SAFETY Alert
SA 03-21

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Operator Safety Alert

This alert is issued in response to a number of incidents in the Country Regional Network and is intended to reinforce the knowledge of rail traffic crew and assist in the execution of their duties. It is a compilation of excerpts from Network publications relevant to the aforementioned incidents.

WARNING
A Train Order is authority to travel from point to point in Train Order Territory, however **it does not guarantee the route is set. This includes locations with automated points.**
Rail traffic crew must observe and react appropriately to indicators and signs to ensure safe passage.

Main line indicators

Main line indicators:

- advise Rail Traffic Crews about the condition of the points and level crossings, and
- are identified by a black letter on a white reflective diamond attached to the indicator post.

WARNING
Main line indicators do not indicate that the line ahead is clear.

If indicators are able to display a STOP indication, they may be passed at STOP only in accordance with Rule CNSG 610 Passing indicators at STOP.

Indication	Means
Pulsating white light	Points are set for the main line, and warning equipment at a level crossing is in working order.
Steady yellow light	Points are set for the main line, and warning equipment at a level crossing is in working order. The next main line indicator, where provided, may be at STOP, or Proceed at Restricted Speed: – to the next mechanical point indicator or – STOP sign at a terminal location.
Steady red light	STOP
Steady red light with angled white lights	Points are set for the turnout

Main line indicator repeaters

Indication	Means
Pulsating white light	The main line indicator being repeated is not at STOP
Steady yellow light	The main line indicator being repeated may be at STOP
Pulsating yellow light	The main line indicator being repeated is not at STOP and the points are set for the turnout

LANDMARK and LOCATION signs

LANDMARK and LOCATION signs are reflective yellow signs that may be placed on the approach side of a location where rail traffic may be required to stop.
The location may be a:

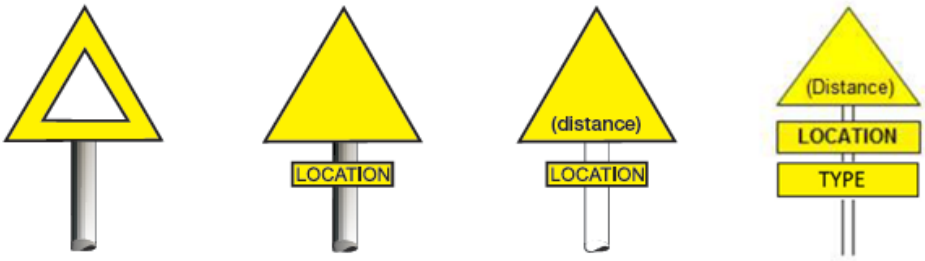
- signal
- STOP sign
- main line indicator
- YARD LIMIT sign
- mechanical point indicator.

LOCATION signs are used to indicate approach to a location. In signalled territory, they give additional warning of approach to a signal.

LOCATION signs are placed:

- not more than 3000m before the location, and
- at a safe braking distance from the location.

Some LANDMARK and LOCATION signs display a distance in metres on the bottom of the triangle to indicate to Rail Traffic Crew the distance to where rail traffic may be required to stop.
Location signs may have a second plate fitted to the post directly below the location name with the location type to which it refers – “Block, Siding, Crossing or Junction”.Rail Traffic Crew must respond to LANDMARK and LOCATION signs in accordance with Rule CNSG 606 Responding to signals and signs.



STOP signs:

- may be passed only if authorised, and
- have white text on a red reflective background.

WARNING
A train order issued to an end location does not authorise rail traffic to pass a stop sign at the entrance to the end location.

Level crossings speed signs

Where a level crossing speed sign is placed on the approach to a level crossing with either active or passive control warning equipment, the rail traffic must not exceed the indicated speed during approach to the level crossing.

After the leading motive power unit has fully cleared the level crossing, rail traffic may resume the normal speed allowed by the previous permanent track speed sign.

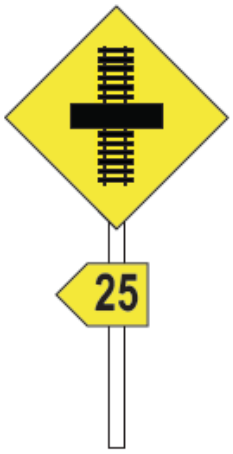


FIGURE 1: Trackside sign before a level crossing with reduced visibility

Conditional level crossing speed signs

Where Conditional level crossing speed signs are placed on the approach to a passive level crossing, rail traffic must not exceed the indicated speed during approach to the level crossing when the adjacent track before the level crossing is occupied by rail traffic as indicated by the direction of the arrow.

After the leading motive power unit has fully cleared the level crossing, rail traffic may resume the normal speed allowed by the previous permanent track speed sign.

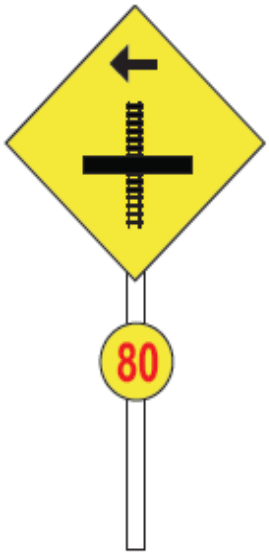


FIGURE 2: Trackside sign before a level crossing with conditionally restricted visibility. The arrow shows which side may be affected

Type F level crossings

Type F level crossing roadside warning equipment may be operated automatically by track-circuit or be controlled by Competent Workers.
Some Type F level crossings are equipped with predictor circuitry that senses and responds to the speed of approaching rail traffic.

Type F level crossing trackside signs
Trackside signs before standard Type F level crossings mark the start of controlling track-circuits.

FIGURE 3: Trackside sign before standard Type F level crossing

If rail traffic stops within predicator circuitry

Rail traffic must not accelerate between the trackside sign advising approach to a Type F level crossing fitted with predictor circuitry and the level crossing.

If rail traffic stops in the controlling track-circuit of a Type F level crossing fitted with predictor circuitry, the level crossing warning equipment may stop operating after a period of time. When rail traffic again proceeds towards the level crossing, the level crossing warning equipment is designed to begin operation.

Rail Traffic Crews must:

- stop short of the level crossing warning equipment to check if the warning equipment is operating correctly, and
- proceed over the level crossing only if it is safe to do so, and
- not exceed 25km/h until the leading vehicle has cleared the level crossing.

FIGURE 4: Trackside sign before standard Type F level crossing with predictor