

HSE Alert

Communication Number:

COMM-0000026

Published:

31/01/2024

Issued By:

Rich, Dean, Interstate Network -
Network Control North South, 11816 -
Manager Network Operations South

Title / Subject:

Changing direction on running lines while shunting

Description:**LOCATION**

ARTC NSW Network Rules and Procedures Territory

BRIEF DESCRIPTION

This HSE Alert is to ensure rail traffic crews and competent workers are aware of the requirements when shunting on running lines in ARTC rail vehicle detection territory.

Recently, ARTC has had an increase of events on running lines where operators have changed direction within a signalling block while shunting without advising the Network Control Officer, resulting in run through of points and other situations with potential rail traffic conflicts.

Network Control Officers are responsible to set routes for the safe and efficient transit of rail traffic in the area under their control.

Rail traffic crews are responsible to operate rail traffic for safe and efficient transit of rail traffic through the ARTC Network.

ARTC Network Rule ANTR 418 Yard Limits, Running Lines, defines that "movements on running lines within yard limits must be authorised by Signallers at attended locations and for remotely controlled locations"

If a proposed shunting movement requires rail traffic to change direction within the block where authority to enter the block was provided by a fixed signal, the competent worker directing the shunting movement **MUST** obtain the authority from the Network Control Officer at that location for the unsignalled movement.

As part of the ARTC Fatal and Severe risk No.4 – Rail Traffic Collision set routes **MUST** be clear of confliction.

Action Required:

Rail Safety Workers are reminded of their responsibilities under ARTC Network Rule ANTR 420, Shunting and Marshalling, specifically:

Qualified Workers directing shunting **MUST**:

- have adequate locality knowledge, and
- confer with other workers beforehand and agree about planned movements (this includes the Network Control Officer on running lines), and
- if necessary, arrange for clearance of fixed signals, and
- make sure that routes are correctly set and safe for movements, and
- make sure that it is safe to shunt, and
- make sure that workers have been warned about the intended shunting, and
- tell Signallers when shunting movements within the Signaller's area of control have been completed.

Overall Safety Message

Competent Workers involved in shunting **MUST** have a clear understanding of the planned movements.

Action for RSOs: please acknowledge receipt of this HSE Alert to relevant Network Control Centres.

Upload Image Files:

-

Links to Supporting Documentation:

<https://www.artc.com.au/work/contractors/fatal-and-severe-risks-and-life-saving-behaviours/rail-traffic-collision/>



Approved By:

Britto, John, Safety and Environment - Corporate Safety,
14022 - General Manager Safety