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1. PURPOSE

The purpose of this rule is to provide information to Rail Traffic Crew about requirements for ensuring Rail Traffic is Fit For Purpose before accessing, and during Travel on the Public Transport Authority (PTA) Network.

2. GENERAL

Rail Traffic must be Fit For Purpose before access to and during Travel on the PTA Network.

Rail Traffic must comply with the PTA’s gauge outline in accordance with PTA 8190-400-001 Standard Gauge Mainline Code of Practice Track & Civil Infrastructure and PTA 8190-400-002 Narrow Gauge Mainline Code of Practice Track & Civil Infrastructure.

Rail Traffic Crew must not, without Authority, bypass, disconnect or turn off any device provided for the safe operation of Rail Traffic.

Prior to entering the Network, Rail Traffic Crew must ensure that all necessary brake tests have been performed and equipment is within specified limits.

Rail Traffic Integrity must be re-established whenever the Consist changes. Rail Traffic Integrity must be documented and maintained.

Rail Traffic must be compatible with Civil Infrastructure standards.

Loading carried on Rail Traffic must be Secure and restrained safely throughout the journey.

2.1. TESTING EQUIPMENT

Prior to entering the PTA Network, Rail Traffic Crew must ensure that the following equipment is fully operational:

- speedometer, if this can be checked;
- Motive Power Unit lights;
- Motive Power Unit Whistle;
- End-of-Train Marker or End-of-Train Monitor;
- communications equipment; and
- Driver Supervisory Systems.

2.2. DANGEROUS GOODS

Before Rail Traffic Travels in the PTA Network, the classes of Dangerous Goods and the Identification Numbers of Vehicles carrying Dangerous Goods must be recorded in the Consist documentation.
NOTE

_Dangerous Goods_ must be loaded, labelled and marshalled in accordance with the _Australian Code for the Transport of Dangerous Goods by Road and Rail (ADG Code)_.

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### 3. BRAKES

#### 3.1. HOLDING RAIL TRAFFIC STATIONARY

_Rail Traffic_ braking systems must be capable of stopping and holding the _Rail Traffic_ stationary in all _Network_ conditions applicable to the _Route_.

##### 3.1.1. Security of Rail Traffic Left on Running Lines

Whenever it is necessary for _Rail Traffic_ or a portion of _Rail Traffic_ to be left unattended on a _Running Line_ for longer than 30 minutes, in addition to the application of the automatic brake, 100 per cent hand/park brakes must be applied.

_Vehicles_ not provided with hand brakes must, where necessary, be _Secured_ to meet the requirements indicated above.

#### 3.2. ABNORMAL OR DEFECTIVE BRAKES

If during _Travel_ there is an abnormal application of brakes or the braking performance is inadequate, the _Rail Traffic Crew_ must:

- bring the _Rail Traffic_ to a complete Stop;
- advise the _Train Controller_;
- if necessary, apply _Protection_ for the _Rail Traffic_ in accordance with _Rule 4001_ Protecting _Rail Traffic_;
- if possible, determine the cause of the application or the extent of the defect;
- if possible, remedy the cause of the application or defect; and
- tell the _Train Controller_ when the journey has been resumed or if the defect cannot be remedied.

#### 3.3. HANDBRAKES AND SECURING DEVICES

Equipment used for securing _Rail Traffic_ must be tested before _Rail Traffic_ is detached from a _Motive Power Unit_ or a continuous brake system.

If a _Vehicle_ without working _Handbrakes_ needs to be detached and _Secured_, it must be coupled to a _Vehicle_ that has working _Handbrakes_ and can secure the combined weight of both _Vehicles_.

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4. **RAIL TRAFFIC SAFETY MANAGEMENT SYSTEMS**

*Rail Traffic* Safety Management Systems may include:

- Vigilance Control;
- Speedometer;
- Detonator Detector System (freight);
- Automatic Train Protection System;
- Platform Detection System; or
- Safe Braking System.

5. **DRIVER SUPERVISORY SYSTEMS**

*Driver Supervisory Systems* may include:

- Vigilance Control;
- Detonator Detector System (freight); or
- Automatic Train Protection System.

6. **DEFECTIVE EQUIPMENT**

Where any *Driver Supervisory System* fails enroute, the *Rail Traffic Crew* must obtain the *Operator's Representative* approval to continue.

The *Train Controller* must be advised by the *Rail Traffic Crew* of:

- the system failure; and
- the *Operator's Representative* approval to continue.

6.1. **SPEEDOMETER FAILURE**

Where approved to continue by their *Operator's Representative*, affected *Rail Traffic Crew* must advise the *Train Controller* of the approval and ensure that permissible speeds are not exceeded and may continue to *Travel* until:

- the *Motive Power Unit* is *remarshalled* at the first suitable *Location*;
- the equipment can be repaired or replaced; or
- the *Motive Power Unit* is *Worked Out Of Service*. 

9100-000-007 Safeworking Rules and Procedures
6.2. Driver Supervisory Systems

If Driver Supervisory Systems in the leading Motive Power Unit are faulty and need to be Isolated during Travel, the Rail Traffic Crew and the Train Controller must confer to determine what actions are required to ensure safety of the Rail Traffic and Track Workers.

Actions to ensure safety of the Rail Traffic may include:
- getting a second Rail Traffic Crew member for driver only operation;
- reduction of speed; and
- Travel at Restricted Speed.

If the affected Motive Power Unit cannot continue to Travel safely; it must be Worked Out Of Service.

7. Defective Vehicles

**WARNING**
Where there is a risk of being struck by Rail Traffic on Adjacent lines, the Rail Traffic Crew must arrange to implement safety measures to reduce the risk.

**WARNING**
Adjacent lines may be under the control of different Train Controllers or Access Providers.

If the Rail Traffic Crew becomes aware that any portion of their Rail Traffic that may be defective, the Rail Traffic Crew must:
- stop if necessary;
- tell the Train Controller;
- protect the Rail Traffic, if required; and
- inspect Rail Traffic for fault or failure, or if this is not possible, arrange for inspection.
7.1. INSPECTING AND MANAGING DEFECTS

WARNING

If the Rail Traffic Crew suspect that a Rail Traffic defect may have caused damage to Infrastructure the Rail Traffic Crew must tell the Train Controller.

If the inspection confirms that there is a defect, the Rail Traffic must tell the Train Controller:

- the nature of the defect; and
- if the defect can be remedied on site.

If the Rail Traffic Crew considers that the defective Rail Traffic cannot Travel normally, the Rail Traffic Crew or Operator’s Representative must determine:

- the ability of the Rail Traffic to Travel;
- any restrictions to be placed on the Rail Traffic for Travel; or
- the proposed plan for removing the Rail Traffic from Running Lines.

If the defective Rail Traffic is able to Travel, the Rail Traffic Crew must tell the Train Controller about operating restrictions that apply.

If the Rail Traffic is to be detached, the Rail Traffic Crew must:

- advise the Train Controller of the details of the Rail Traffic including any Dangerous Goods and the Rail Traffic’s defect;
- jointly agree with the Train Controller, as to the Location where the Rail Traffic is to be detached and;
- secure the Rail Traffic at the agreed Location.

Any equipment that has detached from Rail Traffic must be moved to a Location where it cannot be struck by other Rail Traffic.

The Train Controller must be advised of any detached equipment, and if the detached equipment cannot be moved clear of the line.
8. REFERENCE

Rule 4001 Protecting Rail Traffic
4040-409-502 Automatic Train Protection Training Course
8190-400-001 Standard Gauge Mainline Code of Practice Track & Civil Infrastructure
8190-400-002 Narrow Gauge Mainline Code of Practice Track & Civil Infrastructure

9. EFFECTIVE DATE

1 November 2015