

## Procedures

# NPR 720 Protecting rail traffic

## Description

This document describes the procedure for protecting rail traffic.

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## 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:
  - at least 500m before the disabled rail traffic, or
  - at the first protecting signal at **STOP**.

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

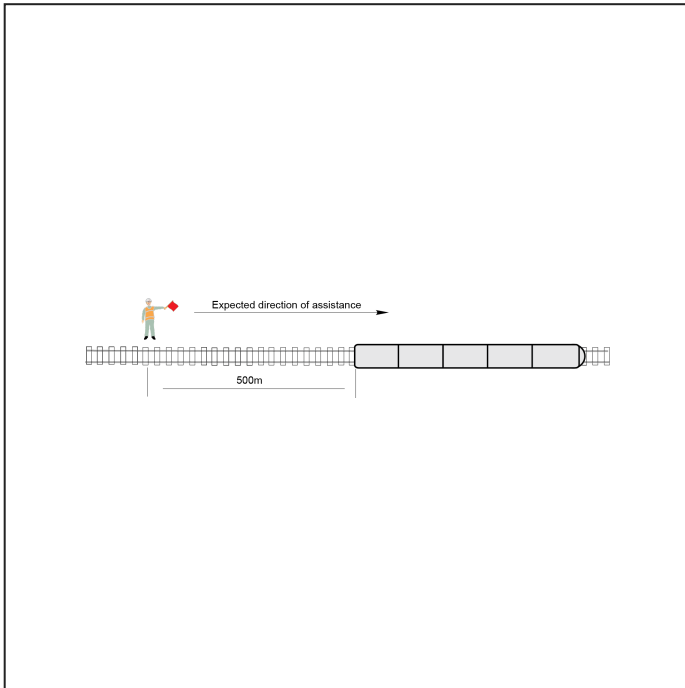
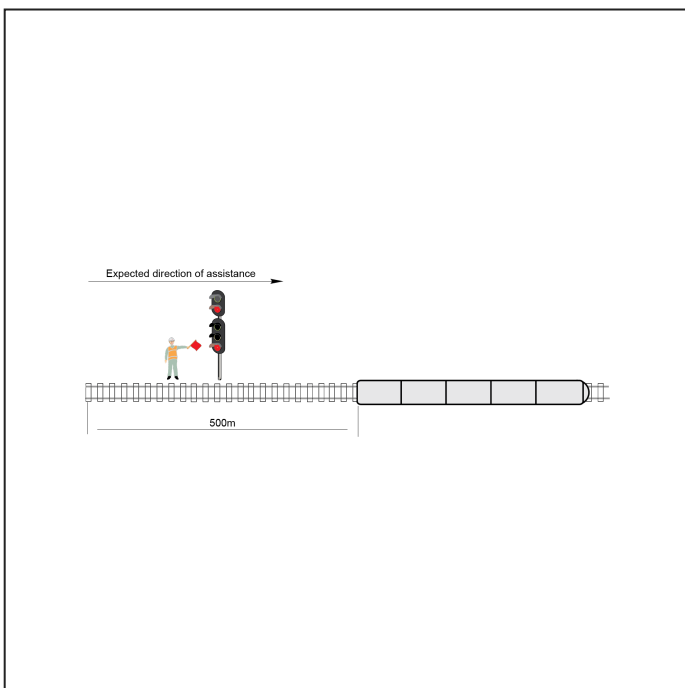


FIGURE 2: Qualified Worker placed at first protecting signal at STOP.



5 Give the Driver or Track Vehicle Operator of assisting rail traffic written advice about:

- the length and location of the disabled rail traffic

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- 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

#### 6 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

#### 7 Display a **STOP** handsignal to approaching rail traffic.

#### 8 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

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

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

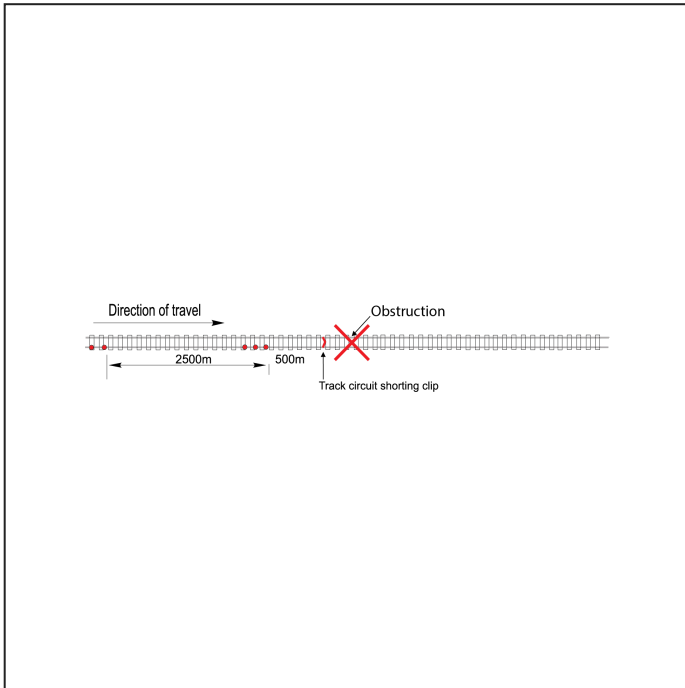
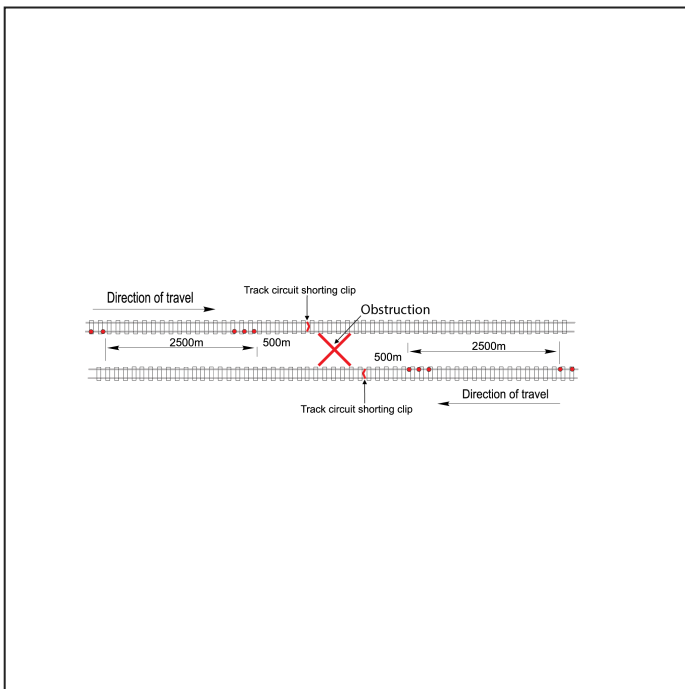


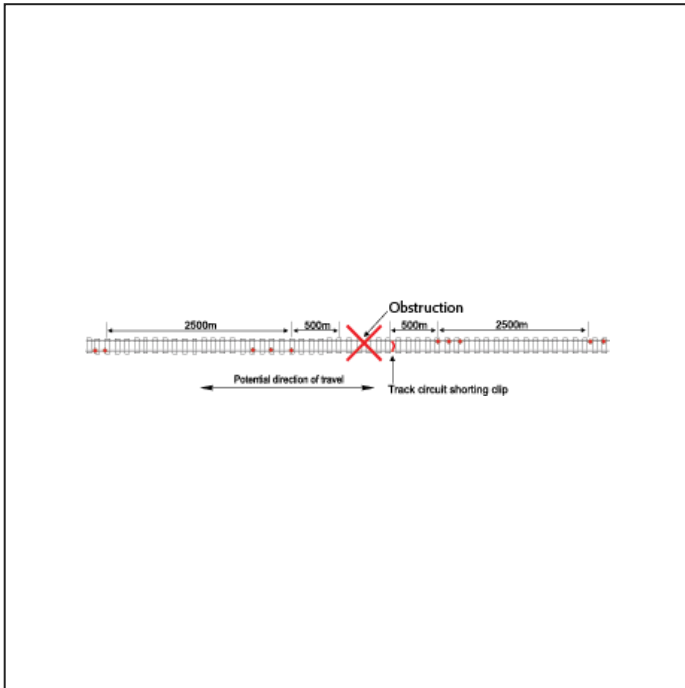
FIGURE 4: Placement of railway track signals on multiple affected lines.



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



### **i** 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

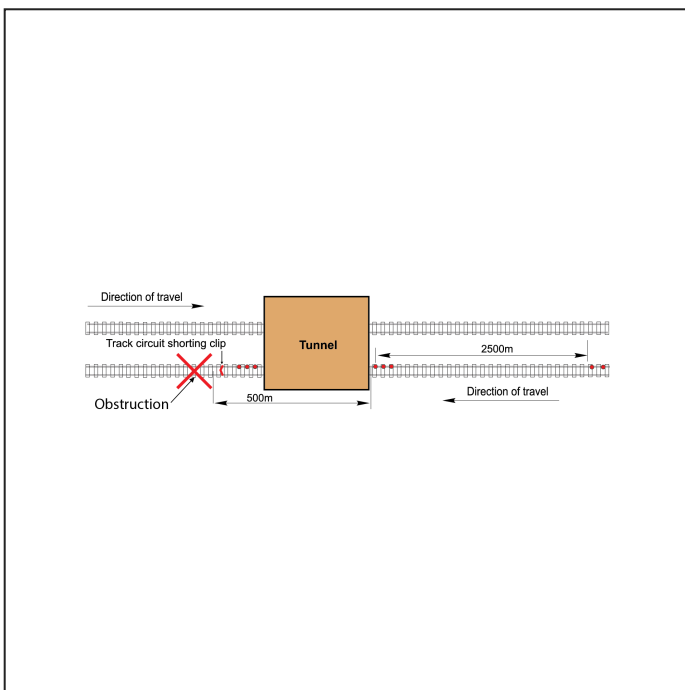
- 4 If the obstruction is closer than 500m to a tunnel, place:
  - three railway track signals on the affected portions of track at the near opening of the tunnel

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- 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.

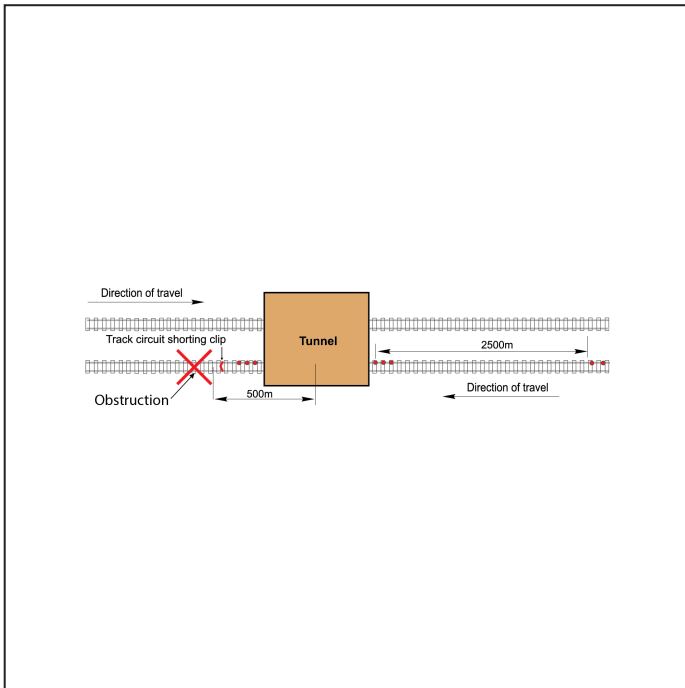
FIGURE 6: Placement of railway track signals at a tunnel exit and at 500m from obstruction.



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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