

PUBLIC TRANSPORT AUTHORITY
SAFEWORKING RULES AND PROCEDURES

6001
OVERRUN OF
LIMIT OF AUTHORITY

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1. PURPOSE

The purpose of this rule is to provide instruction on how *Rail Traffic* is managed when an overrun of its *Limit of Authority* has occurred in the Public Transport Authority (PTA) *Network*.

2. GENERAL

An overrun of *Authority* occurs when *Rail Traffic*, without *Authority*:

- passes a *Signal* at Stop;
 - passes a sign that shows a *Limit of Authority*;
 - exceeds the limit of an *Occupancy Authority*; or
 - enters a *Block* without the correct *Authority*.
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3. RESPONDING TO OVERRUN OF LIMIT OF AUTHORITY

3.1. RAIL TRAFFIC CREW RESPONSIBILITIES

Rail Traffic Crew that have overrun a *Limit of Authority* must immediately take action to prevent a collision with other *Rail Traffic* by:

- stopping their *Rail Traffic*;
- if necessary, broadcasting an *Emergency* radio call; and
- telling the *Train Controller*.

3.2. TRAIN CONTROLLER RESPONSIBILITIES

The *Train Controller* must:

- arrange to Stop the *Rail Traffic* that has overrun its *Limit of Authority* and has not stopped;
- arrange to Stop and prevent other movements that are at risk;
- tell the *Electric Control Officer (ECO)* if the overrun is into a *De-Energised* area;
- tell *Protection Officers (PO)* at affected worksites;
- tell affected *Rail Traffic Crew* to wait for further instructions;
- determine the method of working to be used to clear *Rail Traffic*;
- tell the Transperth Train Operations Manager about the overrun of *Authority*;
- tell the affected *Operator's Representative* about the overrun of *Authority*; and
- tell other affected *Train Controllers*.

3.3. AUTHORITY FOR MOVEMENT TO CONTINUE



WARNING

Where an overrun of the *Limit of Authority* occurs at a *Departure Signal*, the *Rail Traffic* must be *Set Back* in accordance with **Rule 4015 Setting Back or Propelling on Running Lines**.

Where an overrun of the *Limit of Authority* occurs due to:

- a control system fault, the *Train Controller* may *Authorise* the movement to continue for *Signals* other than a *Departure Signal*.
- *Rail Traffic Crew* error, the Transperth Train Operations Manager's approval must be given for the movement to continue.

4. REFERENCE

Rule 4015 Setting Back or Propelling on Running Lines

5. EFFECTIVE DATE

1 November 2015