

# Engineering Procedure

## Signalling (Manual J)

### CRN SP 003

# ACCIDENTS OR DERAILMENTS – ACTION TO BE TAKEN

Version 1.2

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**Owner: Principal Signal Engineer**

**Approved by: Stewart Rendell**

**Authorised by: James Zeaiter**

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## Document control

Revision	Date of Approval	Summary of change
V2.0	Jan 2004	Accidents or Derailments – Action to be Taken SC 00 52 00 03 SI
V1.0	July 2011	Conversion to CRN Signalling Standard CRN SP 003
V1.1	June 2015	Update to reflect current CRN processes and personnel structure
V1.2	Jan 2017	Review and Update

## Summary of changes from previous version

Section	Summary of change
4	Reword – no change of intent or meaning
5	Grammatical error fix

# Contents

1	General .....	4
2	Protection and Initial Inspection.....	4
3	Reporting Procedures.....	4
4	Emergency Arrangements.....	5
5	Inspection & Examination .....	5

## 1 General

When a signalling maintainer is called to attend to a derailment, obstruction, or train stopped by other exceptional cause, the following procedures must be adopted:

## 2 Protection and Initial Inspection

The immediate priorities for all signalling maintainers involved in an incident must be the safety of all persons on or about the line and the protection of the train(s) and any adjacent obstructed line(s).

Ensure this protection is achieved by the replacement of all fixed signals which apply to the obstructed lines to danger (stop) in accordance with Network rule CNSG 614 or by protection in accordance with Network procedure CNPR 720.

The position of all levers, indications on the Network Control Centre indicator diagram, and point positions which may be applicable to the circumstances should be noted on arrival.

If it is alleged, or there is any reason to believe, that an accident or derailment has been the result of defective signalling, the equipment involved shall not be disturbed or interfered with until the mishap has been fully investigated by a suitably qualified Signal Engineer authorised in signalling safeworking, unless directed by the senior Network Control officer on site for safety reasons. Protection shall be given by placing the signal or signals next in rear at stop or, where this is not possible, by the provision of handsignaller protection. Any initial inspection of suspect signalling equipment carried out by signalling maintainers before the arrival of the investigating signal engineer shall be done in the presence of a suitable independent witness who holds the relevant safeworking qualifications.

Where a line is obstructed then, subject to the preceding paragraph, the signal routes leading over the obstructed track, plus outer signal routes whose overlap includes the section of obstructed track, plus any points foul of the obstruction or providing trap protection, should be disconnected and maintained at stop (signals) or in a safe position (points), unless other safe and secure arrangements are directed by a suitably experienced Signal Engineer authorised in signalling safeworking.

## 3 Reporting Procedures

When a major incident occurs, the first call notifying the incident must be made in accordance with Network Rule CNGE 206 to the Network Control Officer, the Signal Maintenance Signal Engineer and the Signal Maintenance Manager. When this first call is made, the following details must be notified

- the type of incident
- the location of the incident:
- the nearest signal (if known)
- the nearest station
- the tracks involved
- whether persons are trapped and/or injured
- the train or run number
- the anticipated nearest access (if known).
- If required, civil and emergency services (Police, Fire Brigade, Ambulance or Rescue Units) must be requested to attend.

- When electric traction supplies are involved, contact the Sydney Trains Incident Operations Centre (IOC) number to arrange isolations. If they have not been contacted, this should be done, providing the information listed in section 3 above.

## 4 Emergency Arrangements

Make arrangements to enable the movement of traffic to take place only if safe to do so and only if requested by the Operations group.

If emergency site communications such as temporary telephones or radio units are required, arrange to have these set up

## 5 Inspection & Examination

After taking the necessary precautions and making reports, a detailed examination of the scene of the accident shall be carried out. This detailed examination shall be carried out in the presence of a suitable, competent independent witness who holds the relevant safeworking qualifications, if there is any allegation, or possible doubt about the integrity of the signalling system.

In addition to the details noted under paragraph 1.2 above, particular notes shall be made on the reported position of all relevant point mechanisms, the state of signals, and which routes were set at the time of the mishap.

By inspection determine and note the state of the interlocking taking particular note of the correspondence of relays with the position of signals and points.

Damage to point switches and point detectors shall be noted in particular.

All damage to signalling equipment shall be recorded and a full list of material required to make repairs shall be prepared.

The Signal Maintenance Engineer and Signal Maintenance Manager shall be informed of the details relating to incidents which do not require their attendance and the results of examinations and enquiries immediately they are completed. The Signal Maintenance Engineer and Signal Maintenance Manager must also be kept advised at regular intervals, of any further developments.