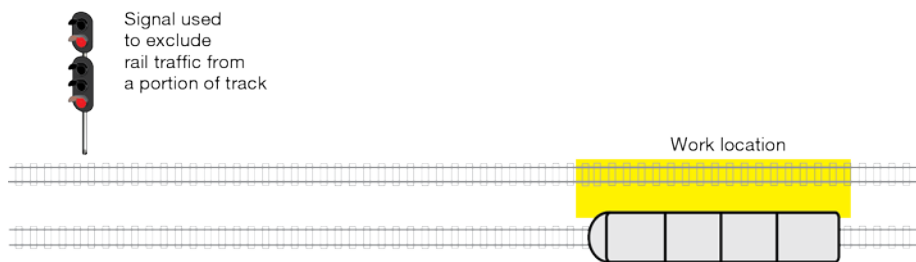


# Protecting activities associated with in-service rail traffic

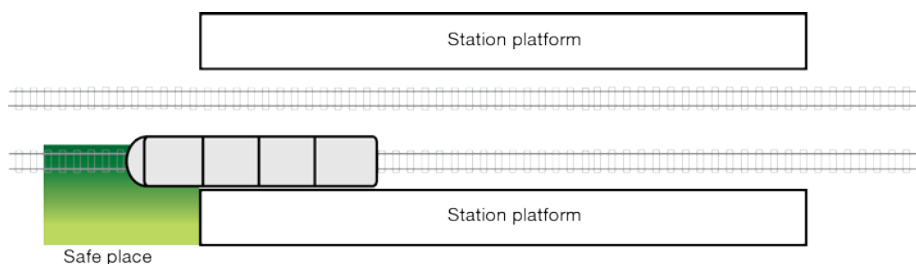
## Introduction

Activities associated with in-service rail traffic may be carried out:

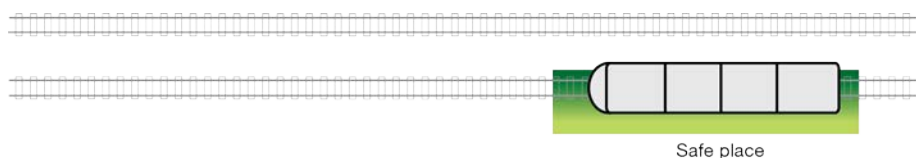
- in a location where rail traffic can be excluded from the affected portions of track, or
- in an existing safe place, or
- in a safe place created using stationary rail traffic.



**FIGURE 1:** Example of rail traffic excluded from a work location



**FIGURE 2:** Example of an existing safe place



**FIGURE 3:** Example of a safe place created by stationary rail traffic

# Protecting activities associated with in-service rail traffic

## Requesting protection

### *Qualified Worker*

1. Tell the Signaller:
  - your name
  - your Safeworking designation
  - the train number or track vehicle number
  - the type of activity.
2. Identify the line on which protection is required and nominate the work location as being:
  - between any two stations, or
  - completely within a nominated dead-end siding, or
  - completely within the limits of a platform, including the station name and platform number.



### **WARNING**

Lines that need to be accessed must be protected when conducting activities associated with in-service rail traffic.

3. Ask the Signaller to protect all points of entry into the affected portion of track.

## Protecting activities associated with in-service rail traffic

### *Signaller*

4. Confirm the protection request including:
  - the Qualified Worker's name
  - the train number or track vehicle number
  - the type of activity
  - the line on which protection is required
  - the nominated worksite location.
5. Use the reference points provided by the Qualified Worker to identify the worksite location.
6. Identify if the work requires more than one Signaller to exclude rail traffic. If the proposed work affects more than one Signaller, the Signallers must nominate an authorising Signaller.

### *Signaller/Authorising Signaller*

7. Make sure that:
  - blocking facilities have been applied to exclude rail traffic
  - the last rail traffic to enter the affected portion of track is identified and its location is known
  - there is no rail traffic approaching the work location.

### *Authorising Signaller*

8. Tell the Qualified Worker:
  - that blocking facilities have been applied
  - that the affected portion of track is protected
  - the identification number of the last rail traffic to enter the affected portion of track and its last known location
  - that there is no rail traffic approaching the work location.

## Protecting activities associated with in-service rail traffic

### *Qualified Worker*

9. Confirm with the Signaller:
  - that all points of entry into the affected portion of track are correctly protected
  - the identification number of the last rail traffic to enter the affected portion of track and its last known location
  - that there is no rail traffic approaching the work location.

## Authorising protection

### *Signaller*

1. After the Qualified Worker has confirmed the assurances:
  - authorise the protection
  - issue the unique protection number.

### *Qualified Worker*

2. Before entering the Danger Zone make sure that:
  - the protection is authorised
  - the unique protection number has been issued.

## Conducting in-service inspections and repairs

### *Driver, Track Vehicle Operator or Train Technician*

1. Before carrying out an in-service inspection or repair make sure that:
  - a safe place exists or protection has been authorised
  - unless conducting a roll-by inspection, affected rail traffic will remain stationary.

## Protecting activities associated with in-service rail traffic



### WARNING

If a Train Technician is carrying out an inspection or repair, rail traffic must not be moved until authorised by the Train Technician.

#### *Train Technician*

2. If practicable:
  - apply the parking brake
  - open the brake pipe emergency tap
  - place a red Train Technician safety sleeve (TT safety sleeve) over the brake pipe emergency tap.



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### NOTE

If required, Qualified Workers must work as directed by the Train Technician.

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#### *Train Technician*

3. When work has been completed, tell the Driver or Track Vehicle Operator that work is complete, and if required:
  - remove the TT safety sleeve
  - close the brake pipe emergency tap
  - release the parking brake.

# Protecting activities associated with in-service rail traffic

## Removing protection

### *Qualified Worker*

1. Tell the Signaller:
  - the work location
  - the train number or track vehicle number
  - the unique protection number
  - that workers and equipment are clear of the Danger Zone.

### *Signaller*

2. Before removing protection, confirm with the Driver, Track Vehicle Operator or Train Technician:
  - the train number or track vehicle number
  - the work location
  - the unique protection number
  - that workers and equipment are clear of the Danger Zone.

## Keeping Records

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

## Network Procedures

*Nil*

## Effective date

30 September 2018