

## procedures

# NPR 720 Protecting rail traffic

## Introduction

Protection is required if:

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

## Disabled rail traffic

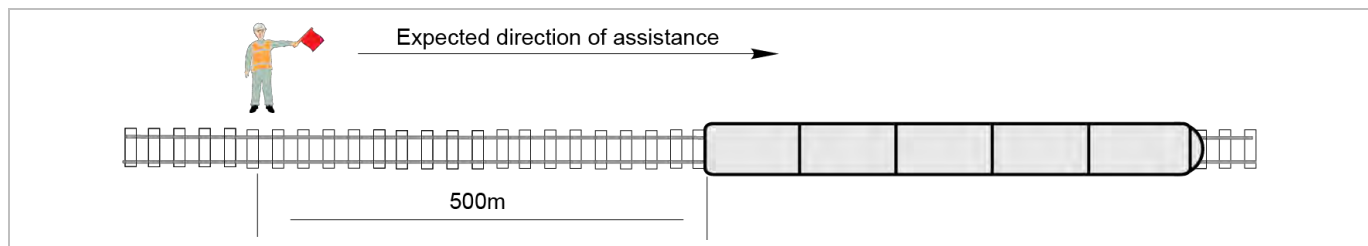
### *Train Crew or Track Vehicle Crew of disabled rail traffic*

1. Secure the rail traffic against movement.
2. Tell the Signaller that this has been done.
3. Ask the Signaller about the direction from which assistance will approach.

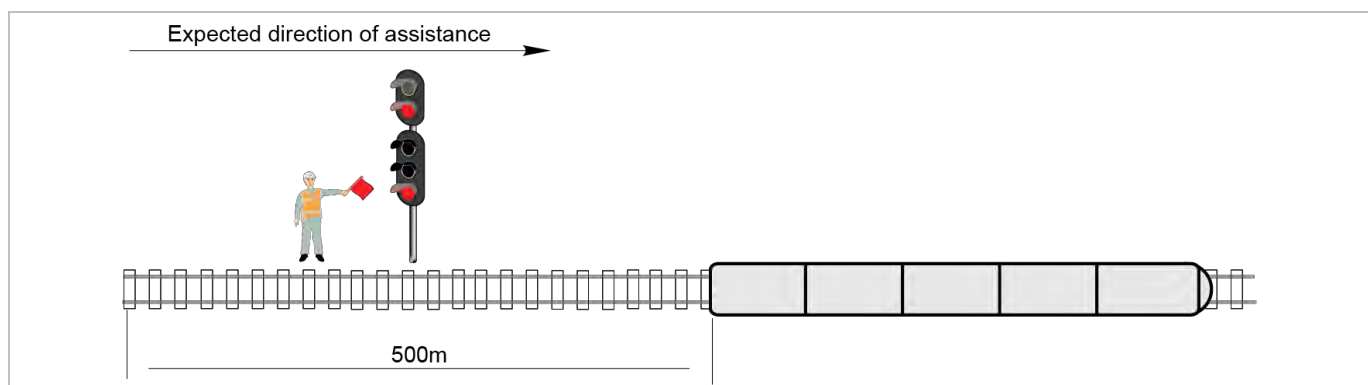
### *Signaller*

4. Where practicable, arrange for a Qualified Worker to be placed towards the direction of assisting rail traffic:
5. at least 500m before the disabled rail traffic, or
6. at the first protecting signal at STOP.

**FIGURE 1:** Qualified Worker placed at least 500m before disabled rail traffic.



**FIGURE 2:** Qualified Worker placed at first protecting signal at STOP.



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7. Give the Driver or Track Vehicle Operator of assisting rail traffic written advice about:
  - the length and location of the disabled rail traffic
  - the need to travel at restricted speed
  - whether or not a Qualified Worker has been placed to pilot the assisting rail traffic, and if so, the location of the Qualified Worker.

***Driver or Track Vehicle Operator of assisting rail traffic***

8. Confirm with the Signaller:
  - the length and location of the disabled rail traffic
  - that rail traffic will travel at restricted speed from:
    - the protecting controlled absolute signal, or
    - the entry to the section
  - if placed, the location of the Qualified Worker piloting the assisting rail traffic.

***Qualified Worker***

9. Display a STOP handsignal to approaching rail traffic.
10. Tell the assisting Driver or Track Vehicle Operator about the location of the disabled rail traffic.

**Adjacent or obstructed lines**

Protection is needed for obstructed lines, or for the lines adjacent to disabled rail vehicles, if the vehicles are or might be foul of the lines.

** Note**

If possible, give an emergency call to warn approaching rail traffic.

***Train Crew, Track Vehicle Crew or Qualified Worker***

1. Ask the Signaller to:
  - stop approaching rail traffic
  - set signals at STOP with blocking facilities applied.

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2. Unless the Signaller has given an assurance that rail traffic has been prevented from approaching the affected portion of track:
  - fasten a track-circuit shorting clip to the heads of the rails of the adjacent or obstructed lines
  - if possible, confirm that affected signals show STOP.

**Signaller**

3. Tell Drivers and Track Vehicle Operators approaching the affected block to immediately stop their rail traffic.
4. Place blocking facilities to prevent other rail traffic from approaching the affected portions of track.

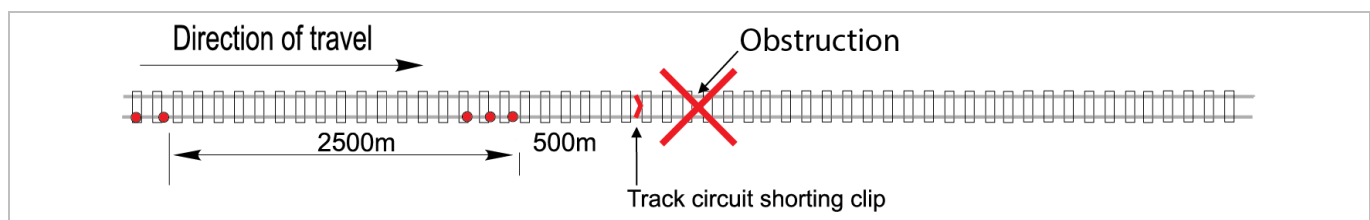
## Protecting obstructions using railway track signals

If available, Qualified Workers may use railway track signals to protect the obstruction.

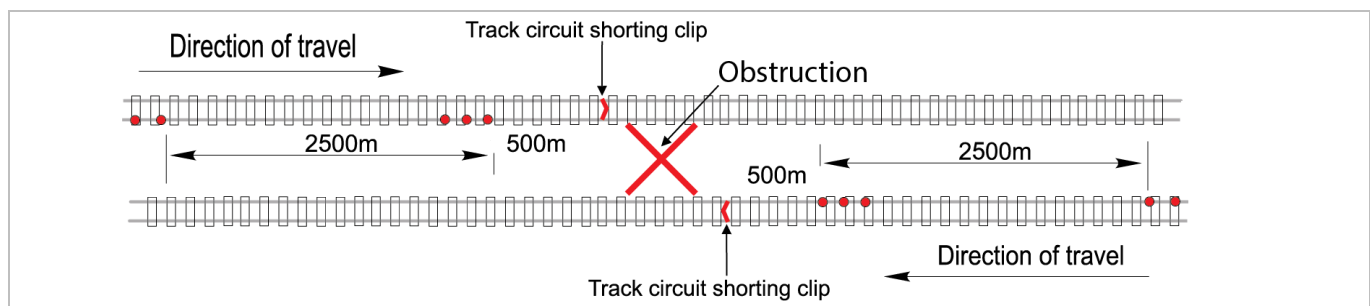
**Qualified Worker**

1. Place three railway track signals on the affected portion of track 500m from the obstruction in the direction of possible approach by rail traffic.
2. Place two railway track signals on the affected portion of track at a further 2500m in the direction of possible approach by rail traffic.
3. Repeat steps 1 and 2 for other affected portions of track.

**FIGURE 3:** Placement of railway track signals on a unidirectional line.



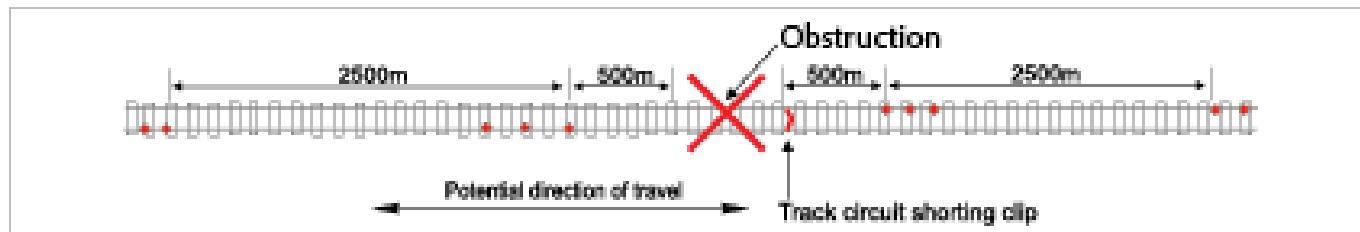
**FIGURE 4:** Placement of railway track signals on multiple affected lines.



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**FIGURE 5:** Placement of railway track signals on a bidirectional line.



**Note**

Unless there is no practicable alternative, railway track signals must not be used:

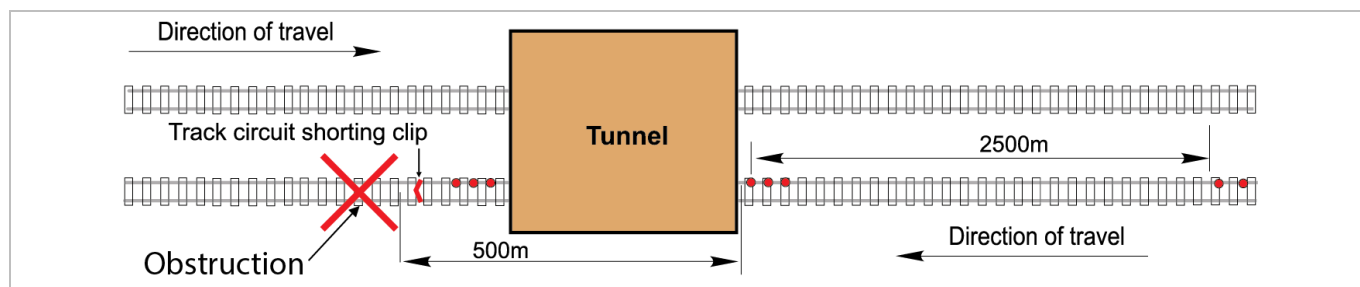
- underground, or
- in tunnels, or
- in steep-sided cuttings.

Railway track signals must never be used within 20m of workers or a passenger platform.

**Qualified Worker**

4. If the obstruction is closer than 500m to a tunnel, place:
  - three railway track signals on the affected portions of track at the near opening of the tunnel
  - a second group of three railway track signals on the affected portions of track beyond the far opening of the tunnel
  - two railway track signals on each affected portion of track at a further 2500m in the direction of approaching rail traffic.

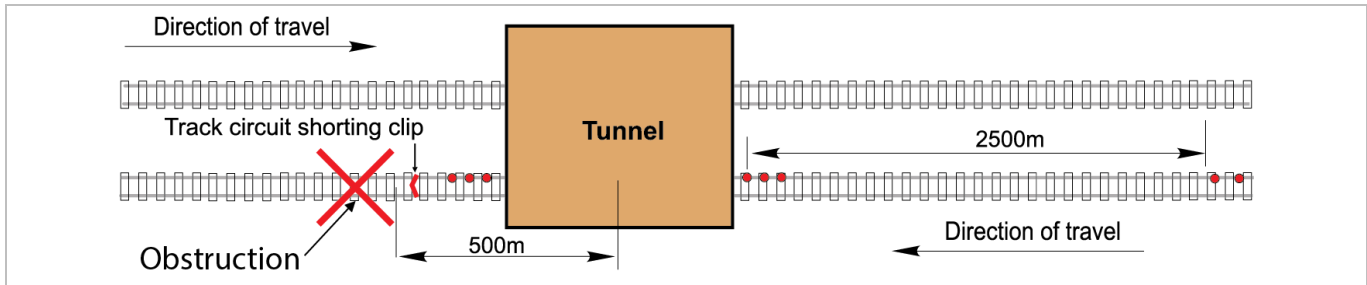
**FIGURE 6:** Placement of railway track signals at a tunnel exit and at 500m from obstruction.



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**FIGURE 7:** Placement of railway track signals at the entrance and exit of a tunnel within 500m from the obstruction.



## Related Documents

- NPR 709 *Using railway track signals*
- NPR 712 *Protecting work from rail traffic on adjacent lines*
- NPR 721 *Spoken and written communication*