

**PUBLIC TRANSPORT AUTHORITY**  
SAFEWORKING RULES AND PROCEDURES

# **GLOSSARY**

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<b>A</b>	
<b>Absolute Block</b>	A system of Train operation that prevents more than one Train being in the Block section at any one time.
<b>Absolute Signal</b>	A Fixed Signal that must not be passed at Stop without the Authority of the Train Controller.
<b>Absolute Signal Blocking (ASB)</b>	A method used by Competent Workers to carry out Work on Track using Controlled Absolute Signals set and kept at Stop, without a formally issued Work on Track Authority.
<b>Access</b>	A designated safe way into, along, across or out of a Rail Corridor.
<b>Access Provider</b>	An organisation that provides and manages a rail Network and safe method of entry to that Network for Access Users.
<b>Access Road</b>	A designated safe way into, along, across or out of a Rail Corridor.
<b>Access User</b>	An organisation that has an agreement with an Access Provider to enter and use a rail Network.
<b>Accredited Worker</b>	A Worker who holds a valid Public Transport Authority Track Access Permit in accordance with the established procedures and whose accreditation has not been Cancelled or suspended.
<b>Active Control Level Crossing</b>	A road or pedestrian Level Crossing where warning equipment warns road users and pedestrians about approaching Rail Traffic by devices such as flashing lights or barriers.
<b>Adjacent</b>	Near to, close to.
<b>Adjoining</b>	In contact with, connected to.
<b>Advertise / Advertised</b>	To give written or electronic notice, usually in advance, of planned activities.
<b>Affected Signal</b>	A Signal not available for normal use.
<b>Airbrake</b>	A braking system activated by change in air pressure.
<b>Altered Working</b>	Working of Rail Traffic where a situation has occurred that necessitates working beyond the limits prescribed in these rules.

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<b>Alternative Proceed Authority (APA)</b>	Used to Authorise Rail Traffic movements when the Proceed Authority normally provided by the System of Safeworking is not available.
<b>Arc Infrastructure Train Order</b>	An Authority for the movement of Rail Traffic from one Location to the other in train order territory.
<b>Aspect</b>	The displayed pattern or position of lights or arms used to give a Signal indication.
<b>Associated Rail Traffic</b>	Rail Traffic that has been planned to be in a Worksite for inspection of the work being undertaken, delivering material for the Worksites, or for any reason that assists or is in connection with the activities planned to take place in the Worksite covered under the LPA or TOA.  Where Rail Traffic is planned to enter a Worksite an agreed plan showing target times for entry and exit should be produced.
<b>Attended Location</b>	A Signalling Location or Block Location that is switched in and controlled by a Competent Worker either on-site or at a remote Location; or  A Location attended by a Competent Worker for Safeworking purposes.
<b>Audible Warning Device</b>	A device, such as a whistle, siren, horn or hooter, used to give Warning.
<b>Australian Network Rules and Procedures (ANRP)</b>	The master set of rules and procedures that define how Access Providers and Access Users operate safely on the Australian Rail Network.
<b>Authorise / Authorises</b>	To give formal written, spoken or Signalled authority for an action.
<b>Authorised Investigator</b>	The Competent Worker nominated by the PTA to conduct the Investigation.
<b>Authorised Person (AP)</b>	A Competent Worker specially trained to operate Isolators and apply Earthing to Overhead Line Equipment and Authorised by the Electrical Engineering Manager.
<b>Authorising</b>	Refer <b>Authorise / Authorises</b> .
<b>Authority / Authorities</b>	A generic term for permission; or  A generic term used to describe Authorities e.g. Work Authority, Alternative Proceed Authority etc.

<b>Automatic Signalling Section</b>	System of sectional division in which the section Signals are operated automatically by means of apparatus worked directly by the occupation or clearing of the section by a Train.
<b>Automatic Train Protection (ATP)</b>	A system that supervises Train speed and target speed, alerts the Driver of the braking equipment, and enforces braking when necessary. The system may be intermittent, semi-continuous or continuous according to its track-to-train transmission updating characteristics.
<b>Axle Counters</b>	Equipment used to detect the presence of rail vehicles by counting the number of axles entering or leaving a Location. They may be used to operate Signalling or other Infrastructure equipment.
<b>B</b>	
<b>Bidirectional</b>	Allowing for normal movement of Rail Traffic in either direction according to the Infrastructure and System of Safeworking in use.
<b>Block</b>	A portion of line with defined limits between which only one Rail Traffic movement is permitted at any one time.
<b>Blocking</b>	A means to prevent clearance of a Signal when it is desired to inhibit entry of a Train movement into the Block section governed by the Signal.
<b>Blocking Facility</b>	A facility or device used by a Competent Worker to prevent either the unintended issue of an Occupancy Authority, or the operation of Points or Signalling equipment.
<b>Block Working</b>	Refer <b>Manual Block Working</b> .
<b>Bond</b>	An electrical Conductor complete with terminations which connects together items of equipment. There are two main types of Bonds: Structure Bonds and Traction Bonds.
<b>C</b>	
<b>Cancel / Cancelled / Cancellation</b>	To withdraw permission for or to end previously Authorised activities, such as an Occupancy Authority, without completing them.

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<b>Catch Points</b>	Single or double bladed Points used to derail Rail Traffic that might enter or Foul an Adjacent running line.
<b>Catenary Wire</b>	A bare stranded Conductor, being the uppermost of the two overhead wires mounted directly above the Track centre line and supporting the Contact Wire.
<b>Caution (Aspect)</b>	An Aspect which advises the Driver that the next Signal may be at danger, requiring the Train to stop.
<b>Caution (Handsignal)</b>	A Handsignal given to indicate the need for Rail Traffic to Proceed but being prepared to stop.
<b>Centralised Traffic Control (CTC)</b>	A system where Points and Signals at a number of Locations are remotely controlled from a centralised control room or other Locations along the route.
<b>Certify / Certified</b>	To classify a Worker as Competent. To classify Infrastructure or Rollingstock as Fit for Purpose.
<b>Circuit Breaker</b>	A switch suitable for opening a Circuit automatically, as a result of predetermined fault conditions or by some form of external control.
<b>Circuits / Circuited</b>	An arrangement of Conductors and electrical apparatus connected to a source of electricity supply.
<b>Civil Infrastructure</b>	The Track, Track formation and drainage, and fixed structures beside, over or under the Track. The term includes supports for overhead electric traction equipment and supports for Signalling and telecommunications equipment, but not the equipment itself.
<b>Clear / Cleared</b>	In reference to a Track Circuit, Block, section or Signal route, the absence of Rail Traffic.
<b>Clear Aspect</b>	A Proceed Indication displayed by a Signal.
<b>Closely Approaching</b>	Going towards a Location at a speed such that Rail Traffic Crews could not be expected to react in sufficient time to Stop.
<b>Commission</b>	To formally place into active service or use.
<b>Communication Device</b>	A device that supports Effective Communication.
<b>Competent</b>	Having the ability, skill and certification to carry out a relevant task.

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<b>Competent Worker</b>	A Worker Certified as Competent to carry out the relevant task.
<b>Complete</b>	Rail Traffic where the Consist has not parted.
<b>Condition Affecting the Network (CAN)</b>	A situation or condition that affects or has potential to affect the safety of the Network.
<b>Conductor</b>	A substance which permits the flow of Current.
<b>Consist</b>	Refer <b>Train Consist</b> .
<b>Contact Wire</b>	The bare solid Conductor, being the lower of the two overhead wires mounted directly above the Track centreline. The Pantographs of electric Trains press against the underside of this wire and collect the Current required by the Train.
<b>Contenary Wire</b>	A bare solid Conductor (Contact Wire) installed in lieu of Catenary Wire at stations, below an overbridge and at Level Crossings.
<b>Controlled Absolute Signal</b>	A Signal that is controlled or operated by a Train Controller or a Competent Worker. The Signal must not be passed at Stop without Authority. Some of these Signals are fixed at Red.
<b>Controlled Location</b>	A Location where a Train Controller controls the Signalling and Safeworking operations either on-site or remotely.
<b>Controlled Signal</b>	A Signal that is, or may be, controlled or operated by a Train Controller or Competent Worker.
<b>Controlled Speed</b>	A speed that allows Rail Traffic to Stop short of an obstruction within half the distance of clear line that is visible ahead.
<b>Converging</b>	Lines meeting and joining to become one line.
<b>Convoy</b>	A group of Track Vehicles not coupled but travelling closely together under a single Occupancy Authority.
<b>Crank Handle</b>	A device used for the manual control of Points. Includes ESML handle, Manual Points Control Mechanism and handthrow point lever.
<b>Cross</b>	To go past other Rail Traffic Travelling in the opposite direction.

<b>Crossing Location</b>	May consist of single or double ended portion of Track, to hold Rail Traffic, connected to a Main Line that is used to permit other Rail Traffic to Cross or pass.
<b>Crossover</b>	A portion of line that is used to divert Rail Traffic from one continuing line to another.
<b>Current</b>	The flow of electricity.
<b>D</b>	
<b>Dangerous Goods</b>	Materials defined under the Australian Code for the Transport of Dangerous Goods by Road and Rail (ADG Code ©).
<b>Danger Zone</b>	Everywhere within three (3) metres horizontally from the nearest rail and any distance above or below this three (3) metres, unless a Safe Place exists or has been created.
<b>De-Energisation</b>	To De-Energise Overhead Line Equipment. Refer <b>De-Energise</b> .
<b>De-Energise / De-Energised</b>	The status of Overhead Line Equipment once Circuit Breakers and/or Isolators feeding a section have been opened. No earths are applied and no Permit to Work Issued. The three (3) and one (1) metre rules per this document shall apply as appropriate.
<b>Delegate</b>	A Competent Worker Authorised and designated to act in place of another.
<b>Demarcation Fencing</b>	Easily-seen, continuous Worksite safety boundary markers approved by the Access Provider.
<b>Departure Signal</b>	The Signal controlling the entrance to a Single Line Automatic Section.
<b>Derail Device</b>	A device intended to guide the wheels of Rail Traffic off rails.
<b>Derailment</b>	An incident in which one or more wheel sets run off the Track.
<b>Designated Earthing Point (DEP)</b>	A designated point at which the Overhead Line Equipment may be Earthed. Locations are identified by a yellow sign with black lettering positioned on the structure.



<b>Diagram of Signalling</b>	The Diagram of Signalling is a document provided and updated by the Signalling Engineering Manager. This document provides a linear map of the Track showing Signals and other associated equipment.
<b>Disabled</b>	Unable to Travel due to a defect.
<b>Disabled Rail Traffic</b>	Rail Traffic that is unable to Travel due to a defect.
<b>Double Line Block (DLB) Territory</b>	The portions of line where the Double Line Block System of Safeworking is used.
<b>Double Line Working</b>	The working of Rail Traffic over separate Unidirectional lines for Up and Down movements.
<b>Down Main</b>	On the Fremantle Line, the Main Line traveling away from Fremantle. On all of the Lines, the Main Line traveling away from the City.
<b>Driver</b>	A Competent Worker controlling the movement of Rail Traffic.
<b>Driver Supervisory System</b>	A system fitted to a vehicle that can monitor the Driver (or Train) condition or performance and apply the Train brakes when a measured condition or performance parameter violates a required state or limit.
<b>Dual Gauge Track</b>	Track that allows Rail Traffic of different gauges to transit using a common rail.
<b>E</b>	
<b>Earthed</b>	A Circuit is Earthed when it is connected to Traction Earth by a Conductor.
<b>Earthing</b>	Refer <b>Earthed</b> .
<b>Earthing Conductor</b>	A Conductor for connecting Electrical Equipment to earth.
<b>Earth Wire</b>	A Conductor electrically connecting together the steelwork of two or more structures and in turn connected to the Traction Earth system.
<b>Effective Communication</b>	The ability to successfully send, receive and understand information. The communication does not need to be continuous.

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<b>Electrical Engineering Manager (EEM)</b>	The Branch Manager that leads overheads, electrical services and traction power within the Network and Infrastructure Division.
<b>Electrical Equipment</b>	Any apparatus which is used for the generation, transmission, distribution, control or utilisation of electricity.
<b>Electrical Infrastructure</b>	Equipment and systems for supplying and distributing electricity for traction purposes. Wires, cables, and Electrical Equipment associated with low-voltage electrical switch rooms, Signalling and Substations.
<b>Electrical Representative</b>	A person with the appropriate delegated authority and electrical engineering competence to make judgments about electrical safety.
<b>Electrical Safety Instructions</b>	Instructions provided by the Access Provider's Electrical Maintenance Representatives for work on or near Electrical Infrastructure.
<b>Electrical Safety Observer</b>	A person who oversees the safety of other personnel working in the Electrified Area. This person shall have passed the Electrification Safety and Awareness Course and hold the equivalent competence of a Person Responsible for Electrification Safety (PRES).
<b>Electrical Section</b>	A length of Overhead Line Equipment which can be De-Energised by operating Circuit Breakers in a Feeder Station and / or Track Sectioning Cabin.
<b>Electric Control Officer (ECO)</b>	The person having control of the power supply to the electric traction system and who is responsible for all switching operations and isolations of electrical traction system.
<b>Electric Multiple Unit (EMU)</b>	An electric Train Consist.
<b>Electrified Area</b>	The area generally within the reserve of the electrified railway and any traction substation, Feeder Station and Track Sectioning Cabin.
<b>Electronic Book On System</b>	PTA's electronic system which records Competent Workers booking on and off the Rail Corridor.
<b>Emergency</b>	Incident requiring urgent action. The incident might involve death or serious injury, health or safety effects, significant damage to property or Infrastructure.

<b>Emergency De-Energisation</b>	A De-Energisation of part or the whole of the overhead traction system, no isolators are opened and no Permit to Work is issued. Personnel may approach as close as one (1) metre from normally LIVE Overhead Line Equipment.
<b>Emergency Management Manual</b>	9000-000-011 - Emergency Management Manual.
<b>End-of-Train Marker</b>	A device, including tail lights, fitted to the trailing end of the last vehicle of a Rail Traffic Consist to indicate the end of the Consist.
<b>End-of-Train Monitor</b>	A device secured to the coupler of the last vehicle which communicates via radio link to the Locomotive and provides real time end-of-Train air pressure and other related information.
<b>Exclusion Zone</b>	An Exclusion Zone is a Location in the Danger Zone where work cannot be performed under Lookout Working.
<b>Exclusive Occupancy</b>	Sole occupancy of Track within defined limits.
<b>Exemption Certificate</b>	Refer <b>Track Access Exemption Certificate</b> .
<b>F</b>	
<b>Facing Points</b>	Points with the switch blades facing approaching Rail Traffic.
<b>Feeder</b>	A transmission line Conductor or cable in the electrical power distribution system.
<b>Feeder Station</b>	A building containing Electrical Equipment to which traction power supplies from a Substation are brought, and from which the Overhead Line Equipment is fed.
<b>Fit for Purpose</b>	Able to be used for the function required.
<b>Fixed Signal</b>	A Signal that is located permanently near the line.
<b>Fixed Worksite</b>	A Worksite with boundaries that are fixed and defined for the duration of the work.
<b>Foul</b>	In a position to obstruct Rail Traffic on Adjacent lines.
<b>Fulfil / Fulfilled / Fulfilling</b>	To complete the instructions on, and associated activities, for an Occupancy Authority.

<b>G</b>	
<b>General Exemption</b>	An authority issued by the General Manager of Network and Infrastructure to allow Non-Accredited Workers to work in the Rail Corridor.
<b>Ground Shunt Signal</b>	A shunting signal mounted at ground level.
<b>H</b>	
<b>Half Pilot Key</b>	A device provided at each end of a single line Centralised Traffic Control (CTC) section and work in conjunction with the Departure Signals at the end of the section where they are located.
<b>Handbrake</b>	A device to secure a rail vehicle against movement.
<b>Handsignal / Handsignalled</b>	A Signal given by hand movements, with or without flags or lights.
<b>Handsignaller</b>	A Competent Worker who gives Handsignals to Rail Traffic Crew.
<b>Haul</b>	To move Rail Traffic using a motive power source at the leading end.
<b>Hazard Light</b>	Amber or orange flashing light fitted to a vehicle to provide Warning.
<b>Headlight</b>	White or blue lights fitted at the front of Rail Traffic to provide visibility for the Rail Traffic Crew and to improve the visibility of Rail Traffic.
<b>Hertz</b>	The frequency of the supply in cycles per second.
<b>I</b>	
<b>Illegal Signal Indication</b>	A Signal indication that is inconsistent with the Signal Aspects and indications used in the Network, or the indications of Adjoining Signals and the known condition of the line, or what is known about Occupancy of the line.

<b>Incident Controller</b>	The person designated by the relevant Controlling Agency, responsible for the overall management and control of an incident within an incident area and the tasking of agencies in accordance with the needs of the situation.
<b>In Effect</b>	Activate, become current, in force.
<b>In-Field Protection</b>	One or more devices approved by the PTA that provide warning to protect Rail Traffic Crew and Workers. The device or devices may be used in conjunction with Signalling or Blocking Facilities: <ul style="list-style-type: none"> <li>• Rail Clamped Worksite Limits Signs; or</li> <li>• Rail Clamped Stop Sign.</li> </ul>
<b>Infrastructure</b>	Refer <b>Civil Infrastructure; Electrical Infrastructure; Signalling</b> and <b>Communications Infrastructure</b> .
<b>Infrastructure Control Officer (ICO)</b>	A person who monitors and controls the status of operational assets and coordinates the response to Infrastructure faults and incidents.
<b>Instruction Sign</b>	A sign near or fixed to a Signal, bearing directions to Rail Traffic Crews.
<b>Interlock</b>	Interaction of equipment controlling Points and/or Signals to prevent conflicting movements, and to make sure routes are set correctly.
<b>Interlocking Area</b>	An area equipped with Interlocked Points and/or Signals.
<b>Interlocking Machine</b>	Equipment used to operate or control Interlocked Points and Signals.
<b>Intermediate</b>	Between two others.
<b>Intermediate Signal</b>	An Intermediate Signal is a Fixed Signal used to divide a section to facilitate the movement of following Rail Traffic.
<b>Isolated</b>	The status when Overhead Line Equipment is disconnected and separated from all sources of electricity supply in such a way that this disconnection and separation is secure. Isolated equipment is not safe to touch until a Permit to Work has been Issued, or in an Emergency situation safeguards laid down in this document have been complied with.

<b>Isolating</b>	Refer <b>Isolated</b> .
<b>Isolator</b>	An offload switching device which in the open position provides a visible break and isolating distance appropriate for the voltage.
<b>Issue / Issued</b>	To give or send copies of Authorities, Warnings, notices and Network publications to affected Competent Workers by voice, hand delivery or electronic means.
<b>J</b>	
<b>Joint Occupancy</b>	Simultaneous Occupancy of Track within defined limits.
<b>Jumper Cable</b>	A length of Conductor provided with clamps for use as a temporary electrical connection to bridge across a gap, such as in a pipe or cable sheath.
<b>Junction Indicator</b>	An indicator provided at a junction Signal to inform the Driver which way a junction is set, by means of a line of white lights.
<b>L</b>	
<b>Level Crossing</b>	A Location where the railway line and a road or pedestrian walkway cross paths on the same level.
<b>Light, Battery Powered Tool or Device</b>	An internally powered tool or device that can be easily carried by one person and can be immediately removed from the Track.
<b>Light, Non-powered Hand Tool</b>	A tool that can be carried and easily removed by one person and is not powered by compressed air, gas, electricity, hydraulics, explosive charge or internal combustion engine.
<b>Light, Powered Hand Tool</b>	An internally powered tool that can be carried easily by one person, without mechanical assistance.
<b>Limit of Authority</b>	The limit may be defined by a sign, a Signal capable of displaying a Stop indication, or a specific kilometre point on a line.  It defines the Location to which Rail Traffic may travel under a Proceed Authority or the limits of a Work on Track Authority.

<b>Live</b>	(LIVE or Energised) – This term applies to Electrical Equipment when a potential difference (voltage) exists between it and earth. DANGEROUS TO ENCROACH ON STATED CLEARANCES.
<b>Local Earth</b>	Portable appliance for establishing electrical connection between De-Energised Overhead Line Equipment and Traction Earth.
<b>Local Possession Authority (LPA)</b>	An Authority that closes a defined portion of Track for a specified period.
<b>Location</b>	A place in the Network with a designated name, identification number, or Signalling reference.
<b>Locomotive</b>	Self-propelled, non-passenger-carrying railway vehicles used for Hauling other (typically freight or passenger) Rollingstock.
<b>Lookout</b>	A Competent Worker responsible for keeping watch for approaching Rail Traffic, and for Warning other Workers to stand Clear of the line before the Rail Traffic arrives.
<b>Lookout Working</b>	A safety measure used by Competent Workers to carry out Work on Track without a formally Issued Work on Track Authority.
<b>Low Visibility</b>	Any condition that does not allow Competent Workers to view the distance required to work safely.
<b>M</b>	
<b>Main Line</b>	The Running Line normally used for running Rail Traffic through and between Locations.
<b>Maintenance Representative</b>	An Authorised Access Provider's employee or an organisation contracted to the Access Provider, responsible for maintaining Network Infrastructure.
<b>Maintenance Vehicle</b>	Refer <b>Track Vehicle</b> .
<b>Major Incident</b>	An incident assessed by the Access Provider or delegate as having a potentially major impact on the Network, human life, property or the environment.
<b>Manual Block Working</b>	A method of working, which ensures sole occupancy by manually maintaining the Block for Rail Traffic movements.

<b>Marker Light</b>	Lights which indicate the front or rear of a Train.
<b>Motive Power Unit</b>	A rail vehicle used to provide the power to move itself or other vehicles.
<b>N</b>	
<b>National Standard for Health Assessment of Rail Safety Workers</b>	<p>The National Standard provides practical guidance for Rail Transport Operators to meet rail safety legislative requirements by managing the risks posed by the ill health of rail safety Workers.</p> <p>The National Standard sets out how the health of rail safety Workers is to be assessed.</p> <p>Assessments are to be based on a risk analysis of rail safety tasks and the best available medical evidence.</p>
<b>Network</b>	A combination of Track and other Infrastructure controlled by an Access Provider.
<b>Network Access Level Crossing</b>	Generally permanent Level Crossings provided at Authorised Locations for Network maintenance.
<b>Network Notice</b>	A notice issued by an Access Provider which contains Safeworking information for Workers.
<b>Night</b>	For the purpose of working, night is between the hours of sunset and sunrise.
<b>Nominated Person (NP)</b>	<p>A person who has been appointed in writing by the Electrical Engineering Manager (EEM) to Issue and Cancel Permits to Work for particular equipment and is responsible to carry out electrical switching according to procedures in conjunction with the Electric Control Officer.</p> <p>The Nominated Person also Issues Vicinity Forms.</p>
<b>Non-Accredited Worker</b>	A Worker who does not hold a Track Access Permit.
<b>Normal Speed</b>	A speed that does not exceed the speed limit currently In Effect for the Location and type of Rail Traffic.
<b>O</b>	
<b>Obstruct / Obstructed</b>	To make a line unsafe for the passage of Rail Traffic.
<b>Occupancy</b>	Presence of Rail Traffic or Track Workers on Track.



<b>Occupancy Authority</b>	A formal Authority that allows Occupancy of a portion of line by Rail Traffic or for Work on Track.
<b>Open-Channel</b>	A system that allows all radio users to take part in all conversations.
<b>Open Circuit</b>	The condition applying when a Circuit is incomplete, as by the opening of a switch, or by the omission of a connection in the Circuit, thus preventing Current from flowing.
<b>Operator</b>	An organisation that manages operates or maintains Rail Traffic on a Network.
<b>Operator's Representative</b>	A person authorised by an Operator to act on their behalf.
<b>Overhead Line Equipment (OLE)</b>	An arrangement of Conductors, suspended over or Adjacent to the railway line, for supplying electricity to electric Trains, together with the associated foundations, structures, fittings, insulators and other attachments by means of which the Conductors are suspended or registered in position.
<b>Overhead Supply</b>	The supply of electric Current to the overhead wiring system for traction purposes.
<b>P</b>	
<b>Pantograph</b>	A retractable frame, mounted on insulators on the roof of an electric Train, which presses against the underside of the Contact Wire and through which the Current is collected from the OLE.
<b>Parting / Parted</b>	Rail Traffic has or is becoming uncoupled en route (also known as dividing in some Networks).
<b>Permanent Record</b>	A record made in writing or in an electronic system, and kept for reference and audit.
<b>Permanent Way</b>	The system of earthworks, drainage, structures, and Track Work (but excluding Signalling and communications systems) completed to the required clearance, grade and alignment in readiness for traffic.
<b>Permissive Block Working</b>	A system whereby two or more Trains Travelling in the same direction and spaced a Block apart, may consecutively enter a Block section of single line on Signal indication.

<b>Permissive Signal</b>	A Fixed Signal that is normally controlled by the passage of Rail Traffic and its normal indication is a Proceed Authority.
<b>Permissive Working</b>	A system whereby Rail Traffic Travelling in the same direction may enter a single line on a Signal indication and are permitted to Proceed at Restricted Speed to the preceding Train or next Stop indication.
<b>Permit to Work</b>	A form of declaration signed and issued by a Nominated Person to a Person Responsible for Electrification Safety to be carried out on or near to Electrical Equipment. The purpose of the form is to make known to the recipient exactly which equipment is Isolated and Earthed, and upon which, or near to which, it is safe for the work to commence only so far as the Electrical Equipment is concerned.
<b>Person Responsible for Electrification Safety (PRES)</b>	This person ensures the Work Group comply with all of the appropriate clauses of Safeworking Rule 2017 Working Around Electrical Infrastructure for the activity being undertaken. The PRES accepts on behalf of the Work Group any Traction Distribution System Permit to Work or Vicinity Form Issued. Also the PRES converses with the ECO and Train Controller about issues relating to working in Electrified Area.
<b>Pilot / Piloted</b>	A Competent Worker, who accompanies, directs and advises Rail Traffic Crews; or To direct or guide Rail Traffic Crews and tell them about local conditions and operating restrictions on Running Lines and at Worksites.
<b>Pilot Key</b>	A Pilot Key consists of two Half Pilot Keys taken from the Pilot Key switches located Adjacent to the Departure Signals at each end of the section concerned. It is assembled by screwing the two Half Pilot Keys together.
<b>Pilot Key Working</b>	Pilot Key working is a system of working to permit Train operations when a Departure Signal has failed and cannot be repaired in a short time frame.
<b>Planned Work</b>	Work that is planned and endorsed by the MRIA with a Works Program Number.
<b>Platform / Platformed</b>	A raised or level area, next to the line, that allows people to enter and leave Trains.
<b>Points</b>	A Track component consisting of paired pieces of tapered rail that can be moved and set to allow Tracks to diverge or converge.

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<b>Points Clip</b>	A lockable clip for manually securing a point switch to the stock rail.
<b>Points Identification Number</b>	A number that identifies a set of Points.
<b>Points Indicator</b>	An indicator showing the position of Points.
<b>Points Securing Device</b>	A device approved by Access Providers used to prevent movement of Points from the required position.
<b>Possession Protection Officer (PPO)</b>	The Competent Worker responsible for coordinating Protection of Worksites under a Local Possession Authority.
<b>Proceed</b>	To advance or to carry on.
<b>Proceed Aspect</b>	Caution (yellow) or Clear (green) Aspects on a Signal that gives the Rail Traffic Crew the authority to Proceed.
<b>Proceed Authority</b>	An Authority that allows Rail Traffic to enter and occupy a portion of line and Proceed in the forward direction.
<b>Proceed Indication</b>	Refer <b>Proceed Aspect</b> .
<b>Proceed Restricted Authority (PRA)</b>	An Authority for Rail Traffic to move in the forward direction at Restricted Speed to enter the limits of a preceding Rail Traffic movement or a Track obstruction.
<b>Propel</b>	To push Rail Traffic away from the controlling Locomotive or Motive Power Unit.
<b>Propelling</b>	Refer <b>Propel</b> .
<b>Protecting Signal</b>	For a Worksite: A Controlled Absolute Signal that is held and maintained at Stop to prevent Rail Traffic entry into a Worksite. For Rail Traffic: An Absolute Signal that protects Rail Traffic from conflicting movements or entering an obstructed section.
<b>Protection</b>	The means used to prevent Rail Traffic from entering a Worksite or other portion of Track, or to prevent road or pedestrian traffic entering a Level Crossing.
<b>Protection Officer (PO)</b>	The Competent Worker responsible for managing the rail safety component of Worksite Protection.

<b>R</b>	
<b>Rail Bond</b>	A cable fixed across a break or joint in one rail, or between two rails, to provide a path for Traction Return Current or Track-Circuits.
<b>Rail Clamped Stop Sign</b>	A device approved by the Public Transport Authority that provides Warning to protect Workers. Used when working under a Local Possession Authority or Track Occupation Authority.
<b>Rail Corridor</b>	The land on which a railway is built; comprising all property between property fences, or from the nearest rail in each direction for the distance specified by the Access Provider.
<b>Rail Industry Safety Standards Board (RISSB)</b>	Responsible for the development and management of rail industry standards, rules, codes of practice and guidelines, all of which have national application.
<b>Rail Infrastructure Manager</b>	In relation to rail Infrastructure of a railway, means the person who has effective control and management of the rail Infrastructure, whether or not the person: <ul style="list-style-type: none"> <li>• owns the rail Infrastructure; or</li> <li>• has a statutory or contractual right to use the rail Infrastructure or to control, or provide, Access to it.</li> </ul>
<b>Rail Traffic</b>	Trains and Track Vehicle or Vehicles Travelling on the Network.
<b>Rail Traffic Consist</b>	Refer <b>Train Consist</b> .
<b>Rail Traffic Crew</b>	Competent Workers responsible for the operation of Rail Traffic.
<b>Rail Traffic Identification Number</b>	The unique identifying number of Rail Traffic.
<b>Rail Traffic Integrity</b>	The requirements that must be met for Rail Traffic to be deemed to be Fit for Purpose and able to enter and Travel in the Network.
<b>Rail Traffic Whistle</b>	Refer <b>Whistle</b> .
<b>Rail Transport Operator</b>	Means a: <ul style="list-style-type: none"> <li>• Rail Infrastructure Manager;</li> <li>• Rollingstock Operator; or</li> <li>• person who is both a Rail Infrastructure Manager and a Rollingstock Operator.</li> </ul>

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<b>Repeater Signals</b>	A Signal provided at some Locations to give Rail Traffic Crew better information about the indication of the next Signal.
<b>Restrain / Restrained</b>	To prevent movement of Rail Traffic with Signals, Signalling equipment, Blocking facilities, or the Issue of a written Warning.
<b>Restraint Authority</b>	The Restraint Authority directs Rail Traffic not to depart the Location irrespective of any available Proceed Authority.
<b>Restricted Access</b>	Access granted to a person or persons to carry out works in the Electrified Area without an Isolation and under certain restrictions imposed by the EEM or his/her nominated representatives.
<b>Restricted Speed</b>	Restricted speed is a speed that allows Rail Traffic to Stop short of an obstruction within half the distance of Clear Track that is visible ahead. Restricted Speed must not exceed 25 km/h.
<b>Return Conductor</b>	A Conductor attached to the OLE structure that carries Traction Return Current.
<b>Right Running Direction</b>	The normal direction of Travel on Unidirectional lines.
<b>Road Rail Vehicle</b>	Refer <b>Track Vehicle</b> .
<b>Road Rail Vehicle Authority</b>	A form Issued by the Train Controller to permit a Road Rail Vehicle to Travel.
<b>Roll-By Inspection</b>	A visual inspection of moving Rail Traffic to identify equipment, loading security or other defects or failure.
<b>Rollingstock</b>	Any vehicle that operates on, or intends to operate on, or uses a railway Track, including any loading on such a vehicle, but excluding a vehicle designed for both on- and off-Track use when not operating on the Track. Rollingstock is a collective term for a large range of rail vehicles of various types, including Locomotives, freight wagons, passenger cars, Track machines and Road-Rail Vehicles.
<b>Rollingstock Standards</b>	Access Providers' specified requirements for Locomotives, vehicles and Track Vehicles to operate on the Network.
<b>Route</b>	The path from one Limit of Authority to the next in the direction of Travel.

<b>Route Indicator</b>	A Route indicator that conveys its information by illuminated alphanumeric characters.
<b>Route Integrity</b>	The requirements that must be met for a Route to be deemed to be Fit for Purpose.
<b>Running Direction</b>	Refer <b>Right Running Direction;</b> <b>Wrong Running Direction.</b>
<b>Running Line</b>	A line (other than a Siding) that is used for Through-Movement of Rail Traffic.
<b>Running Signal</b>	A Fixed Signal placed near a Running Line to Authorise and control running movements.
<b>S</b>	
<b>Safe Braking Distance</b>	A distance indicated to Rail Traffic that would allow Rail Traffic to Stop with the application of normal service braking.
<b>Safe Distance</b>	A distance between Workers and equipment and exposed electrical wires and equipment that an Access Provider deems as safe.
<b>Safe Place</b>	A place where Workers and equipment cannot be struck by Rail Traffic. A Safe Place is: <ul style="list-style-type: none"> <li>• at least three (3) metres clearance between the Worker and the nearest Running Line;</li> <li>• behind a structure or barrier erected to provide Protection;</li> <li>• behind a designated safety line; or</li> <li>• a place created following the use of a rule that stops Rail Traffic.</li> </ul>
<b>Safety Assessment</b>	An assessment process used to identify hazards for all work planned for the Rail Corridor and its potential to intrude on the Danger Zone.
<b>Safeworking</b>	Safeworking is an integrated system of operating procedures and engineering for the safe operations of Trains and the protection of people and property on or in the vicinity of the railway.
<b>Safeworking Rules and Procedures</b>	Refer to <b>Safeworking.</b>

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<b>Section</b>	The line between the departure end yard limit of one Location and the arrival end yard limit of another Location. A section consists of one or more Blocks.
<b>Secure / Secured</b>	To place and keep something in a known or prepared place or position to safeguard it against accidental or Unauthorised Access or movement.
<b>Set Back</b>	To move in the reverse direction to that provided in the current Proceed Authority.
<b>Shunt</b>	To move Rail Traffic, rakes of Vehicles, or Vehicles on lines for purposes other than Through-Movement.
<b>Shunting / Shunting Operation</b>	The process of moving Rail Traffic, rakes of Vehicles, or Vehicles on lines for purposes other than Through-Movement.
<b>Siding</b>	A portion of Track where Vehicles can be placed Clear of the Running Lines. Refer also <b>Intermediate Siding</b> .
<b>Sighting Distance</b>	The distance that someone can clearly see along the Track. When applying Lookout Working the Sighting Distance must be determine using an appropriate measuring tool.
<b>Signal</b>	A mechanical or electrical device erected beside a rail line to advise Rail Traffic Crew of the state of the line ahead.
<b>Signal Aspect</b>	The displayed pattern or position of lights or arms used to give a Signal indication.
<b>Signal Indication Number</b>	Unique identifying number of a Signal.
<b>Signalled / Signalling</b>	Refer <b>Signal</b> .
<b>Signalling and Communication Infrastructure</b>	Signalling equipment and communications equipment used as part of the Safeworking and operating systems of the Network.
<b>Signals Engineer</b>	A person with the appropriate delegated authority and Signals engineering competence to make judgments about Signalling safety.
<b>Signals Maintenance Representative</b>	A qualified and authorised Signals maintenance Worker.

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<b>Single Line Automatic Block Signalling (SLABS) Territory</b>	The portions of line where the Single Line Automatic Block Signalling System of Safeworking is used.
<b>Single Line Working</b>	Rail Traffic working in both directions over a single line.
<b>Sole Occupancy</b>	Sole Occupancy of Track within defined limits.
<b>Special Notice</b>	Formal notification issued by the relevant authority regarding Rail Traffic operations or Track work.
<b>Special Working</b>	Working Rail Traffic using an Alternative Proceed Authority or Manual Block Working.
<b>Speed Restriction / Speed Restricted</b>	An imposed reduction of the Normal Speed for a portion of Track.
<b>Stable</b>	To leave Rail Traffic unattended and Secured, usually in a Siding.
<b>Station Limit</b>	Station Limits define the limits of Controlled Locations. Refer <b>Rule 4011</b> .
<b>Stopping Place</b>	A designated Location, next to the line, that may allow personnel to enter and leave Trains.
<b>Structure Bond</b>	A Bond connecting the steelwork of an overhead line structure, bridge, or other metal structure to the Traction Earth.  This Bond is provided to prevent the rise of hazardous voltages on structures and steelwork.
<b>Structure Number</b>	A unique number given to an Overhead Line Equipment mast within the PTA Rail Corridor.
<b>Substation</b>	A compound containing electrical switchgear, Transformers and equipment to which main supplies from the Power Supply Authority are brought and from which a Feeder Station is fed.
<b>Sufficient Warning Time</b>	The minimum time needed for Workers to react to a Lookout's Warning and move themselves and equipment to a Safe Place; should include time for the Lookout's reaction and a margin for safety.
<b>Supervisory Control and Data Acquisition (SCADA)</b>	A computerised system for the use of ECOs to remotely control the electric traction equipment in Substations, Feeder Stations, Track Sectioning Cabins and to operate motorised Isolators.
<b>Suspend</b>	Practice used in some Networks when a Work on Track Authority is suspended and then reinstated at a later time.



<b>Swing Nose Blades</b>	These blades are designed to switch against the stock rail to eliminate the flangeway gap between the conventional fixed nose vee and the stock rail.
<b>System of Safeworking</b>	An integrated system of operating procedures and engineered systems used in the Network, for safe operation of Rail Traffic, and protection of people and property.
<b>T</b>	
<b>Tail Lights</b>	Red lights used as to designate the end of Rail Traffic. (Refer also <b>End-of-Track Marker</b> ).
<b>Temporary Speed Restriction (TSR)</b>	An imposed reduction of the Normal Speed for a portion of Track.
<b>Temporary Traction Bond</b>	An insulated cable fitted with rail clamps at each end used to temporarily bridge gaps in the traction rail.
<b>Terminal Line</b>	A dead-end line.
<b>Through-Movement</b>	Transit or Travel in the Network. Refer also <b>Transit</b> or <b>Travel</b> .
<b>Touch Lookout(s)</b>	A Lookout provided to be able to touch another Worker to provide Warning of approaching Rail Traffic.
<b>Track</b>	The combination of rails, rail connectors, sleepers, ballast, Points and crossings.
<b>Track Access Exemption Certificate</b>	An Authority Issued by the General Manager of Network and Infrastructure, or delegate, to permit Non-Accredited Workers to work in the Rail Corridor for no more than five (5) consecutive days.
<b>Track Access Permit (TAP)</b>	Identification of a person deemed Competent to carry out work at the level identified on the Rail Industry Worker Card (RIWC).
<b>Track Circuit</b>	An electric Circuit where Current is carried through the rails and used to detect the presence of Trains. Track Circuits are used in the operation and control of Points and Signalling equipment.
<b>Track Circuited Territory</b>	Portions of line where the System of Safeworking relies on Track Circuits to detect the presence of Rail Traffic.

<b>Track Circuit Shorting Clip</b>	A cable that can be clamped to a line's rails to activate Track Circuits.
<b>Track Inspection Vehicles</b>	Refer <b>Track Vehicle</b> .
<b>Track Occupancy Authority (TOA)</b>	An Authority for Competent Workers and their equipment to occupy a defined portion of Track for a specified period.
<b>Track Maintenance Machine</b>	A flange wheeled vehicle used for Infrastructure maintenance, construction and inspections. Separate to freight Rollingstock (e.g. wagons used for carrying rail, sleepers, spoil, ballast etc.) and Road Rail Vehicles.
<b>Track Sectioning Cabin (TSC)</b>	A building containing electrical switchgear and other equipment which is arranged to connect together a number of Electrical Sections of Overhead Line Equipment.
<b>Track Speed</b>	The allowed maximum speed for a portion of Track.
<b>Track Vehicle</b>	A vehicle, usually self-propelled, used for inspecting and/or maintaining Infrastructure.
<b>Track Vehicle Identification Number</b>	The unique number displayed on a Track Vehicle.
<b>Track Vehicle Operator</b>	A Competent Worker controlling the movement of a Track Vehicle.
<b>Track Work</b>	Construction, maintenance or repair work on or around Infrastructure in the Rail Corridor.
<b>Track Worker</b>	A Competent rail safety Worker whose primary duties are associated with work on or around Infrastructure in the Rail Corridor.
<b>Track Work Notice</b>	Issued by the Manager Rail Infrastructure or delegate for any of the following: <ul style="list-style-type: none"> <li>• any Emergency works that are being added to the three (3) day Locked Works program;</li> <li>• any minor changes that alter the details in the Locked Works program; and</li> <li>• any works that may impact on Infrastructure/support services.</li> </ul>
<b>Traction Bond</b>	A Bond connecting the Traction Return Rail to the various items of equipment in the traction Current return Circuit. It shall be assumed that this Bond will be carrying traction Current at all times.

<p><b>Traction Distribution System</b></p>	<p>A railway electrical distribution Network used to provide energy for Rollingstock. The system may comprise of:</p> <ul style="list-style-type: none"> <li>• contact line systems;</li> <li>• return Circuit of electric traction systems;</li> <li>• running rails of non-electric traction systems, which are in the vicinity of, and conductively connected to the running rails of an electric traction system;</li> <li>• electrical installations, which are supplied from contact lines either directly or via a Transformer; and/or</li> <li>• electrical installations in substations, which are utilized solely for distribution of power directly to the contact line electrical installations of switching stations.</li> </ul>
<p><b>Traction Earth</b></p>	<p>The earth for the traction distribution system which primarily consists of the Traction Return Rails, Earth Wires and overhead structures.</p>
<p><b>Traction Return Current</b></p>	<p>The electric Current returning from the overhead power supply, via electric Rail Traffic, through the rails to sub-stations.</p>
<p><b>Traction Return Rail</b></p>	<p>A traction Return Rail is one rail or both rails (of a Track or Tracks) into which the Traction Return Current is free to flow from the wheels of electric vehicles (Electrical Multiple Unit or Locomotive) to form part of the electrical Circuit by means of which the Traction Return Current flows from the electric vehicle to the power supply source (Feeder Station). The Traction Return Rails must be electrically continuous throughout any length of Track (despite any mechanical interruption by Points or crossings or means of interruption to Signalling Track Circuit Currents) or any transpositions.</p>
<p><b>Trailing Points</b></p>	<p>Points with the switch blades facing away from approaching Rail Traffic.</p>
<p><b>Train</b></p>	<p>A Locomotive or self-propelled vehicle, alone or coupled to one or more vehicles. A Train comprising one or more Electric Multiple Units.</p>
<p><b>Train Blocking</b></p>	<p>A procedure to prevent the movement of electric Trains, or all Trains, into a section of Track.</p>
<p><b>Train Consist</b></p>	<p>A listed order of the vehicles arranged to make up a complete Train.</p>

<b>Train Control</b>	The function responsible for managing Rail Traffic paths and Issuing Occupancy Authorities.
<b>Train Control Diagram</b>	A diagram (graph) showing operational information for a Train Control area, also known as a Train Control graph.
<b>Train Controller</b>	A Competent Worker who Authorises, and may Issue, Occupancy Authorities, and who manages Rail Traffic paths to ensure safe and efficient transit of Rail Traffic in the Network.
<b>Train Crew</b>	The Competent Workers responsible for the operation of a Train.
<b>Train Number (Identification)</b>	A Train or run number used to provide unique identification of a Train.
<b>Transformer</b>	Static apparatus for supplying an alternating Current at one voltage when fed with alternating Current at a different voltage.
<b>Transit</b>	Through-Movement along a portion of line.
<b>Travel / Travelling</b>	Planned or purposeful movement from one Location to another.
<b>U</b>	
<b>Unauthorised</b>	Not given approval, or exceeding the Limit of Authority.
<b>Unidirectional</b>	Allowing for normal travel in one direction only according to the Infrastructure and System of Safeworking in use.
<b>Unplanned Work</b>	Work that is required when responding to Conditions Affecting the Network on other unplanned inspections.
<b>Up Main</b>	On the Fremantle Line, the Main Line Traveling towards Fremantle. On all other Lines, the Main Line traveling towards the City.
<b>V</b>	
<b>Vehicle</b>	Used to denote rail vehicles where reference to a specific type or class is not required or not intended.

<b>Vicinity Form</b>	A form Issued by a Public Transport Authority Nominated Person to the Person Responsible for Electrification Safety (PRES) to detail work restrictions.
<b>Visibility Lights</b>	Lights, fitted below the Headlights, to improve Rollingstock visibility and to assist the crew in viewing of the immediate area in front of the vehicle. Also known as station lights, ditch lights or crossing lights.
<b>W</b>	
<b>Walking in the Danger Zone</b>	Walking from place to place in the Danger Zone and doing no work other than placing or removing Protection for a Worksite or Rail Traffic.
<b>Warning</b>	An indication that serves to warn, give notice, or Caution.
<b>Wayside</b>	Parts of the Infrastructure not directly involved in Train operations but necessary for the safe and effective operation of the railway.
<b>Whistle</b>	A device such as a bell, whistle, siren, horn or hooter, fitted to Rail Traffic to give audible Warning.
<b>Work Authority</b>	A formal authority that allows Rail Traffic to move in either direction between specified Locations.
<b>Worker</b>	A person that carries out work in any capacity for a person conducting a business or undertaking, including work as: <ul style="list-style-type: none"> <li>• an employee; or</li> <li>• a contractor or subcontractor; or</li> <li>• an employee of a contractor or subcontractor; or</li> <li>• an employee of a labour hire company who has been assigned to work in the person's business or undertaking; or</li> <li>• an apprentice or trainee.</li> </ul>
<b>Work Group</b>	One or more Workers who function as a team to undertake a common task in the Rail Corridor under the supervision of a Work Group Supervisor and have their own prestart briefing.
<b>Working Limits</b>	The limits stated on a Permit to Work between which it is safe and permissible to work. The limits are usually identified by Structure Numbers.

<b>Work on Track</b>	The work performed in the Rail Corridor. To perform work in the Rail Corridor.
<b>Work on Track Authority</b>	An authority to perform Work on Track. Refer <b>Local Possession Authority (LPA)</b> and <b>Track Occupancy Authority (TOA)</b> .
<b>Work Out of Service</b>	To work to a suitable Yard, service depot, Siding or Location where Rollingstock can leave the Running Line for repair or replacement of vehicle equipment.
<b>Worksite</b>	A Worksite is an area with defined limits that is Protected so that work can be performed.
<b>Worksite Permit</b>	A permit Issued to a Protection Officer by the Possession Protection Officer to enable the Protection Officer to place In-Field Protection for a Worksite in the Local Possession Authority.
<b>Worksite Permit Master</b>	The document on which the Possession Protection Officer records the Issue and receipt of Worksite Permits issued for the Local Possession Authority.
<b>Works Program Number</b>	The unique identifying number allocated to planned work by the Manager Rail Infrastructure Access (MRIA).
<b>Work Train</b>	A Train used in maintenance or construction activities.
<b>Wrong Running Direction</b>	The direction opposite to the normal direction of Travel on Unidirectional lines.
<b>Y</b>	
<b>Yard</b>	A system of Tracks within yard limits.