6013
PASSING
FIXED SIGNALS
AT STOP
1. **PURPOSE**

The purpose of this rule is to describe how to manage *Rail Traffic* when passing a *Fixed Signal* at Stop in the Public Transport Authority (PTA) *Network*.

2. **GENERAL**

The Authority for passing a *Fixed Signal* at Stop applies to *Signals* that cannot be cleared for an intended movement.

*Rail Traffic* must not pass a *Fixed Signal* at Stop unless *Authorised* to do so by:

- the *Train Controller*;
- a *Handsignaller* acting under the *Train Controller's* instructions;
- the *Possession Protection Officer (PPO)* in charge of a *Local Possession Authority (LPA)*; or
- the *Protection Officer (PO)* in charge of a *Track Occupancy Authority (TOA)*.

Where the *Fixed Signal* to be passed at Stop is a *Departure Signal*, the Authority to pass it at Stop must be a:

- written *Authority* on an *Alternative Proceed Authority* form, in accordance with *Rule 5019 Alternative Proceed Authority*;
- written *Authority* on a *Relief Rail Traffic Authority* form, in accordance with *Rule 4009 Disabled Rail Traffic*; or
- written *Pilot Key* or *Pilot Key Caution Authority* form during *Pilot Key Working*, in accordance with *Rule 5003 Half Pilot Keys and Pilot Key Working*.

Where associated *Rail Traffic* is to enter the limits of an *LPA* or *TOA* past a *Departure Signal* at Stop, the move must be *Authorised* by the *PPO* in charge of a *LPA*, or the *PO* in charge of a *TOA*. 

---

9100-000-007 Safeworking Rules and Procedures

6013 Passing Fixed Signals at Stop Rev1.00

Date: 01 November 15

Page 3 of 6
3. STOPPED AT A FIXED SIGNAL

The Rail Traffic Crew must speak to the Train Controller if a Signal at Stop does not Clear.

The Rail Traffic Crew must give the Train Controller:

- the Rail Traffic Identification Number, and
- the Signal identification number and Location.

4. CONDITION OF THE BLOCK AHEAD

The Train Controller must get available information about the condition of the affected Block.

The Train Controller must tell the Rail Traffic Crew:

- if the Block is Clear;
- if the Block is occupied if known, the Location of the last Rail Traffic to enter the Block; or
- the Location of any obstructions or failed Infrastructure in the Block.

If the condition of the Block is not known, Rail Traffic Crew of the first Rail Traffic to Transit the Block must:

- report the condition of the Block to the Train Controller as soon as practicable; and
- report when the Rail Traffic has exited the Block.

The Train Controller must make sure that the Route to be taken by Rail Traffic is:

- set and Secured; or
- will be set and Secured by a Competent Worker.
5. PASSING A FIXED SIGNAL

The Rail Traffic Crew must obtain the Authority of the Train Controller to pass a Fixed Signal at Stop.

The Train Controller must ensure that any opposing Rail Traffic has been Restrained before Authorising the Rail Traffic Crew to pass a Signal at Stop.

An Authority to pass a Fixed Signal at Stop must include details of:

- the identity of the Rail Traffic for which it is intended;
- the identity of the Signal to be passed at Stop;
- the Location of the Signal to be passed at Stop;
- the condition of the Block ahead;
- the Limit of Authority;
- any Points to be manually set;
- instructions to inspect Points before passing over them;
- Level Crossing warnings; and
- the Track Speed to be observed.

Where no Competent Worker is present and the Rail Traffic Crew are instructed to pass a Signal at Stop, the Rail Traffic Crew must, before moving across each set of Points, stop and examine the Points to ensure that they are set for the safe passage of the Rail Traffic.

6. SPEED OF TRAVEL

6.1. BEYOND A FIXED SIGNAL

Based on the information provided by the Train Controller about the condition of the Block ahead, Rail Traffic may Travel up to Normal Speed.

6.2. UNKNOWN CAUSE

If a Fixed Signal displays a Stop indication due to an unknown cause and the integrity of the Block or Section cannot be assured, Rail Traffic must be instructed to Travel at Restricted Speed.

The Rail Traffic movement must Travel at Restricted Speed until the movement has passed the next Fixed Signal displaying a Proceed Indication.
6.3. Known Cause

If a Fixed Signal displays a Stop indication due to a known cause, the Authority to pass the Signal at Stop must include a speed instruction based on one of the following:

- where the cause is a known Track condition, Rail Traffic must proceed at a speed determined by the Maintenance Representative;
- where the cause is known to be a faulty Interlocking condition, Rail Traffic must travel at Restricted Speed over the faulty Interlocking, or
- where the cause is not an unsafe Track condition, and the integrity of the Block has been confirmed, Rail Traffic may be Authorised to Travel at Normal Speed.

7. Within Work on Track Authority Limits

Within the limits of a LPA, the Rail Traffic Crew must get the Authority of the PPO to pass a Fixed Signal at Stop.

Within the limits of a TOA, the Rail Traffic Crew must get the Authority of the PO to pass a Fixed Signal at Stop.

8. Keeping Records

Train Controllers and, where necessary, Rail Traffic Crew must keep a Permanent Record of the details of a Fixed Signal passed at Stop.

9. Reference

Rule 4009 Disabled Rail Traffic
Rule 5003 Half Pilot Keys and Pilot Key Working
Rule 5019 Alternative Proceed Authority

10. Effective Date

1 November 2015