

PUBLIC TRANSPORT AUTHORITY
SAFEWORKING RULES AND PROCEDURES

4009
REMOVING
DISABLED
RAIL TRAFFIC

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1. PURPOSE

The purpose of this rule is to provide instructions to *Train Controllers* and *Rail Traffic Crew* for the removal of *Disabled Rail Traffic* from *Running Lines* in the Public Transport Authority (PTA) *Network*.

2. GENERAL

The *Train Controller* must determine the method of removing the *Disabled Rail Traffic*.

If the normal *Proceed Authority* permitted by the existing *System of Safeworking* is not available, and the remedial working cannot be covered by **Rule 6013 Passing Fixed Signals at Stop**, the *Rail Traffic* movement must be *Authorised* using an appropriate *Authority*.

3. DISABLED RAIL TRAFFIC

3.1. DISABLED RAIL TRAFFIC CREW

The *Rail Traffic Crew* of the *Disabled Rail Traffic* must:

- ensure their own safety;
- tell the *Train Controller*,
 - there is a failure;
 - their *Location*;
 - the nature of the failure, when this has been determined; and
- if necessary, protect the *Disabled Rail Traffic* in accordance with **Rule 4001 Protecting Rail Traffic**.



WARNING

An unexpected loss of brake pipe pressure may indicate that *Rail Traffic* has *Derailed* or has *Derailed* and fouled *Adjacent* lines.

Until otherwise confirmed, *Rail Traffic Crew* must always act on the presumption that *Adjacent* lines have been fouled.

If the *Rail Traffic Crew* suspect their *Rail Traffic* has *Obstructed* an *Adjacent* line, they must protect against approaching *Rail Traffic* in accordance with **Rule 4001 Protecting Rail Traffic**.

3.2. TRAIN CONTROLLER

The *Train Controller* responsible for the affected *Sections* of line must:

- issue *Restraint Authority* in accordance with **Rule 4001 Protecting Rail Traffic**; and
- be assured by the *Rail Traffic Crew* that the *Disabled Rail Traffic*, if required, has been protected.

4. AUTHORITIES

The *Train Controller* must:

- advise affected *Competent Workers* of the intended movement;
- tell the *Rail Traffic Crew* of the *Disabled Rail Traffic* about details of assistance to be provided; and
- tell the *Rail Traffic Crew* of the assisting *Rail Traffic* about the details of the *Disabled Rail Traffic* and where the *Disabled Rail Traffic* is to be taken.



NOTE

The *Train Controller* must tell the relief *Rail Traffic Crew* the kilometre *Location* of the end of the *Disabled Rail Traffic* in the direction that relief is being provided, and the *Protection* details.

4.1. ASSISTING RAIL TRAFFIC TO ENTER THE SECTION FROM THE REAR

The *Authority* for the assisting *Rail Traffic* to enter the *Section* from the rear is:

- on double line *Automatic Signalling Sections*, the normal *Proceed Aspect* on the *Signal*, where available, or verbal permission from the *Train Controller* when the *Proceed Aspect* is unavailable;
- on single line *Automatic Signalling Sections*, verbal permission from the *Train Controller*,
 - a *Relief Rail Traffic Authority (RRTA)*; and
 - if returning to the rear, the *Half Pilot Key* from that *Location*.

4.2. ASSISTING RAIL TRAFFIC TO ENTER THE SECTION FROM THE ADVANCE

The *Authority* for the assisting *Rail Traffic* to enter the *Section* from the advance station is:

- on single and double line *Automatic Signalling Section*, verbal permission from the *Train Controller*, and an *RRTA*; and

- on a single line *Automatic Signalling Section*, if returning to the advance station, the *Half Pilot Key* from that *Location*.



NOTE

During *Pilot Key Working* the *Half Pilot Key* will not be available at the advance station and is not required.

4.3. DURING PILOT KEY WORKING ON SINGLE LINE AUTOMATIC SIGNALLING SECTIONS

Where *Pilot Key Working* is in force and the *Disabled Rail Traffic* is to be removed to the rear station, the relief *Rail Traffic Crew* must be in possession of the *Pilot Key* for that section, in addition to the *RRTA*.

4.4. RESTRAINT AUTHORITIES

Restraint Authorities are issued and cancelled in accordance with **Rule 4001 Protecting Rail Traffic**.



NOTE

When assistance is provided from the rear of disabled *Rail Traffic* on double line, a *Restraint Authority* form is not required to be issued to the *Rail Traffic Crew* of the *Disabled Rail Traffic*.

5. REMOVING DISABLED RAIL TRAFFIC

The assisting *Rail Traffic Crew* required to remove *Disabled Rail Traffic* must:

- establish *Effective Communications* with the *Disabled Rail Traffic Crew*;
- move toward the *Disabled Rail Traffic Crew* at *Restricted Speed* and Stop 50 metres from that *Rail Traffic*;
- be *Piloted* or *Handsignalled* to the *Disabled Rail Traffic*; and
- remove the *Disabled Rail Traffic* as *Authorised* by the *Train Controller*.

5.1. COUPLING TO THE DISABLED RAIL TRAFFIC

The *Disabled Rail Traffic Crew* will by hand or verbally, *Signal* the assisting *Rail Traffic Crew* to couple to the *Disabled Rail Traffic*.

The assisting *Rail Traffic Crew* will advise the *Train Controller* when ready to move the *Disabled Rail Traffic*.

5.2. ASSISTANCE FROM THE REAR AND PROPELLING THE DISABLED RAIL TRAFFIC TO THE ADVANCE

The assisting *Rail Traffic Crew* will ensure the *Disabled Rail Traffic Crew* are able to assist in the braking and safety of the propelling movement.

Prior to allowing the *Disabled Rail Traffic* to be propelled, the *Disabled Rail Traffic Crew* will ensure *Effective Communications* are established between *Rail Traffic Crews* and:

- the *Train* brake is operational from the *Motive Power Unit* of the *Disabled Rail Traffic*; or
- the *Propelling* movement is made in accordance with **Rule 4015 Setting Back or Propelling on Running Lines**.

5.3. DOUBLE LINE AUTOMATIC SIGNALLING

5.3.1. Where Assistance Has Been Provided From the Rear and is to Remove Disabled Rail Traffic to the Rear

Before permitting the assisting *Rail Traffic* to remove the *Disabled Rail Traffic* in the *Wrong Running Direction*, the *Train Controller* must:

- ensure no *Rail Traffic* has entered the *Section* behind the assisting *Rail Traffic*;
- place the *Signal* controlling the entry to the *Section* at Stop and apply *Blocking Facilities*; and
- ensure an *RRTA* has been issued to the *Rail Traffic Crew* of the assisting *Rail Traffic*.

The assisting *Rail Traffic Crew* must:

- before moving to the rear, be in possession of an *RRTA*;
- return to the rear *Location* as directed by the *Train Controller*;
- on arrival at the rear *Location*, obtain permission from the *Train Controller* to enter the *Location*; and
- advise the *Train Controller* when the *Section* is *Clear*.

5.3.2. Where Assistance Has Been Provided From the Advance and is to Remove the Disabled Rail Traffic to the Advance

The *Rail Traffic Crew* of the assisting *Rail Traffic*:

- removes the *Disabled Rail Traffic* as *Authorised* by the *Train Controller*; and
- advises the *Train Controller* when the *Section* is *Clear*.

5.3.3. Where Assistance has Been Provided From the Advance and is to Remove the Disabled Rail Traffic to the Rear

Before permitting the assisting *Rail Traffic* to remove the *Disabled Rail Traffic* in the *Wrong Running Direction*, the *Train Controller* must:

- ensure no *Rail Traffic* has entered the *Section* behind the *Disabled Rail Traffic*;
- place the *Signal* controlling the entry to the *Section* at Stop and apply *Blocking Facilities*; and
- ensure an *RRTA* has been issued to the *Rail Traffic Crew* of the assisting *Rail Traffic*.

The *Rail Traffic Crew* must:

- before moving to the rear, be in possession of an *RRTA*;
- on arrival at the rear *Location*, obtain permission from the *Train Controller* to enter;
- advise the *Train Controller* the *Section* is *Clear*; and
- ensure the *Propelling* movement is made in accordance with **Rule 4015 Setting Back or Propelling on Running Lines**.



NOTE

The *Disabled Rail Traffic Crew* must assist with the *Propelling* movement as required.

5.4. SINGLE LINE AUTOMATIC SIGNALLING

5.4.1. Where Assistance has Been Provided From the Rear and is to Remove the Disabled Rail Traffic to the Rear

Before permitting the assisting *Rail Traffic* to remove the *Disabled Rail Traffic* to the rear, the *Train Controller* must:

- place the *Signal* controlling the entry to the *Section* at Stop and apply *Blocking Facilities*; and
- make sure the assisting *Rail Traffic Crew* are in possession of the *Half Pilot Key* from the rear *Location*.

The assisting *Rail Traffic Crew* must:

- before moving to the rear station, be in possession of the *Half Pilot Key* from the rear *Location*;
- on arrival at the rear *Location*, with the *Disabled Rail Traffic*, obtain permission from the *Train Controller* to enter;
- advise the *Train Controller* when the *Section* is *Clear*; and
- replace the *Half Pilot Key*.

5.4.2. Assistance From the Advance and Removing the Disabled Rail Traffic to the Advance

The assisting *Rail Traffic Crew* must:

- before removing the *Disabled Rail Traffic* to the advance station, be in possession of the *Half Pilot Key* from the advance *Location*;
- remove the *Disabled Rail Traffic* as *Authorised* by the *Train Controller*;
- advise the *Train Controller* when the *Section* is *Clear*, and
- replace the *Half Pilot Key*.

5.4.3. Where Assistance has Been Provided From the Advance Station and is to Remove the Disabled Rail Traffic to the Rear

Before permitting the assisting *Rail Traffic* to remove the *Disabled Rail Traffic* to the controlled *Location* in the rear, the *Train Controller* must:

- make sure no *Rail Traffic* has entered the *Section* behind the *Disabled Rail Traffic*;
- place the *Signal* controlling the entry to the *Section* at *Stop* and apply *Blocking Facilities*; and
- ensure the assisting *Rail Traffic Crew* are in possession of the *Half Pilot Key* from the rear *Location*.

The assisting *Rail Traffic Crew* must:

- before moving to the rear station, be in possession of the *Half Pilot Key* from the rear *location*;
 - on arrival at the rear station, obtain permission from the *Train Controller* to enter;
 - advise the *Train Controller* when the *Section* is *Clear*;
 - replace the *Half Pilot Key*; and
 - the *Propelling* movement is made in accordance with **Rule 4015 Setting Back or Propelling on Running Lines**.
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6. RAIL TRAFFIC PARTED

Rail Traffic Crews who become aware that their *Rail Traffic* has *Parted* must:

- Stop the *Rail Traffic*; and
- tell the *Train Controller* about the *Parting* and, if possible, the *Location* of the detached vehicles.



WARNING

Before stopping the forward portion of *Parted Rail Traffic*, *Rail Traffic Crews* must consider the risk of it being struck by the detached portion of the *Rail Traffic*.

The *Train Controller* must determine whether the *Proceed Authority* for the movement back to the detached vehicles:

- is available under the existing system of *Safeworking*; or
- must be *Authorised* using an *RRTA*.

The *Rail Traffic Crew* must not *Set Back* the forward portion of the *Rail Traffic* to the *Location* of the detached *Vehicles* unless:

- the detached *Vehicles* are secured; and
- the *Set Back* movement is made in accordance with **Rule 4015 Setting Back or Propelling on Running Lines**.

7. RAIL TRAFFIC PARTED AND RAIL TRAFFIC CREW UNAWARE

The *Train Controller* must, if necessary:

- arrange to locate the detached portions of the *Rail Traffic*;
- arrange to warn *Rail Traffic Crews* approaching the affected portions of line;
- arrange to prevent *Rail Traffic* from approaching the affected portions of line;
- apply *Blocking Facilities*; and
- arrange for recovery of the detached *Vehicles*.

Competent Workers who find detached *Vehicles* must:

- if possible, *Secure* them, and arrange for their *Protection*; and
 - tell the *Train Controller*.
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8. CANCELLING A RELIEF RAIL TRAFFIC AUTHORITY

The *RRTA* may be cancelled only if the *Train Controller* is assured that the *Authorised* movement has not started or has not been completed.

The *Train Controller* must tell affected *Competent Workers* that the *RRTA* has been cancelled.

9. FULFILLING A RELIEF RAIL TRAFFIC AUTHORITY

The *RRTA* must be *Fulfilled* only when the *Rail Traffic Crew* assures the *Train Controller* that the *Authorised* movements have been completed and the *Block* is *Clear*.

10. KEEPING RECORDS

Train Controllers must keep a *Permanent Record* of:

- the issue of the *RRTA*; and
- details of affected *Competent Workers* told about the *Authorised* movements.

Rail Traffic Crew and other *Competent Workers* must keep a *Permanent Record* of the issue of the *RRTA*.

11. REFERENCE

Rule 4001 Protecting Rail Traffic

Rule 4015 Setting Back or Propelling on Running Lines

Rule 6003 Blocking Facilities

Rule 6013 Passing Fixed Signals at Stop

12. EFFECTIVE DATE

| 22 July 2016