

PUBLIC TRANSPORT AUTHORITY
SAFEWORKING RULES AND PROCEDURES

9020
USING STANDING
RAIL TRAFFIC
FOR PROTECTION

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1. PURPOSE

The purpose of this procedure is to describe how this method is used to provide *Protection* for *Workers* or *Worksites*, or a *Safe Place* for *Workers* in the *Danger Zone* in the Public Transport Authority (PTA) *Network*. *Protection* is provided by using *Rail Traffic* that has been prevented from moving. In addition this method allows *Rail Traffic* to transport *Workers* to a *Worksite*.

2. GENERAL

Some areas of the PTA *Network* are not able to be reached safely and many *Locations* have no *Safe Place* for *Workers*. To enable minor work to be carried out under this method using *Rail Traffic* to provide a *Safe Place* may be applied.

Using *Rail Traffic* to provide *Protection* should only be done in circumstances where it is not reasonably practicable to use a *Protection* method as prescribed in **Rule 3000 Planning Work in the Rail Corridor**.

The *Safe Place* provided by the *Rail Traffic* that has been prevented from moving is the *Track* in advance of the *Rail Traffic*:

- within the line of sight of the stopped *Rail Traffic Crew*, and
- where line of sight cannot be achieved, provided the *Rail Traffic* is *Restrained*.



WARNING

Always ensure that the work group is protected from *Rail Traffic* on *Adjacent* lines.

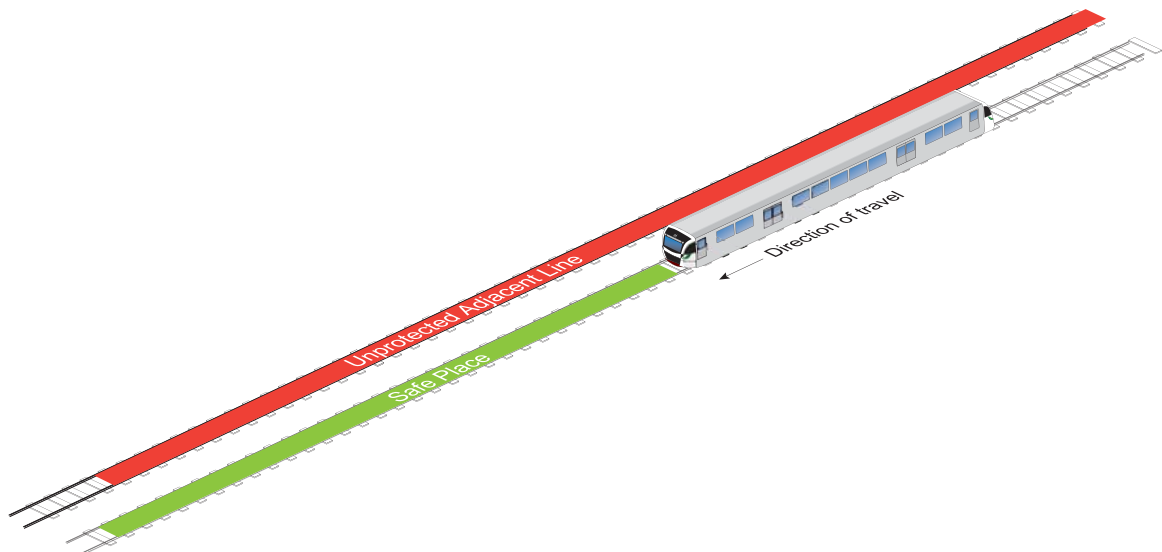


FIGURE: 2.1: Example of Protection provided by stopped or Restrained Rail Traffic.

3. USING RAIL TRAFFIC TO PROVIDE A SAFE PLACE



WARNING

Rail Traffic being used to provide a *Safe Place* must reliably activate *Track Circuits* or the *Rail Traffic Crew* must be in possession of the *Authority for the Section*.

3.1. THE TRAIN CONTROLLER

The *Train Controller* must:

- give *Authority* before this method of *Protection* is used;
- reach agreement with the *Protection Officer (PO)* or *Competent Worker* as to the time required to do the work;
- tell the *Rail Traffic Crew* the *Location* of the *Worksite*; and
- advise *Rail Traffic* on the line, that *Workers* will be working using *Rail Traffic* to provide a *Safe Place*.

The *PO* may either *Travel* on the *Rail Traffic* that is to provide *Protection* or meet at the *Worksite*.

3.2. RAIL TRAFFIC CREW

The *Rail Traffic Crew* must:

- stop as directed by the *PO* or *Competent Worker*;
- advise the *Train Controller* of their arrival at the *Worksite*;
- place the *Train* into neutral and ensure the park brake is applied, and
- advise the *Train Controller* that the *Rail Traffic* is stopped and *Secured* against movement.

3.3. PROTECTION OFFICER OR COMPETENT WORKER



WARNING

The *Workers* must remain on the *Track* which is *Protected* by the stationary *Rail Traffic*. They are not permitted to walk across to the *Adjacent* line or let equipment or tools to *Foul* the *Adjacent* line unless the *Workers* are *Protected* in accordance with **Procedure 9010 Protecting work from Rail Traffic on Adjacent Lines**.

The *PO* or *Competent Worker* must place a lockout device on the controller and secure with a padlock before exiting the *Train*.

3.4. EXTENDING THE TIME FOR WORK

Where the work is likely to overrun the anticipated time, the *Train Controller* must be advised and a decision made to continue, or to make the area safe and finish the work at a later time.

3.5. DEPARTING THE WORKSITE

The *PO* or *Competent Worker* must:

- make sure that *Workers* and equipment are clear of the *Track*;
- make sure the *Section of Track* is safe for traffic; and
- tell the *Rail Traffic Crew* that the work is complete and the *Rail Traffic* may be moved.

The *Rail Traffic Crew* must:

- remove the locking device; and
- contact *Train Control* and advise that they are leaving the *Worksite*.



NOTE

If work is being carried out beyond a *Platform*, and the positioning of the *Rail Traffic* would mean that the *Rail Traffic* is partially *Platformed*, then the whole of the *Rail Traffic* is to remain at the *Platform*.

4. USING THE RAIL TRAFFIC FOR ACCESSING WORKSITES

4.1. RAIL TRAFFIC CREW

The *Rail Traffic Crew* must:

- stop as directed by the *PO*;
- take action to ensure the *Rail Traffic* does not move; and
- advise the *Train Controller* on arrival at the *Worksite*.

The *Rail Traffic Crew* can depart the *Worksite* only after receiving a *Handsignal* from the *PO*.

4.2. PROTECTION OFFICER

Where a Maintainer is working alone, that Maintainer must be the *PO*.

The *PO* must:

- when ready, complete a radio check with *Train Control*; and
- give an ALL CLEAR *Handsignal* to the *Rail Traffic Crew*.

The *PO* must agree with the *Train Controller* on the time to be picked up if the communications fail.

The *PO* must not move from the *Safe Place* until the nominated *Rail Traffic* has stopped to take them from the *Worksite*.

4.3. DEPARTING THE WORKSITE

Once work has been completed, the *PO* must contact *Train Control* and advise that the work is complete.

Train Control must arrange for the *PO* to be picked up by the next available *Rail Traffic*.

The *Rail Traffic Crew* picking up the *PO* from the *Worksite* must stop as directed by the *PO*.

Once the *PO* is on the *Rail Traffic*, the *Rail Traffic Crew* must contact *Train Control* and advise that they are leaving the *Worksite*, and the *Train Controller* must make a notation on the *Train Control Diagram*.

5. COMMUNICATION WITH TRAIN CONTROL

The *PO* must contact *Train Control* and give the following details:

- their name;
 - their *Track Access Permit* number;
 - the type of work that is going to be carried out;
 - the *Location* of the work; and
 - the anticipated time to complete the task.
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6. KEEPING RECORDS

The *Train Controller* and the *PO* must make a *Permanent Record* of the *Protection* arrangements.

7. REFERENCE

Rule 3000 Planning Work in the Rail Corridor

Procedure 9010 Protecting Work from Rail Traffic on Adjacent Lines

8. EFFECTIVE DATE

1 November 2018

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