

## Section 3

# Detention at Fixed Signals - Rules 1 to 2

### Applicability

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VIC

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### Publication Requirement

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External Only

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**Rule 1, Section 3, is amended by ARTC Standing Notice number 3651, published on 15/04/2011**

## **1. Detention at Automatic Signals**

### **a. Train Stopped at Automatic Signal**

The Driver must bring the train to a stand for 30 seconds if an automatic signal displays 'Stop'. The Driver must advise the Train Controller of the Signal Number being passed at 'Stop'. If the automatic signal is still at 'Stop' after 30 seconds, the Driver may proceed, but must control the speed of the train at extreme caution, being prepared to find the section ahead occupied or obstructed, or the track damaged.

Extreme caution is defined as being able to stop the train in half the distance that can be seen ahead; not exceeding 25 km/h or the posted track speed if that is the lesser, and always being prepared to find the section ahead occupied or obstructed, or the track damaged.

For example, if the Driver can only see 50 metres ahead, the speed travelled must be suitable for the Driver to stop the train within 25 metres.

Except where special instructions are issued to the contrary or where a disabled train requires assistance, a Driver must not pass any signal when it is known there is a train in the section.

The Driver must not:

1. pass the signal if the line ahead is known or seen to be occupied, until the train ahead moves out of sight or out of the track section
2. assume the signal being passed is defective, but must always consider the track ahead is occupied, obstructed or damaged.
3. be distracted whilst the train is in motion. The Driver must bring the train to a stand before performing any other function
4. pass the signal unless the Driver can exercise full control of the train

If the Driver considers it unsafe, because of:

- \* the braking ability of the train in consideration of the gradient to be travelled
- \* defective or isolated equipment
- \* extremely bad weather conditions
- \* poor or restricted visibility
- \* fog.

The Driver does not have to pass the signal at the stop position until the signal changes to a proceed aspect, or until it is safe to do so.

The Driver must advise the Train Controller of the circumstances for not proceeding.

At no time is a Signaller, Train Controller or any other person permitted to indicate to a Driver that an automatic signal is defective when it is at the 'Stop' position.

**b. Driver Being Prepared to Stop**

Should the next signal in advance be at the 'Proceed' position, the Driver must be prepared to stop short of any obstruction. The speed of the train must not be increased until the whole of the train has cleared that signal.

**c. Parallel Lines**

If the Driver sees a train in advance where there are parallel lines, the Driver must stop until it is ascertained that the train is on a parallel line.

**d. Two Trains in the Same Section**

After entering a section, if a Driver sees the preceding train there, the train must be brought to a stand and wait until the first train has proceeded on its journey unless authorised by the Train Crew of the first train to move cautiously forward.

After the front train has proceeded, the Driver of the second train may follow at a distance in order to avoid colliding with the front train in the event of its stopping.

The Driver must then bring the train to a stand at the next signal, if at 'Stop'.

Radios should be used for communication between Drivers and if unavailable, hand signals must be used.

**e. Next Automatic Signal**

If the next signal is an automatic signal and is at the 'Stop' position, the procedures laid down in this rule apply.

**CAUTION:**

It must be clearly understood that the passing of a 'Stop' signal as permitted under this rule applies to an automatic signal only and not to any other signal.

**f. Active Level Crossings**

Where a level crossing equipped with boom barriers or flashing lights is in the track section and the equipment is not working, the Driver must move cautiously forward until the boom barriers and/or flashing lights are operated by the passage of the train.

The train must not proceed over the level crossing until the level crossing equipment is operating and it is safe to do so. The Driver must use the whistle frequently.

**g. Train stopped at Two Position Automatic Signal protecting a Level Crossing**

Where the signal protects a level crossing equipped with boom barriers or flashing lights in a:

1. Train order
2. Section authority or
3. Staff section
4. Double line block section

and the two position automatic signal is still at the 'Stop' position. The Driver must bring the train to a stand for 30 seconds. The Driver may then move cautiously forward until the boom barriers and/or flashing lights are automatically operated by the passage of the train.

The train must not proceed over the level crossing until the level crossing equipment is operating and it is safe to do so. The Driver must use the whistle frequently.

The Driver may then resume normal speed after passing the level crossing.

## 2. Detention at Home Or Starting Signal

### a. Duties of Driver

When a train is detained at a Home or starting, signal the Driver must immediately sound one long whistle. If the signal remains at the 'Stop' position, or the train is unable to proceed, the Driver must contact the Signaller by radio or telephone to advise the:

1. train number,
2. signal post number, and
3. position of the train.

The Driver must contact the Signaller at regular intervals of at least five minutes.

### b. Duties of Competent Employee

If a Competent Employee is aboard then the Competent Employee must use the radio or telephone and execute the duties as laid down above for the Driver.

### c. Duties of Signaller

When contacted, the Signaller must inform the Driver:

1. of the expected duration of the delay,
2. the reason of the delay, and
3. if the signal sleeves/blocking jacks/blocking commands have been placed over the signal levers or inserted into the signalling console.

### d. Problems Identified by the Driver

The Train Controller must immediately be informed by the Driver on the radio if:

1. the Driver cannot contact the Signaller by radio or telephone,
2. the Driver is not fully satisfied as to the cause and duration of the delay, or
3. the delay will exceed five minutes.

The Train Controller must immediately contact the Signaller for the reason and likely duration of the delay. The Train Controller must then inform the Driver.

**The following Sub-Clause (e) was published in SW 1169/99 of July 22, 1999**

**e. Detention at a Disc or Dwarf Signal**

When a train is detained at a Disc or Dwarf Signal, the Driver must immediately sound one long whistle. If the Signal remains at the `Stop' position, or the train is unable to proceed, the Driver must contact the Signaller either by post telephone or Radio, to advise of the detention.

When contacted, the Signaller must advise the Driver of the reason for the delay and the likely duration.

If a competent employee is aboard, then the competent employee must execute the duties as laid down for the Driver.

The Train Controller must be informed if the Driver is unable to contact the Signaller.