PUBLIC TRANSPORT AUTHORITY

SAFEWORKING RULES AND PROCEDURES

4003

RAIL TRAFFIC INTEGRITY

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1. PURPOSE

The purpose of this rule is to provide information to *Rail Traffic Crew* about requirements for ensuring *Rail Traffic* is *Fit For Purpose* before accessing, and during *Travel* on the Public Transport Authority (PTA) *Network*.

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2. GENERAL

Rail Traffic must be *Fit For Purpose* before access to and during *Travel* on the PTA *Network*.

Rail Traffic must comply with the PTA's gauge outline in accordance with PTA **8190-400-001 Standard Gauge Mainline Code of Practice Track & Civil Infrastructure** and PTA **8190-400-002 Narrow Gauge Mainline Code of Practice Track & Civil Infrastructure.**

Rail Traffic Crew must not, without *Authority*, bypass, disconnect or turn off any device provided for the safe operation of *Rail Traffic*.

Prior to entering the *Network*, *Rail Traffic Crew* must ensure that all necessary brake tests have been performed and equipment is within specified limits.

Rail Traffic Integrity must be re-established whenever the *Consist* changes. *Rail Traffic Integrity* must be documented and maintained.

Rail Traffic must be compatible with *Civil Infrastructure* standards.

Loading carried on *Rail Traffic* must be *Secure* and restrained safely throughout the journey.

2.1. TESTING EQUIPMENT

Prior to entering the PTA *Network*, *Rail Traffic Crew* must ensure that the following equipment is fully operational:

- speedometer, if this can be checked;
- *Motive Power Unit* lights;
- *Motive Power Unit Whistle*;
- *End-of-Train Marker* or *End-of-Train Monitor;*
- communications equipment; and
- *Driver Supervisory Systems*.

2.2. DANGEROUS GOODS

Before *Rail Traffic Travels* in the PTA *Network*, the classes of *Dangerous Goods* and the *Identification Numbers* of *Vehicles* carrying *Dangerous Goods* must be recorded in the *Consist* documentation.

NOTE

Dangerous Goods must be loaded, labelled and marshalled in accordance with the *Australian Code for the Transport of Dangerous Goods by Road and Rail (ADG Code)©.*

3. BRAKES

3.1. HOLDING RAIL TRAFFIC STATIONARY

Rail Traffic braking systems must be capable of stopping and holding the *Rail Traffic* stationary in all *Network* conditions applicable to the *Route.*

3.1.1. Security of Rail Traffic Left on Running Lines

Whenever it is necessary for *Rail Traffic* or a portion of *Rail Traffic* to be left unattended on a *Running Line* for longer than 30 minutes, in addition to the application of the automatic brake, 100 per cent hand/park brakes must be applied.

Vehicles not provided with hand brakes must, where necessary, be *Secured* to meet the requirements indicated above.

3.2. ABNORMAL OR DEFECTIVE BRAKES

If during *Travel* there is an abnormal application of brakes or the braking performance is inadequate, the *Rail Traffic* Crew must:

- bring the *Rail Traffic* to a complete Stop;
- advise the *Train Controller*;
- if necessary, apply *Protection* for the *Rail Traffic* in accordance with **Rule 4001 Protecting Rail Traffic**;
- if possible, determine the cause of the application or the extent of the defect;
- if possible, remedy the cause of the application or defect; and
- tell the *Train Controller* when the journey has been resumed or if the defect cannot be remedied.

3.3. HANDBRAKES AND SECURING DEVICES

Equipment used for securing *Rail Traffic* must be tested before *Rail Traffic* is detached from a *Motive Power Unit* or a continuous brake system.

If a *Vehicle* without working *Handbrakes* needs to be detached and *Secured,* it must be coupled to a *Vehicle* that has working *Handbrakes* and can secure the combined weight of both *Vehicles*.

4. RAIL TRAFFIC SAFETY MANAGEMENT SYSTEMS

Rail Traffic Safety Management Systems may include:

- Vigilance Control;
- Speedometer;
- Detonator Detector System (freight);
- Automatic Train Protection System;
- Platform Detection System; or
- Safe Braking System.

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5. DRIVER SUPERVISORY SYSTEMS

Driver Supervisory Systems may include:

- Vigilance Control;
- Detonator Detector System (freight); or
- Automatic Train Protection System.

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6. DEFECTIVE EQUIPMENT

Where any *Driver Supervisory System* fails enroute, the *Rail Traffic Crew* must obtain the *Operator's Representative* approval to continue.

The *Train Controller* must be advised by the *Rail Traffic Crew* of:

- the system failure; and
- the *Operator's Representative* approval to continue.

6.1. SPEEDOMETER FAILURE

Where approved to continue by their *Operator's Representative,* affected *Rail Traffic Crew* must advise the *Train Controller* of the approval and ensure that permissible speeds are not exceeded and may continue to *Travel* until:

- the *Motive Power Unit* is re*marshalled* at the first suitable *Location*;
- the equipment can be repaired or replaced; or
- the *Motive Power Unit* is *Worked Out Of Service*.

6.2. DRIVER SUPERVISORY SYSTEMS

If *Driver Supervisory Systems* in the leading *Motive Power Unit* are faulty and need to be *Isolated* during *Travel*, the *Rail Traffic Crew* and the *Train Controller* must confer to determine what actions are required to ensure safety of the *Rail Traffic* and *Track Workers.*

Actions to ensure safety of the *Rail Traffic* may include:

- getting a second *Rail Traffic Crew* member for driver only operation;
- reduction of speed; and
- *Travel* at *Restricted Speed*.

If the affected *Motive Power Unit* cannot continue to *Travel* safely; it must be *Worked Out Of Service.*

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7. DEFECTIVE VEHICLES

WARNING

Where there is a risk of being struck by *Rail Traffic* on *Adjacent* lines, the *Rail Traffic Crew* must arrange to implement safety measures to reduce the risk.

WARNING

Adjacent lines may be under the control of different *Train Controllers* or *Access Providers*.

If the *Rail Traffic Crew* becomes aware that any portion of their *Rail Traffic* that may be defective, the *Rail Traffic Crew* must:

- stop if necessary;
- tell the *Train Controller*;
- protect the *Rail Traffic*, if required; and
- inspect *Rail Traffic* for fault or failure, or if this is not possible, arrange for inspection.

7.1. INSPECTING AND MANAGING DEFECTS

WARNING

If the *Rail Traffic Crew* suspect that a *Rail Traffic* defect may have caused damage to *Infrastructure* the *Rail Traffic Crew* must tell the *Train Controller.*

If the inspection confirms that there is a defect, the *Rail Traffic* must tell the *Train Controller:*

- the nature of the defect; and
- if the defect can be remedied on site.

If the *Rail Traffic Crew* considers that the defective *Rail Traffic* cannot *Travel* normally, the *Rail Traffic Crew* or *Operator's Representative* must determine:

- the ability of the *Rail Traffic* to *Travel;*
- any restrictions to be placed on the *Rail Traffic* for *Travel*; or
- the proposed plan for removing the *Rail Traffic* from *Running Lines*.

If the defective *Rail Traffic* is able to *Travel*, the *Rail Traffic Crew* must tell the *Train Controller* about operating restrictions that apply.

If the *Rail Traffic* is to be detached, the *Rail Traffic Crew* must:

- advise the *Train Controller* of the details of the *Rail Traffic* including any *Dangerous* Goods and the *Rail Traffic's* defect;
- jointly agree with the *Train Controller*, as to the *Location* where the *Rail Traffic* is to be detached and;
- secure the *Rail Traffic* at the agreed *Location.*

Any equipment that has detached from *Rail Traffic* must be moved to a *Location* where it cannot be struck by other *Rail Traffic.*

The *Train Controller* must be advised of any detached equipment, and if the detached equipment cannot be moved clear of the line.

8. REFERENCE

Rule 4001 Protecting Rail Traffic

4040-409-502 Automatic Train Protection Training Course

8190-400-001 Standard Gauge Mainline Code of Practice Track & Civil Infrastructure

8190-400-002 Narrow Gauge Mainline Code of Practice Track & Civil Infrastructure

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9. EFFECTIVE DATE

1 November 2015