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Managing Rail traffic over Level Crossings

This information has been prepared to reinforce the requirements for faulty or potentially faulty Level crossings, rail traffic that may not activate track-circuits and Special working.

If a type F level crossing is faulty, or potentially faulty, Signallers must provide a written warning to Drivers and Track Vehicle operators in accordance with the requirements of **NGE 206 Reporting and responding to a Condition Affecting the Networking (CAN)**.

Drivers and Track Vehicle Operators

After receiving a CAN warning about a faulty or potentially faulty level crossing that is protected by Handsignaller/s, Drivers and Track Vehicle Operators must:

- be prepared to stop short of the level crossing, and
- proceed over the level crossing only when authorised by the Handsignaller.

If the faulty or potentially faulty level crossing is not protected by Handsignaller/s, Drivers and Track Vehicle Operators must:

- stop short of the level crossing, and
- arrange to stop approaching road and pedestrian traffic, and
- proceed over the level crossing only if it is safe to do so.

Rail traffic that unreliably activate track-circuits

If rail traffic needs to use a Type F level crossing operated automatically by track-circuits, but the rail traffic cannot be relied upon to activate the track-circuits, Drivers and Track Vehicle Operators must stop short of the level crossing to check if the warning equipment is operating correctly.

If the warning equipment is not operating correctly, the Driver or Track Vehicle Operator must:

- stop short of the level crossing, and
- if possible, manually operate the level crossing warning equipment, or
- arrange to stop approaching road and pedestrian traffic.

Rail traffic may proceed over the level crossing only if it is safe to do so.

Track Vehicles travelling in convoy must close up in accordance with **NWT 316 Track Vehicles** before moving over the level crossing.

Special Proceed Authority (SPA)

In accordance with **NSY 514 Special Proceed Authority**.

Level crossings within the limits of a Special Proceed Authority must be listed on the **NRF 005 Special Proceed Authority (SPA)** form.

Drivers are instructed to stop before all active control level crossings and treat them as potentially faulty in accordance with **NGE 218 Type F level crossing management**.

Pilot Staff Working (PSW)

In accordance with **NSY 516 Pilot Staff Working**.

Level crossings in a Pilot Staff section must be protected by Handsignallers.

The locations of Level crossings in the Pilot Staff section must be listed on the **NRF 008 Pilot Staff Notice (PSN)** issued to Drivers and track vehicle operators.

In accordance with **NGE 218 Type F level crossing management**, Drivers and Track Vehicle Operators must:

- be prepared to stop short of the level crossing, and
- proceed over the level crossing only when authorised by the Handsignaller.



WARNING

Road vehicles and pedestrians are unpredictable. If level crossings are faulty or affected by Special working, Drivers and Track Vehicle Operators must always be prepared to **STOP** short of Level crossings, regardless of whether it is protected by Handsignallers.

