

Passing signals at STOP

Purpose

To prescribe the rules for passing signals at STOP in the Network.

Principle

Rail traffic must respond to signals at STOP in accordance with *NSG 606 Responding to signals and signs*.

This Rule for passing signals at STOP applies to running signals that cannot be cleared for an intended movement.

If there is no shunting signal available, shunting movements must be made in accordance with:

- *NTR 418 Yard limits*
- *NTR 420 Shunting and marshalling*.

Rail traffic must not pass an absolute signal at STOP unless it is authorised to do so:

- by the Signaller, or
- by a Handsignaller acting under the Signaller's instructions, or
- under a method of special working.

Rail traffic may pass a permissive signal at STOP if:

- the Signaller does not instruct the Driver or Track Vehicle Operator to remain standing at the signal, and
- the Driver or Track Vehicle Operator considers that it is safe to pass the signal.

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Using Handsignalers

If a Handsignaller is used to authorise a signal to be passed at STOP the Handsignaller must relay the Signaller's instructions to the Driver or Track Vehicle Operator.

Instruction signs

If a signal at STOP carries an instruction sign, Drivers and Track Vehicle Operators must follow the directions on the sign.

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Speaking to Signallers

Unless exempted by this Rule, Drivers and Track Vehicle Operators must try to speak to the Signaller if a signal at STOP does not clear within the expected time.

Drivers and Track Vehicle Operators must give the Signaller:

- the train number or the track vehicle number, and
 - the signal number or the signal's location and designation.
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Condition of the block ahead

Unless passing a signal at STOP within a Local Possession Authority (LPA) or a Track Occupancy Authority (TOA) the Signaller must get available information about the condition of the block ahead before:

- authorising a Driver or Track Vehicle Operator to pass an absolute signal at STOP, or
- providing information to a Driver or Track Vehicle Operator about the condition of the block ahead of a permissive signal.

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Signallers may get available information about the condition of the block ahead from one or more of the following:

- the track indicator diagram, and
- records of previous rail traffic movements, and
- work on track authority records, and
- reports about the location from the crew of the last rail traffic to enter the block, and
- the adjacent Signaller.

Signallers must make sure that:

- points are set correctly for the route, and
- points that are facing points, or become facing points, are secured, or have been clipped and locked.

The Signaller or a Handsignaller acting under the Signaller's instructions must tell the Driver or Track Vehicle Operator:

- the location of the last rail traffic to enter the block, or that it has left the block complete, and
- the location of obstructions or failed infrastructure in the block, or that the block has been reported as not obstructed, and
- whatever is known or not known about the condition of the block ahead.

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If the condition of the block is not known, the Driver or Track Vehicle Operator of the first rail traffic to transit the block must:

- report the condition of the block to the Signaller as soon as practicable, and
- report when the train or track vehicle has exited the block.

Within an LPA or a TOA

A Driver, Track Vehicle Operator or Pilot must get authority from the Signaller to pass an absolute signal at STOP to enter or move within an LPA or a TOA, only after obtaining permission from:

- the Possession Protection Officer or delegate for an LPA, or
- the Protection Officer or delegate for a TOA.

Before authorising a movement beyond an absolute signal, the Signaller must, where possible:

- clear fixed signals for the movement, or
- make sure that points are set correctly for the route, or
- tell the Driver or Track Vehicle Operator if the points cannot be set, or if the points position is unknown.

A Driver or Track Vehicle Operator must be authorised by the Possession Protection Officer or delegate for an LPA, or the Protection Officer or delegate for a TOA to pass a permissive signal at STOP within an LPA or TOA.

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The Possession Protection Officer or delegate for an LPA, or the Protection Officer or delegate for a TOA, must make sure that the Driver or Track Vehicle Operator is told about the condition of the block ahead of an absolute signal or permissive signal including the location of:

- worksites, and
- other rail traffic.



Authority to pass a signal at STOP

The following table describes the authority to pass a signal at STOP.

Signal designation	Signal type	Authority from
For movements beyond yard limits, starting or home/starting on Rail Vehicle Detection territory bidirectional portions of line	Absolute	NSY 514, or NSY 516
For movements within yard limits, starting or home/starting on Rail Vehicle Detection territory bidirectional portions of line	Absolute	NTR 418
Starting or home/starting on Rail Vehicle Detection territory unidirectional portions of line	Absolute	Signaller
Home, outer home or accept at attended locations	Absolute	Signaller
Automatic	Absolute	Instruction sign
Automatic	Permissive	NSG 608
Repeater	Permissive	Instruction sign
Distant	Permissive	Instruction sign

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The following table describes the authority to pass a signal at STOP to enter or move within an LPA or TOA.

Signal type	Condition	Authority from
Absolute	Signal at STOP that cannot be cleared	Signaller with the permission of: <ul style="list-style-type: none"> the Possession Protection Officer or delegate for an LPA, or the Protection Officer or delegate for a TOA.
Permissive	Signal at STOP	Possession Protection Officer or delegate for an LPA or Protection Officer or delegate for a TOA.



NOTE

Within the limits of an LPA or TOA, the Signaller may authorise Drivers or Track Vehicle Operators to pass absolute signals at STOP to proceed beyond yard limits.

Absolute signals

Signaller’s authority

If the authority required is “Signaller”, the Driver or Track Vehicle Operator must not pass the signal without the Signaller’s authority.

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Tonnage signals

Tonnage signals are absolute signals for prescribed trains.

If asked by the Driver of a prescribed train standing at a tonnage signal, the Signaller must make sure that the line is unoccupied as far as the overlap point that affects the tonnage signal.

The Driver must get the Signaller's authority to:

- disregard the indications of intervening signals
 - proceed to the signal before the overlap point.
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Permissive signals

If not able, or not required by this Rule, to speak to the Signaller, Drivers and Track Vehicle Operators must wait one additional minute before passing a permissive signal at STOP that has not cleared within the expected time.

Automatic signals

If a Driver or Track Vehicle Operator can see that the block ahead is obstructed, they must speak to the Signaller before passing an automatic signal at STOP.

If the whole of the block ahead cannot be seen, a Driver or Track Vehicle Operator must try to speak to the Signaller before passing an automatic signal at STOP. If the Driver or Track Vehicle Operator is unable to speak to the Signaller, they may pass the signal at STOP.

If the Driver or Track Vehicle Operator can see that the whole block ahead to the next signal is unobstructed, they may pass an automatic signal at STOP without speaking to the Signaller.

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As soon as practicable, the Driver or Track Vehicle Operator must report to the Signaller at the next attended location:

- the number or location and designation of the signal passed at STOP
- the condition of the line.

At any time, the Signaller may tell the Driver or Track Vehicle Operator not to pass the signal at STOP.

In all cases, the Driver or Track Vehicle Operator must record, in permanent form, the time and the signal number or location and designation of the signal passed at STOP.



Speed of travel

Beyond an absolute signal

Based on the information provided by the Signaller about the condition of the block ahead, rail traffic may travel up to normal speed.

Beyond a permissive signal

Drivers and Track Vehicle Operators must:

- travel at restricted speed
- not rely on assurances that the block ahead is clear
- expect the first signal ahead to be at STOP.

Inside the electrified area, if the first signal ahead is a distant signal, rail traffic must travel at restricted speed to the next signal able to display STOP.



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Authorising assistance

If rail traffic in the block ahead needs assistance, the Signaller must act in accordance with:

- *NTR 414 Defective vehicles*
- *NTR 416 Disabled rail traffic.*

The Signaller must give a Driver a Condition Affecting the Network (CAN) warning about the location of the rail traffic ahead.

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Network Procedures

NPR 746 Authorising rail traffic to pass an absolute signal at STOP

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Effective date

04 December 2022