



OTSG 608

Passing Signals at STOP

Applicability

NSW

SMS

Publication Requirement

Internal Only

Document Status

Issue/Revision #	Effective from
1.0	1 January 2019



Purpose

To prescribe the rules for passing signals at STOP in the *Oberon Tarana Heritage Railway* (OTHR) Network.

Principle

Rail traffic must respond to signals at STOP in accordance with Rule OTSG 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 OTTR 418 *Yard limits*
- Rule OTTR 420 *Shunting and marshalling.*

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

- by the *Signaller / Train Controller*, 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 / Train Controller

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*.

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 *Train Controller* 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
Starting or home/starting at attended locations in <i>token</i> territory	Absolute	Signaller
Home, outer home or accept at attended locations	Absolute	Signaller
Starting, home/starting, home, outer home or accept at unattended locations	Permissive	Rule OTSG 608
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 OTWT 314 Work trains or OTWT 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.

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.

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)*.

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.

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 Train Controller must act in accordance with:

- Rule *OTTR 414 Defective vehicles*
- Rule *OTTR 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 OTHR Network Procedures

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

1 January 2019