

ANSG 612

Overrun of Limit of Authority

Applicability

NSW
SMS

Publication Requirement

External Only

Document Status

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2.0	11 October 2015

Purpose

To prescribe the rules for dealing with an overrun of *limit of authority* in the *Australian Rail Track Corporation (ARTC) NSW Network*.

Principle

A movement overruns its limit of authority if, without authority, it:

- passes a signal at STOP, or
- passes a sign that shows a limit of authority, or
- exceeds the limit of a *Train Order* or *Special Proceed Authority (SPA)*, or
- enters a *block* without the correct authority.

Responding to overrun of limit of authority

Drivers or *track vehicle operators* who find that they have overrun a limit of authority *must* immediately:

- stop their *trains* or *track vehicles*, and
- tell the *Network Control Officer*.

The *Network Control Officer* must:

- stop *rail traffic* that has overrun its limit of authority and not stopped, and
- stop and prevent other movements that are at risk, and
- tell affected *Drivers* or *track vehicle operators* to wait for further instructions, and
- if a starting or home/starting signal has been passed, tell affected *Signallers*, and
- tell the *Train Controller*.

The *Train Controller* must arrange to:

- determine the method of working to be used to clear the train or track vehicle, and
- assess if the *Driver* or *track vehicle operator* is fit to continue the journey, and
- tell the affected *Operator's Representative*, and
- issue a *Train Control Report (TCR)*.

If the movement that has overrun the limit of authority is to continue, the movement must be *authorised* by the *Network Control Officer*.

Related ARTC Network Procedures

NIL

Effective Date

11 October 2015