

ANSG 608

Passing Signals at STOP

Applicability

NSW

SMS

Publication Requirement

External Only

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Purpose

To prescribe the rules for passing signals at STOP in the *Australian Rail Track Corporation* (ARTC) NSW Network.

Principle

Rail traffic must respond to signals at STOP in accordance with Rule ANSG 606 Responding to signals and signs.

This Rule for passing signals at STOP applies to *running signals* that cannot be cleared for an intended movement.

If there is no *shunting signal* available, *shunting* movements must be made in accordance with:

- Rule ANTR 418 *Yard limits*
- Rule ANTR 420 *Shunting and marshalling*.

Rail traffic must not pass an *absolute signal* at STOP unless it is *authorised* to do so:

- by the *Signaller*, or
- by a *Handsignaller* acting under the Signaller's instructions, or
- under a method of *special working*.

Rail traffic *may* pass a *permissive signal* at STOP if:

- the Signaller does not instruct the *Driver* or *track vehicle operator* to remain standing at the signal, and
- the Driver or track vehicle operator considers that it is safe to pass the signal.

Instruction signs

If a signal at STOP carries an *instruction sign*, Drivers and track vehicle operators must follow the directions on the sign.

Speaking to Signallers

Unless exempted by this Rule, Drivers and track vehicle operators must try to speak to the Signaller if a signal at STOP does not clear within the expected time.

Drivers and track vehicle operators must give the Signaller:

- the *train number* or the *track vehicle number*, and
- the signal number or signal designation.

Condition of the block ahead

Before authorising a Driver or track vehicle operator to pass an absolute signal at STOP, or providing information to a Driver or track vehicle operator about the condition of the *block* ahead of a permissive signal, the Signaller must get available information about the condition of the block ahead from:

- the *track indicator diagram*
- records of previous rail traffic movements
- *work on track authority* records
- reports about the *location* of the last rail traffic to enter the block
- the Signaller at the other end of the *section*.

Signallers must make sure that:

- *points* are set correctly for the *route*, and
- points that are *facing points*, or become facing points, are *secured*, and
- where split detection of points is provided, whilst rail traffic is approaching or passing the signal displaying a proceed indication prior to the points, authority has not been given to rail traffic to pass the affected signal at STOP immediately protecting the points on the adjacent track.



Where split detection of points is provided, Network Control Officers must make sure no rail traffic is approaching the signal displaying a proceed indication on the adjacent track immediately before the points, or the rail traffic has been stopped before authorising rail traffic to pass the signal at STOP on the affected track.

The Signaller must tell the Driver or track vehicle operator:

- the location of the last rail traffic to enter the block, or that it has left the block complete
- the location of obstructions or failed *infrastructure* in the block, or that the block has been reported as not *obstructed*
- whatever is known or not known about the condition of the block ahead.

If the condition of the block is not known, the Driver or track vehicle operator of the first rail traffic to *transit* the block must:

- report the condition of the block to the *Network Control Officer* as soon as practicable, and
- report when the *train* or *track vehicle* has exited the block.

Authority to pass a signal at STOP

The following table describes the authority to pass a signal at STOP.

Signal designation	Signal type	Authority from
For movements beyond yard limits, starting or home/starting on <i>Rail Vehicle Detection territory bidirectional</i> portions of line	Absolute	Rule ANWT 302, or Rule ANWT 304, or Rule ANSY 514, or Rule ANSY 516
For movements within yard limits, starting or home/starting on <i>Rail Vehicle Detection territory bidirectional</i> portions of line	Absolute	Rule ANTR 418
Starting or home/starting at <i>controlled locations</i> in <i>token</i> and <i>Train Order territory</i>	Absolute	Signaller
Starting or home/starting on <i>Rail Vehicle Detection territory unidirectional</i> portions of line	Absolute	Signaller
Home, outer home or accept at controlled locations	Absolute	Signaller
Starting, home/starting, home, outer home or accept at unattended locations	Permissive	Rule ANSG 608
Outer home fitted with a P sign	Permissive	Rule ANSG 608
Automatic	Permissive	Rule ANSG 608
Repeater	Permissive	Instruction sign
Distant	Permissive	Instruction sign

NOTE

Within the limits of a Local Possession Authority (LPA) or a Track Occupancy Authority (TOA), Drivers and track vehicle operators must pass signals at STOP in accordance with Rule ANWT 314 Work trains or ANWT 316 Track vehicles.

Absolute signals

Signaller's authority

If the authority required is "Signaller", the Driver or track vehicle operator must not pass the signal without the Signaller's authority.

Tonnage signals

Tonnage signals are absolute signals for *prescribed trains*.

If asked by the Driver of a prescribed train standing at a tonnage signal, the Signaller must make sure that the line is unoccupied as far as the overlap point that affects the tonnage signal.

The Driver must get the Signaller's authority to:

- disregard the indications of intervening signals, and
- proceed to the signal before the overlap point.

Permissive signals

If not able, or not required by this Rule, to speak to the Signaller, Drivers and track vehicle operators must wait one additional minute before passing at STOP a permissive signal that has not cleared within the expected time.

Automatic signals

If a Driver or track vehicle operator can see that the block ahead is obstructed, they must speak to the Signaller before passing an *automatic signal* at STOP.

If the whole of the block ahead cannot be seen, a Driver or track vehicle operator must try to speak to the Signaller before passing an automatic signal at STOP.

If the Driver or track vehicle operator is unable to speak to the Signaller, they may pass the signal at STOP.

A Driver or track vehicle operator may pass an automatic signal at STOP without speaking to the Signaller, if the Driver or track vehicle operator can see that the whole block ahead to the next signal is unobstructed.

As soon as practicable, the Driver or track vehicle operator must report to the Signaller at the next controlled location:

- the number or designation of the signal passed at STOP, and
- the condition of the line.

At any time, the Signaller may tell the Driver or track vehicle operator not to pass the signal at STOP.

In all cases, the Driver or track vehicle operator must record, in *permanent form*, the time and the signal number or designation of the signal passed at STOP.

Home, outer home or accept signals at STOP at unattended locations

At unattended locations, before passing home, outer home or accept signals at STOP, a Driver or track vehicle operator must:

- confirm that the location is unattended, and
- make sure that the line ahead is unoccupied, and
- make sure that there is no conflicting movement, and
- make sure that the route is set.

The Driver or track vehicle operator must proceed at *restricted speed*.

Starting or home/starting signals at STOP at unattended locations in token territory

Before passing a starting or home/starting signal at STOP, a Driver or track vehicle operator must hold the correct token for the section, or a *Special Proceed Authority* (SPA).

Outer home signals with P signs

Before passing an outer home signal at STOP fitted with a P sign, a Driver or track vehicle operator must try to speak to the Signaller.

Speed of travel

Beyond an absolute signal

Based on the information provided by the Signaller about the condition of the block ahead, rail traffic may travel up to *normal speed*.

Beyond a permissive signal

Drivers and track vehicle operators must:

- travel at restricted speed, and
- not rely on assurances that the block ahead is clear, and
- expect the first signal ahead to be at STOP.

Inside the electrified area, if the first signal ahead is a distant signal, rail traffic must travel at restricted speed to the next signal able to display STOP.

Outside the electrified area, if the first signal ahead displays a PROCEED indication, rail traffic must travel at restricted speed to the second signal able to display STOP.

Authorising assistance

If rail traffic in the block ahead needs assistance, the Network Control Officer must act in accordance with:

- Rule *ANTR 414 Defective vehicles*
- Rule *ANTR 416 Disabled trains*.

The Network Control Officer must give a Driver a *Condition Affecting the Network* (CAN) warning about the location of the rail traffic ahead.

Related ARTC Network Procedures

ANPR 746	Authorising rail traffic to pass an absolute signal at STOP
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Effective Date

30 August 2020