implementing ASB (g) communicate with the Signallers at the appropriate time (h) follow the correct procedure to have the portion of track returned to service (i) correctly remove protection and end ASB 	<p><i>NPR 712</i> <i>NPR 721</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015C</i> <i>NRF 017</i></p>
13. Use the Lookout Working method of work	<ul style="list-style-type: none"> (a) identify when work can be undertaken in the Danger Zone using the Lookout Working method of protection (b) make sure that it is safe to work using the Lookout Working method (c) fulfil the duties and responsibilities of a Protection Officer (d) protect work from rail traffic on adjacent lines (e) move to a safe place when rail traffic approaches (f) decide upon and deploy an appropriate number of Lookouts (g) monitor position of Lookouts and identify any deficiencies (h) perform the duties of a Lookout (i) correctly calculate minimum warning time for a specific worksite (j) correctly compile Worksite Protection Plan (NRF 015B) when implementing Lookout Working 	<p><i>NWT 310</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015B</i> <i>NRF 017</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
14. Protect rail traffic	(a) identify the circumstances in which rail traffic must be protected (b) follow the correct procedure to protect rail traffic if railway track signals cannot be used (c) follow the correct procedure if a line obstruction is reported (d) identify when lines adjacent to stopped rail traffic must be protected (e) follow the correct procedure to protect a delayed rail traffic	NTR 400 NPR 709 NPR 720
15. Ensure the safe movement of rail vehicles within yard limits	(a) identify who authorises rail traffic movements on a running line within yard limits (b) ensure that shunting movements within shunting yards and sidings are carried out safely (c) identify yard limits in Rail Vehicle Detection (RVD) territory	NTR 418 NPR 721
16. Make safe shunting movements	(a) maintain effective communication during shunting (b) take appropriate action where there are narrow track clearance signs (c) follow the correct procedure to stable and secure stationary vehicles (d) interpret and take appropriate action if there are red warning flags/lights on vehicles (e) state the shunting methods that can be used (f) follow the correct procedure to shunt: <ul style="list-style-type: none"> • past yard limits • over points or level crossings • into sidings • beside platforms (g) follow the correct procedure if rail traffic needs to be stabled on a running line (h) follow the correct procedure to operate groundframes and non-interlocked points	NTR 420 NPR 719 NPR 721 NPR 745

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
17. Ensure that propelling movements are carried out safely	(a) define a 'propelling movement' (b) identify who is responsible for: <ul style="list-style-type: none"> • controlling propelling movements • directing propelling movements • authorising propelling movements (c) identify and plan the route and limits of a propelling movement (d) identify the authority needed to conduct a propelling movement: <ul style="list-style-type: none"> • over a level crossing • within yard limits • in a shunting yard • in a section • in the wrong running-direction (e) follow the correct procedure to make wrong running-direction propelling movements (f) identify when a Qualified Worker is not required to direct a propelling movement from the leading vehicle	NTR 424 NPR 719 NPR 721
18. Use Rail Vehicle Detection (RVD) system of Safeworking	(a) describe the principles of the RVD system of Safeworking (b) follow the correct procedure to enter a block	NSY 500 NPR 721
19. Identify the types of running signals	(a) state the function of running signals (b) state how the different types of running signals indicate the route ahead (c) identify and interpret the indications on semaphore signals (d) identify running signal designations and functions (e) describe how the following signals are operated: <ul style="list-style-type: none"> • controlled signals • automatic signals 	NSG 600

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(f) identify the different types of: <ul style="list-style-type: none"> • controlled signals • automatic signals (g) identify and describe the function of the running signals used in their area of operation (h) identify and interpret: <ul style="list-style-type: none"> • indicator signals • repeater signals 	
20. Identify shunting signals	(a) state the function of shunting signals (b) identify: <ul style="list-style-type: none"> • colour light shunting signals • semaphore shunting signals (c) interpret the routes indicated on shunting signals (d) identify, interpret and respond appropriately to shunting signals used in their area of operation	NSG 602
21. Identify the indicators and signs	(a) identify, interpret and respond appropriately to the indicators and signs	NSG 604
22. Follow the correct procedure if a signal is at STOP	(a) follow the correct procedure to control the passage of rail traffic at a signal at STOP (b) respond to faulty points (c) manually operate points, as required	NSG 606 NSG 608 NPR 707 NPR 740 NPR 742 NPR 743 NPR 744
23. Respond to signals and signs	(a) state the function of fixed signals (b) identify when a signal indication may/may not be changed to a more restrictive aspect (c) know the location and purpose of signals in their area of work	NSG 606 NPR 721 NPR 746

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(d) identify the limits of authority of cleared: <ul style="list-style-type: none"> • running signals • shunting signals (e) state when a running signal can be used to authorise a shunting movement (f) follow the correct procedure to direct a rail vehicle past a cleared shunting signal (g) follow the correct procedure to use a subsidiary shunting signal to authorise rail traffic to pass a home signal (h) follow the correct procedure if a signal indication is: <ul style="list-style-type: none"> • STOP • PROCEED • irregular • out of use (i) describe signal placement relative to the line	
24.Pass indicators at STOP	(a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure to report passing a main line indicator or mechanical points indicator at STOP (c) respond to faulty points (d) manually operate points as required	<i>NSG 610</i> <i>NPR 707</i> <i>NPR 738</i> <i>NPR 739</i> <i>NPR 740</i> <i>NPR 742</i> <i>NPR 743</i> <i>NPR 744</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation

Network Rules and Network Procedures Training Standard

Variable	Scope
	(d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) rail traffic density
Equipment	Variation in equipment types might include but not be limited to: <ul style="list-style-type: none"> (a) two-way radios, train radios, mobile phones, trackside phones

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	1	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
1	2	1	

Network Rules and Network Procedures Training Standard

Station Staff performing signalling operations

This unit describes Station Staff performing signalling operations competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C104 Perform customer service in the Rail Corridor, C105 Control rail traffic movements Level 1

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and interpret handsignals	(a) give and interpret the following handsignals: STOP DANGER ALL CLEAR	NGE 202
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that is: <ul style="list-style-type: none"> • clear, brief and unambiguous • relevant to the task at hand • agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	
4. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
5. Report and respond to a Condition Affecting the Network (CAN)	<ul style="list-style-type: none"> (a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time (b) use the correct procedure to respond to a reported unsafe condition (c) use the correct procedure to warn rail traffic approaching an area where a CAN has been reported (d) follow the correct procedure to complete and store CAN forms (e) follow the correct procedure to return a line to normal working 	<p><i>NGE 206</i> <i>NPR 707</i> <i>NPR 709</i> <i>NPR 720</i> <i>NPR 721</i> <i>NPR 000</i> <i>NPR 004</i> <i>NRF 004</i></p>
6. Respond to a major incident	<ul style="list-style-type: none"> (a) follow the correct procedure if a major incident is reported (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard (c) report relevant details about a major incident 	<p><i>NGE 208</i> <i>NPR 714</i></p>
7. Impose speed restrictions during very hot weather (WOLO)	<ul style="list-style-type: none"> (a) state when WOLO speed restrictions apply (b) issue a WOLO notice to the appropriate people (c) follow the correct procedure to notify Drivers and track vehicle operators about WOLO restrictions (d) identify speed limits for rail traffic travel during WOLO restrictions (e) follow the correct procedure to record WOLO speed restrictions (f) describe how WOLO speed restrictions are advertised 	<p><i>NGE 210</i> <i>NPR 721</i></p>
8. Access Network information	<ul style="list-style-type: none"> (a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access 	<p><i>NGE 212</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
9. Issue a Network Incident Notice (NIN)	<ul style="list-style-type: none"> (a) identify when a NIN must be issued (b) correctly compile and submit a NIN to the appropriate person in a timely manner 	<p><i>NGE 214</i></p>
10. Use approved procedures for level crossings	<ul style="list-style-type: none"> (a) identify and describe the different types of level crossings (b) follow the correct procedure if there is missing, damaged or faulty warning equipment or gates at a level crossing (c) follow the correct procedure to clear signals and authorise the re-opening of gates at attended locations (d) follow the correct procedure if there are open gates at a private level crossing 	<p><i>NGE 216</i> <i>NPR 715</i> <i>NPR 716</i> <i>NPR 717</i> <i>NPR 718</i></p>
11. Test and manage Type F level crossings	<ul style="list-style-type: none"> (a) follow the correct procedure if testing is to be suspended (b) follow the correct procedure to use a level crossing for which testing has been suspended (c) follow the correct procedure to authorise testing (d) follow the correct procedure if a level crossing is faulty or potentially faulty (e) follow the correct procedure if delayed rail traffic is occupying the controlling track circuit of a Type F level crossing (f) follow the correct procedure if all warning equipment at a Type F level crossing cannot be operated (g) follow the correct procedure to resume normal operation of a Type F level crossing 	<p><i>NGE 218</i> <i>NPR 715</i> <i>NPR 716</i> <i>NPR 717</i> <i>NPR 718</i></p>
12. Identify and respond to potentially faulty track-circuits	<ul style="list-style-type: none"> (a) identify when track-circuits may have become potentially unsafe (b) follow the correct procedure if faulty track-circuits are reported 	<p><i>NGE 220</i> <i>NPR 746</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
13. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	NGE 222
14. Ensure that appropriate safety precautions are taken near electrical infrastructure	(a) follow the correct procedure if suspected problems with the electrical infrastructure are reported (b) follow the correct procedure if a fire is reported within or near an electrified corridor (c) identify the components in electrical infrastructure	NGE 222
15. Removal of the 1500V overhead supply (if applicable)	(a) make sure that the correct procedures are followed for a train to travel from a live to an isolated area (b) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (c) follow the correct procedure to resume normal working when the 1500V overhead supply has been restored (d) record information about the removal of supply (e) follow the correct procedure for the removal of the 1500V supply in areas where Train Registers are not used (if applicable)	NGE 224 NPR 705

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
16. Control the movement of rail traffic when the 1500V power supply is removed from an EVMC (if applicable)	<ul style="list-style-type: none"> (a) ensure that the correct procedures are followed for a train to travel from a live to an isolated area (b) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (c) follow the correct procedure to resume normal working when the overhead supply has been restored 	<p><i>NGE 226</i> <i>NPR 706</i></p>
17. Removal of the 1500V power supply in an emergency (if applicable)	<ul style="list-style-type: none"> (a) follow the correct procedure if an incident that could be life-threatening or affects the 1500V supply is reported (b) follow the correct procedure to prevent trains from entering an isolated 1500V overhead wiring section (c) describe the responsibilities of the Signallers when 1500V supply is removed from/restored to a section 	<p><i>NGE 228</i> <i>NPR 714</i></p>
18. Use spoken communication equipment correctly	<ul style="list-style-type: none"> (a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time 	<p><i>NGE 230</i></p>
19. Fulfil the Safeworking responsibilities of a Signaller	<ul style="list-style-type: none"> (a) identify and perform the Safeworking duties and responsibilities of Signallers 	<p><i>NGE 234</i></p>
20. Plan work in the Rail Corridor	<ul style="list-style-type: none"> (a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) meet specified requirements prior to commencing work on track 	<p><i>NWT 300</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
21. Work safely in the Rail Corridor	<ul style="list-style-type: none"> (a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can commence (c) wear approved high-visibility clothing (d) maintain effective communication 	<p><i>NWT 300</i> <i>NPR 721</i></p>
22. Use stationary rail traffic to create a safe place	<ul style="list-style-type: none"> (a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic 	<p><i>NWT 300</i></p>
23. Manage a Local Possession Authority (LPA)	<ul style="list-style-type: none"> (a) fulfil the duties and responsibilities of a Signaller during work under an LPA (b) describe the function and general requirements of an LPA (c) complete relevant documentation (d) identify the rail traffic that is permitted to enter the possession (e) communicate with the Possession Protection Officer at the appropriate times (f) authorise work trains and track vehicles to depart the limits of the LPA at an attended interlocking (g) set signals at STOP and apply blocking facilities to prevent access to the LPA area 	<p><i>NWT 302</i> <i>NPR 700</i></p>
24. Manage a Track Occupancy Authority (TOA)	<ul style="list-style-type: none"> (a) fulfil the duties and responsibilities of a Signaller during work under a TOA (b) describe the function and general requirements of a TOA (c) identify when a TOA does not give exclusive occupancy (d) define the limits of a TOA (e) issue a TOA at an attended location (f) identify the rail traffic that is permitted to enter the limits of the TOA (g) set signals to STOP and apply blocking facilities at the appropriate time 	<p><i>NWT 304</i> <i>NPR 701</i> <i>NPR 000</i> <i>NPR 002</i> <i>NRF 002</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (h) complete relevant documentation and maintain required written records (i) communicate with the Protection Officer and Signaller at the appropriate times (j) authorise rail traffic associated with the possession to exit the possession area 	
25. Manage the travel of track vehicles	<ul style="list-style-type: none"> (a) identify the authority needed to travel track vehicles in the Network and the conditions of each authority (b) authorise track vehicles to enter or be placed on the running line at the appropriate time (c) follow the correct procedure if the movement of track vehicles travelling as a train has not been advertised (d) communicate at the appropriate times with the certified crew member when track vehicles are travelling as a train (e) describe the procedure for travelling track vehicles under a TOA (f) authorise track vehicles to pass signals at STOP at the appropriate times (g) authorise track vehicles associated with a possession to enter/exit the possession area (h) follow the correct procedure to travel track vehicles within attended yard limits 	<i>NWT 304</i> <i>NWT 316</i> <i>NPR 701</i> <i>NPR 748</i> <i>NPR 000</i> <i>NPR 002</i> <i>NRF 002</i>
26. Manage a Track Work Authority (TWA)	<ul style="list-style-type: none"> (a) fulfil the duties and responsibilities of the Signaller during TWA working (b) describe the function and general requirements of a TWA (c) follow the correct procedure to issue a TWA (d) follow the correct procedure to reduce the number of points of entry to a worksite (e) set signals to STOP and apply blocking facilities at the appropriate time (f) compile and keep appropriate documentation (g) follow the correct procedure to fulfil a TWA 	<i>NWT 306</i> <i>NPR 702</i> <i>NPR 707</i> <i>NPR 708</i> <i>NPR 709</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
27. Use the Absolute Signal Blocking (ASB) method of work	<ul style="list-style-type: none"> (a) describe the principles of the ASB method (b) identify when ASB can be used as a method for performing work in the Danger Zone (c) follow the correct procedure to identify the location of a worksite when implementing ASB (d) perform the duties of a Protection Officer when work is being done using ASB as a safety measure (e) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (f) correctly compile Worksite Protection Plan (NRF 015C) when implementing ASB (g) communicate with the Signallers at the appropriate time (h) follow the correct procedure to have the portion of track returned to service (i) correctly remove protection and end ASB 	<p><i>NWT 308</i></p> <p><i>NPR 703</i></p> <p><i>NPR 707</i></p> <p><i>NPR 711</i></p> <p><i>NPR 712</i></p> <p><i>NPR 721</i></p> <p><i>NPR 751</i></p> <p><i>NPR 000</i></p> <p><i>NPR 014</i></p> <p><i>NPR 015</i></p> <p><i>NPR 017</i></p> <p><i>NRF 014</i></p> <p><i>NRF 015C</i></p> <p><i>NRF 017</i></p>
28. Manage the Absolute Signal Blocking (ASB) method of work	<ul style="list-style-type: none"> (a) perform the duties of a Signaller when work is being done using ASB as a safety measure (b) identify when ASB can be used as a method for performing work in the Danger Zone (c) follow the correct procedure to confirm the location of a worksite when implementing ASB (d) follow the correct procedure to authorise ASB (e) follow the correct procedure before setting controlled absolute signals at STOP (f) communicate with the Protection Officer at the appropriate time (g) follow the correct procedure to remove blocking facilities or authorise the return of the ESML/EOL key (h) correctly compile Absolute Signal Blocking form (NRF 018) 	<p><i>NWT 308</i></p> <p><i>NPR 703</i></p> <p><i>NPR 711</i></p> <p><i>NPR 712</i></p> <p><i>NPR 721</i></p> <p><i>NPR 751</i></p> <p><i>NPR 000</i></p> <p><i>NPR 018</i></p> <p><i>NRF 018</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
29. Describe the principles of Lookout Working	(a) identify when work can be undertaken in the Danger Zone with Lookouts	NWT 310 NPR 711 NPR 712 NPR 751
30. Use the Lookout Working method of work	(a) identify when work can be undertaken in the Danger Zone using the Lookout Working method of protection (b) make sure that it is safe to work using the Lookout Working method (c) fulfil the duties and responsibilities of a Protection Officer (d) protect work from rail traffic on adjacent lines (e) move to a safe place when rail traffic approaches (f) decide upon and deploy an appropriate number of Lookouts (g) monitor position of Lookouts and identify any deficiencies (h) perform the duties of a Lookout (i) correctly calculate minimum warning time for a specific worksite (j) correctly compile Worksite Protection Plan (NRF 015B) when implementing Lookout Working	NWT 310 NPR 711 NPR 712 NPR 751 NPR 000 NPR 014 NPR 015 NPR 017 NRF 014 NRF 015B NRF 017
31. Record and notify changes to the Network arising from infrastructure work	(a) compile/interpret the information on an Infrastructure Booking Authority (IBA) (b) follow the correct procedure to acknowledge an IBA and to retain fulfilled and cancelled IBAs	NWT 312 NPR 704 NPR 000 NPR 003 NRF 003
32. Control rail traffic operation to/ beyond the limits of a TOA or an LPA	(a) identify the authority needed to operate rail traffic within the limits of a TOA or an LPA (b) describe where rail traffic must be piloted	NWT 314 NWT 316 NPR 710

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (c) authorise rail traffic to pass signals at STOP at the appropriate times (d) authorise unsignalled movements within yard limits at the appropriate time (e) authorise rail traffic associated with the possession to enter/exit the possession area 	
33. Authorise the use of Signal Key Switch Blocking (SKS)	<ul style="list-style-type: none"> (a) perform the duties of a Signaller when work is being done using SKS Blocking as a safety measure (b) identify the type of work that can be undertaken in the Danger Zone using SKS Blocking (c) correctly identify the worksite limits applicable to a signal key switch (d) communicate with the Protection Officer and Handsignaller at the appropriate time (e) follow the correct procedure if the protecting signal fails to display PROCEED after the key has been restored (f) correctly end SKS Blocking 	<p><i>NWT 320</i> <i>NPR 753</i> <i>NPR 754</i></p>
34. Authorise removal of a key from a signal key switch	<ul style="list-style-type: none"> (a) describe purpose and function a signal key switch box (b) describe how you identify the worksite limits applicable to a signal key switch (c) state when authority can be given to remove key from a signal key switch (d) communicate with the Protection Officer and Handsignaller at the appropriate time (e) follow the correct procedure if the protecting signal does not display a PROCEED indication when the key is restored 	<p><i>NWT 320</i> <i>NWT 306</i> <i>NPR 753</i></p>
35. Protect rail traffic	<ul style="list-style-type: none"> (a) identify the circumstances in which rail traffic must be protected (b) follow the correct procedure to protect rail traffic if railway track signals cannot be used 	<p><i>NTR 400</i> <i>NPR 709</i> <i>NPR 720</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (c) follow the correct procedure if a line obstruction is reported (d) identify when lines adjacent to stopped rail traffic must be protected (e) follow the correct procedure to protect a delayed rail traffic 	
36. Respond correctly if rail traffic needs to be protected	<ul style="list-style-type: none"> (a) identify the circumstances in which rail traffic must be protected (b) follow the correct procedure if a line obstruction is reported (c) identify when lines adjacent to stopped rail traffic must be protected (d) follow the correct procedure to protect delayed rail traffic 	<p><i>NTR 400</i> <i>NPR 709</i> <i>NPR 720</i></p>
37. Respond correctly if defective train lighting is reported	<ul style="list-style-type: none"> (a) follow the correct procedure if a train's end-of-train marker is reported as missing, defective or not lit 	<i>NTR 406</i>
38. Ensure that the correct train whistle procedures are followed	<ul style="list-style-type: none"> (a) follow the correct procedure if train or track vehicle crew report a defective whistle en route 	<i>NTR 408</i>
39. Deal with disabled rail traffic	<ul style="list-style-type: none"> (a) follow the correct procedure if rail traffic is reported as disabled (b) follow the correct procedure if rail traffic is reported as having accidentally divided 	<p><i>NTR 416</i> <i>NPR 720</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
40. Authorise rail traffic movements within yard limits	(a) identify who authorises rail traffic movements on a running line within yard limits (b) follow the correct procedure to authorise movements within yard limits: <ul style="list-style-type: none"> • if fixed signals are unavailable • that are unsignalled • that involve a wrong running-direction movement • past a home or a home/starting signal at STOP on a bidirectional line (c) identify yard limits in Rail Vehicle Detection (RVD) (d) follow the correct procedure for unsignalled rail traffic movements through an automatic signalling area within consolidated yard limits (e) follow the correct procedure to operate groundframes and non-interlocked points (if applicable)	NTR 418 NTR 420 NPR 719 NPR 721 NPR 745 NPR 000 NPR 012 NRF 012
41. Ensure that shunting movements at intermediate sidings are safe	(a) follow the correct procedure for a train to arrive/depart at/from an intermediate siding (b) follow the correct procedure if a train is to be stabled in an intermediate siding	NTR 422
42. Authorise a propelling movement	(a) define a 'propelling movement' (b) identify who is responsible for: <ul style="list-style-type: none"> • controlling propelling movements • directing propelling movements • authorising propelling movements (c) identify and plan the route and limits of a propelling movement	NTR 424 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(d) identify the authority needed to conduct a propelling movement: <ul style="list-style-type: none"> • over a level crossing • within yard limits • in a shunting yard • in a section • in the wrong running-direction 	
43. Deal with overdue rail traffic	(a) follow the correct procedure if rail traffic is overdue in a section (b) follow the correct procedure if rail traffic stoppage is or will become extended (c) follow the correct procedure if rail traffic is reported to be disabled	<i>NTR 426</i> <i>NPR 709</i> <i>NPR 720</i>
44. Use a SAFE Notice	(a) state the function of a SAFE Notice (b) follow the correct procedure if they receive a SAFE Notice	<i>NTR 428</i>
45. Use a TOC Waiver	(a) state the function of a TOC Waiver (b) follow the correct procedure if they receive a TOC Waiver	<i>NTR 430</i>
46. Authorise protection for activities associated with in-service rail traffic	(a) perform the duties of a Signaller when protecting activities associated with in-service rail traffic (b) identify when activities associated with in-service rail traffic must be protected (c) follow the correct procedure to identify the location of worksite (d) follow the correct procedure to protect activities associated with in-service rail traffic (e) follow the correct procedure before setting controlled absolute signals at STOP	<i>NTR 432</i> <i>NPR 721</i> <i>NPR 750</i> <i>NPR 000</i> <i>NPR 018</i> <i>NRF 018</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(f) communicate with the Driver, Track Vehicle Operator or Train Technician at the appropriate time (g) follow the correct procedure to remove blocking facilities (h) correctly compile Absolute Signal Blocking form (NRF 018)	
47. Use Rail Vehicle Detection (RVD) system of Safeworking	(a) describe the principles of the RVD system of Safeworking (b) follow the correct procedure if a rail vehicle is to enter a block (c) switch a signal box or a local control panel in/out at the appropriate time (d) report and record rail traffic details, as required	NSY 500 NPR 721 NPR 737 NPR 738 NPR 739
48. Manually maintain blocks between rail traffic movements	(a) describe the principles of manual block working (b) state when basic block working can be used (c) state when CAN block working can be used (d) keep appropriate records of manual block working (e) identify the authority needed for rail traffic to enter and occupy a block under manual block working (f) identify the limits for: <ul style="list-style-type: none"> • basic block working • CAN block working (g) follow the correct procedure after authorising rail traffic to enter the limits for basic block working (h) identify when signals at STOP can be passed under CAN block working (i) perform the duties of a Signaller controlling entry to a block (j) issue a CAN form (k) follow the correct procedure to record the end of CAN block working	NSY 512 NPR 721 NPR 722 NPR 723 NPR 724 NPR 746 NPR 000 NPR 004 NRF 004

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
49. Use a Special Proceed Authority (SPA)	<ul style="list-style-type: none"> (a) describe when a SPA is used (b) describe the information that must be included on a SPA (c) follow the correct procedure to issue a SPA (d) follow the correct procedure if a SPA authorises a movement beyond an attended location or a remote controlled location (e) follow the correct procedure if rail traffic is to pass an absolute signal at STOP (f) state when a SPA can be cancelled or fulfilled (g) state when the end of special working can be authorised (h) follow the correct procedure to return to normal working following special working 	<p><i>NSY 514</i></p> <p><i>NPR 707</i></p> <p><i>NPR 721</i></p> <p><i>NPR 746</i></p> <p><i>NPR 000</i></p> <p><i>NPR 005</i></p> <p><i>NRF 005</i></p>
50. Use the pilot staff working method of special working	<ul style="list-style-type: none"> (a) describe the principles of pilot staff working (b) describe the function and features of the half pilot staff, pilot staff or Pilot Staff Ticket (c) identify the limits of a pilot staff section (d) follow the correct procedure to introduce pilot staff working (e) follow the correct procedure to issue a Proceed Authority for rail traffic to enter and exit a pilot staff section (f) station Handsignalers correctly (g) at the appropriate time, warn Drivers and track vehicle operators that pilot staff working is in use (h) identify the authority needed to enter a pilot staff section (i) follow the correct procedure to change the running direction in a pilot staff section (j) follow the correct procedure to transfer a pilot staff (k) follow the correct procedure to use half pilot staffs 	<p><i>NSY 516</i></p> <p><i>NPR 707</i></p> <p><i>NPR 715</i></p> <p><i>NPR 717</i></p> <p><i>NPR 721</i></p> <p><i>NPR 723</i></p> <p><i>NPR 725</i></p> <p><i>NPR 726</i></p> <p><i>NPR 727</i></p> <p><i>NPR 728</i></p> <p><i>NPR 000</i></p> <p><i>NPR 007</i></p> <p><i>NPR 008</i></p> <p><i>NPR 010</i></p> <p><i>NPR 011</i></p> <p><i>NRF 007</i></p> <p><i>NRF 008</i></p> <p><i>NRF 010</i></p> <p><i>NRF 011</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(l) follow the correct procedure to suspend pilot staff working (m) follow the correct procedure to end pilot staff working (n) correctly compile documentation associated with pilot staff working	
51. Suspend a system of Safeworking	(a) state when a system of Safeworking may be suspended (b) identify who is authorised to suspend a system of Safeworking	<i>NSY 518</i> <i>NPR 721</i>
52. Identify the types of running signals	(a) state the function of running signals (b) state how the following signals indicate the route ahead: <ul style="list-style-type: none"> • colour light running signal • semaphore running signal (c) identify and interpret the indications on signals (d) identify running signal designations and functions (e) describe how the following signals are operated: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) identify the different types of: <ul style="list-style-type: none"> • controlled signals • automatic signals (g) interpret the indications of a signal with an A light or A sign fitted (h) identify and describe the function of the running signals used in their area of operation (i) identify and interpret: <ul style="list-style-type: none"> • indicator signals • repeater signals 	<i>NSG 600</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
53. Identify shunting signals and their indications	(a) state the function of shunting signals (b) identify: <ul style="list-style-type: none"> • colour light shunting signals • semaphore shunting signals (c) interpret the routes indicated on shunting signals (d) identify, interpret and respond appropriately to shunting signals	<i>NSG 602</i>
54. Identify the indicators and signs	(a) identify, interpret and respond appropriately to the indicators and signs (b) advise rail traffic crews about trackside signage	<i>NSG 604</i>
55. Respond to signals and signs	(a) state the function of fixed signals (b) identify when a signal indication may/may not be changed to a more restrictive aspect (c) know the location and purpose of signals in their area of work (d) identify the limits of authority of cleared: <ul style="list-style-type: none"> • running signals • shunting signals (e) state when a running signal can be used to authorise a shunting movement (f) clear running and shunting signals at the appropriate time (g) follow the correct procedure to use a subsidiary shunting signal to authorise rail traffic to pass a home signal (h) follow the correct procedure if a signal indication is: <ul style="list-style-type: none"> • STOP • PROCEED • irregular • out of use (i) describe signal placement relative to the line	<i>NSG 606</i> <i>NPR 721</i> <i>NPR 738</i> <i>NPR 739</i> <i>NPR 746</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
56. Pass signals at STOP	(a) identify when the following signals can be passed at STOP: <ul style="list-style-type: none"> • absolute signals • permissive signals (b) fulfil the duties and responsibilities of a Signaller to manage rail traffic past a signal at STOP (c) follow the correct procedure to communicate when rail traffic is affected by a signal at STOP (d) obtain and communicate available information about the condition of the block ahead (e) identify the authority needed to pass a signal at STOP (f) follow the correct procedure if a rail vehicle is to operate past the following signals at STOP: <ul style="list-style-type: none"> • absolute • permissive (g) follow the correct procedure if rail traffic in the block ahead needs assistance (h) respond to faulty points (i) authorise the manual operation of remotely controlled points at the appropriate time	NSG 608 NPR 707 NPR 721 NPR 740 NPR 742 NPR 743 NPR 744 NPR 746
57. Pass indicators at STOP	(a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure when advised that a main line indicator or mechanical points indicator is at STOP	NSG 610 NPR 746
58. Deal with an overrun of limit of authority	(a) define when a movement becomes an overrun of limit of authority (b) follow the correct procedure if rail traffic overruns a limit of authority	NSG 612 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
59. Use blocking facilities	(a) state the function of blocking facilities (b) follow the correct procedure to apply blocking facilities (c) identify when blocking facilities can be temporarily removed (d) follow the correct procedure to record the removal and application of blocking facilities	NSG 614 NPR 721
60. Take appropriate precautions during signalling equipment testing	(a) identify when signals must not be tested (b) follow the correct procedure for signal testing if rail traffic is standing at a signal at STOP (c) follow the correct procedure to record signal test results (d) follow the correct procedure to allow inspection and testing of points protecting a work on track authority	NSG 616 NPR 721 NPR 737 NPR 740 NPR 747

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines

Network Rules and Network Procedures Training Standard

Variable	Scope
	(g) rail traffic density (h) operation near electrical equipment or wiring (i) multiple worksites
Train types	Train types may include but not be limited to: (a) electric passenger train (b) self-propelled diesel train (c) work train (d) freight train (e) light engine (f) track maintenance vehicles
Signals	Signal types used in the Sydney Trains Network
Equipment	Variation in equipment types might include but not be limited to: (a) two-way radios, train radios, mobile phones, trackside phones (a) DTRS DICORA terminals, VCS terminals, computer, fax machine (b) Computer based control systems, Mechanical interlocking machines, Route setting interlocking machines

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
3	2	3	3
Use mathematical ideas and techniques	Solve problems	Use technology	
2	3	3	

Network Rules and Network Procedures Training Standard

Test and Check Level Crossings

This unit describes Test and Check Level Crossings competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C113 Perform handsignalling operations at level crossings

Competency not required: NGEC 113.5

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Report a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time	NGE 206 NPR 721
3. Identify and describe the main features of level crossings	(a) take appropriate action if there is faulty or damaged equipment or gates at a level crossing (b) identify the types of level crossings	NGE 216
4. Test Type F level crossings	(a) identify when testing is conducted (b) state who is authorised to suspend testing (c) state who authorises testing of level crossings (d) perform on-site tests of level crossings (e) follow the correct procedure to report and record the outcomes of testing	NGE 218 NPR 715 NPR 716 NPR 717 NPR 718

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
5. Manually Operate Type F level crossings	(a) isolate Type F level crossing warning equipment where a Master Emergency switch is not provided (b) isolate Type F level crossing warning equipment where a Master Emergency switch is provided (c) take appropriate action when level crossing booms are damaged or defective (d) manage rail traffic over a isolated Type F level crossing (e) follow the correct procedure to restore Type F level crossing equipment to normal operation	NGE 218 NPR 715 NPR 716 NPR 717
6. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near the 1500V supply • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	NGE 222
7. Work safely in the Rail Corridor	(a) identify who is responsible for assessing worksite safety and implementing protection (b) identify when work in the Danger Zone can begin (c) wear approved high-visibility clothing (d) maintain effective communication	NWT 300 NPR 721

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single line (e) track-circuited and non-track-circuited lines (f) operation near electrical equipment or wiring (g) rail traffic density (h) road traffic density (i) crossing equipment fitted with Master Emergency switches (j) crossing equipment fitted with individual isolating switches

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	1
Use mathematical ideas and techniques	Solve problems	Use technology	
1	2	2	

Network Rules and Network Procedures Training Standard

Track Protection Officer Level 1

This unit describes Track Protection Officer Level 1 competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C112 Coordinate and manage track protection,
C112A Implement Lookout Working,
C112B Implement ASB

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communication • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	
4. Report and respond to a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time (b) use the correct procedure to respond to a reported unsafe condition (c) use the correct procedure to warn rail traffic approaching an area where a CAN has been reported	NGE 206 NPR 707 NPR 709 NPR 720 NPR 721 NPR 000 NPR 004 NRF 004
5. Respond to a major incident	(a) follow the correct procedure if a major incident is reported (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard	NGE 208 NPR 714
6. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	NGE 212
7. Take appropriate action if there is a Network incident	(a) describe when a Network Incident Notice (NIN) must be issued (b) follow the correct procedure if there is an incident that must be reported	NGE 214
8. Use level crossings	(a) follow the correct procedure if there are open gates at a private level crossing	NGE 216

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
9. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near the 1500V supply • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	NGE 222
10. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	NGE 230
11. Fulfil responsibilities of a Protection Officer	(a) identify the responsibilities of a Protection Officer (b) follow the correct procedures when a change of conditions occur (c) correctly compile and maintain record about methods used for working safely on track and protection arrangements (d) follow the correct procedures in the event of a breach of Network Rules or Network Procedures	NGE 238
12. Plan work in the Rail Corridor	(a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required	NWT 300 NPR 000 NPR 014 NRF 014

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (c) implement appropriate work on track protection method (d) monitor track protection during work (e) withdraw track protection method when work is complete (f) fulfil the duties and responsibilities of a Protection Officer (g) meet specified requirements prior to commencing work on track 	
13. Use stationary rail traffic to create a safe place	<ul style="list-style-type: none"> (a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic 	<p><i>NWT 300</i></p>
14. Exclude rail traffic in Maintenance Centres and stabling yards	<ul style="list-style-type: none"> (a) follow correct procedure to exclude rail traffic from a worksite within a Maintenance Centre or sidings within a stabling yard (b) communicate with appropriate persons to exclude rail traffic at attended and unattended locations (c) secure points using a point clip 	<p><i>NWT 300</i> <i>NPR 000</i> <i>NPR 015</i> <i>NRF 015A</i></p>
15. Use the Absolute Signal Blocking (ASB) method of work	<ul style="list-style-type: none"> (a) describe the principles of the ASB method (b) identify when ASB can be used as a safety measure to perform work in the Danger Zone (c) follow the correct procedure to identify the location of a worksite when implementing ASB (d) perform the duties of a Protection Officer when work is being done using ASB as a safety measure (e) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (f) correctly compile Worksite Protection Plan (NRF 015C) when implementing ASB (g) correctly remove or operate, and restore, a points control mechanism 	<p><i>NWT 308</i> <i>NPR 703</i> <i>NPR 707</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 721</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015C</i> <i>NRF 017</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (h) communicate with the Signallers at the appropriate time (i) follow the correct procedure to have the portion of track returned to service (j) correctly remove protection and end ASB 	
16. Use the Lookout Working method of work	<ul style="list-style-type: none"> (a) identify when work can be undertaken in the Danger Zone using the Lookout Working method of protection (b) make sure that it is safe to work using the Lookout Working method (c) protect work from rail traffic on adjacent lines (d) fulfil the duties and responsibilities of a Protection Officer (e) move to a safe place when rail traffic approaches (f) decide upon and deploy an appropriate number of Lookouts (g) monitor position of Lookouts and identify any deficiencies (h) perform the duties of a Lookout (i) correctly calculate minimum warning time for a specific worksite (j) correctly compile Worksite Protection Plan (NRF 015B) when implementing Lookout Working 	<i>NWT 310</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015B</i> <i>NRF 017</i>
17. Perform work that affects ATP equipment	<ul style="list-style-type: none"> (a) communicate with appropriate persons before commencing work that could affect ATP equipment 	<i>NWT 322</i>
18. Use a SAFE Notice	<ul style="list-style-type: none"> (a) state the function of a SAFE Notice (b) follow the correct procedure if they receive a SAFE Notice 	<i>NTR 428</i>

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	<p>The track environment may include but not be limited to:</p> <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) operation near electrical equipment or wiring (h) rail traffic density
Equipment	<p>Variation in equipment types might include but not be limited to:</p> <ul style="list-style-type: none"> (a) two-way radios, mobile phones, trackside phones (b) point clip types.

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
2	2	1	

Network Rules and Network Procedures Training Standard

Track Protection Officer Level 2

This unit describes Track Protection Officer Level 2 competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C112 Coordinate and manage track protection, C112A Implement Lookout Working, C112B Implement ASB, C112C Implement TOA

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202
3. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time	NGE 204 NPR 721

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communication • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	
4. Report and respond to a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time (b) use the correct procedure to respond to a reported unsafe condition (c) use the correct procedure to warn rail traffic approaching an area where a CAN has been reported	NGE 206 NPR 707 NPR 709 NPR 720 NPR 721 NPR 000 NPR 004 NRF 004
5. Respond to a major incident	(a) follow the correct procedure if a major incident is reported (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard	NGE 208 NPR 714
6. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	NGE 212
7. Take appropriate action if there is a Network incident	(a) describe when a Network Incident Notice (NIN) must be issued (b) follow the correct procedure if there is an incident that must be reported	NGE 214
8. Use level crossings	(a) identify the different types of level crossings	NGE 216

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
9. Use level crossings	(a) follow the correct procedure if there are open gates at a private level crossing	NGE 216
10. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near the 1500V supply • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	NGE 222
11. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	NGE 230
12. Fulfil responsibilities of a Protection Officer	(a) identify the responsibilities of a Protection Officer (b) follow the correct procedures when a change of conditions occur (c) correctly compile and maintain record about methods used for working safely on track and protection arrangements (d) follow the correct procedures in the event of a breach of Network Rules or Network Procedures	NGE 238

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
13. Plan work in the Rail Corridor	<ul style="list-style-type: none"> (a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) implement appropriate work on track protection method (d) monitor track protection during work (e) withdraw track protection method when work is complete (f) fulfil the duties and responsibilities of a Protection Officer (g) meet specified requirements prior to commencing work on track 	<p><i>NWT 300</i> <i>NPR 000</i> <i>NPR 014</i> <i>NRF 014</i></p>
14. Use stationary rail traffic to create a safe place	<ul style="list-style-type: none"> (a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic 	<p><i>NWT 300</i></p>
15. Exclude rail traffic in Maintenance Centres and stabling yards	<ul style="list-style-type: none"> (a) follow correct procedure to exclude rail traffic from a worksite within a Maintenance Centre or sidings within a stabling yard (b) communicate with appropriate persons to exclude rail traffic at attended and unattended locations (c) secure points using a point clip 	<p><i>NWT 300</i> <i>NPR 000</i> <i>NPR 015</i> <i>NRF 015A</i></p>
16. Use a Track Occupancy Authority (TOA)	<ul style="list-style-type: none"> (a) state the function and general requirements of a TOA (b) identify when a TOA does not give exclusive occupancy (c) define the limits of a TOA (d) obtain a TOA (e) follow the correct procedure to obtain a TOA for a portion of line where a TWA is current (f) fulfil the duties and responsibilities of a Protection Officer while work is being done under a TOA 	<p><i>NWT 304</i> <i>NPR 701</i> <i>NPR 707</i> <i>NPR 708</i> <i>NPR 709</i> <i>NPR 710</i> <i>NPR 712</i> <i>NPR 721</i> <i>NPR 726</i> <i>NPR 000</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(g) follow the correct procedure to protect a TOA possession: <ul style="list-style-type: none"> • in areas where half pilot staffs are provided • where there is a single fixed worksite • where there are multiple fixed worksites (h) follow the correct procedure to obtain a TOA within yard limits at an attended location (i) obtain an extension of time (j) identify the types of rail traffic permitted within the limits of the TOA (k) complete relevant documentation and maintain appropriate written records (l) use approved means to protect the worksite (m) communicate with the nominated people at the appropriate time (n) follow the correct procedure to fulfil a TOA and return the track to service (o) follow the correct procedure to protect multiple worksites in a TOA or an LPA (p) Follow the correct procedure to protect worksites within 500m from the limits of an LPA (q) follow correct procedure to cancel a TOA if work is not commenced or work is not completed, and track returned to service	NPR 002 NPR 014 NPR 015 NPR 017 NRF 002 NRF 014 NRF 015A NRF 017
17. Obtain the correct authority for a track vehicle to travel	(a) identify the authority needed to travel a track vehicle (b) obtain authority for a track vehicle to enter or be placed on a running line at the appropriate time	NWT 304 NWT 316 NPR 748
18. Use the Absolute Signal Blocking (ASB) method of work	(a) describe the principles of the ASB method (b) identify when ASB can be used as a safety measure to perform work in the Danger Zone	NWT 308 NPR 703 NPR 707 NPR 711 NPR 712

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (c) follow the correct procedure to identify the location of a worksite when implementing ASB (d) perform the duties of a Protection Officer when work is being done using ASB as a safety measure (e) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (f) correctly compile Worksite Protection Plan (NRF 015C) when implementing ASB (g) correctly remove or operate, and restore, a points control mechanism (h) communicate with the Signallers at the appropriate time (i) follow the correct procedure to have the portion of track returned to service (j) correctly remove protection and end ASB 	<p><i>NPR 721</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015C</i> <i>NRF 017</i></p>
19. Use the Lookout Working method of work	<ul style="list-style-type: none"> (a) identify when work can be undertaken in the Danger Zone using the Lookout Working method of protection (b) make sure that it is safe to work using the Lookout Working method (c) protect work from rail traffic on adjacent lines (d) fulfil the duties and responsibilities of a Protection Officer (e) move to a safe place when rail traffic approaches (f) decide upon and deploy an appropriate number of Lookouts (g) monitor position of Lookouts and identify any deficiencies 	<p><i>NWT 310</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015B</i> <i>NRF 017</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (h) perform the duties of a Lookout (i) correctly calculate minimum warning time for a specific worksite (j) correctly compile Worksite Protection Plan (NRF 015B) when implementing Lookout Working 	
20. Use an Infrastructure Booking Authority (IBA)	<ul style="list-style-type: none"> (a) follow the correct procedure to advertise infrastructure work (b) compile an Infrastructure Booking Authority form (NRF 003) at the appropriate time (c) follow the correct procedures to submit and keep copies of completed forms (d) follow the correct procedure to certify infrastructure that has been installed or removed (e) follow the correct procedure to book infrastructure back into use (f) follow the correct procedure to use uncommissioned infrastructure 	<p><i>NWT 312</i> <i>NPR 704</i> <i>NPR 000</i> <i>NPR 003</i> <i>NRF 003</i></p>
21. Direct rail traffic operation in a TOA or LPA area	<ul style="list-style-type: none"> (a) identify when an authority is needed to operate a rail traffic (b) identify the limits within which a rail traffic must be piloted (c) pilot a rail traffic (d) fulfil the role of the Protection Officer to manage the operation of a rail traffic in a worksite 	<p><i>NWT 314</i> <i>NWT 316</i> <i>NPR 700</i> <i>NPR 701</i> <i>NPR 710</i></p>
22. Perform work that affects traction return currents or track-circuits	<ul style="list-style-type: none"> (a) obtain the appropriate authority prior to commencing work that affects traction return currents or track-circuits (b) ensure that an Electrical Representative or a Signals Maintenance Engineer is at the worksite at the appropriate times (c) follow the correct procedure if there are broken or disconnected electrical cables that connect a substation to a rail 	<p><i>NWT 318</i> <i>NPR 000</i> <i>NPR 013</i> <i>NRF 013</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
23. Perform work that affects ATP equipment	(a) communicate with appropriate persons before commencing work that could affect ATP equipment	NWT 322
24. Ensure the safe movement of rail vehicles within yard limits	(a) identify who authorises rail traffic movements on a running line within yard limits (b) ensure that shunting movements within shunting yards and sidings are carried out safely (c) identify yard limits in Rail Vehicle Detection (RVD) territory	NTR 418
25. Use a SAFE Notice	(a) state the function of a SAFE Notice (b) follow the correct procedure if they receive a SAFE Notice	NTR 428
26. Follow the correct procedure if a signal is at STOP	(a) follow the correct procedure to control the passage of rail traffic at a signal at STOP	NSG 606 NSG 608 NPR 746

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines

Network Rules and Network Procedures Training Standard

Variable	Scope
	(e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) operation near electrical equipment or wiring (h) rail traffic density
Train types	Train types may include but not be limited to: <ul style="list-style-type: none"> (a) work trains (b) track machines (c) other trains
Trackside signage	All trackside signage
Equipment	Variation in equipment types might include but not be limited to: <ul style="list-style-type: none"> (a) two-way radios, mobile phones, trackside phones (b) point clip types.

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
2	2	1	

Network Rules and Network Procedures Training Standard

Track Protection Officer Level 3

This unit describes Track Protection Officer Level 3 competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C112 Coordinate and manage track protection, C112A Implement Lookout Working, C112B Implement ASB, C112C Implement TOA, C112D Implement TWA

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) ensure that Handsignallers are in the correct place to give handsignals (b) maintain effective communication with the appropriate people (c) ensure that Handsignallers give the correct handsignals at the appropriate time and continue to handsignal as required (d) ensure that rail traffic is stopped at the appropriate time (e) follow the correct procedure to ensure that a signal protecting a worksite is maintained at STOP	NGE 202 NPR 702 NPR 721
3. Give and respond to handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
4. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communication • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	NGE 204 NPR 721
5. Report and respond to a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time (b) use the correct procedure to respond to a reported unsafe condition (c) use the correct procedure to warn rail traffic approaching an area where a CAN has been reported	NGE 206 NPR 707 NPR 709 NPR 720 NPR 721 NPR 000 NPR 004 NRF 004

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
6. Respond to a major incident	(a) follow the correct procedure if a major incident is reported (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard	NGE 208 NPR 714
7. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	NGE 212
8. Take appropriate action if there is a Network incident	(a) describe when a Network Incident Notice (NIN) must be issued (b) follow the correct procedure if there is an incident that must be reported	NGE 214
9. Use level crossings	(a) identify the different types of level crossings	NGE 216
10. Use level crossings	(a) follow the correct procedure if there are open gates at a private level crossing	NGE 216
11. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near the 1500V supply • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	NGE 222

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
12. Remove the 1500V supply in unplanned situations	(a) follow the correct procedure to have the 1500V supply removed for urgent engineering work	<i>NGE 228 NPR 714</i>
13. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	<i>NGE 230</i>
14. Fulfil responsibilities of a Protection Officer	(a) identify the responsibilities of a Protection Officer (b) follow the correct procedures when a change of conditions occur (c) correctly compile and maintain record about methods used for working safely on track and protection arrangements (d) follow the correct procedures in the event of a breach of Network Rules or Network Procedures	<i>NGE 238</i>
15. Plan work in the Rail Corridor	(a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) implement appropriate work on track protection method (d) monitor track protection during work (e) withdraw track protection method when work is complete (f) fulfil the duties and responsibilities of a Protection Officer (g) meet specified requirements prior to commencing work on track	<i>NWT 300 NPR 000 NPR 014 NRF 014</i>
16. Use stationary rail traffic to create a safe place	(a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic	<i>NWT 300</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
17. Exclude rail traffic in Maintenance Centres and stabling yards	(a) follow correct procedure to exclude rail traffic from a worksite within a Maintenance Centre or sidings within a stabling yard (b) communicate with appropriate persons to exclude rail traffic at attended and unattended locations (c) secure points using a point clip	NWT 300 NPR 000 NPR 015 NRF 015A
18. Use a Track Occupancy Authority (TOA)	(a) state the function and general requirements of a TOA (b) identify when a TOA does not give exclusive occupancy (c) define the limits of a TOA (d) obtain a TOA (e) follow the correct procedure to obtain a TOA for a portion of line where a TWA is current (f) fulfil the duties and responsibilities of a Protection Officer while work is being done under a TOA (g) follow the correct procedure to protect a TOA possession: <ul style="list-style-type: none"> • in areas where half pilot staffs are provided • where there is a single fixed worksite • where there are multiple fixed worksites (h) follow the correct procedure to obtain a TOA within yard limits at an attended location (i) obtain an extension of time (j) identify the types of rail traffic permitted within the limits of the TOA (k) complete relevant documentation and maintain appropriate written records (l) use approved means to protect the worksite (m) communicate with the nominated people at the appropriate time (n) follow the correct procedure to fulfil a TOA and return the track to service	NWT 304 NPR 701 NPR 707 NPR 708 NPR 709 NPR 710 NPR 712 NPR 721 NPR 726 NPR 000 NPR 002 NPR 014 NPR 015 NPR 017 NRF 002 NRF 014 NRF 015A NRF 017

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (o) follow the correct procedure to protect multiple worksites in a TOA or an LPA (p) Follow the correct procedure to protect worksites within 500m from the limits of an LPA (q) follow correct procedure to cancel a TOA if work is not commenced or work is not completed, and track returned to service 	
19. Obtain the correct authority for a track vehicle to travel	<ul style="list-style-type: none"> (a) identify the authority needed to travel a track vehicle (b) obtain authority for a track vehicle to enter or be placed on a running line at the appropriate time 	<p><i>NWT 304</i> <i>NWT 316</i> <i>NPR 748</i></p>
20. Use a Track Work Authority (TWA)	<ul style="list-style-type: none"> (a) state the function and general requirements of a TWA (b) obtain a TWA (c) fulfil the duties and responsibilities of the Protection Officer during TWA working (d) correctly place inner and outer Handsignallers when fixed signals are used to protect a worksite (e) correctly place inner and outer Handsignallers when fixed signals are not used to protect a worksite (f) correctly place Handsignallers to protect multiple worksites (g) use approved means to protect the worksite (h) follow the correct procedure to establish, work and remove a clearance location (i) follow the correct procedure to reduce the number of entry points to a worksite (j) manage train approaches to worksites (k) manage train transits through worksites (l) compile a worksite warning form (m) manage rail traffic on adjacent, converging and terminal lines, if necessary 	<p><i>NWT 306</i> <i>NPR 702</i> <i>NPR 707</i> <i>NPR 708</i> <i>NPR 709</i> <i>NPR 712</i> <i>NPR 721</i> <i>NPR 724</i> <i>NPR 000</i> <i>NPR 011</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 011</i> <i>NRF 014</i> <i>NRF 015D</i> <i>NRF 017</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (n) move to a safe place when rail traffic approaches (o) maintain appropriate written records (p) follow the correct procedure to fulfil a TWA and return the track to service 	
21. Protect a TWA worksite within a TOA	(a) follow the correct procedure to protect a TWA worksite where a TOA has been issued for a track vehicle journey over a unidirectional portion of line	<i>NWT 306 NWT 304</i>
22. Use the Absolute Signal Blocking (ASB) method of work	<ul style="list-style-type: none"> (a) describe the principles of the ASB method (b) identify when ASB can be used as a safety measure to perform work in the Danger Zone (c) follow the correct procedure to identify the location of a worksite when implementing ASB (d) perform the duties of a Protection Officer when work is being done using ASB as a safety measure (e) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (f) correctly compile Worksite Protection Plan (NRF 015C) when implementing ASB (g) correctly remove or operate, and restore, a points control mechanism (h) communicate with the Signallers at the appropriate time (i) follow the correct procedure to have the portion of track returned to service (j) correctly remove protection and end ASB 	<ul style="list-style-type: none"> <i>NWT 308</i> <i>NPR 703</i> <i>NPR 707</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 721</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015C</i> <i>NRF 017</i>
23. Use the Lookout Working method of work	<ul style="list-style-type: none"> (a) identify when work can be undertaken in the Danger Zone using the Lookout Working method of protection (b) make sure that it is safe to work using the Lookout Working method (c) protect work from rail traffic on adjacent lines 	<ul style="list-style-type: none"> <i>NWT 310</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 014</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (d) fulfil the duties and responsibilities of a Protection Officer (e) move to a safe place when rail traffic approaches (f) decide upon and deploy an appropriate number of Lookouts (g) monitor position of Lookouts and identify any deficiencies (h) perform the duties of a Lookout (i) correctly calculate minimum warning time for a specific worksite (j) correctly compile Worksite Protection Plan (NRF 015B) when implementing Lookout Working 	<p><i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015B</i> <i>NRF 017</i></p>
24. Use an Infrastructure Booking Authority (IBA)	<ul style="list-style-type: none"> (a) follow the correct procedure to advertise infrastructure work (b) compile an Infrastructure Booking Authority form (NRF 003) at the appropriate time (c) follow the correct procedures to submit and keep copies of completed forms (d) follow the correct procedure to certify infrastructure that has been installed or removed (e) follow the correct procedure to book infrastructure back into use (f) follow the correct procedure to use uncommissioned infrastructure 	<p><i>NWT 312</i> <i>NPR 704</i> <i>NPR 000</i> <i>NPR 003</i> <i>NRF 003</i></p>
25. Direct rail traffic operation in a TOA or LPA area	<ul style="list-style-type: none"> (a) identify when an authority is needed to operate a rail traffic (b) identify the limits within which a rail traffic must be piloted (c) pilot a rail traffic (d) fulfil the role of the Protection Officer to manage the operation of a rail traffic in a worksite 	<p><i>NWT 314</i> <i>NWT 316</i> <i>NPR 700</i> <i>NPR 701</i> <i>NPR 710</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
26. Perform work that affects traction return currents or track-circuits	(a) obtain the appropriate authority prior to commencing work that affects traction return currents or track-circuits (b) ensure that an Electrical Representative or a Signals Maintenance Engineer is at the worksite at the appropriate times (c) follow the correct procedure if there are broken or disconnected electrical cables that connect a substation to a rail	<i>NWT 318</i> <i>NPR 000</i> <i>NPR 013</i> <i>NRF 013</i>
3. Perform work that affects ATP equipment	(a) communicate with appropriate persons before commencing work that could affect ATP equipment	<i>NWT 322</i>
27. Ensure the safe movement of rail vehicles within yard limits	(a) identify who authorises rail traffic movements on a running line within yard limits (b) ensure that shunting movements within shunting yards and sidings are carried out safely (c) identify yard limits in Rail Vehicle Detection (RVD) territory	<i>NTR 418</i>
28. Use a SAFE Notice	(a) state the function of a SAFE Notice (b) follow the correct procedure if they receive a SAFE Notice	<i>NTR 428</i>
29. Use trackside signage	(a) interpret temporary speed signs (b) place temporary speed signs in the correct position relative to a worksite	<i>NSG 604</i> <i>NPR 713</i>
30. Follow the correct procedure if a signal is at STOP	(a) follow the correct procedure to control the passage of rail traffic at a signal at STOP	<i>NSG 606</i> <i>NSG 608</i> <i>NPR 746</i>

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) operation near electrical equipment or wiring (h) rail traffic density
Train types	Train types may include but not be limited to: <ul style="list-style-type: none"> (a) work trains (b) track machines (c) other trains
Trackside signage	All trackside signage
Equipment	Variation in equipment types might include but not be limited to: <ul style="list-style-type: none"> (a) two-way radios, mobile phones, trackside phones (b) point clip types

Network Rules and Network Procedures Training Standard

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
2	2	1	

Network Rules and Network Procedures Training Standard

Track Protection Officer Level 4

This unit describes Track Protection Officer Level 4 competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C112 Coordinate and manage track protection, C112A Implement Lookout Working, C112B Implement ASB, C112C Implement TOA, C112D Implement TWA, C112E Implement LPA

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) ensure that Handsignallers are in the correct place to give handsignals (b) maintain effective communication with the appropriate people (c) ensure that Handsignallers give the correct handsignals at the appropriate time and continue to handsignal as required (d) ensure that rail traffic is stopped at the appropriate time (e) follow the correct procedure to ensure that a signal protecting a worksite is maintained at STOP	NGE 202 NPR 702 NPR 721
3. Give and respond to handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
4. Use approved communication procedures	(a) communicate orally or in written form in a manner that: <ul style="list-style-type: none"> • is clear, brief and unambiguous • is relevant to the task at hand • is agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communication • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	NGE 204 NPR 721
5. Report and respond to a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time (b) use the correct procedure to respond to a reported unsafe condition (c) use the correct procedure to warn rail traffic approaching an area where a CAN has been reported	NGE 206 NPR 707 NPR 709 NPR 720 NPR 721 NPR 000 NPR 004 NRF 004

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
6. Respond to a major incident	(a) follow the correct procedure if a major incident is reported (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard	<i>NGE 208 NPR 714</i>
7. Access Network information	(a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access	<i>NGE 212</i>
8. Take appropriate action if there is a Network incident	(a) describe when a Network Incident Notice (NIN) must be issued (b) follow the correct procedure if there is an incident that must be reported	<i>NGE 214</i>
9. Use level crossings	(a) identify the different types of level crossings	<i>NGE 216</i>
10. Use level crossings	(a) follow the correct procedure if there are open gates at a private level crossing	<i>NGE 216</i>
11. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect a problem in the electrical infrastructure • there is a fire near the 1500V supply • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	<i>NGE 222</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
12. Remove the 1500V supply in unplanned situations	(a) follow the correct procedure to have the 1500V supply removed for urgent engineering work	<i>NGE 228 NPR 714</i>
13. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	<i>NGE 230</i>
14. Fulfil responsibilities of a Protection Officer	(a) identify the responsibilities of a Protection Officer (b) follow the correct procedures when a change of conditions occur (c) correctly compile and maintain record about methods used for working safely on track and protection arrangements (d) follow the correct procedures in the event of a breach of Network Rules or Network Procedures	<i>NGE 238</i>
15. Fulfil responsibilities of a Protection Officer	(a) Correctly perform the role of a coordinating Protection Officer	<i>NGE 238</i>
16. Plan work in the Rail Corridor	(a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) implement appropriate work on track protection method (d) monitor track protection during work (e) withdraw track protection method when work is complete (f) fulfil the duties and responsibilities of a Protection Officer (g) meet specified requirements prior to commencing work on track	<i>NWT 300 NPR 000 NPR 014 NRF 014</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
17. Use stationary rail traffic to create a safe place	(a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic	NWT 300
18. Exclude rail traffic in Maintenance Centres and stabling yards	(a) follow correct procedure to exclude rail traffic from a worksite within a Maintenance Centre or sidings within a stabling yard (b) communicate with appropriate persons to exclude rail traffic at attended and unattended locations (c) secure points using a point clip	NWT 300 NPR 000 NPR 015 NRF 015A
19. Use a Local Possession Authority (LPA)	(a) state the function and general requirements of an LPA (b) obtain an LPA (c) complete relevant documentation and maintain appropriate written records (d) identify the types of vehicle permitted within the LPA (e) use approved means to protect the area of track affected by work under an LPA in: <ul style="list-style-type: none"> • unidirectional line areas • bidirectional line areas (f) fulfil the duties and responsibilities of a Protection Officer during work under an LPA (g) fulfil the duties and responsibilities of a Coordinating Protection Officer during work under an LPA (h) fulfil the duties and responsibilities of a Possession Protection Officer during work under an LPA (i) coordinate the establishment, management and removal of individual worksites within LPA limits (j) follow the correct procedure if a TWA has been authorised for the portion of line adjoining an LPA	NWT 302 NPR 700 NPR 707 NPR 708 NPR 709 NPR 710 NPR 712 NPR 721 NPR 000 NPR 014 NPR 015 NPR 017 NRF 014 NRF 015A NRF 017

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(k) follow the correct procedure to protect an LPA possession in areas where half pilot staffs are provided (l) identify where a work train or track vehicle needs to be piloted (m) follow the correct procedure to fulfil an LPA and return the track to service: <ul style="list-style-type: none"> • for the entire portion of track • progressively for one or more portions of track (n) follow the correct procedures to cancel an LPA if work is not commenced or work is not completed and track returned to service	
20. Use the Absolute Signal Blocking (ASB) method of work	(a) describe the principles of the ASB method (b) identify when ASB can be used as a safety measure to perform work in the Danger Zone (c) follow the correct procedure to identify the location of a worksite when implementing ASB (d) perform the duties of a Protection Officer when work is being done using ASB as a safety measure (e) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (f) correctly compile Worksite Protection Plan (NRF 015C) when implementing ASB (g) correctly remove or operate, and restore, a points control mechanism (h) communicate with the Signallers at the appropriate time (i) follow the correct procedure to have the portion of track returned to service (j) correctly remove protection and end ASB	NWT 308 NPR 703 NPR 707 NPR 711 NPR 712 NPR 721 NPR 751 NPR 000 NPR 014 NPR 015 NPR 017 NRF 014 NRF 015C NRF 017

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
21. Use the Lookout Working method of work	<ul style="list-style-type: none"> (a) identify when work can be undertaken in the Danger Zone using the Lookout Working method of protection (b) make sure that it is safe to work using the Lookout Working method (c) protect work from rail traffic on adjacent lines (d) fulfil the duties and responsibilities of a Protection Officer (e) move to a safe place when rail traffic approaches (f) decide upon and deploy an appropriate number of Lookouts (g) monitor position of Lookouts and identify any deficiencies (h) perform the duties of a Lookout (i) correctly calculate minimum warning time for a specific worksite (j) correctly compile Worksite Protection Plan (NRF 015B) when implementing Lookout Working 	<p><i>NWT 310</i> <i>NPR 711</i> <i>NPR 712</i> <i>NPR 751</i> <i>NPR 000</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 014</i> <i>NRF 015B</i> <i>NRF 017</i></p>
22. Use a Track Occupancy Authority (TOA)	<ul style="list-style-type: none"> (a) state the function and general requirements of a TOA (b) identify when a TOA does not give exclusive occupancy (c) define the limits of a TOA (d) obtain a TOA (e) follow the correct procedure to obtain a TOA for a portion of line where a TWA is current (f) fulfil the duties and responsibilities of a Protection Officer while work is being done under a TOA 	<p><i>NWT 304</i> <i>NPR 701</i> <i>NPR 707</i> <i>NPR 708</i> <i>NPR 709</i> <i>NPR 710</i> <i>NPR 712</i> <i>NPR 721</i> <i>NPR 726</i> <i>NPR 000</i> <i>NPR 002</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 002</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(g) follow the correct procedure to protect a TOA possession: <ul style="list-style-type: none"> • in areas where half pilot staffs are provided • where there is a single fixed worksite • where there are multiple fixed worksites (h) follow the correct procedure to obtain a TOA within yard limits at an attended location (i) obtain an extension of time (j) identify the types of rail traffic permitted within the limits of the TOA (k) complete relevant documentation and maintain appropriate written records (l) use approved means to protect the worksite (m) communicate with the nominated people at the appropriate time (n) follow the correct procedure to fulfil a TOA and return the track to service (o) follow the correct procedure to protect multiple worksites in a TOA or an LPA (p) Follow the correct procedure to protect worksites within 500m from the limits of an LPA (q) follow correct procedure to cancel a TOA if work is not commenced or work is not completed, and track returned to service	NRF 014 NRF 015A NRF 017
23. Obtain the correct authority for a track vehicle to travel	(a) identify the authority needed to travel a track vehicle (b) obtain authority for a track vehicle to enter or be placed on a running line at the appropriate time	NWT 304 NWT 316 NPR 748
24. Use a Track Work Authority (TWA)	(a) state the function and general requirements of a TWA (b) obtain a TWA (c) fulfil the duties and responsibilities of the Protection Officer during TWA working	NWT 306 NPR 702 NPR 707 NPR 708 NPR 709

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (d) correctly place inner and outer Handsignallers when fixed signals are used to protect a worksite (e) correctly place inner and outer Handsignallers when fixed signals are not used to protect a worksite (f) correctly place Handsignallers to protect multiple worksites (g) use approved means to protect the worksite (h) follow the correct procedure to establish, work and remove a clearance location (i) follow the correct procedure to reduce the number of entry points to a worksite (j) manage train approaches to worksites (k) manage train transits through worksites (l) compile a worksite warning form (m) manage rail traffic on adjacent, converging and terminal lines, if necessary (n) move to a safe place when rail traffic approaches (o) maintain appropriate written records (p) follow the correct procedure to fulfil a TWA and return the track to service 	<ul style="list-style-type: none"> <i>NPR 712</i> <i>NPR 721</i> <i>NPR 724</i> <i>NPR 000</i> <i>NPR 011</i> <i>NPR 014</i> <i>NPR 015</i> <i>NPR 017</i> <i>NRF 011</i> <i>NRF 014</i> <i>NRF 015D</i> <i>NRF 017</i>
25. Protect a TWA worksite within a TOA	<ul style="list-style-type: none"> (a) follow the correct procedure to protect a TWA worksite where a TOA has been issued for a track vehicle journey over a unidirectional portion of line 	<ul style="list-style-type: none"> <i>NWT 306</i> <i>NWT 304</i>
26. Use an Infrastructure Booking Authority (IBA)	<ul style="list-style-type: none"> (a) follow the correct procedure to advertise infrastructure work (b) compile an Infrastructure Booking Authority form (NRF 003) at the appropriate time (c) follow the correct procedures to submit and keep copies of completed forms (d) follow the correct procedure to certify infrastructure that has been installed or removed 	<ul style="list-style-type: none"> <i>NWT 312</i> <i>NPR 704</i> <i>NPR 000</i> <i>NPR 003</i> <i>NRF 003</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (e) follow the correct procedure to book infrastructure back into use (f) follow the correct procedure to use uncommissioned infrastructure 	
27. Direct rail traffic operation in a TOA or LPA area	<ul style="list-style-type: none"> (a) identify when an authority is needed to operate a rail traffic (b) identify the limits within which a rail traffic must be piloted (c) pilot a rail traffic (d) fulfil the role of the Protection Officer or Possession Protection Officer to manage the operation of a rail traffic in a worksite 	<p><i>NWT 314</i> <i>NWT 316</i> <i>NPR 700</i> <i>NPR 701</i> <i>NPR 710</i></p>
28. Perform work that affects traction return currents or track-circuits	<ul style="list-style-type: none"> (a) obtain the appropriate authority prior to commencing work that affects traction return currents or track-circuits (b) ensure that an Electrical Representative or a Signals Maintenance Engineer is at the worksite at the appropriate times (c) follow the correct procedure if there are broken or disconnected electrical cables that connect a substation to a rail 	<p><i>NWT 318</i> <i>NPR 000</i> <i>NPR 013</i> <i>NRF 013</i></p>
29. Perform work that affects ATP equipment	<ul style="list-style-type: none"> (a) communicate with appropriate persons before commencing work that could affect ATP equipment 	<i>NWT 322</i>
30. Ensure the safe movement of rail vehicles within yard limits	<ul style="list-style-type: none"> (a) identify who authorises rail traffic movements on a running line within yard limits (b) ensure that shunting movements within shunting yards and sidings are carried out safely (c) identify yard limits in Rail Vehicle Detection (RVD) territory 	<i>NTR 418</i>
31. Use a SAFE Notice	<ul style="list-style-type: none"> (a) state the function of a SAFE Notice (b) follow the correct procedure if they receive a SAFE Notice 	<i>NTR 428</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
32. Use the pilot staff working method of special working	(a) describe the principles of pilot staff working (b) describe the function and features of the half pilot staff or pilot staff (c) identify the limits of a pilot staff section	<i>NSY 516</i> <i>NPR 725</i> <i>NPR 726</i>
33. Use trackside signage	(a) interpret temporary speed signs (b) place temporary speed signs in the correct position relative to a worksite	<i>NSG 604</i> <i>NPR 713</i>
34. Follow the correct procedure if a signal is at STOP	(a) follow the correct procedure to control the passage of rail traffic at a signal at STOP	<i>NSG 606</i> <i>NSG 608</i> <i>NPR 746</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) operation near electrical equipment or wiring (h) rail traffic density

Network Rules and Network Procedures Training Standard

Variable	Scope
Train types	Train types may include but not be limited to: (a) work trains (b) track machines (c) other trains
Trackside signage	All trackside signage
Equipment	Variation in equipment types might include but not be limited to: (a) two-way radios, mobile phones, trackside phones (b) point clip types

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
3	3	3	3
Use mathematical ideas and techniques	Solve problems	Use technology	
2	2	1	

Network Rules and Network Procedures Training Standard

Track Vehicle Operator

This unit describes Track Vehicle Operator competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C107 Perform rail operations Level 1,
 C107 Perform rail operations Level 2,
 C112 Coordinate and manage track protection,
 C112A Implement Lookout Working

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Take appropriate safety precautions when walking in the Danger Zone	(a) identify the Danger Zone and safe places (b) explain what is meant by 'walking in the Danger Zone' and when it is permissible to do so (c) take appropriate safety precautions when walking in the Danger Zone (d) describe the safety issues to be considered when placing and removing protection	NGE 200 NPR 709
2. Give and respond to handsignals	(a) stand in the correct place to give handsignals (b) move to a safe place when rail traffic approaches (c) maintain effective communication with the appropriate people (d) give the correct handsignals at the appropriate time and continue to handsignal as required (e) stop rail traffic at the appropriate time (f) give and interpret handsignals correctly (g) obey and acknowledge handsignals at the appropriate time	NGE 202 NPR 702
3. Give and respond to handsignals	(a) give and interpret the following handsignals: <ul style="list-style-type: none"> • STOP • DANGER • ALL CLEAR 	NGE 202

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
4. Use approved communication procedures	(a) communicate orally or in written form in a manner that is: <ul style="list-style-type: none"> • clear, brief and unambiguous • relevant to the task at hand • agreed as to its meaning before being acted upon • uses the 24-hour clock to refer to the time of day • uses the phonetic alphabet and spoken numbers to identify train numbers, track vehicle numbers and signal numbers (b) confirm communication with the sender at the appropriate time (c) act on the communication at the appropriate time (d) test and check communication equipment prior to use (e) follow the correct protocols for: <ul style="list-style-type: none"> • emergency communications • spoken communication • written communication (f) follow the correct procedure to complete and keep Safeworking forms and records	NGE 204 NPR 721
5. Report and respond to a Condition Affecting the Network (CAN)	(a) follow the correct procedure to report conditions that can or do affect the safety of operations in the Network at the appropriate time (b) use the correct procedure to respond to a reported unsafe condition (c) use the correct procedure to warn rail traffic approaching an area where a CAN has been reported	NGE 206 NPR 707 NPR 709 NPR 720 NPR 721 NPR 000 NPR 004 NRF 004

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (d) follow the correct procedure to complete and store CAN forms (e) ensure that rail vehicles are operated safely when approaching an area where a CAN has been reported 	
6. Respond to a major incident	<ul style="list-style-type: none"> (a) follow the correct procedure if a major incident is reported (b) follow the correct procedure if the 1500V supply has been affected by an incident or might be a safety hazard 	<p><i>NGE 208</i> <i>NPR 714</i></p>
7. Adhere to speed restrictions during very hot weather (WOLO)	<ul style="list-style-type: none"> (a) identify when WOLO speed restrictions apply (b) ensure that rail vehicles are operated correctly during WOLO speed restrictions (c) describe how WOLO speed restrictions are advertised 	<p><i>NGE 210</i> <i>NPR 721</i></p>
8. Access Network information	<ul style="list-style-type: none"> (a) identify their responsibilities for reading, updating and responding to Network publications (b) identify the Network publications to which they must have access 	<p><i>NGE 212</i></p>
9. Take appropriate action if there is a Network incident	<ul style="list-style-type: none"> (a) describe when a Network Incident Notice (NIN) must be issued (b) follow the correct procedure if there is an incident that must be reported 	<p><i>NGE 214</i></p>
10. Ensure the safety of road, rail and pedestrian traffic at a level crossing	<ul style="list-style-type: none"> (a) identify the different types of level crossings (b) follow the correct procedure to protect a faulty Type F level crossing 	<p><i>NGE 216</i> <i>NGE 218</i></p>
11. Use level crossings	<ul style="list-style-type: none"> (a) follow the correct procedure if there are open gates at a private level crossing 	<p><i>NGE 216</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
12. Identify and respond to unreliable track-circuit operation	(a) follow the correct procedure if track-circuits are suspected of being faulty	<i>NGE 220</i>
13. Take appropriate safety precautions when near electrical infrastructure	(a) identify the main components of electrical infrastructure (b) describe the safety issues to be considered when assessing the risk of working near electrical equipment or wiring (c) identify safe working distances from electrical equipment and wiring (d) take appropriate safety precautions when near 1500V overhead wiring (e) follow (or describe) the correct procedure if: <ul style="list-style-type: none"> • they suspect problems in the electrical infrastructure • there is a fire near the 1500V overhead wiring • there are fallen electrical wires • foreign objects are caught in or touching the overhead wiring 	<i>NGE 222</i>
14. Use spoken communication equipment correctly	(a) identify and use the correct communication system at the appropriate time (b) check the operation of the spoken communication equipment at the appropriate time	<i>NGE 230</i>
15. Fulfil the responsibilities of rail traffic crews	(a) identify and fulfil the duties and responsibilities of Train Crews or track vehicle crews	<i>NGE 232</i>
16. Fulfil responsibilities of a Protection Officer	(a) identify the responsibilities of a Protection Officer (b) follow the correct procedures when a change of conditions occur	<i>NGE 238</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (c) correctly compile and maintain record about methods used for working safely on track and protection arrangements (d) follow the correct procedures in the event of a breach of Network Rules or Network Procedures 	
17. Plan work in the Rail Corridor	<ul style="list-style-type: none"> (a) identify and describe when each of the methods for conducting work within the Danger Zone is used (b) identify and analyse risks to determine the method of protection required (c) implement appropriate work on track protection method (d) monitor track protection during work (e) withdraw track protection method when work is complete (f) fulfil the duties and responsibilities of a Protection Officer (g) meet specified requirements prior to commencing work on track 	<p><i>NWT 300</i> <i>NPR 000</i> <i>NPR 014</i> <i>NRF 014</i></p>
18. Use stationary rail traffic to create a safe place	<ul style="list-style-type: none"> (a) Identify when a safe place can be created to perform work (b) follow correct procedure to create a safe place using stationary rail traffic 	<p><i>NWT 300</i></p>
19. Exclude rail traffic in Maintenance Centres and stabling yards	<ul style="list-style-type: none"> (a) follow correct procedure to exclude rail traffic from a worksite within a Maintenance Centre or sidings within a stabling yard (b) communicate with appropriate persons to exclude rail traffic at attended and unattended locations (c) secure points using a point clip 	<p><i>NWT 300</i> <i>NPR 000</i> <i>NPR 015</i> <i>NRF 015A</i></p>
20. Perform rail operations under an LPA	<ul style="list-style-type: none"> (a) identify the limits of an LPA (b) identify where a work train or track vehicle must be piloted in an LPA (c) identify who can act as a pilot where an LPA is in force 	<p><i>NWT 302</i> <i>NPR 700</i> <i>NPR 710</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
21. Perform rail operations under a TOA	<ul style="list-style-type: none"> (a) use a TOA to travel a track vehicle (b) identify when a TOA does not give exclusive occupancy (c) identify the limits of a TOA (d) identify where a track vehicle must be piloted in a TOA (e) identify who can act as a pilot where a TOA is in force (f) determine when it is necessary to provide fixed worksite protection 	<p><i>NWT 304</i></p> <p><i>NPR 701</i></p> <p><i>NPR 710</i></p> <p><i>NPR 000</i></p> <p><i>NPR 002</i></p> <p><i>NRF 002</i></p>
22. Perform rail operations in a TWA area	<ul style="list-style-type: none"> (a) state the position of Handsignallers and railway track signals relative to worksites where a TWA is in force (b) interpret the information on a Worksite Warning form 	<p><i>NWT 306</i></p> <p><i>NPR 702</i></p> <p><i>NPR 000</i></p> <p><i>NPR 011</i></p> <p><i>NRF 011</i></p>
23. Pilot rail traffic in a Local Possession Authority (LPA) or Track Occupancy Authority (TOA)	<ul style="list-style-type: none"> (a) identify the limits within which rail traffic must be piloted (b) pilot rail traffic (c) identify the authority required for rail traffic to enter or depart the limits of an LPA or TOA 	<p><i>NWT 314</i></p> <p><i>NWT 316</i></p> <p><i>NPR 700</i></p> <p><i>NPR 701</i></p> <p><i>NPR 710</i></p>
24. Operate a track vehicle	<ul style="list-style-type: none"> (a) identify the authority needed to transfer track vehicles in the Network and the conditions of each authority (b) identify when track vehicles can enter or be placed on a running line (c) follow the correct procedure to operate compatible track vehicles fitted with approved coupling devices (d) ensure that travelling track vehicles have appropriately qualified personnel in the front and rear vehicles (e) ensure that track vehicles are operated at a safe speed that does not exceed the allowable maximum 	<p><i>NWT 316</i></p> <p><i>NPR 710</i></p> <p><i>NPR 719</i></p> <p><i>NPR 740</i></p> <p><i>NPR 745</i></p> <p><i>NPR 748</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (f) ensure that the correct procedure is followed when track vehicles are being transferred as a train (g) communicate with Signallers at the appropriate times (h) ensure that the correct procedure is followed when track vehicles are being transferred under a TOA (i) follow the correct procedure to transfer track vehicles in convoy (j) follow the correct procedure when a track vehicle is being piloted (k) follow the correct procedure to operate track vehicles over a level crossing (l) follow the correct procedure to stable track vehicles on running lines or in sidings (m) ensure that track vehicle whistles and lights are used at the appropriate times 	
25. Perform work that affects ATP equipment	(a) communicate with appropriate persons before commencing work that could affect ATP equipment	<i>NWT 322</i>
26. Protect rail traffic	<ul style="list-style-type: none"> (a) identify the circumstances under which rail traffic must be protected (b) follow the correct procedure to protect rail traffic if railway track signals cannot be used (c) follow the correct procedure if a line obstruction is reported (d) identify when lines adjacent to stopped rail traffic must be protected (e) follow the correct procedure to protect delayed rail traffic 	<i>NTR 400</i> <i>NPR 709</i> <i>NPR 720</i>
27. Use rail traffic whistles	<ul style="list-style-type: none"> (a) sound rail traffic whistles at the appropriate time (b) use the correct whistle codes to give warning 	<i>NTR 408</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	<ul style="list-style-type: none"> (c) follow the correct procedure if a train's whistle fails (d) follow the correct procedure to operate rail traffic with a defective whistle and/or a defective headlight 	
28. Move rail vehicles safely within yard limits	<ul style="list-style-type: none"> (a) identify who authorises rail traffic movements on a running line within yard limits (b) ensure that shunting movements within shunting yards and sidings are carried out safely (c) identify yard limits in Rail Vehicle Detection (RVD) territory (d) obtain the correct authority for rail traffic movements within yard limits: <ul style="list-style-type: none"> • if fixed signals are unavailable • that are unsignalled • that involve a wrong running-direction movement • past a starting or a home/starting signal at STOP on bidirectional line 	<p><i>NTR 418</i> <i>NPR 721</i> <i>NPR 740</i> <i>NPR 745</i></p>
29. Make safe shunting movements	<ul style="list-style-type: none"> (a) maintain effective communication during shunting (b) take appropriate action where there are narrow track clearance signs (c) follow the correct procedure to stable and secure stationary vehicles (d) interpret and take appropriate action if there are red warning flags/lights on vehicles (e) state the shunting methods that can be used (f) follow the correct procedure to shunt: <ul style="list-style-type: none"> • past yard limits • over points or level crossings • into sidings • beside platforms 	<p><i>NTR 420</i> <i>NPR 719</i> <i>NPR 721</i> <i>NPR 740</i> <i>NPR 742</i> <i>NPR 743</i> <i>NPR 744</i> <i>NPR 745</i></p>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(g) follow the correct procedure if trains or vehicles need to be stabled on a running line (h) follow the correct procedure to operate groundframes and non-interlocked points	
30. Use a SAFE Notice	(a) state the function of a SAFE Notice (b) follow the correct procedure if they receive a SAFE Notice	<i>NTR 428</i>
31. Protect activities associated with in-service rail traffic	(a) identify when repairs or inspections to rail traffic must be protected (b) follow the correct procedure to identify the location of a worksite (c) perform the duties of a Driver, Track Vehicle Operator or Train Technician when repairs or inspections to rail traffic require protection (d) follow the correct procedure to have rail traffic excluded from a portion of track by setting and keeping signals at STOP (e) communicate with the Signaller at the appropriate time (f) follow the correct procedure to have the portion of track returned to service	<i>NTR 432</i> <i>NPR 721</i> <i>NPR 750</i>
32. Identify the types of running signals	(a) state the function of running signals (b) state how the different types of running signals indicate the route ahead (c) identify and interpret the indications on semaphore signals (d) identify running signal designations and functions (e) describe how the following signals are operated: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) identify the different types of: <ul style="list-style-type: none"> • controlled signals • automatic signals 	<i>NSG 600</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(g) interpret the indications of a signal with an A light or A sign fitted (h) identify and describe the function of the running signals used in their area of operation (i) identify and interpret: <ul style="list-style-type: none"> • indicator signals • repeater signals 	
33. Identify shunting signals	(a) state the function of shunting signals (b) identify: <ul style="list-style-type: none"> • colour light shunting signals • semaphore shunting signals (c) interpret the routes indicated on shunting signals (d) identify, interpret and respond appropriately to shunting signals used in their area of operation	NSG 602
34. Identify and interpret indicators and signs	(a) state where temporary WARNING, CAUTION and CLEARANCE speed signs are positioned relative to a worksite (b) state how Drivers and track vehicle operators are notified that it may be necessary to operate rail traffic at reduced speed over a portion of track (c) identify and interpret all temporary and permanent speed signs relevant to operational requirements (d) identify when to increase and decrease speed to comply with speed signs (e) ensure that rail traffic is operated according to the speed signs (f) identify, interpret and respond appropriately to the indicators and signs used in their area of operation	NSG 604 NPR 713

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
35. Respond to signals and signs	(a) state the function of fixed signals (b) identify when a signal indication may/may not be changed to a more restrictive aspect (c) know the location and purpose of signals in their area of work (d) identify the limits of authority of cleared: <ul style="list-style-type: none"> • running signals • shunting signals (e) state when a running signal can be used to authorise a shunting movement (f) follow the correct procedure to operate a rail vehicle past a cleared shunting signal (g) follow the correct procedure to operate rail traffic past a YARD LIMIT or LANDMARK sign (h) follow the correct procedure if a signal indication is: <ul style="list-style-type: none"> • STOP • PROCEED • irregular • out of use (i) describe signal placement relative to the line	NSG 606 NPR 721 NPR 746 NPR 747
36. Follow the correct procedure if a signal is at STOP	(a) follow the correct procedure to control the passage of rail traffic at a signal at STOP	NSG 606 NSG 608 NPR 746
37. Pass signals at STOP	(a) identify when the following signals can be passed at STOP: <ul style="list-style-type: none"> • absolute signals • permissive signals (b) follow the correct procedure to communicate with the Signaller when affected by a signal at STOP	NSG 608 NPR 707 NPR 721 NPR 740 NPR 742 NPR 743 NPR 744 NPR 746

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(c) obtain and communicate available information about the condition of the block ahead (d) identify the authority needed to pass a signal at STOP (e) ensure that the correct procedure is followed to operate a rail vehicle past the following signals at STOP: <ul style="list-style-type: none"> • absolute • permissive (f) make sure that the rail vehicle travels at the appropriate speed after passing a signal at STOP (g) ensure that the correct procedure is followed to operate a rail vehicle when passing a signal at STOP and the condition of the track ahead is not known (h) follow the correct procedure if rail traffic in the block ahead needs assistance (i) respond to faulty points (j) manually operate points as required	
38. Respond to indicators at STOP	(a) state when rail traffic must not pass main line indicators and mechanical points indicators at STOP (b) follow the correct procedure to report passing a main line indicator or mechanical points indicator at STOP	NSG 610
39. Deal with an overrun of limit of authority	(a) define when a movement becomes an overrun of limit of authority (b) follow the correct procedure if rail traffic overruns a limit of authority	NSG 612 NPR 721

Network Rules and Network Procedures Training Standard

Variables

Variable	Scope
Track environment	<p>The track environment may include but not be limited to:</p> <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single lines (e) different signal types, including but not limited to: <ul style="list-style-type: none"> • controlled signals • automatic signals (f) track-circuited and non-track-circuited lines (g) operation near electrical equipment or wiring (h) multiple worksites (i) rail traffic density
Train types	<p>Train types may include but not be limited to:</p> <ul style="list-style-type: none"> (a) electric passenger train (b) self-propelled diesel train (c) work train (d) freight train (e) light engine (f) track maintenance vehicles
Signals	Signal types used in the Sydney Trains Network
Equipment	<p>Variation in equipment types may include but not be limited to:</p> <ul style="list-style-type: none"> (a) hand portable or In cab two-way radio equipment, mobile, trackside or signal phone. (b) different types of point motors (c) point clip types

Network Rules and Network Procedures Training Standard

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
2	2	2	

Network Rules and Network Procedures Training Standard

Operate Automatic Track Warning Systems

This unit describes Operate Automatic Track Warning Systems competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C112F Operate Automatic Track Warning Systems

Pre-requisite Certification: Protection Officer Level 1, Protection Officer Level 2, Protection Officer Level 3 or Protection Officer Level 4

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Identify and describe the main features of an ATWS	(a) identify and describe the function of the following ATWS components: <ul style="list-style-type: none"> • sensor • transmitter • warning unit • battery • test plate 	<i>NPR 752</i>
2. identify minimum requirements	(a) identify the maximum number of sensors that can be used (b) identify considerations that must be taken into account when positioning sensors (c) identify the minimum distance sensors can be installed from: <ul style="list-style-type: none"> • points, turnouts, check rail and guard rail • equipment connected to the rail • platforms or relevant car markers • approach side of fixed signals. (d) identify the minimum distance apart transmitters must be placed	<i>NPR 752</i> <i>NPR 751</i>
3. Correctly install equipment	(a) correctly install sensors (b) correctly setup junction box and transmitter (c) correctly setup warning unit	<i>NPR 752</i> <i>NPR 751</i>

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
4. Test equipment	<ul style="list-style-type: none"> (a) calibrate and test each sensor (b) synchronise the transmitter with the warning unit (c) verify the location of a sensor (d) perform first train check 	<i>NPR 752</i>
5. Operate equipment	<ul style="list-style-type: none"> (a) monitor warning unit display and respond to any faults (b) follow correct procedure to cancel warning (c) follow correct procedure when 2nd rail traffic activates sensor before first warning is cancelled (d) follow correct procedure to activate emergency warning 	<i>NPR 752</i>
6. Respond and rectify faults	<ul style="list-style-type: none"> (a) identify and interpret warning or fault indications (b) follow the correct procedure to respond to a false activation (c) follow the correct procedure to ensure workers are clear of the Danger Zone (d) follow the correct procedure to cancel warnings and resume work 	<i>NPR 752</i>
7. Remove and use an X, Y or Z key	<ul style="list-style-type: none"> (a) identify the correct X, Y or Z key to use (b) follow the correct procedure to remove an X, Y or Z key (c) follow the correct procedure to restore an X, Y or Z key 	<i>NPR 708</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation

Network Rules and Network Procedures Training Standard

Variable	Scope
	(d) different line types, including but not limited to: <ul style="list-style-type: none"> • converging lines • terminal lines • adjacent lines • bidirectional lines • single line (e) track-circuited and non-track-circuited lines (f) operation near electrical equipment or wiring (g) rail traffic density
Equipment	Variation in equipment may include but not limited to: <ul style="list-style-type: none"> (a) sensor (b) transmitter (c) warning unit (d) battery (e) test plate

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
2	2	2	

Network Rules and Network Procedures Training Standard

Operate Signals fitted with a Signal Key Switch

This unit describes Operate Signals fitted with a Signal Key Switch competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C112G Signal key switches

Competency not required: NWTC 112G.1, NWTC 112G.2b

Pre-requisite Certification: Engineering Handsignaller Level 2

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Operate a signal key switch	(a) describe purpose and function a signal key switch (b) perform the duties of a Handsignaller when work is being done using a signal key switch as a safety measure (c) state when the key can be removed from a signal key switch (d) state when the key can be restored to a signal key switch when: <ul style="list-style-type: none"> • allowing a train to proceed through a worksite • ending protection using a signal key switch (e) communicate with the Protection Officer and Signaller at the appropriate time (f) follow the correct procedure if the protecting signal does not clear within the expected time after restoring the key (g) follow the correct procedure if the protecting signal does not display a STOP indication when the key is removed	NWT 320 NPR 753 NPR 754

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
2. Use a Signal key switch during Track Work Authority (TWA)	(a) describe the procedure to authorise rail traffic past an inner Handsignaller at a protecting signal fitted with a key switch when rail traffic is to proceed: <ul style="list-style-type: none"> • at normal speed • at caution • under special conditions (b) describe the procedure to authorise rail traffic past an outer Handsignaller at a protecting signal fitted with a key switch (c) follow the correct procedure if the protecting signal fails to display proceed after the key has been restored	<i>NWT 306</i> <i>NPR 702</i> <i>NPR 754</i>

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) operation near electrical equipment or wiring (e) rail traffic density
Equipment	Variation in equipment may include but not limited to: <ul style="list-style-type: none"> (a) two-way radios, mobile phones, trackside phones

Network Rules and Network Procedures Training Standard

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	1	2
Use mathematical ideas and techniques	Solve problems	Use technology	
1	2	2	

Network Rules and Network Procedures Training Standard

Using Signal Key Switch (SKS) Blocking

This unit describes Using SKS Blocking competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C112G Signal key switches

Competency not required: NWTC 112G.2c, NWTC 112G.2f, NWTC 112G.3

Pre-requisite Certification: Protection Officer Level 1,
Protection Officer Level 2,
Protection Officer Level 3 or
Protection Officer Level 4

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Implement Signal Key Switch (SKS) Blocking	(a) identify the type of work can be undertaken in the Danger Zone using SKS Blocking (b) correctly identify the worksite limits applicable to a signal key switch (c) perform the duties of a Protection Officer when work is being done using a signal key switch as a safety measure (d) correctly compile Worksite Protection Plan (NRF 015D) when implementing SKS Blocking (e) communicate with the Signaller and Handsignaller at the appropriate time (f) state when a Lookout and easily reached Safe place is necessary when implementing SKS Blocking (g) identify when and where a worksite warning sign must be placed (h) identify when workers may enter the Danger Zone (i) identify the precautions that must be taken if an intermediate siding is located between the protecting signal and worksite	NWT 320 NPR 751 NPR 753 NPR 754 NPR 000 NPR 014 NPR 015 NPR 017 NRF 014 NRF 015D NRF 017

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
	(j) follow the correct procedure if the protecting signal fails to display proceed after the key has been restored (k) follow the correct procedure to have the portion of track returned to service (l) correctly remove protection and end SKS Blocking	
2. Operate a signal key switch	(a) describe purpose and function a signal key switch (b) describe how you identify the worksite limits applicable to a signal key switch (c) state when the key can be removed from a signal key switch (d) state when the key can be restored to a signal key switch when: <ul style="list-style-type: none"> • allowing a train to proceed through a worksite • ending protection using a signal key switch (e) follow the correct procedure if the protecting signal does not clear within the expected time after restoring the key (f) follow the correct procedure if the protecting signal does not display a STOP indication when the key is removed	NWT 320 NPR 753 NPR 754

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) operation near electrical equipment or wiring (e) rail traffic density

Network Rules and Network Procedures Training Standard

Variable	Scope
Equipment	Variation in equipment may include but not limited to: (a) two-way radios, mobile phones, trackside phones

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
2	2	2	

Network Rules and Network Procedures Training Standard

Using a Signal Key Switch for TWA

This unit describes Using a Signal Key Switch for TWA competencies (knowledge, skills, values and attitudes) that must be acquired to apply the Network Rules and Network Procedures.

Base units of competency: C112G Signal key switches

Competency not required: NWTC 112G.2c, NWTC 112G.2f

Pre-requisite Certification: Using SKS Blocking and Protection Officer Level 3 or Protection Officer Level 4

Competencies

Element	Performance criteria At the end of training the person must be able to:	Reference
1. Operate a signal key switch	(a) describe purpose and function a signal key switch (b) describe how you identify the worksite limits applicable to a signal key switch (c) state when the key can be removed from a signal key switch (d) state when the key can be restored to a signal key switch when: <ul style="list-style-type: none"> • allowing a train to proceed through a worksite • ending protection using a signal key switch (e) follow the correct procedure if the protecting signal does not clear within the expected time after restoring the key (f) follow the correct procedure if the protecting signal does not display a STOP indication when the key is removed	NWT 320 NPR 753 NPR 754

Network Rules and Network Procedures Training Standard

Element	Performance criteria At the end of training the person must be able to:	Reference
2. Use a Signal key switch during Track Work Authority (TWA)	(a) identify when a signal key switch can be used to protect a Track Work Authority (TWA) (b) describe the procedure to authorise rail traffic past an inner Handsignaller at a protecting signal fitted with a key switch when rail traffic is to proceed: <ul style="list-style-type: none"> • at normal speed • at caution • under special conditions (c) describe the procedure to authorise rail traffic past an outer Handsignaller at a protecting signal fitted with a key switch (d) follow the correct procedure if the protecting signal fails to display proceed after the key has been restored (e) correctly remove protection and fulfil TWA	NWT 306 NPR 702 NPR 754

Variables

Variable	Scope
Track environment	The track environment may include but not be limited to: <ul style="list-style-type: none"> (a) varying weather conditions (b) varying track geography, including tunnels, cuttings, grades, etc (c) day or night operation (d) operation near electrical equipment or wiring (e) rail traffic density
Equipment	Variation in equipment may include but not limited to: <ul style="list-style-type: none"> (a) two-way radios, mobile phones, trackside phones

Network Rules and Network Procedures Training Standard

Key competency levels

Collect, analyse and organise information	Communicate ideas and information	Plan and organise activities	Work with others and in teams
2	2	2	2
Use mathematical ideas and techniques	Solve problems	Use technology	
2	2	2	