

PUBLIC TRANSPORT AUTHORITY
SAFEWORKING RULES AND PROCEDURES

4015
SETTING BACK
OR PROPELLING ON
RUNNING LINES

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1. PURPOSE

The purpose of this rule is to describe how *Rail Traffic* is managed when it is required to *Set Back* or *Propel* on *Running Lines* in the Public Transport Authority (PTA) *Network*.

2. GENERAL

Rail Traffic may need to *Set Back* or *Propel* if:

- the forward portion of *Rail Traffic* is *Set Back* or propelled towards a stationary portion of *Rail Traffic*;
 - a *Limit of Authority* is overrun;
 - it cannot continue in the forward direction;
 - a *Stopping Place* has been partially or completely overrun, and it is necessary to return to the *Stopping Place*; or
 - an unsafe condition is encountered.
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3. AUTHORITIES

Signals, if available, must be used to give *Proceed Authorities*.

3.1. SETTING BACK TO ATTACH A PORTION OF PARTED RAIL TRAFFIC



WARNING

An appropriate *Authority* is required if the rear portion is beyond a *Controlled Location*.

The verbal *Authority* of the *Train Controller* is required before setting back on a *Running Line* if the forward portion of *Rail Traffic* is to *Set Back* towards a stationary portion of the *Rail Traffic*.

3.2. SETTING BACK – UNABLE TO PROCEED IN THE NORMAL DIRECTION

Rail Traffic may need to be *Set Back* if it cannot continue in the forward direction.

3.2.1. Double Line

In double line areas the movement back is *Authorised* by the *Train Controller* on a *Wrong Direction Authority* and where possible *Signal*, indication.

3.2.2. Single Line

In single line areas the movement back is *Authorised* by the *Train Controller* where:

- the *Rail Traffic Crew* is in possession of the *Half Pilot Key* from the *Location* to which the *Rail Traffic* is moving; or
- the *Rail Traffic Crew* is in sight of a *Controlled Absolute Signal* which controls entry to the *Controlled Location* and that *Signal* is at *Proceed*.

3.3. SETTING BACK AT STOPPING PLACES

Rail Traffic may need to be *Set Back* if an overrun of a stopping place occurs.

The verbal *Authority* of the *Train Controller* must be obtained to *Set Back* and a *Competent Worker* must be in attendance to ensure the move is safe.

4. ASSURANCES

Before *Authorising* the movement, the *Train Controller* must:

- ensure the *Section* of *Track* into which the movement is to *Proceed* is *Clear* of *Rail Traffic*;
- where available, apply *Blocking Facilities*; and
- ensure current *Work On Track Authority* or methods in affected *Sections* are *Fulfilled* or worksites are protected.

4.1. AUTHORITY DETAILS

An *Authority* issued to *Rail Traffic* for a *Set Back* or *Propelling* movement must specify the *Location* to which *Travel* is *Authorised*.

5. CONDITIONS FOR SETTING BACK OR PROPELLING

Rail Traffic must *Set Back* or *Propel* only:

- if it is not practicable to haul it; and
- as far as the *Authority to Propel* allows.

Where practicable the *Rail Traffic Crew* must drive from the leading end of *Rail Traffic*.

The *Competent Worker* directing the *Set Back* or *Propelling* movement must:

- closely accompany or precede the leading *Vehicle*; or
- ride in the leading *Vehicle* in a position designated as safe by the *Operator* and approved by the PTA.

Effective Communication must be in place between the *Competent Worker* and the *Rail Traffic Crew*.

Where verbal commands are used to direct *Rail Traffic* movements, the *Competent Worker* directing the movement and the *Rail Traffic Crew*, must communicate at agreed intervals.

If communication between the *Rail Traffic Crew* and the *Competent Worker* directing the movement is interrupted, the *Rail Traffic Crew* must Stop the *Rail Traffic* immediately.

5.1. RAIL TRAFFIC CREW

The *Rail Traffic Crew* must:

- must be satisfied that effective precautions are taken to prevent *Vehicles* breaking away;
- ensure that the movement is *Authorised*; and
- make sure that the movement does not exceed its *Limit of Authority*.

5.1.1. The Rail Traffic Has Operating Brakes

Where the *Airbrake* connection is continuous throughout the *Rail Traffic Consist* and:

- the leading *Vehicle* is fitted with an operating *Airbrake*;
- there is a *Driver* qualified to operate the *Airbrake*; and
- the *Driver* in the lead *Vehicle* has constant communication with the *Propelling Rail Traffic*; then the *Rail Traffic* can *Travel* at a maximum speed of 80kph.

5.1.2. The Rail Traffic Does Not Have Operating Brakes

Where the *Airbrake* connection is not continuous throughout the *Rail Traffic Consist*, and the *Rail Traffic* must *Travel* at *Restricted Speed*

5.2. LEVEL CROSSINGS

At *Active Control Level Crossings*, a setting back or *Propelling* movement must not proceed unless warning equipment is operating or the *Level Crossing* is manually protected.

6. REFERENCE

Nil

7. EFFECTIVE DATE

| 19 February 2016