

Procedures

NPR 750 Protecting activities associated with in service rail traffic

Description

This document describes the procedure for protecting in-service rail traffic inspections and repairs.

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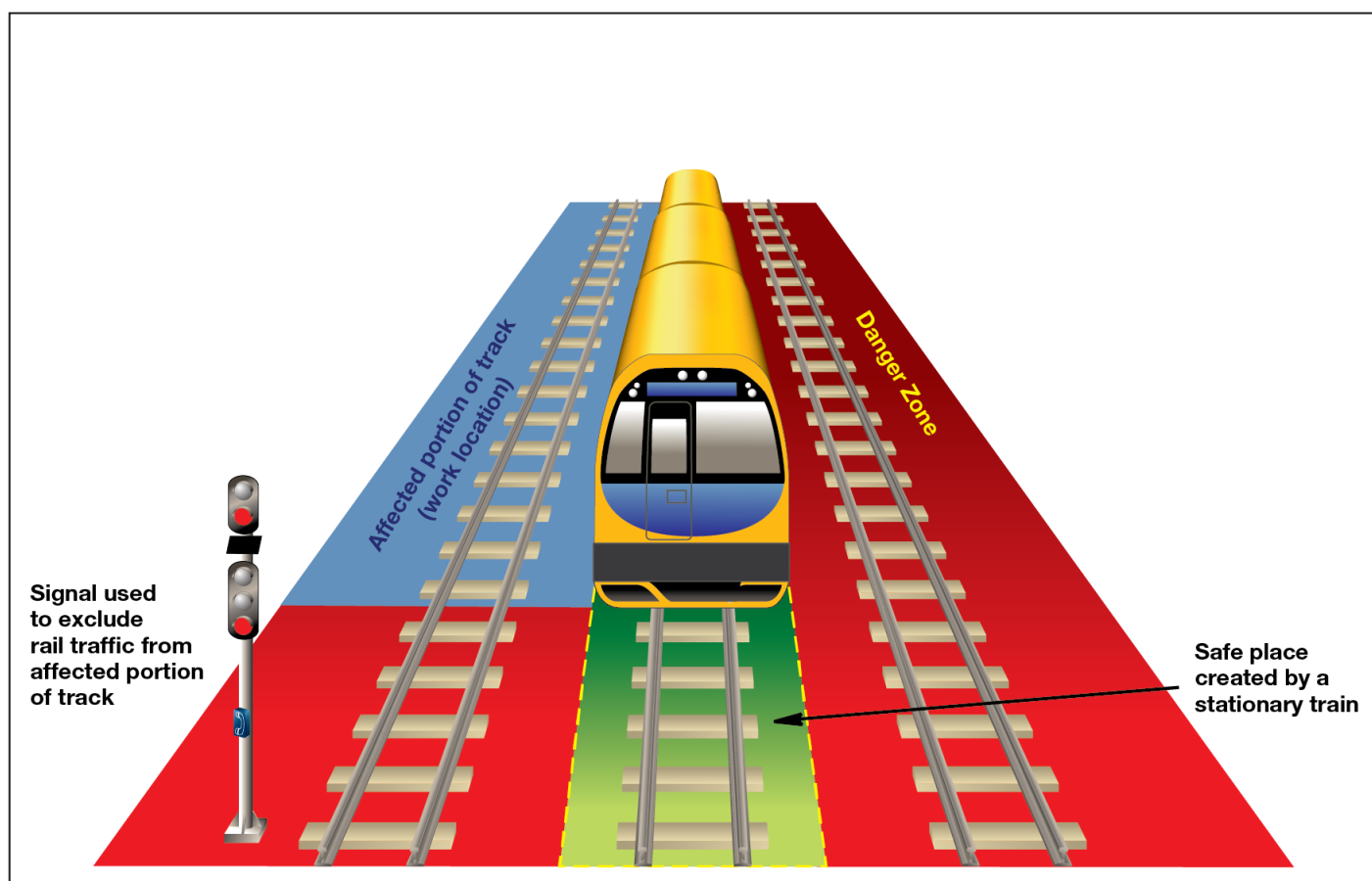
Introduction

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

- in a location where rail traffic can be excluded from the affected portions of track, or
- in an existing safe place, or

in a safe place created using stationary rail traffic.

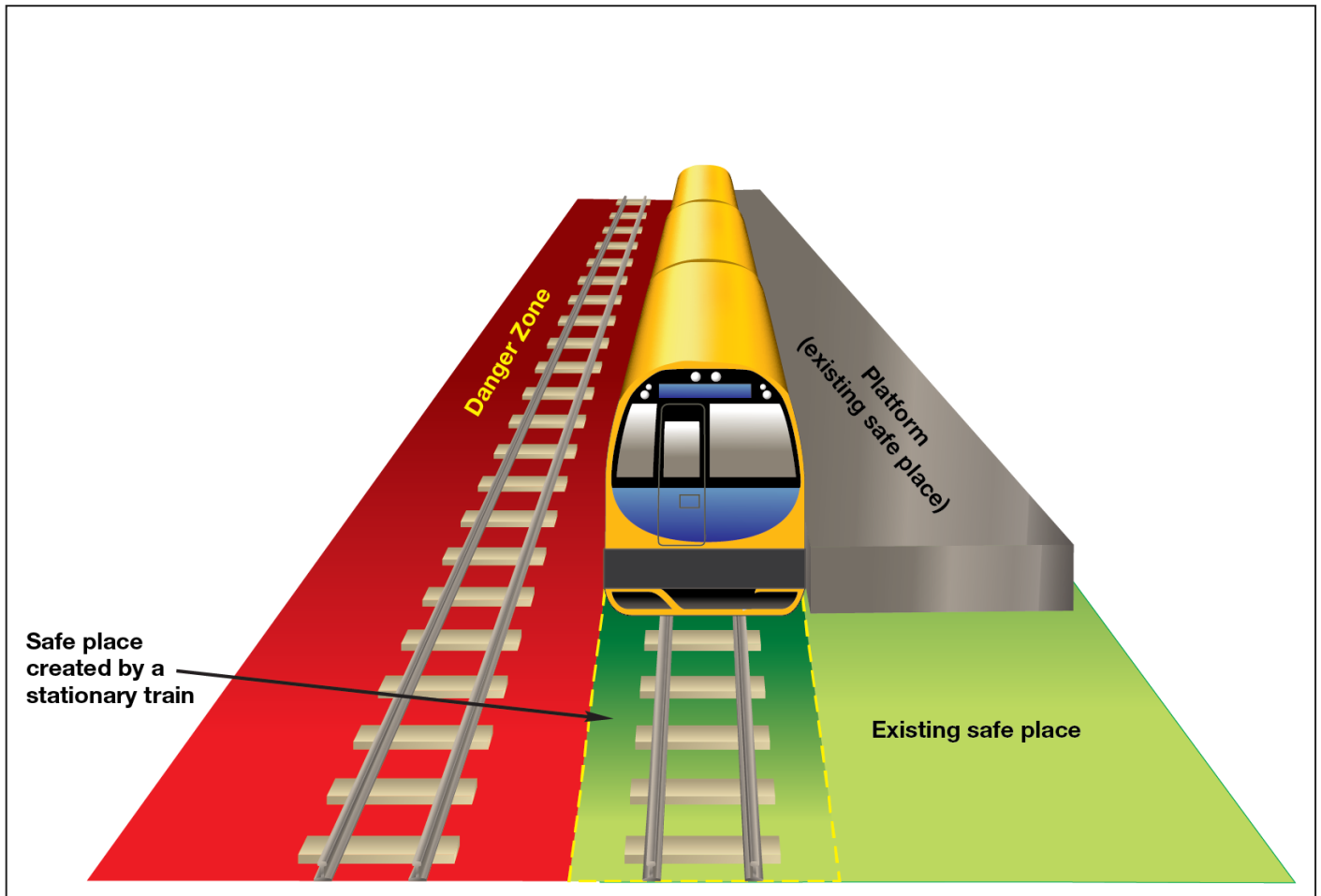
FIGURE 1: Example of rail traffic excluded from an affected portion of track.



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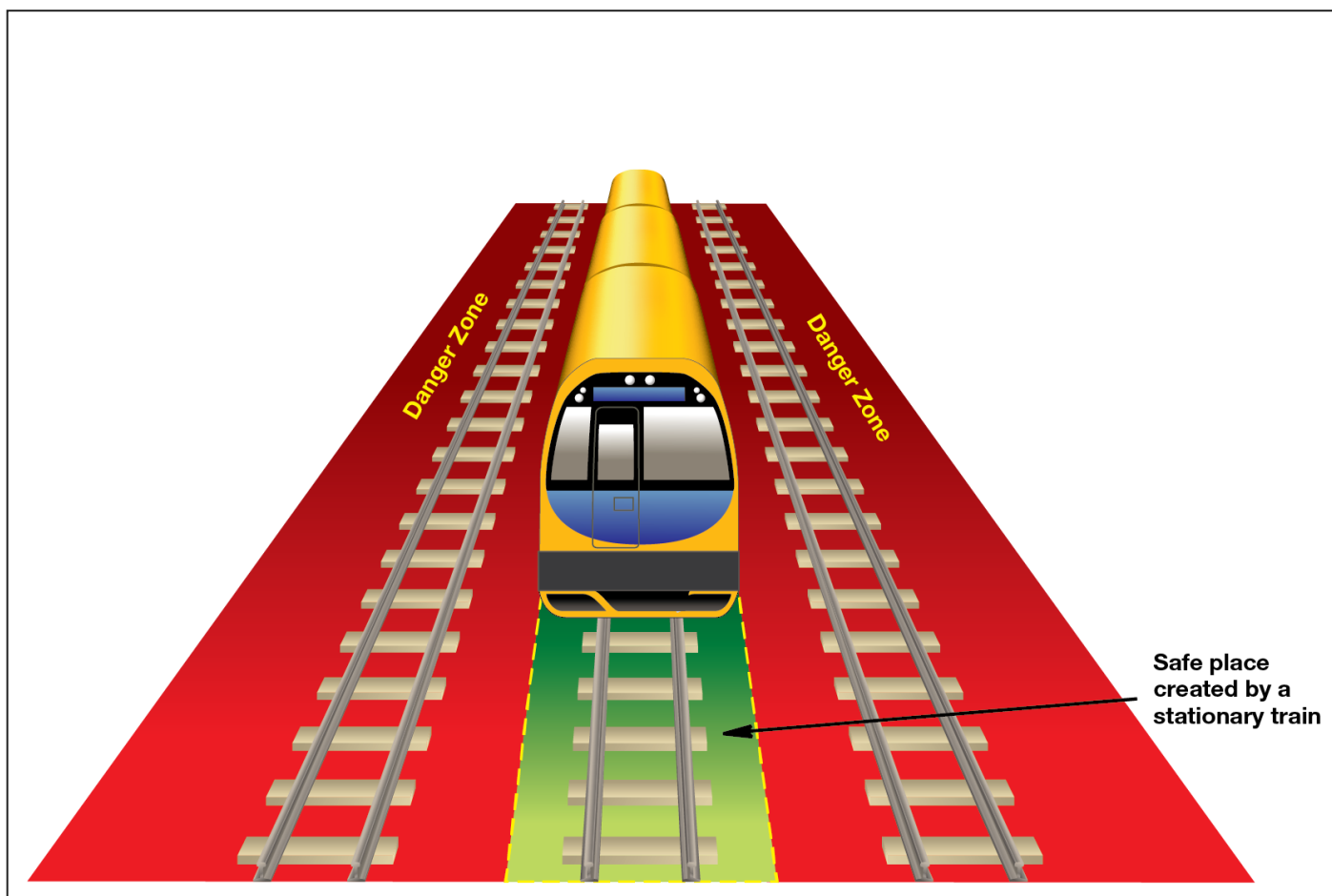
FIGURE 2: Example of an existing safe place.



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FIGURE 3: Example of a safe place created by stationary rail traffic.



Requesting protection

Qualified Worker

- 1 Tell the Signaller:
 - your name
 - your Safeworking designation
 - the train number or track vehicle number
 - the type of activity.
- 2 Identify the line on which protection is required and nominate the activity location as being:
 - between any two stations, or

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- completely within a nominated dead-end siding, or
- completely within the limits of a platform, including the station name and platform number.



Warning

Lines that need to be accessed must be protected when conducting activities associated with in-service rail traffic.

3 Ask the Signaller to protect all points of entry into the affected portion of track.

Signaller

4 Confirm the protection request including:

- the Qualified Worker's name
- the train number or track vehicle number
- the type of activity
- the line on which protection is required
- the nominated activity location.

5 Use the reference points provided by the Qualified Worker to identify the activity location.

6 Identify if the activity requires more than one Signaller to exclude rail traffic. If the proposed activity affects more than one Signaller, the Signallers must nominate an authorising Signaller.

Signaller/Authorising Signaller

7 Make sure that:

- blocking facilities have been applied to exclude rail traffic
- the last rail traffic to enter the affected portion of track is identified and its location is known
- there is no rail traffic approaching the activity location.

Authorising Signaller

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8 Tell the Qualified Worker:

- that blocking facilities have been applied
- that the affected portion of track is protected
- the identification number of the last rail traffic to enter the affected portion of track and its last known location
- that there is no rail traffic approaching the activity location.

Qualified Worker

9 Confirm with the Signaller:

- that all points of entry into the affected portion of track are correctly protected
- the identification number of the last rail traffic to enter the affected portion of track and its last known location
- that there is no rail traffic approaching the activity location.
- Authorising protection

Signaller

10 After the Qualified Worker has confirmed the assurances:

- authorise the protection
- issue the protection number.

Qualified Worker

11 Before entering the Danger Zone make sure that:

- the protection is authorised
- the protection number has been issued.

Conducting in-service inspections and repairs

Driver, Track Vehicle Operator or Train Technician

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1. Before carrying out an in-service inspection or repair make sure that a safe place exists, or protection has been authorised.

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.

Train Technician

- 2 If practicable:
 - apply the parking brake
 - open the brake pipe emergency tap
 - place a red Train Technician safety sleeve (TT safety sleeve) over the brake pipe emergency tap.

Note

If required, Qualified Workers must work as directed by the Train Technician.

Train Technician

- 3 When work has been completed, tell the Driver or Track Vehicle Operator that work is complete, and if required:
 - remove the TT safety sleeve
 - close the brake pipe emergency tap
 - release the parking brake.

Removing protection

Qualified Worker

- 1 Tell the Signaller:

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- the activity location
- the train number or track vehicle number
- the protection number
- that workers and equipment are clear of the Danger Zone.

Signaller

- 2 Before removing protection, confirm with the Driver, Track Vehicle Operator or Train Technician:
 - the train number or track vehicle number
 - the activity location
 - the protection number
 - that workers and equipment are clear of the Danger Zone.

Keeping Records

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