PUBLIC TRANSPORT AUTHORITY
SAFeworkING RULES AND PROCEDURES

9020
USING STANDING RAIL TRAFFIC FOR PROTECTION
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1. PURPOSE

The purpose of this procedure is to describe how this method is used to provide Protection for Workers or Worksites, or a Safe Place for Workers in the Danger Zone in the Public Transport Authority (PTA) Network. Protection is provided by using Rail Traffic that has been prevented from moving. In addition this method allows Rail Traffic to transport Workers to a Worksite.

2. GENERAL

Some areas of the PTA Network are not able to be reached safely and many Locations have no Safe Place for Workers. To enable minor work to be carried out under this method using Rail Traffic to provide a Safe Place may be applied.

Using Rail Traffic to provide Protection should only be done in circumstances where it is not reasonably practicable to use a Protection method as prescribed in Rule 3000 Planning Work in the Rail Corridor.

The Safe Place provided by the Rail Traffic that has been prevented from moving is the Track in advance of the Rail Traffic:

- within the line of sight of the stopped Rail Traffic Crew; and
- where line of sight cannot be achieved, provided the Rail Traffic is Restrained.

WARNING
Always ensure that the work group is protected from Rail Traffic on Adjacent lines.

FIGURE: 2.1: Example of Protection provided by stopped or Restrained Rail Traffic.
3. USING RAIL TRAFFIC TO PROVIDE A SAFE PLACE

WARNING

Rail Traffic being used to provide a Safe Place must reliably activate Track Circuits or the Rail Traffic Crew must be in possession of the Authority for the Section.

3.1. THE TRAIN CONTROLLER

The Train Controller must:
- give Authority before this method of Protection is used;
- reach agreement with the Protection Officer (PO) or Competent Worker as to the time required to do the work;
- tell the Rail Traffic Crew the Location of the Worksite; and
- advise Rail Traffic on the line, that Workers will be working using Rail Traffic to provide a Safe Place.

The PO may either Travel on the Rail Traffic that is to provide Protection or meet at the Worksite.

3.2. RAIL TRAFFIC CREW

The Rail Traffic Crew must:
- stop as directed by the PO or Competent Worker;
- advise the Train Controller of their arrival at the Worksite;
- place the Train into neutral and ensure the park brake is applied, and
- advise the Train Controller that the Rail Traffic is stopped and Secured against movement.

3.3. PROTECTION OFFICER OR COMPETENT WORKER

WARNING

The Workers must remain on the Track which is Protected by the stationary Rail Traffic. They are not permitted to walk across to the Adjacent line or let equipment or tools to foul the Adjacent line unless the Workers are Protected in accordance with Procedure 9010 Protecting work from Rail Traffic on Adjacent Lines.

The PO or Competent Worker must place a lockout device on the controller and secure with a padlock before exiting the Train.
3.4. **EXTENDING THE TIME FOR WORK**

Where the work is likely to overrun the anticipated time, the *Train Controller* must be advised and a decision made to continue, or to make the area safe and finish the work at a later time.

3.5. **DEPARTING THE WORKSITE**

The *PO* or *Competent Worker* must:

- make sure that *Workers* and equipment are clear of the *Track*;
- make sure the *Section of Track* is safe for traffic; and
- tell the *Rail Traffic Crew* that the work is complete and the *Rail Traffic* may be moved.

The *Rail Traffic Crew* must:

- remove the locking device; and
- contact *Train Control* and advise that they are leaving the *Worksite*.

**NOTE**

If work is being carried out beyond a *Platform*, and the positioning of the *Rail Traffic* would mean that the *Rail Traffic* is partially *Platformed*, then the whole of the *Rail Traffic* is to remain at the *Platform*. 
4. USING THE RAIL TRAFFIC FOR ACCESSING WORKSITES

4.1. RAIL TRAFFIC CREW

The Rail Traffic Crew must:

- stop as directed by the PO;
- take action to ensure the Rail Traffic does not move; and
- advise the Train Controller on arrival at the Worksite.

The Rail Traffic Crew can depart the Worksite only after receiving a Handsignal from the PO.

4.2. PROTECTION OFFICER

Where a Maintainer is working alone, that Maintainer must be the PO. The PO must:

- when ready, complete a radio check with Train Control; and
- give an ALL CLEAR Handsignal to the Rail Traffic Crew.

The PO must agree with the Train Controller on the time to be picked up if the communications fail.

The PO must not move from the Safe Place until the nominated Rail Traffic has stopped to take them from the Worksite.

4.3. DEPARTING THE WORKSITE

Once work has been completed, the PO must contact Train Control and advise that the work is complete.

Train Control must arrange for the PO to be picked up by the next available Rail Traffic. The Rail Traffic Crew picking up the PO from the Worksite must stop as directed by the PO.

Once the PO is on the Rail Traffic, the Rail Traffic Crew must contact Train Control and advise that they are leaving the Worksite, and the Train Controller must make a notation on the Train Control Diagram.
5. COMMUNICATION WITH TRAIN CONTROL

The PO must contact Train Control and give the following details:

- their name;
- their Track Access Permit number;
- the type of work that is going to be carried out;
- the Location of the work; and
- the anticipated time to complete the task.

6. KEEPING RECORDS

The Train Controller and the PO must make a Permanent Record of the Protection arrangements.

7. REFERENCE

Rule 3000 Planning Work in the Rail Corridor
Procedure 9010 Protecting Work from Rail Traffic on Adjacent Lines

8. EFFECTIVE DATE

1 November 2018