

Siding Protection 092020

Briefing Package

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I have completed / understood the tasks / information as indicated on the attached pages.

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Document Review

Name	Title	Date
Iaen Hodges	Manager Network Rules	August 2020

Change History

Version	Date	Author	Comment
Version 0.1	August 2020	Scott Jones	Initial draft
Version 1.0	August 2020	Scott Jones	Published
Version 2.0	August 2020	Iaen Hodges	Amended

Background

JHG CRN network rule CNWT 300 Planning Work in the Rail Corridor attempts to provide instruction for work on track activities in yards and sidings, however there is limited information regarding what type of work may be performed and no mandatory minimum requirements are listed.

Safeworking Publication Changes

Alterations and additions to the following safeworking publications are required to introduce Siding Protection.

Document	Description of change
CNWT300 Planning Work in the Rail Corridor	Amended to support the introduction of CNWT309 Siding Protection providing guidance on work on track authorities and methods available when working on Running Lines or other than on Running Lines
CNPR 707 Clipping Points	Amended to mandate discussion with the NCO to prevent being struck by rail traffic while fitting points clips and NCO must authorise applying and removing point clips.
Glossary	Addition of definitions for Siding Protection and Rail Vehicle/s Deletion of Running Supervisor and Pulling List
Form 014	Minor amendment to support Siding Protection
CNWT 309 Siding Protection	New Rule
CNPR 706 Using Siding Protection	New Procedure
CNGE 238 Responsibilities of Protection Officers	New Rule

Amendments to CNWT 300 Planning Work in the Rail Corridor

The following amendments have been made to CNWT300 to support the introduction of Network Rule CNWT 309 Siding Protection and Network Procedure CNPR 706 Using Siding Protection.

Methods for working safely on track

Appropriate methods must be selected for arranging and managing work on track in various areas.

(Deleted Information strike through)

~~In yards and sidings~~

~~Where practicable, the Protection Officer must secure points to prevent unauthorised rail traffic entry into the work area.~~

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~~Attended yards and sidings~~

~~If rail traffic needs to be excluded from a work area within a yard or siding, the Protection Officer must get permission from the person in charge of the attended yard or siding.~~

~~The Protection Officer must make arrangements with the person in charge of the yard to prevent unauthorised rail traffic entry into the work area.~~

~~The person in charge of the yard or siding must ensure unauthorised rail traffic entry into the work area is prevented.~~

~~Unattended yards and sidings~~

~~Where there is not a person in charge of the yard or siding, the Protection Officer must make arrangements with the:~~

- ~~— Network Control Officer, or~~
- ~~— person responsible for giving entry into the unattended yard or siding, or~~
- ~~— Rail Traffic Crew already in the yard or siding.~~

~~The Protection Officer must tell affected workers about the protection arrangements.~~

~~Other than in yards and terminals~~

On Running Lines

Work in the Danger Zone may be carried out by using one of the following authorities:

- Local Possession Authority (LPA), as described in CNWT 302 Local Possession Authority
- Track Occupancy Authority (TOA), as described in CNWT 304 Track Occupancy Authority
- Track Work Authority (TWA), as described in CNWT 306 Track Work Authority
- Route Control Blocking (RCB), as described in CNWT 308 Route Control Blocking.

Or by use of the following method of protection:

- Lookout Working, as described in CNWT 310 Lookout Working.

The preferred authorities for working on track are:

- Local Possession Authorities
- Track Occupancy Authorities.

Other than on Running Lines

Work in the Danger Zone may be carried out by using:

- Local Possession Authority (LPA), as described in CNWT 302 Local Possession Authority

Or by use of one of the following methods:

- Siding Protection, as described in CNWT 309 Siding Protection
- Lookout Working, as described in CNWT 310 Lookout Working.

If rail traffic needs to be excluded from a work area, the Protection Officer must speak to the person in charge of the line the work area is to be established on.

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Where practicable, the Protection Officer must secure points to prevent unauthorised rail traffic entry into the work area.

Each work on track method or authority has mandatory minimum safety measures. However, extra safety measures may be applied.

Critical Glossary Definitions

Running line – A line (other than a siding) that is used for through movement of rail traffic.

Through movement - Transit or travel in the CRN.

Siding – A portion of track where vehicles can be placed clear of the running lines.

Rail Traffic – Trains and track vehicle or vehicles travelling on the network.

Stable - To leave rail traffic unattended and secured, usually in a siding.

Rail Vehicle/s – Stabled trains, wagons or track vehicle/s.

Location - A place in the CRN with a designated name, identification number, signalling reference or km

Limit of authority - It defines the location to which rail traffic may travel under a Proceed Authority or the limits of a work on track authority. The limit may be defined by a sign, a signal capable of displaying a STOP indication, or a specific kilometrage point on a line.

Adjoining - In contact with, connected to.

authority - A generic term for permission.

Authority - Formal authority name.

Blocking facility - A facility or device used by a Competent Worker to prevent either the unintended issue of an Occupancy Authority, or the operation of points or signalling equipment.

Siding Protection Objectives

The Siding Protection rule and Using Siding Protection procedure will:

1. define the type of work that may be performed using Siding Protection
2. instruct how the limits of Siding Protection must be defined
3. define mandatory minimum requirements for protecting worksites on lines other than running lines
4. provide instruction for using, requesting, authorising, fulfilling and recording Siding Protection.

CNWT 309 Siding Protection

Restrictions on Type of Work

There are no restrictions on the type of work that can be performed when using siding protection.

Defining the Limits of Siding Protection.

The limits of Siding Protection must be defined as being between nominated locations such as siding clearance points, manual points or stop blocks.

Siding Protection Safety Measures

Where practicable the Protection Officer must secure points to prevent unauthorised rail traffic access into the Siding Protection limits.

Before work commences and as conditions change, the Protection Officer must advise and make arrangements with rail traffic crew of rail traffic in the area.

Protection must be applied by the Protection Officer and the Network Control Officer.

Mandatory Minimum Requirements for Protection

Siding Protection must employ at least two of the Protection Officer protection methods listed below and at least one of the Network Control Officer protection methods listed below to protect each limit of the work area.

Protection provided by the Protection Officer

- Points clipped and locked to prevent rail traffic access to the worksite
- Red flag/light placed in the four foot at the Siding Protection limits (only to be used with Points clipped and locked or Stop block or Derail device)
- An adjoining work on track authority that prevents unauthorised rail traffic access to the Siding Protection limits
- Red flag/light placed in the four foot and three Railway Track Signals placed at the Siding Protection limits
- Stop block placed on the line as advertised in SAFE Notice or Country Network Local Appendix
- Derail device as advertised in SAFE Notice or Country Network Local Appendix
- Hand signaller/s

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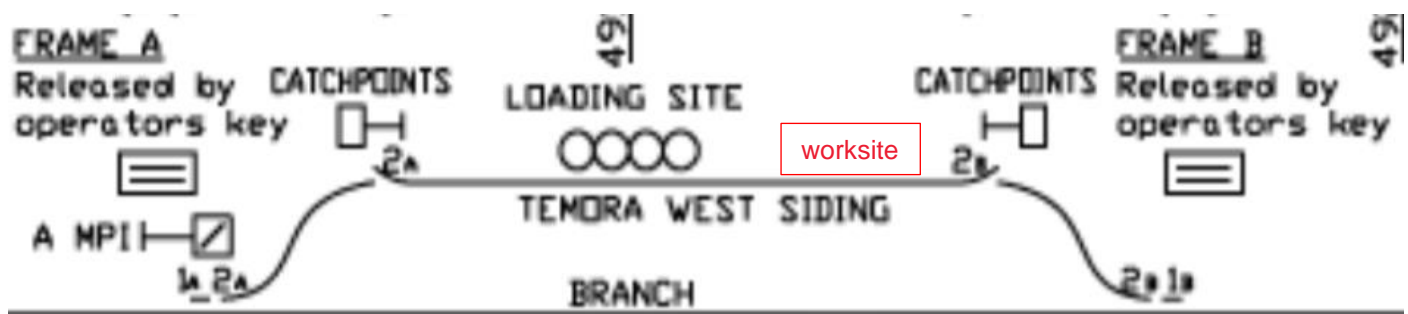
Protection provided by the Network Control Officer

- Electric ground frame release blocked in normal position
- Signal block
- Points block
- Track block
- Note placed in the Network Control Officer Diary or on the Train Control Diagram

Exercise 1.

Temora West is a Train Order Siding location. Discuss how to protect this worksite at Temora West.

Notes: _____



Exercise 2.

Discuss how to protect this worksite at Temora West if there is a train loading at the silos.

Notes: _____

Recording Siding Protection

Network Control Officer

The Network Control Officer must make a permanent record of the Siding Protection details in the Network Control Officer Diary or on the Train Control Diagram.

Protection Officer

Protection Officers must keep a permanent record of the Siding Protection details in the Protection Officer Diary.

Exercise 3.

Where else might the NCO record further details of Siding Protection?

Where else might the PO record further details of Siding Protection?

Requesting Siding Protection

Protection Officer

1. Advise the Network Control Officer:
 - your name and contact details, and
 - the type of work, and
 - the intended finish time, and
 - the location of the work, and
 - the track name, and
 - the protection methods to be used.
2. Confirm with the Network Control Officer the track name and proposed limits of Siding Protection.
3. Confirm with the NCO that rail traffic crew of rail traffic in the area have been informed of the working.
4. Request the Network Control Officer to place the nominated Network Control Officer protection.

Acknowledge and Confirm Request for Siding Protection

Network Control Officer

5. The Network Control Officer must:
 - make sure that there is no LPA current for the proposed Siding Protection limits
 - place the nominated Network Control Officer protection
 - confirm and record the Protection Officer protection methods to be used
 - confirm with the Protection Officer:
 - the Network Control Officer protection has been applied, and
 - the details of the Siding Protection, and
 - the finish time of the Siding Protection
 - make a permanent record of the commencement of Siding Protection in the Network Control Officer Diary or on the Train Control Diagram.

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Protection Officer

6. Before work begins, confirm with the Network Control Officer:

- the details of the Siding Protection, and
- the finish time of the Siding Protection, and
- the time the Protection Officer protection methods have been applied.

Exercise 4.

Discuss why it's critical to acknowledge and confirm the details of Siding Protection.

Notes: _____

Ending Siding Protection

Protection Officer

1. Advise the Network Control Officer that:

work is completed, and

- track is available for use or has been booked out of use, and
- workers and their equipment are clear of the danger zone, and
- Protection Officer protection methods have been removed, and
- points that were secured are available for use, and
- Rail Traffic Crew of rail traffic in the area have been advised, and
- the time Siding Protection is ended.

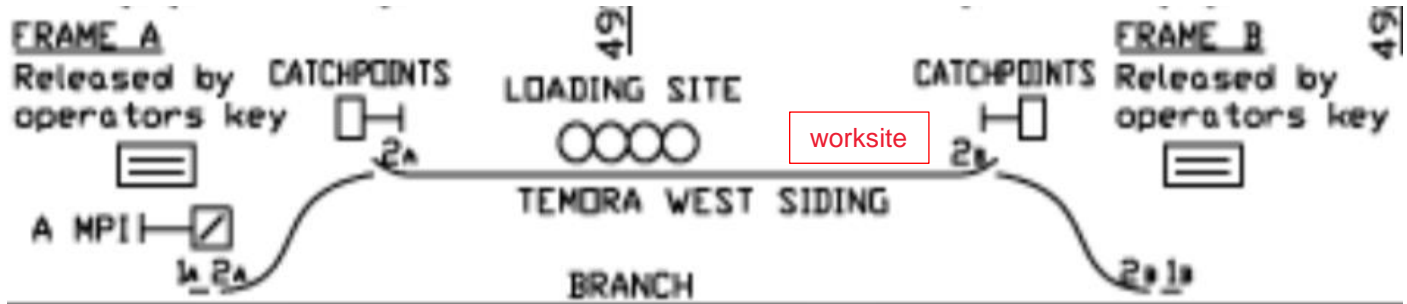
Network Control Officer

2. The Network Control Officer must:

- confirm the ending of Siding Protection with the Protection Officer, and
- remove blocks associated with the Siding Protection
- record the ending of Siding Protection.

Exercise 5.

Role play: The work being performed under siding Protection used in the example from exercise 1 as below is complete.



2A and 2B points were clipped and locked to prevent rail traffic access and a red flag was placed at each limit of the siding Protection.

With the course presenter role playing the NCO or PO demonstrate how you would end the Siding Protection.

Clipping Locking Points

Exercise 6.

Discuss the requirements for clipping and locking points.

Notes: _____

Responsibilities of Protection Officers

Exercise 7.

Discuss the core responsibilities as detailed in CNGE 238 Responsibilities of Protection Officers.

Notes: _____

