

Yard Working in Country Regional Network non-train order yards

Introduction

Operators must ensure that all movements are conducted safely in Country Regional Network (CRN) non-train order and non-signaled yards.

Safety depends on all workers involved:

- understanding the planned movements
- being aware of other train movements
- maintaining effective communication, and
- identifying and effectively managing risks.

Safety factors

Location risks include:

- other trains nearby
- people in the Danger Zone
- vehicles and objects in the Danger Zone
- placing any part of your body outside moving vehicles
- unfamiliar environment
- narrow track clearances
- uneven, unstable or slippery walking surfaces
- weather conditions
- visibility
- noise.



WARNING

Employees shunting within CRN yards must not:

- climb on or off a moving vehicle
- place any part of their body outside a moving train or vehicle
- place themselves between rail vehicles unless they are assured that the vehicles are stationary and will not move.

Equipment risks include:

- compressed air hoses and equipment
- electrical hazards, especially when using electrical jumper couplings
- automatic couplings and diaphragms
- decant and watering hydrants lighting bollards
- masts (stanchions).

Yard Working in Country Regional Network (CRN) non-train order yards

People at risk include:

- maintenance workers on trains
- workers on or near the track
- cleaners
- security officers, and
- unauthorised persons on or about the track.



WARNING

Do not move or attach vehicles to a vehicle that has a warning flag attached.

Rail Traffic movements in CRN yards must be authorised by the Network Control Officer in accordance with Network Rules and Network Procedures

Equipment

Operators must ensure their employees use the following equipment:

- personal Protective Equipment (PPE) as listed in Safe Work Method Statements
- hand-held radio authorised for use at that location, if necessary, and
- an approved hand lamp which can emit red, green and white light, or such other approved device for signalling, may be used during periods of darkness or poor visibility.

General conditions

- Shunting movements must be directed by a Qualified Worker.
- Qualified Workers must obey all applicable fixed signals and direct movements using:
 - spoken instructions, or
 - handsignals, or
 - authorised hand held-radio.

Drivers must:

- Obey all applicable fixed signals.
- Prior to commencing a shunting movement:
 - come to a clear understanding of the movement to take place, and
 - be advised of details of any unusual factors.
- Obtain assistance where necessary. During a train shunt:
 - constantly assess and manage the risks of collision with vehicles, people and/or property,
 - adjust train speed to ensure safety and comply with any yard speed limit requirements, and
 - be vigilant in observing the road and surrounds from within the Driver's cab.

Yard Working in Country Regional Network (CRN) non-train order yards

Qualified Workers directing shunting movements must ensure that:

- only the intended Driver responds to shunting directions
- the Driver has a clear understanding of the movement to take place
- the Driver is advised of any unusual factors
- all points necessary to effect the shunt route are set, and
- there are no conflicting movements.



WARNING

Facing points in yards must be clipped and locked, if:

- the points are faulty
- an instruction sign is located at the points.

Attaching and detaching vehicles

Qualified Workers directing shunting movements must:

- obey all applicable fixed signals for the movement
- have clear vision of the track the train is to follow
- maintain handsignal contact with the Driver, or
- when using two-way radio or bell signal give the Driver direction every 10 seconds
- constantly assess and manage the risks of collision with vehicles, people and/or property
- give a STOP direction if there is a hazard ahead, and
- be responsible for the securing of all detached cars against movement.



WARNING

When a Driver loses sight of the Qualified Worker directing a shunting movement or loses radio or bell signal contact for more than 10 seconds, the Driver must stop the train immediately.

Yard Working in Country Regional Network (CRN) non-train order yards

Shunting with train

Drivers must:

- Always operate from the leading cab of the train or from the nearest cab to the leading end that gives the best visibility.
- Obtain the Qualified Worker directing the shunting movement's PROCEED communication.
- Sound the train whistle to warn persons that the train is about to move.
- After the shunt secure the train.



NOTE

Continual communication is not required to be maintained between the Driver and Qualified Worker when the Driver has been directed to shunt forward to a STOP sign, departure signal or a specified location inside the yard.

Entering an un-signalled, non-Train Order CRN yard

Drivers must:

- Stop at the STOP sign, STOP/END TRAIN ORDER WORKING sign, other prohibitive sign or at the first set of non-interlocked points and obtain clear instructions from the Network Control Officer.
- Wait until their train has stopped completely at the arrival STOP/END TRAIN ORDER WORKING sign before requesting another proceed authority for the next location beyond the yard.
- Should other rail traffic be shunting within yard limits:
 - contact the Qualified Worker directing the shunting movements
 - come to a clear understanding of the shunting movements taking place, and
 - obtain details of any unusual factors.
- When authorised to enter the yard:
 - ensure that the line ahead is unoccupied
 - sound the whistle to warn persons that the train is about to move, and
 - proceed at a suitable speed for the prevailing conditions limited to 25km/h.

Yard Working in Country Regional Network (CRN) non-train order yards

Network Control Officers must:

- Confirm worksite protection arrangements within yard limits.
- Confirm worksite protection arrangements for an adjoining train order section if the limits of a worksite within an un-signalled, non-Train Order CRN yard extend to within 500m of the STOP/END TRAIN ORDER WORKING sign.
- Should other rail traffic be shunting within yard limits:
 - contact the Qualified Worker directing the shunting movements
 - come to a clear understanding of the shunting movements taking place
 - obtain details of any unusual factors.
- Insert a reminder “Do Not Pass Stop Sign without NCO Authority” in the Special Instruction Field when issuing a train order to the boundary of an un-signalled, non-train order CRN yard.
 - Not issue another proceed authority for the next location beyond an un-signalled, non-Train Order CRN yard until the train has stopped completely at the arrival STOP/END TRAIN ORDER WORKING sign.
 - Advise Drivers of any rail traffic movements or worksite protection arrangements prior to their train entering an un-signalled, non-train order CRN yard.



WARNING

Network Control Officers must apply a block in the Train Management & Control System (TMCS) if shunting movements are being directed by a Qualified Worker or protection arrangements are in place within an un-signalled, non-train order CRN yard.

Departing a CRN yard

Drivers must:

- Prepare the train for service (if required).
- Conduct a brake continuity test (if required).
- Obtain the Network Control Officer’s PROCEED communication or signal and directions to the exit-end limit of the yard.
- Sound the train whistle to warn persons that the train is about to move.
- Obtain the correct proceed authority before departing the yard.

Yard Working in Country Regional Network (CRN) non-train order yards

Qualified Workers directing shunting movements must:

- Confirm it is safe for the train to depart.
- Give the intended Driver a PROCEED indication in a manner which is only acted upon by the intended Driver.
- If the track is clear, direct the Driver to proceed to the defined exit limit.

Worksite Protection

Worksite Protection for work or track vehicle movements must be conducted in accordance with CNWT 300 *Planning Work in the Rail Corridor*.

If a Track Occupancy Authority is required to be issued in CRN non-train order and non-signalized yards, TOA form CNRF 002 is to be used in conjunction with the following protocols:

- The NCO must ensure the yard is clear of rail traffic, then issue a TOA from the Train Order system on TOA form CNRF 002.
- All TOA worksites within the yard Limits must be protected as shown in CNWT 304 (Track Occupancy Authority) and CNPR 701 (Using a Track Occupancy Authority).

Narrabri West

If a Track Occupancy Authority is required to be issued at **Narrabri West**, form TOA 002B is to be used in conjunction with the following protocols:

- The NCO must ensure the yard is clear of rail traffic on the roads required, block the train graph, then issue a manual TOA on TOA form CNRF 002B.
- The NCO is to apply a block in the Train Order system for the location as a reminder of the possession. The block may be removed when needed for train working.
- The NCO will issue a manual TOA to allow the possession to proceed.
- All TOA worksites within the yard Limits must be protected as shown in CNWT 304 (Track Occupancy Authority) and CNPR 701 (Using a Track Occupancy Authority).

Track Vehicles

Track vehicles must be brought to a stand at the STOP/END TRAIN ORDER WORKING sign and the Track Vehicle Operator must then contact the NCO.

The NCO must advise the Track Vehicle Operator of any rail traffic movements or worksite protection arrangements within the yard.

After advising the operator of any operating restrictions / movements in the yard, the NCO may then allow the rail traffic to travel into the yard.

Yard Working in Country Regional Network (CRN) non-train order yards

CRN related documents

- CNGE 202 Handsignals
- CNGE 204 Network communication
- CNGE 236 Responsibilities of Network Control Officers
- CNWT 300 Planning Work in the Rail Corridor
- CNTR 418 Yard limits
- CNTR 420 Shunting and marshalling
- CNTR 424 Propelling Trains
- CNSG 606 Responding to Signals and Signs
- CNSG 612 Overrun of Limit of Authority
- CNPR 719 Operating Ground Frames
- CNPR 721 Spoken and written communication