



AUSTRALIAN RAIL TRACK CORPORATION LTD

This document has been adopted by the ARTC with the permission of the NSW Government and will continue to apply under the authority of the ARTC General Manager Infrastructure, Strategy & Performance until further notice

Discipline
Engineering Standard – NSW

Category
Signalling

Title
Accidents or Derailments – Action to be Taken

Reference Number
SMP 03 – (RIC Standard: SC 00 52 00 03 SI)

Document Control

Status	Date	Prepared	Reviewed	Endorsed	Approved
Issue 1 Revision 2	Mar 05	Standards and Systems	Standards Engineer	GM Infrastructure Strategy & Performance	Safety Committee
		Refer to Reference Number	H Olsen	M Owens	Refer to minutes of meeting 12/08/04

Disclaimer

Australian Rail Track Corporation has used its best endeavors to ensure that the content, layout and text of this document is accurate, complete and suitable for its stated purpose. It makes no warranties, express or implied, that compliance with the contents of this document shall be sufficient to ensure safe systems of work or operation. Australian Rail Track Corporation will not be liable to pay compensation in respect of the content or subsequent use of this document for any other purpose than its stated purpose or for any purpose other than that for which it was prepared except where it can be shown to have acted in bad faith or there has been willful default.

Document Approval

The technical content of this document has been approved by the relevant ARTC engineering authority and has also been endorsed by the ARTC Safety Committee.

Document Supply and Control

The Primary Version of this document is the electronic version that is available and accessible on the Australian Rail Track Corporation Internet and Intranet website.

It is the document user's sole responsibility to ensure that copies are checked for currency against the Primary Version prior to its use.

Copyright

The information in this document is Copyright protected. Apart from the reproduction without alteration of this document for personal use, non-profit purposes or for any fair dealing as permitted under the Copyright Act 1968, no part of this document may be reproduced, altered, stored or transmitted by any person without the prior written consent of ARTC.

About This Standard

This Standard defines the signalling procedures to be implemented following a accident or Derailment.

Document History

Primary Source – RIC Standard SC 00 52 00 03 SI Version 2.0

List of Amendments –

ISSUE	DATE	CLAUSE	DESCRIPTION
1.1	01/09/2004		▪ Reformatting to ARTC Standard
1.2	14/03/2005	Disclaimer	Minor editorial change

Contents

1 GENERAL	6
1.1 PROTECTION AND INITIAL INSPECTION	6
1.2 REPORTING PROCEDURES	6
1.3 EMERGENCY ARRANGEMENTS	7
1.4 INSPECTION & EXAMINATION	7

1 General

When a signalling maintainer is called to attend to a derailment, obstruction, or train stopped by other exceptional cause, the following procedures must be adopted:

1.1 Protection and Initial Inspection

The immediate priorities for all signalling maintainers involved in an incident must be the safety of all persons on or about the line and the protection of the train(s) and any adjacent obstructed line(s).

Ensure this protection is achieved by the replacement of all fixed signals which apply to the obstructed lines to danger (stop) in accordance with Network rule NSG 614 or by protection in accordance with Network procedure NPR 720.

The position of all levers, indications on the signal box indicator diagram, and point positions which may be applicable to the circumstances should be noted on arrival.

If it is alleged, or there is any reason to believe, that an accident or derailment has been the result of defective signalling, the equipment involved shall not be disturbed or interfered with until the mishap has been fully investigated by a suitably qualified Signal Engineer authorised in signalling safeworking, unless directed by the senior Train Control officer on site for safety reasons. Protection shall be given by placing the signal or signals next in rear at stop or, where this is not possible, by the provision of handsignaller protection. Any initial inspection of suspect signalling equipment carried out by signalling maintainers before the arrival of the investigating signal engineer shall be done in the presence of a suitable independent witness who holds the relevant safeworking qualifications.

Where a line is obstructed then, subject to the preceding paragraph, the signal routes leading over the obstructed track, plus outer signal routes whose overlap includes the section of obstructed track, plus any points foul of the obstruction or providing trap protection, should be disconnected and maintained at stop (signals) or in a safe position (points), unless other safe and secure arrangements are directed by a suitably experienced Signal Engineer authorised in signalling safeworking.

1.2 Reporting Procedures

- a) When a major incident occurs, the first call notifying the incident must be made in accordance with Network Rule NGE 206 to the signaller or train controller and the Maintenance Signal Engineer. When this first call is made, the following details must be notified
- the type of incident
 - the location of the incident:
 - the nearest signal (if known)
 - the nearest station
 - the tracks involved

- whether persons are trapped and/or injured
 - the train or run number
 - the anticipated nearest access (if known).
 - If required, civil and emergency services (Police, Fire Brigade, Ambulance or Rescue Units) must be requested to attend.
- b) When electric traction supplies are involved, find out if 'Electric Trouble' has been contacted in order to arrange isolations. If they have not been contacted, this should be done, providing the information listed in (a) above.

1.3 Emergency Arrangements

Make arrangements to enable the safe movement of traffic to take place.

If emergency site communications such as temporary telephones or radio units are required, arrange to have these set up

1.4 Inspection & Examination

After taking the necessary precautions and making reports, a detailed examination of the scene of the accident shall be carried out. This detailed examination shall be carried out in the presence of a suitable, competent independent witness who holds the relevant safeworking qualifications, if there is any allegation, or possible doubt about the integrity of the signalling system.

In addition to the details noted under paragraph 1.2 above, particular notes shall be made on the reported position of all relevant point mechanisms, the state of signals, and which routes were set at the time of the mishap.

By inspection determine and note the state of the interlocking taking particular note of the correspondence of relays with the position of signals and points.

Damage to point switches and point detectors shall be noted in particular.

All damage to signalling equipment shall be recorded and a full list of material required to make repairs shall be prepared.

The Maintenance Signal Engineer shall be informed of the details relating to incidents which do not require his attendance and the results of examinations and enquiries immediately they are completed. The Maintenance Signal Engineer must also be kept advised at regular intervals, of any further developments.