CONTENTS

1. Purpose ................................................................................................................. 3
2. General .................................................................................................................. 3
3. Disabled Rail Traffic .............................................................................................. 3
   3.1. Disabled Rail Traffic Crew ............................................................................ 3
   3.2. Train Controller ............................................................................................ 4
4. Authorities ............................................................................................................. 4
   4.1. Assisting Rail Traffic to Enter the Section From the Rear ......................... 4
   4.2. Assisting Rail Traffic to Enter the Section From the Advance ................. 4
   4.3. During Pilot Key Working on Single Line Automatic Signalling Sections .... 5
   4.4. Restrain Authorities ...................................................................................... 5
5. Removing Disabled Rail Traffic ............................................................................. 5
   5.1. Coupling to the Disabled Rail Traffic ............................................................ 5
   5.2. Assistance From the Rear and Propelling the Disabled Rail Traffic to the Advance .................................................................................................................. 6
    5.3. Double Line Automatic Signalling ...................................................................... 6
       5.3.1. Where Assistance Has Been Provided From the Rear and is to Remove Disabled Rail Traffic to the Rear ................................................................. 6
       5.3.2. Where Assistance Has Been Provided From the Advance and is to Remove the Disabled Rail Traffic to the Advance ............................................. 6
       5.3.3. Where Assistance Has Been Provided From the Advance and is to Remove the Disabled Rail Traffic to the Rear ............................................. 7
    5.4. Single Line Automatic Signalling ........................................................................ 7
       5.4.1. Where Assistance Has Been Provided From the Rear and is to Remove Disabled Rail Traffic to the Rear ................................................................. 7
       5.4.2. Assistance From the Advance and Removing the Disabled Rail Traffic to the Advance .............................................................................................. 8
       5.4.3. Where Assistance Has Been Provided From the Advance Station and is to Remove the Disabled Rail Traffic to the Rear ............................................. 8
6. Rail Traffic Parted .................................................................................................. 9
7. Rail Traffic Parted and Rail Traffic Crew Unaware ................................................. 9
8. Cancelling Relief Rail Traffic Authority .................................................................. 10
9. Fulfilling a Relief Rail Traffic Authority .................................................................. 10
10. Keeping Records ................................................................................................... 10
11. Reference ............................................................................................................. 10
12. Effective Date ....................................................................................................... 10
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; and
- replace the Half Pilot Key; and
- the Propelling movement is made in accordance with Rule 4015 Setting Back or Propelling on Running Lines.
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*. 
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