PUBLIC TRANSPORT AUTHORITY
SAFETY WORKING RULES AND PROCEDURES

4001
PROTECTING RAIL TRAFFIC
C O N T E N T S

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1. PURPOSE

The purpose of this rule is to outline provisions for Protection for Rail Traffic that has failed or become an obstruction in the Public Transport Authority (PTA) Network.

2. GENERAL

If an obstruction is reported, the Train Controller responsible for the affected Section of line must act in accordance with Rule 2009 Reporting and Responding to a Condition Affecting the Network (CAN), and:

- instruct Rail Traffic Crew in or approaching the affected Block to stop their Rail Traffic immediately; and
- apply Blocking Facilities in accordance with Rule 6003 Blocking Facilities to prevent entry of further Rail Traffic into an affected or potentially affected Section of Track.

3. RAIL TRAFFIC PROTECTION

WARNING

An unexpected loss of brake pipe pressure may indicate that Rail Traffic has derailed or has derailed and fouled Adjacent lines. Where Adjacent lines are or might be Obstructed, those lines must be Protected first.

Rail Traffic requires Protection where:

- the Rail Traffic Crew needs assistance;
- the Rail Traffic has Obstructed, or might Obstruct, Adjacent lines; or
- the line is Obstructed.

The Train Controller may advise the Rail Traffic Crew of Disabled Rail Traffic that Protection is not required provided:

- communications with the first approaching Rail Traffic has been established; and
- that Rail Traffic Crew is advised of the circumstances.

The Train Controller must make a Permanent Record of that advice.
3.1. DISABLED RAIL TRAFFIC

The Rail Traffic Crew of Disabled Rail Traffic must:

- ensure their own safety;
- tell the Train Controller:
  - there is a failure;
  - the Location of the Disabled Rail Traffic; and
  - the nature of the failure, when this has been determined.

The Train Controller must, where necessary:

- issue a Restraint Authority to the Rail Traffic Crew of:
  - the Disabled Rail Traffic;
  - approaching Rail Traffic; and
  - apply Blocking Facilities.

3.2. ADJACENT LINES

**WARNING**
Where the Rail Traffic Crew are unable to confirm that the Adjacent line is not obstructed, they must assume that it is obstructed and protect that line first.

If the Rail Traffic Crew suspect their Rail Traffic has fouled an Adjacent line they must immediately tell the Train Controller.

Where the Rail Traffic Crew are not assured by the Train Controller that other Rail Traffic has been stopped or prevented from entering the affected Block they must:

- immediately and repeatedly transmit an Emergency broadcast; and
- use Rail Traffic lights to warn any approaching Rail Traffic by flashing the Headlights.

On Bidirectional lines where there are Adjacent lines, Protection must be applied to affected lines in both directions.

The Rail Traffic Crew must apply Protection to affected Adjacent lines with the priority they consider necessary.
3.2.1. **Track Circuit Shorting Clips**

**WARNING**

*Track Circuit Shorting Clips* cannot be used unless it is determined that it is safe to do so. The *Rail Traffic Crew* must determine that if there are any fallen *Overhead Line Equipment (OLE)* and they are not close to or in contact with the *Rail Traffic* or rails.

In *Track Circuited Territory* the *Rail Traffic Crew* must:

- prior to getting out of the *Rail Traffic*, determine that there are no fallen *Overhead Line Equipment (OLE)* close to or in contact with the *Rail Traffic* or rails;
- once it has been determined that it is safe to do so, fasten a *Track Circuit Shorting Clip* to the rails of the *Adjacent* obstructed lines; and
- if possible, confirm that *Affected Signals* show Stop.

Where the *Track Circuit Shorting Clip* cannot be used because of the proximity of fallen *OLE* and the *Rail Traffic Crew* cannot establish communications with *Train Control*, the *Rail Traffic Crew* must continue to:

- transmit an *Emergency* broadcast; and
- use *Rail Traffic* lights to warn any approaching *Rail Traffic* by flashing the *Headlights*.

*FIGURE 3.1: Track Circuit Shorting Clip placement to protect an Adjacent line when Obstructed, where there are Bidirectional lines.*
4. RESTR A I N T A U T H O R I T Y

*Rail Traffic Crews* that have been issued a *Restraint Authority* must not allow their *Rail Traffic* to move unless the Train Controller has cancelled the *Restraint Authority*.

5. REFER E N C E

Rule 2009 Reporting and Responding to a Condition Affecting the Network (CAN)
Rule 6003 Blocking Facilities

6. EFFECTIVE DATE

24 July 2017