

NTR 432 Protecting activities associated with in-service rail traffic

Description

This document describes the requirements for protecting activities associated with in-service rail traffic.

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Purpose

To prescribe the rules for protecting activities associated with in-service rail traffic.

Principle

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

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

The protection arrangements specified in this Rule must not be used where a work on track authority is in place.

The protection arrangements specified in this Rule are not required if the workers will remain in a safe place.

Activities associated with in-service rail traffic must have a Qualified Worker responsible for:

- ensuring that the activity is assessed for safety and its potential to intrude on the Danger Zone, and
- if required, being the only point of contact with the Signaller, and
- if required, being the only point of contact with the Driver or Track Vehicle Operator of rail traffic kept stationary to create a safe place.

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 **Warning**

The requirement for protection arrangements must be assessed for all lines that need to be accessed to conduct the activity.

One Qualified Worker may work alone when protecting activities associated with in service rail traffic.

Rail traffic may be excluded from an affected portion of track to carry out activities:

- not requiring tools, or
- using:
 - light, non-powered hand tools, or
 - light, battery powered tools or devices, or
 - light, powered hand tools.

 **Warning**

Unless the worker conducting the inspection or repair requests a roll by inspection, rail traffic that is being inspected or repaired must not be moved until the activity is completed.

Authorisation

Signallers may authorise protection where rail traffic can be excluded from a portion of track.

If the protection requires more than one Signaller to exclude rail traffic from a portion of track, the affected Signallers must:

- confer to make sure that all routes allowing entry into the affected portions of track are protected, and
- nominate an authorising Signaller.

The Signaller must:

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- use a system generated ASB form, or if that is unavailable, an *NRF 018 Absolute Signal Blocking (ASB)* form to record the protection details, and
- issue a protection number to the Qualified Worker requesting protection.

Requesting Protection

When requesting the protection of 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 the protection is required, and
- nominate the rail traffic location as being:
 - between any two stations, or
 - completely within a nominated dead end siding, or
 - completely within the limits of a platform.

Platforms must be identified by the station name and platform number.

Note

Nominating the rail traffic location as being between any two stations, or completely within a nominated dead-end siding, or completely within the limits of a platform, provides references to assist the Signaller to locate the rail traffic location on the track indicator diagram.

Note

Protection of activities associated with in-service rail traffic cannot be temporarily suspended.

Applying protection

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The Signaller must assess the rail traffic location to identify:

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

The authorising Signaller must make sure that all routes that allow entry into the affected portions of track are protected.

Note

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.

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 portions 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 portions of track.

Removing protection

To remove protection, the Qualified Worker must tell the Signaller:

- the train number or track vehicle number, and
- the rail traffic location and the protection number, and
- that workers and their equipment are clear of the Danger Zone.

Only the Qualified Worker that requested the protection arrangements may speak with the Signaller to request the removal of protection.

The Signaller may remove protection only after making sure that:

- the train number or track vehicle number, the rail traffic location and the protection number correspond with the details they recorded, and

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- the track is clear.

Note

If the protection number is not available to end the protection, the Qualified Worker must provide:

- their name, and
- the train number or track vehicle number, and
- the name of the line on which protection was requested, and
- the rail traffic location.

Keeping records

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

Related Documents

NPR 750 Protecting activities associated with in-service rail traffic