

train working

Protecting rail traffic

Purpose

To prescribe the rules for protecting rail traffic in the Network.

General

Protection is required if:

- rail traffic is disabled, or
- rail traffic obstructs, or might obstruct, adjacent lines, or
- the line is obstructed.

Drivers or Track Vehicle Operators must ask the Signaller to prevent rail traffic from approaching the affected portions of line.

If necessary, the Train Crew or Track Vehicle Crew must act in accordance with:

- *NTR 416 Disabled rail traffic*
 - *NTR 426 Overdue rail traffic.*
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Obstruction of lines

If an obstruction is reported, the Signaller responsible for the affected portion of line must act in accordance with *NGE 206 Reporting and responding to a Condition Affecting the Network (CAN)*, and instruct Drivers and Track Vehicle Operators of rail traffic in or approaching the affected block to stop their rail traffic immediately.

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Inside the area bounded by Waterfall, Macarthur, Emu Plains and Cowan

Disabled rail traffic

Where practicable, the Signaller must make sure that a Qualified Worker is placed towards the direction of approach of assisting rail traffic:

- at least 500m before the disabled rail traffic, or
- at the first protecting signal at STOP.

The Qualified Worker must:

- display a STOP handsignal to approaching rail traffic, and
- pilot the assisting rail traffic to the disabled rail traffic.

The Signaller must give the assisting Driver or Track Vehicle Operator written advice about:

- the length and location of the disabled rail traffic
- the need to travel at restricted speed:
 - from the protecting controlled absolute signal, or
 - if there is no protecting controlled absolute signal, from the entry to the section.
- whether or not a Qualified Worker has been placed to pilot the assisting rail traffic, and if so, the location of the Qualified Worker.

The written advice must be recorded on:

- an *NRF 004 Condition Affecting the Network (CAN)* form, or
- an *NRF 005 Special Proceed Authority (SPA)* form.

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Adjacent lines

The Train Crew or Track Vehicle Crew of rail traffic that is, or might be, foul of adjacent lines, must contact the Signaller to prevent other rail traffic from approaching the affected portions of line.

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Outside the area bounded by Waterfall, Macarthur, Emu Plains and Cowan

Delayed rail traffic

If rail traffic has been, or will be, stationary for more than 10 minutes, Railway Track Signals must be used to protect the rail traffic unless:

- the Driver or Track Vehicle Operator is assured by the Signaller that following rail traffic has been restrained, or prevented from entering the same block, or
- the Driver or Track Vehicle Operator of the immediately following rail traffic has given an assurance that their rail traffic is stopped at a signal at STOP behind the delayed rail traffic.

Disabled rail traffic

Disabled rail traffic must be protected using Railway Track Signals.

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Placing Railway Track Signals

If rail traffic is in a location that prevents Train Crew or Track Vehicle Crew from placing Railway Track Signal protection, the Signaller must give the assisting Driver or Track Vehicle Operator written advice about:

- the length and location of the disabled rail traffic
- the need to travel at restricted speed:
 - from the protecting controlled absolute signal, or
 - if there is no protecting controlled absolute signal, from the entry to the section.

The written advice must be recorded on:

- *NRF 004 Condition Affecting the Network (CAN)* form, or
- *NRF 005 Special Proceed Authority (SPA)* form.

Adjacent lines

The Train Crew or Track Vehicle Crew of stopped rail traffic must immediately protect against approaching rail traffic if:

- their train or track vehicle is, or might be, foul of adjacent lines, and
- the Driver or Track Vehicle Operator is not assured that other rail traffic has been stopped, or prevented from entering the obstructed block.



WARNING

Unless Drivers or Track Vehicle Operators have confirmed that their train or track vehicle is not foul of adjacent lines, they must protect adjacent lines.

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On bidirectional double lines, protection must be applied to affected adjacent lines in both directions.

If multiple adjacent lines are affected, the Train Crew or Track Vehicle Crew must prioritise the order of applying protection.

A motive power unit or locomotive may be detached from the train for use during placement of protection.

The remaining portion of the train must be secured against movement before detaching the motive power unit or locomotive.

The motive power unit or locomotive used for placement of protection may be returned to the remaining portion of the train without further authorisation.

Network Procedures

NPR 709 Using Railway Track Signals

NPR 712 Protecting work from rail traffic on adjacent lines

NPR 720 Protecting rail traffic

Effective date

29 April 2017
