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Protecting activities associated with in-service rail traffic

This information has been prepared to reinforce the correct practices for Qualified Workers when protecting activities associated with in-service rail traffic.

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

- in existing safe place, or
- in a safe place created by stationary rail traffic, or
- on adjacent lines, if rail traffic has been excluded from the affected portions of track.

NTR 432 Protecting activities associated with in-service rail traffic and NPR 750 Protecting activities associated with in-service rail traffic, mandates the protection arrangements for Drivers, Track Vehicle operators, and other Qualified Workers, to exclude rail traffic from affected portions of track to perform such activities.

Activities associated with in-service rail traffic

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

- Train Crew accessing the Danger Zone to change ends on in-service rail traffic, or
- Drivers, and other Qualified Workers inspecting, fault finding or repairing in-service rail traffic, or
- Train Crew accessing in-service rail traffic by crossing multiple lines.

Requesting protection

When requesting the protection for activities associated with in-service rail traffic, the Qualified Worker must:

- provide the train number or track vehicle number, and
- identify the lines on which protection is required, and
- nominate the rail traffic location using the following references:
 - between any two stations, or
 - completely within a nominated dead end siding, or
 - completely within the limits of a platform.



NOTE

The references listed above are used to assist the Signaller to locate the rail traffic location on the track indicator diagram.

Applying protection

Signallers must use the rail traffic location provided by the Qualified Worker to identify:

- the length of rail traffic, and
- the affected portions of track, and
- all routes that allow entry into the affected portions of track.

Unless the affected portion of track is shorter than the rail traffic, the adjacent line must be protected for the full length of the rail traffic.

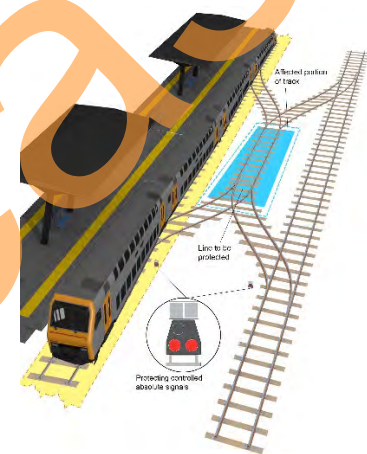


FIGURE 1: Example of protecting the affected portion of track when it is not required to protect the full length of rail traffic.

Before allowing the activity to start, the Signaller must make sure, and confirm with the Qualified Worker, that:

- all routes that allow entry into the affected portion of track are protected, and
- there is no approaching rail traffic between the protection and the affected portions of track.

Signallers must not authorise un-signalled movements into the affected portion of track.

