

**PUBLIC TRANSPORT AUTHORITY**  
SAFEWORKING RULES AND PROCEDURES

**6013**  
PASSING  
FIXED SIGNALS  
AT STOP

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## 1. PURPOSE

The purpose of this rule is to describe how to manage *Rail Traffic* when passing a *Fixed Signal at Stop* in the Public Transport Authority (PTA) *Network*.

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## 2. GENERAL

The *Authority* for passing a *Fixed Signal at Stop* applies to *Signals* that cannot be cleared for an intended movement.

*Rail Traffic* must not pass a *Fixed Signal at Stop* unless *Authorised* to do so by:

- the *Train Controller*;
- a *Handsignaller* acting under the *Train Controller's* instructions;
- the *Possession Protection Officer (PPO)* in charge of a *Local Possession Authority (LPA)*; or
- the *Protection Officer (PO)* in charge of a *Track Occupancy Authority (TOA)*.

Where the *Fixed Signal* to be passed at Stop is a *Departure Signal*, the *Authority* to pass it at Stop must be a:

- written *Authority* on an *Alternative Proceed Authority* form, in accordance with **Rule 5019 Alternative Proceed Authority**;
- written *Authority* on a Relief Rail Traffic Authority form, in accordance with **Rule 4009 Disabled Rail Traffic**; or
- written *Pilot Key* or *Pilot Key Caution Authority* form during *Pilot Key Working*, in accordance with **Rule 5003 Half Pilot Keys and Pilot Key Working**.

Where associated *Rail Traffic* is to enter the limits of an *LPA* or *TOA* past a *Departure Signal at Stop*, the move must be *Authorised* by the *PPO* in charge of a *LPA*, or the *PO* in charge of a *TOA*.

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### **3. STOPPED AT A FIXED SIGNAL**

The *Rail Traffic Crew* must speak to the *Train Controller* if a *Signal* at Stop does not *Clear*.

The *Rail Traffic Crew* must give the *Train Controller*:

- the *Rail Traffic Identification Number*; and
  - the *Signal* identification number and *Location*.
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### **4. CONDITION OF THE BLOCK AHEAD**

The *Train Controller* must get available information about the condition of the affected *Block*.

The *Train Controller* must tell the *Rail Traffic Crew*:

- if the *Block* is *Clear*;
- if the *Block* is occupied if known, the *Location* of the last *Rail Traffic* to enter the *Block*; or
- the *Location* of any obstructions or failed *Infrastructure* in the *Block*.

If the condition of the *Block* is not known, *Rail Traffic Crew* of the first *Rail Traffic* to *Transit* the *Block* must:

- report the condition of the *Block* to the *Train Controller* as soon as practicable; and
- report when the *Rail Traffic* has exited the *Block*.

The *Train Controller* must make sure that the *Route* to be taken by *Rail Traffic* is:

- set and *Secured*; or
  - will be set and *Secured* by a *Competent Worker*.
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## 5. PASSING A FIXED SIGNAL

The *Rail Traffic Crew* must obtain the *Authority* of the *Train Controller* to pass a *Fixed Signal* at Stop.

The *Train Controller* must ensure that any opposing *Rail Traffic* has been *Restrained* before *Authorising* the *Rail Traffic Crew* to pass a *Signal* at Stop.

An *Authority* to pass a *Fixed Signal* at Stop must include details of:

- the identity of the *Rail Traffic* for which it is intended;
- the identity of the *Signal* to be passed at Stop;
- the *Location* of the *Signal* to be passed at Stop;
- the condition of the *Block* ahead;
- the *Limit of Authority*;
- any *Points* to be manually set;
- instructions to inspect *Points* before passing over them;
- *Level Crossing* warnings; and
- the *Track Speed* to be observed.

Where no *Competent Worker* is present and the *Rail Traffic Crew* are instructed to pass a *Signal* at Stop, the *Rail Traffic Crew* must, before moving across each set of *Points*, stop and examine the *Points* to ensure that they are set for the safe passage of the *Rail Traffic*.

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## 6. SPEED OF TRAVEL

### 6.1. BEYOND A FIXED SIGNAL

Based on the information provided by the *Train Controller* about the condition of the *Block* ahead, *Rail Traffic* may *Travel* up to *Normal Speed*.

### 6.2. UNKNOWN CAUSE

If a *Fixed Signal* displays a Stop indication due to an unknown cause and the integrity of the *Block* or *Section* cannot be assured, *Rail Traffic* must be instructed to *Travel* at *Restricted Speed*.

The *Rail Traffic* movement must *Travel* at *Restricted Speed* until the movement has passed the next *Fixed Signal* displaying a *Proceed Indication*.

### **6.3. KNOWN CAUSE**

If a *Fixed Signal* displays a Stop indication due to a known cause, the *Authority* to pass the *Signal* at Stop must include a speed instruction based on one of the following:

- where the cause is a known *Track* condition, *Rail Traffic* must proceed at a speed determined by the *Maintenance Representative*;
  - where the cause is known to be a faulty *Interlocking* condition, *Rail Traffic* must travel at *Restricted Speed* over the faulty *Interlocking*, or
  - where the cause is not an unsafe *Track* condition, and the integrity of the *Block* has been confirmed, *Rail Traffic* may be *Authorised to Travel at Normal Speed*.
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## **7. WITHIN WORK ON TRACK AUTHORITY LIMITS**

Within the limits of a *LPA*, the *Rail Traffic Crew* must get the *Authority* of the *PPO* to pass a *Fixed Signal* at Stop.

Within the limits of a *TOA*, the *Rail Traffic Crew* must get the *Authority* of the *PO* to pass a *Fixed Signal* at Stop.

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## **8. KEEPING RECORDS**

*Train Controllers* and, where necessary, *Rail Traffic Crew* must keep a *Permanent Record* of the details of a *Fixed Signal* passed at Stop.

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## **9. REFERENCE**

Rule 4009 Disabled Rail Traffic  
Rule 5003 Half Pilot Keys and Pilot Key Working  
Rule 5019 Alternative Proceed Authority

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## **10. EFFECTIVE DATE**

1 November 2015