

ANPR 700

# Using a Local Possession Authority

**Applicability**

NSW

SMS

**Publication Requirement**

External Only

**Document Status**

Issue/Revision #	Effective from
3.2	13 December 2021

## Purpose

A *Local Possession Authority* (LPA) is used to close a defined portion of *track* for a specified period.

## Obtaining a Local Possession Authority

The *Possession Protection Officer* obtains an LPA from the *Network Controller* responsible for the portion of track.

### Possession Protection Officer

1. Immediately before an LPA is due to begin, speak to the Network Controller and *Signallers* responsible for the portion of track.
2. Make sure that you, the Network Controller and the Signallers have a copy of the documentation and amendments *advertising* the LPA.

### Network Controller

3. Confirm that the LPA request will affect only one Network Control area.
4. If the proposed limits of the LPA affect more than one Network Controller, Network Controllers agree on the Network Control area most affected.

The Coordinating Network Controller *authorises* the *possession* and *issues* the LPA.

5. Confirm the details of the possession and protection arrangements with affected Signallers.
6. Tell the Coordinating Network Controller when the details have been confirmed.

### Signallers and Network Controllers

7. Make sure that *blocking facilities* have been applied to prevent entry into the portions of track within the LPA.

### Network Controller/Coordinating Network Controller

8. Make sure that any:

- *rail traffic* not associated with the LPA, that might need to be moved during the LPA is clear of the limits, and
- rail traffic not associated with the LPA, that is within the limits of the LPA must not be authorised to move, and
- rail traffic associated with the LPA within the limits has been identified and is being managed as agreed by the Possession Protection Officer and the Network Controller.

### Network Controller

9. Agree with the Possession Protection Officer that the LPA is now authorised and record the current time.

In TMACS Train Order territory compile Form ANRF 001 or where provided use the Electronic application.

10. Tell affected Signallers that an LPA has been issued.

### Possession Protection Officer

11. In TMACS Train Order territory compile Form ANRF 001.

12. Repeat the details you recorded back to the Network Controller.

13. Arrange to tell affected Signallers and Network Controllers about the *location* of worksites in the possession.

## Protecting the Limits of the Authority

### Possession Protection Officer

1. In *token* areas, safeguard the *staff* or *half pilot staffs*.
2. Protect the possession with three *railway track signals* and red flags/red lights or STOP signs/red lights placed at the specified limits of the possession, or at 2500m from the outermost worksites if this is more practicable.

STOP signs/red lights must be clamped to the head of the left-hand rail in the expected running direction of rail traffic.

If *points* have been clipped and locked to give *protection*, railway track signals and red flags/red lights or STOP signs/red lights are not required.

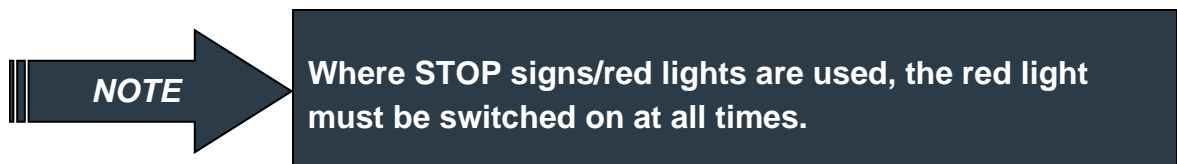
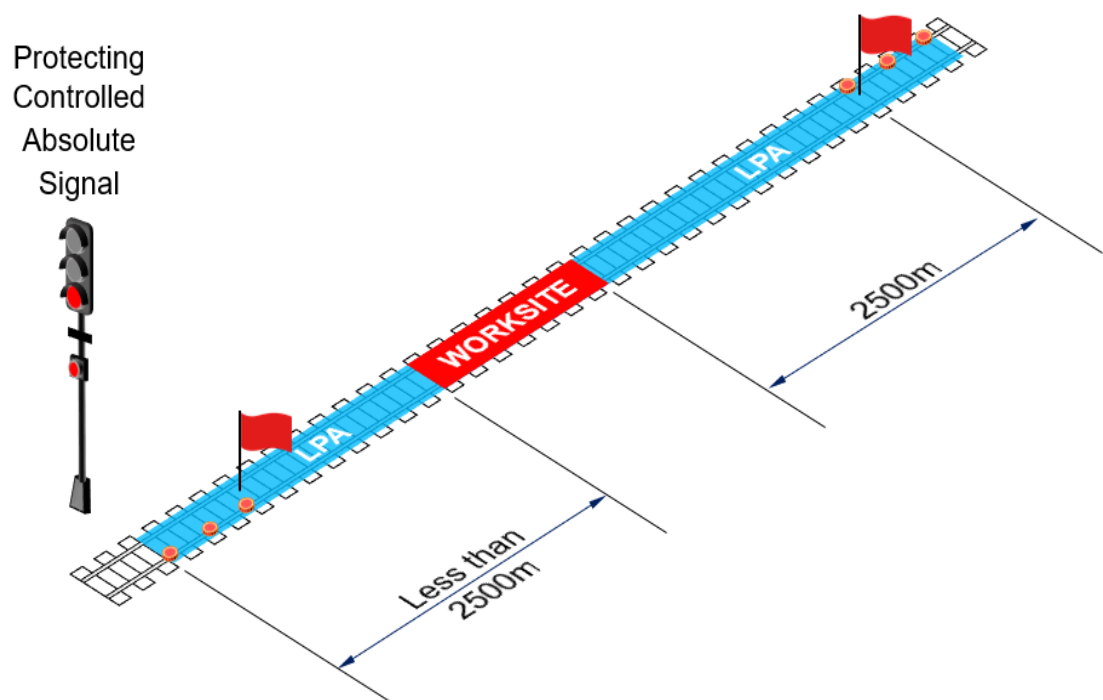
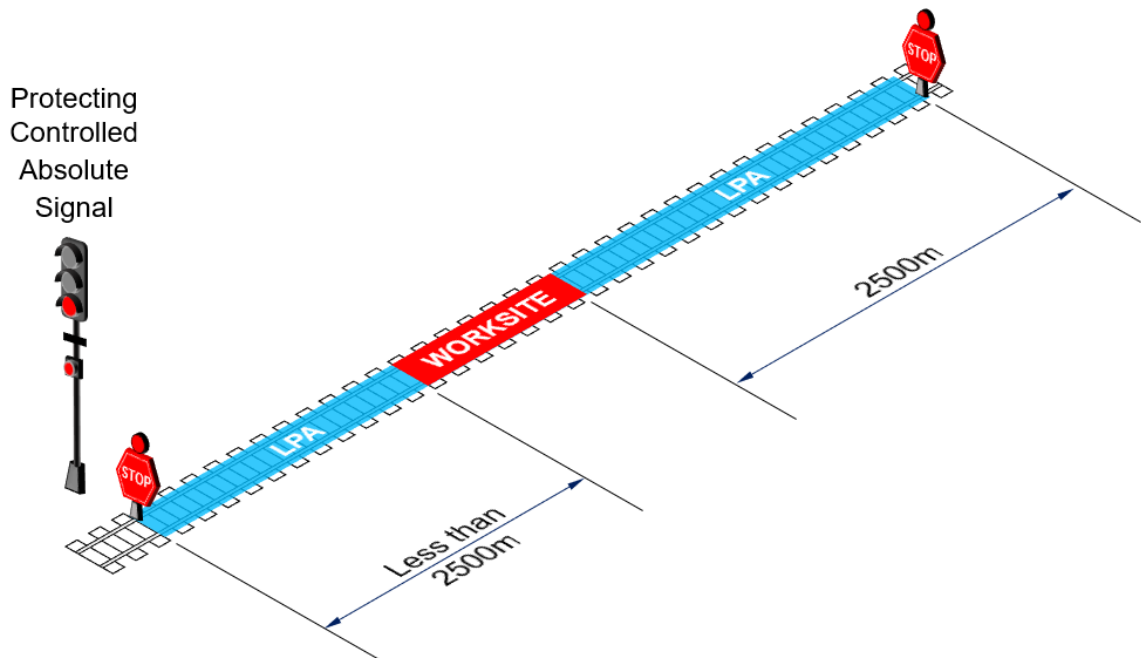


Figure ANPR 700-1



Example of protection arrangements for an LPA using railway track signals

Figure ANPR 700-1A



Example of protection arrangements for an LPA using STOP signs/red lights

3. If necessary, protect the worksites from rail traffic on other tracks.

## Protecting Multiple Worksites in the Limits of the Authority

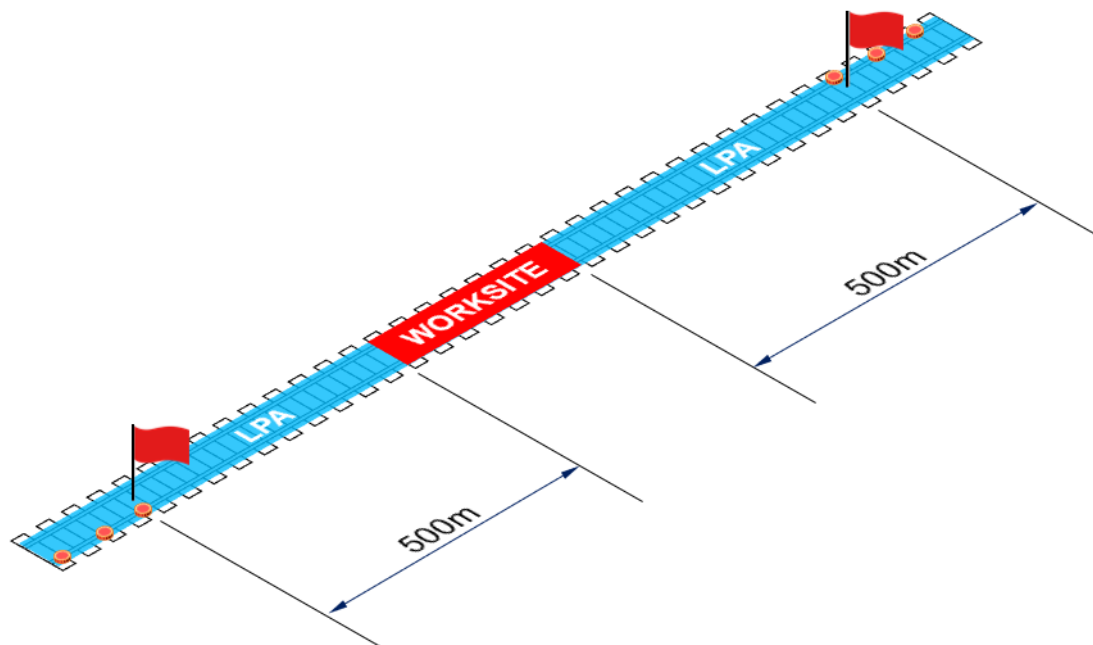
### Possession Protection Officer

1. Make sure the *Protection Officers* place the right protection.
2. Tell the Protection Officers if the worksite protection needs change and make sure they change the protection.

### Protection Officers

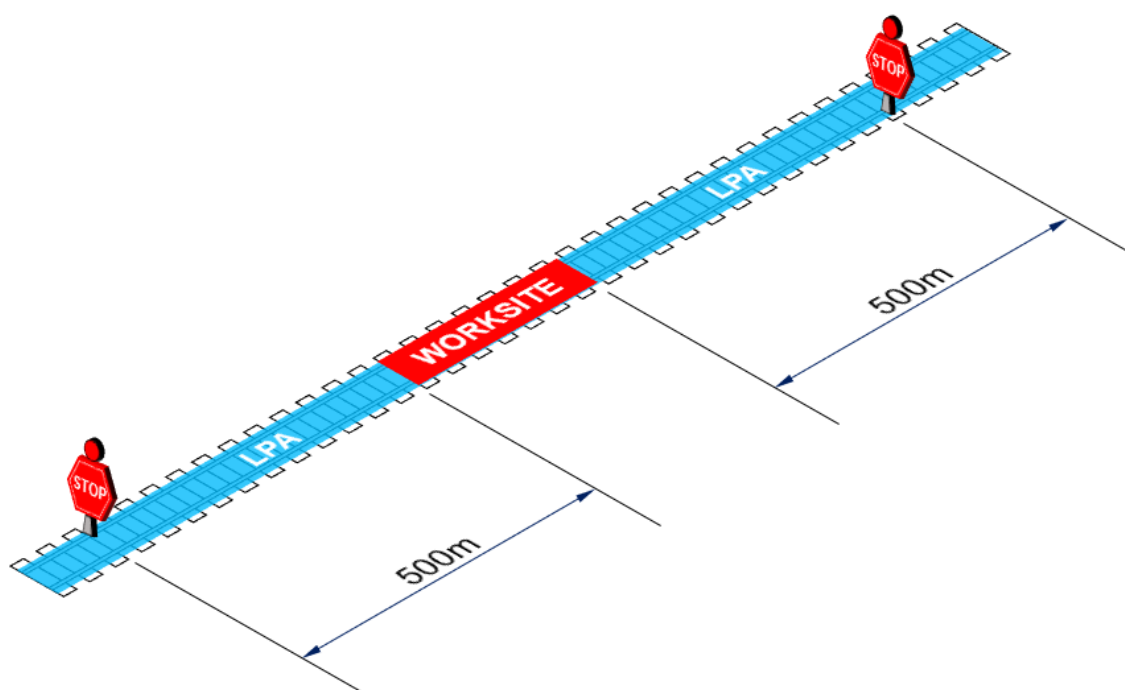
3. Make sure that:
  - railway track signals are placed on each side of each *worksite*, and
  - red flags/red lights are placed in the middle of the *four-foot*, beside the railway track signals closest to each worksite, or
  - STOP signs/red lights are placed on each side of each worksite, as shown, in the following examples.
4. If worksites are more than 1000m apart, place the railway track signals or STOP signs/red lights 500m from each worksite.

Figure ANPR 700-2



Example of protection arrangements for an individual worksite using railway track signals and red flags

Figure ANPR 700-2A



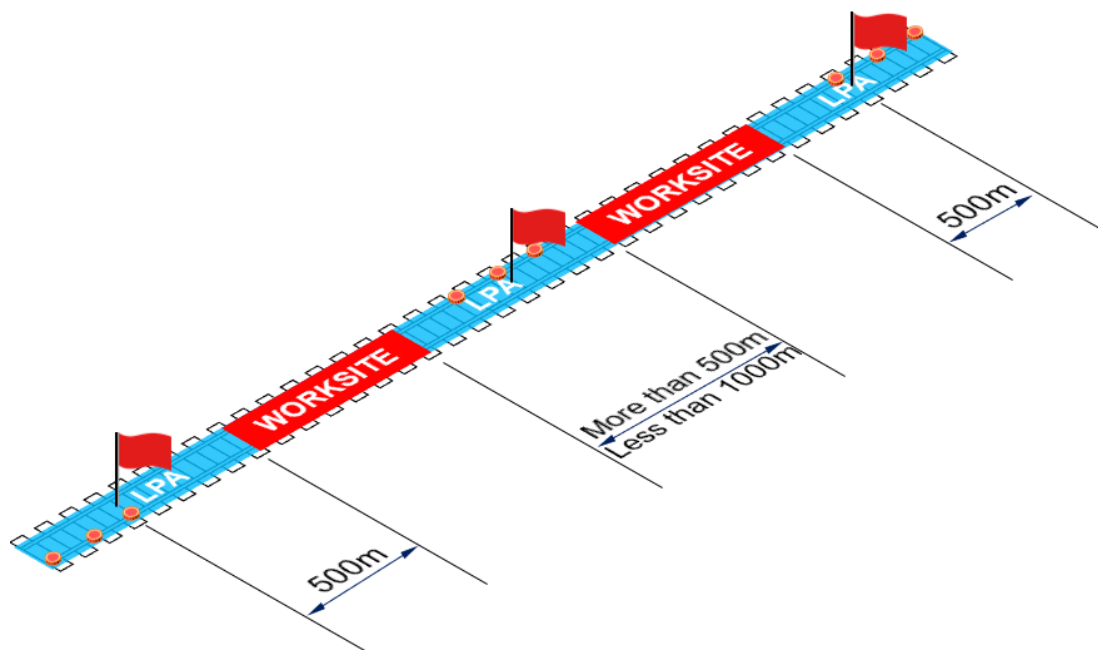
Example of protection arrangements for an individual worksite using STOP signs/red lights



Where STOP signs/red lights are used, the red light must be switched on at all times.

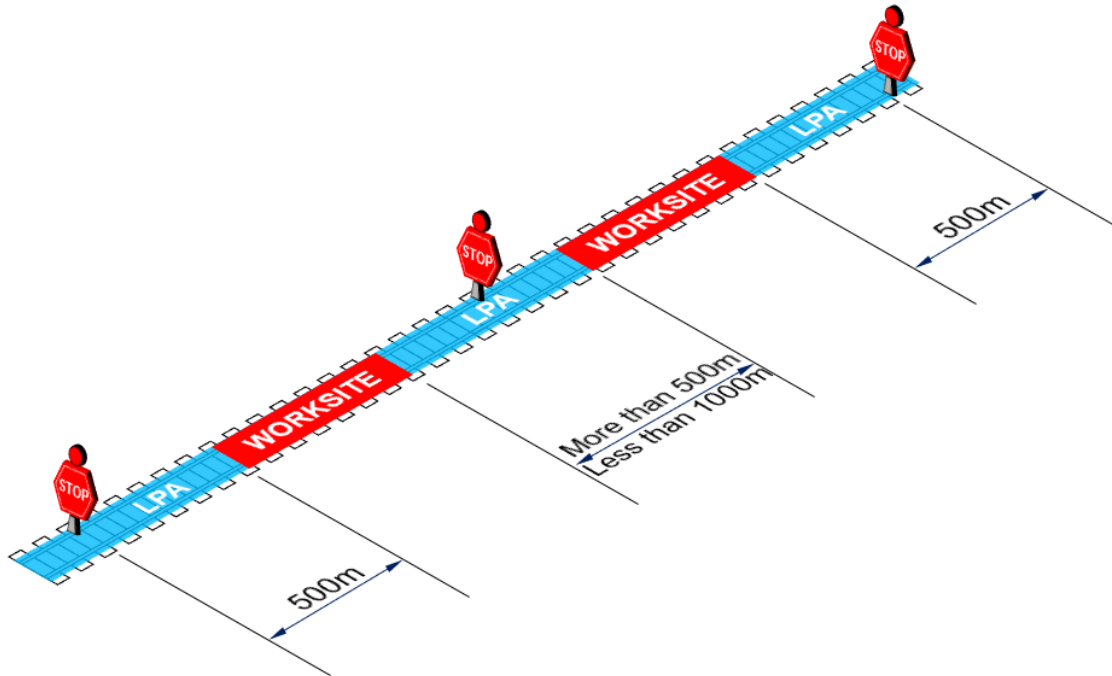
5. If worksites are more than 500m but less than 1000m apart:
- place three railway track signals midway between the worksites, and place a red flag/red light next to the middle railway track signal, or
  - place a STOP sign/red light midway between the worksites.

Figure ANPR 700-3



Example of protection arrangements for multiple worksites more than 500m but less than 1000m apart

Figure ANPR 700-3A



Example of protection arrangements for multiple worksites more than 500m but less than 1000m apart using STOP signs/red lights

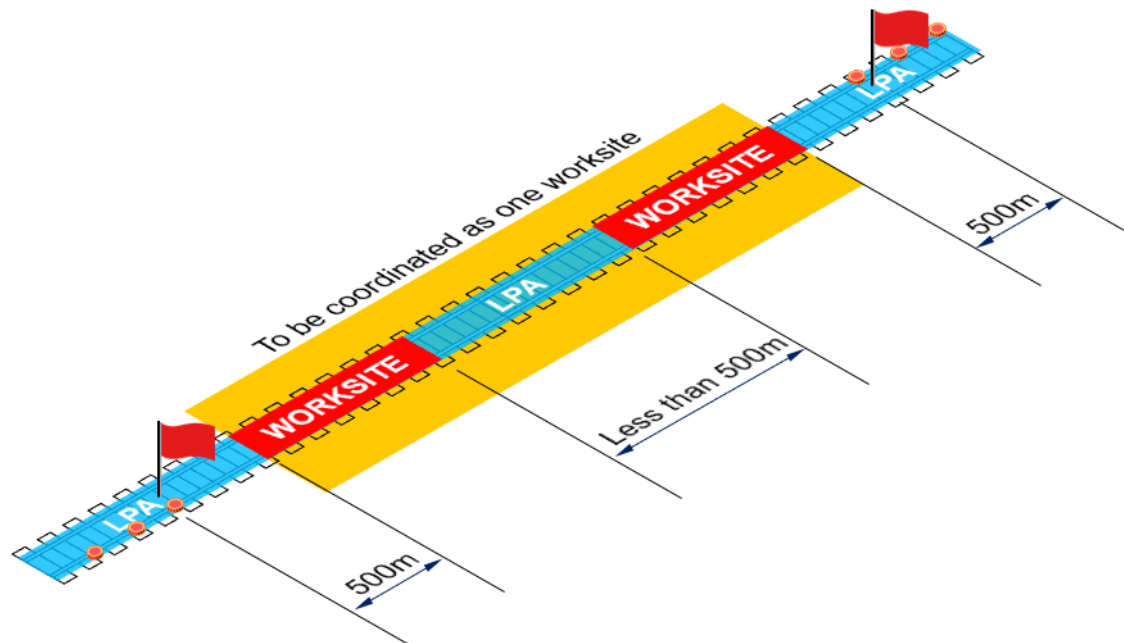
6. Treat worksites less than 500m apart as one worksite or as separate worksites.

Where separate worksites are established within 500m of each other:

- a Coordinating Protection Officer must be nominated to coordinate the multiple worksite area, and
- a worksite delineation marker must be clamped to the rail midway between worksites, and
- the worksite delineation marker must indicate the contact details of the Protection Officers, and
- place protection of red flags/red lights and three railway track signals or STOP signs/red lights at least 500m from the outermost worksites.

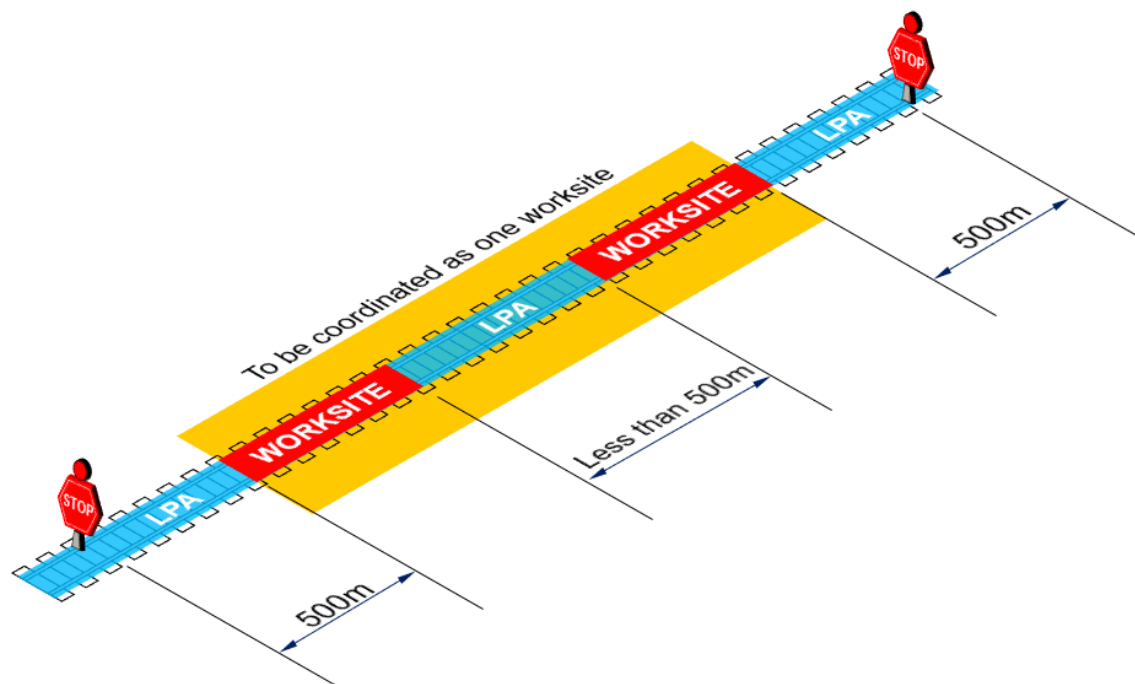


Figure ANPR 700-4



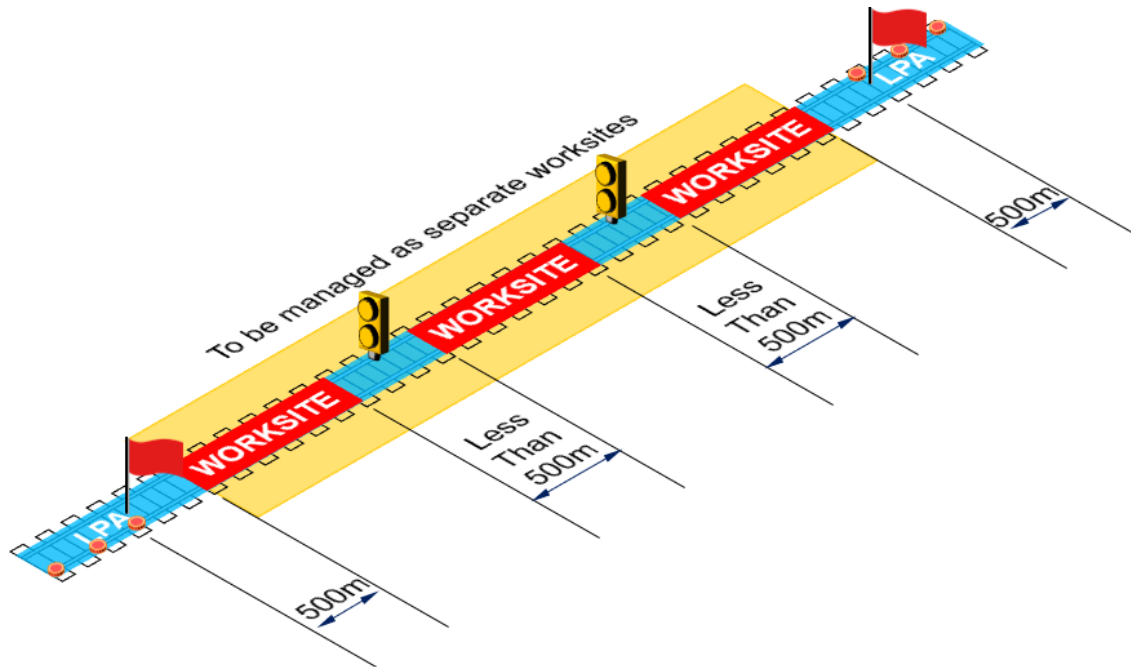
Example of protection arrangements for combined multiple worksites

Figure ANPR 700-4A



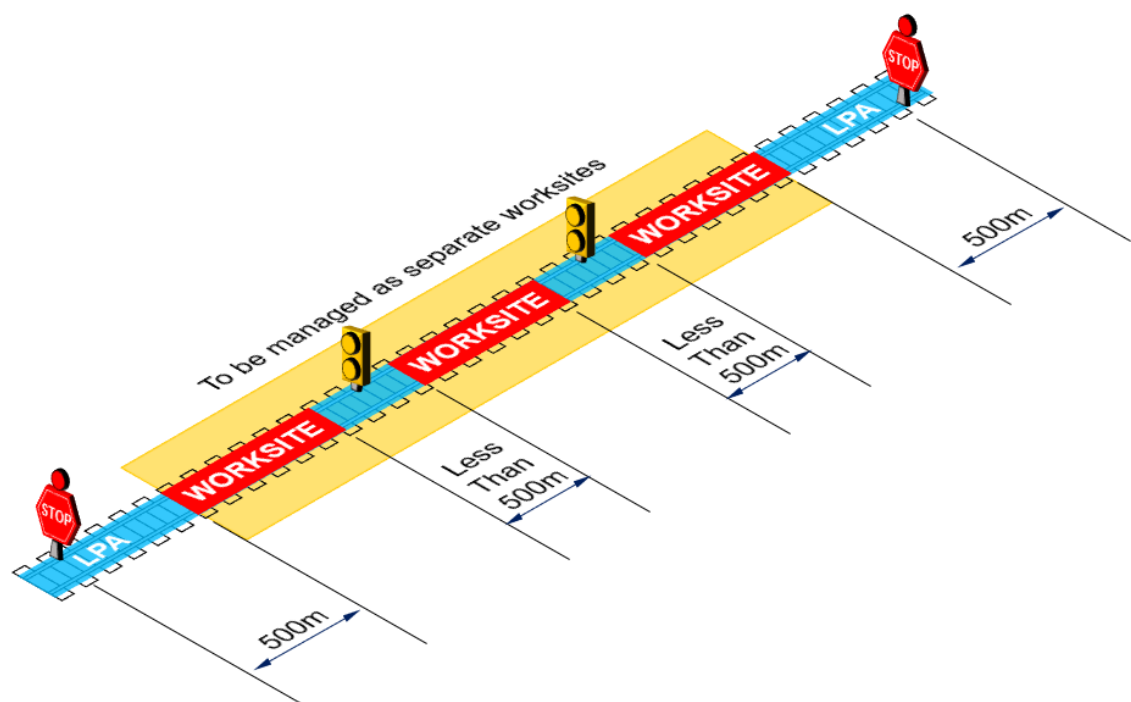
Example of protection arrangements for combined multiple worksites using STOP signs/red lights

Figure ANPR 700-5



Example of protection arrangements for multiple worksites within 500m of each other being managed as separate worksites

Figure ANPR 700-5A



Example of protection arrangements for multiple worksites within 500m of each other being managed as separate worksites using STOP signs/red lights and delineation markers

## Protecting from Rail Traffic Crossing the LPA

### Possession Protection Officer

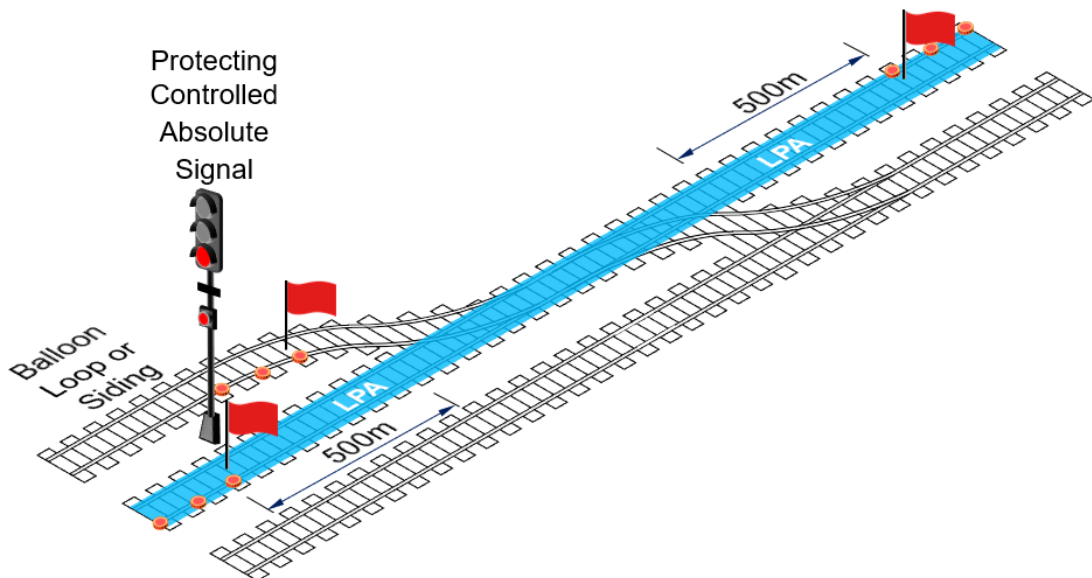
Make sure that three railway track signals and red flags/red lights or STOP signs/red lights are placed:

- on the closed track 500m clear of the *crossover* or turnout, and
- on the converging track that allows entry to the possession area, at the signal protecting entry into the closed track.

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**Figure ANPR 700-6**

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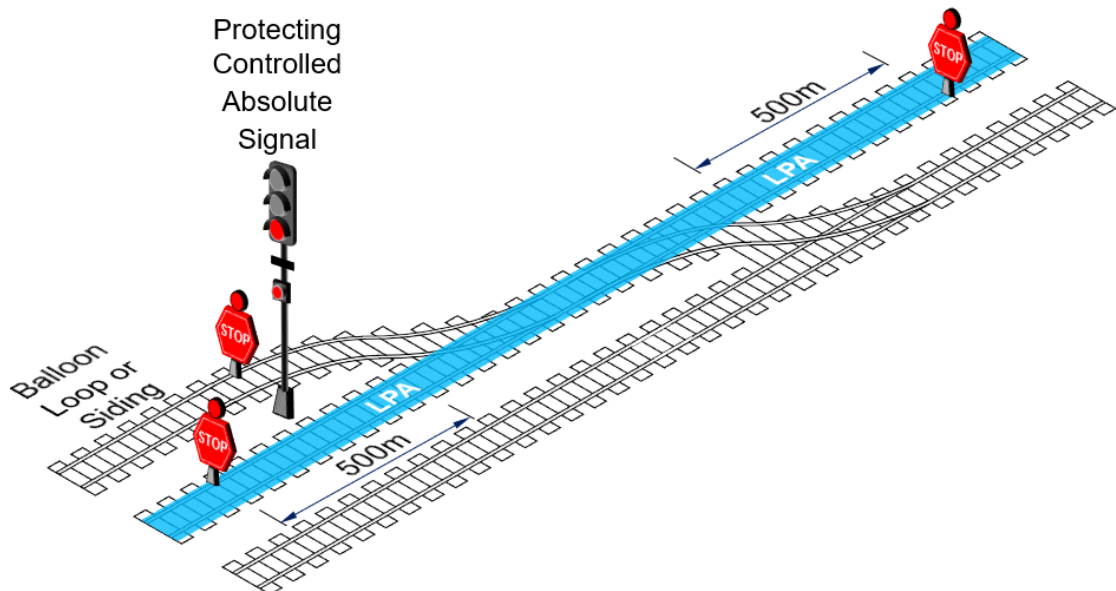


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Example of protection arrangements if rail traffic is authorised to cross the LPA area

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Figure ANPR 700-6A



Example of protection arrangements using STOP signs/red lights if rail traffic is authorised to cross the LPA area

## Returning the Track to Service

### Possession Protection Officer and Protection Officers

1. Make sure that *track vehicles* and equipment have cleared the track.
2. Make sure that all workgroups have cleared the worksites.
3. Make sure that protection, including flags, railway track signals, STOP signs and point clips, has been removed.

### Possession Protection Officer

4. Make sure that any emergency crossovers that have been used are returned to, and secured in, the normal position.
5. When advised that the track is *certified* fit for service, tell the Network Controller.
6. Tell the Network Controller and Signallers about any restrictions on track use.
7. If work is to continue under another Work on Track Authority, tell the Network Controller and make sure the worksite is protected prior to fulfilling the LPA.

8. *Fulfil* the LPA for:
  - the entire portion of track defined for the possession, or
  - progressively for one or more portions of track included in the LPA.
9. If form ANRF 001 was issued for the LPA in TMACS Train Order territory, tell the Network Controller the security code.

### Signallers and Network Controller

Test all equipment affected by the LPA.



**In TMACS Train Order territory, the LPA must only be fulfilled for the entire portion of track defined for the possession.**

### Keeping Local Possession Authority Details

*Network Control Officers* and the Possession Protection Officer *must* keep details about the LPA and information about protection arrangements.

### Related ARTC Network Procedures

<b>ANPR 704</b>	Using Infrastructure Booking Advices
<b>ANPR 707</b>	Clipping points
<b>ANPR 709</b>	Using Railway Track Signals
<b>ANPR 710</b>	Piloting trains and track vehicles
<b>ANPR 711</b>	Lookouts
<b>ANPR 712</b>	Protecting work from rail traffic on adjacent tracks

### Effective Date

13 December 2021