

ANSY 510

Mishap Orders

Applicability

NSW

SMS

Publication Requirement

External Only

Document Status

Issue/Revision #	Effective from
2.0	11 October 2015

Purpose

To prescribe the rules for using *Mishap Orders* under the Train Management And Control System (TMACS) *Train Order system of Safeworking* in the *Australian Rail Track Corporation (ARTC) NSW Network*.

Principle

A Mishap Order *authorises rail traffic* movements that are not normally available under the Train Order system of Safeworking.

A temporary mishap *location* is created and entered into the system by the *Network Controller*, to:

- divide an *obstructed section* into *blocks* on either side of the mishap location, and
- prevent *issue* of normal Train Orders, and
- manage rail traffic to clear the mishap, and
- manage *work on track authorities*.

Method description

Current Train Orders and work on track authorities for affected sections *must be cancelled or fulfilled*.

The Network Controller must get, from the *Qualified Worker* in charge of an obstruction, assurance that the obstruction is protected.

The Network Controller *may* issue:

- Mishap Orders to *Drivers*, so that *trains* may enter the blocks on either side of the mishap location, or
- work on track authorities to *Protection Officers*, to enable restoration work.

A current Mishap Order must be fulfilled before a work on track authority is issued for the same block.



A Train Order section may be cleared by removing a train in portions into:

- an *adjoining* signalled location under the authority of a single Mishap Order, or
- a *Train Order* location under a separate Mishap Order for each portion moved.

Using a SPA or a TOA

If there is another mishap in the same section during the currency of a Mishap Order, the Network Controller:

- must cancel the Mishap Order, and
- may issue a *Special Proceed Authority (SPA)* in accordance with Rule ANSY 514 *Special Proceed Authority*, or
- may issue a *Track Occupancy Authority (TOA)* in accordance with ANWT 304 *Track Occupancy Authority*.

If a mishap within *yard limits* in *Train Order territory* cannot be managed under a Train Order with *shunt* access, the Network Controller must issue a SPA.

Returning the section to service

The Network Controller may remove a mishap location from the system only if:

- Proceed Authorities and work on track authorities have been fulfilled or cancelled, and
- the affected section is clear and safe for rail traffic.

Related ARTC Network Procedures

ANPR 721	Spoken and written communication
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Effective Date

11 October 2015