

ANTR 400

# Protecting Trains

## Applicability

---

NSW

---

SMS

## Publication Requirement

---

External Only

## Document Status

Issue/Revision #	Effective from
2.1	22 October 2017

## Purpose

To prescribe the rules for protecting *trains* in the *Australian Rail Track Corporation (ARTC) NSW Network*.

## Train protection

Trains require *protection* in all circumstances if:

- they need assistance, or
- they *obstruct*, or might obstruct, *adjacent* lines, or
- the line is obstructed.

If *rail traffic* needing assistance is in a *location* that prevents the *Train Crew* or *track vehicle crew* from placing *railway track signal* protection, the *Network Control Officer* must give assisting rail traffic a *Condition Affecting the Network (CAN)* warning.

## Track-circuited territory

In addition to the above, in *track-circuited territory*, outside the area bounded by Macarthur and Maitland, where following movements are allowed into the same section, the Train Crew must protect a delayed train against following rail traffic if the train has been, or will be, stationary for more than 10 minutes, unless:

- the *Driver* is assured by the Network Control Officer that following rail traffic has been stopped, or prevented from entering the same *block*, or
- the Driver of the immediately following train has given an assurance that their train is stopped at a signal at STOP behind the delayed train.

If necessary, the Train Crew or track vehicle crew must act in accordance with:

- *Rule ANTR 416 Disabled trains*
- *Rule ANTR 426 Overdue trains*.

## Obstruction of lines

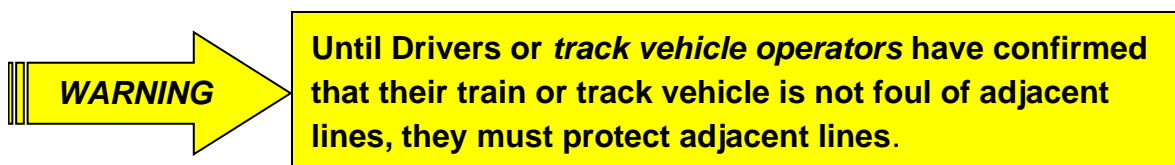
If an obstruction is reported, the Network Control Officer responsible for the affected portions of line must act in accordance with Rule *ANGE 206 Reporting and responding to a Condition Affecting the Network (CAN)*, and:

- instruct Drivers of trains in or approaching the affected block to stop their trains immediately, and
- prevent entry of further rail traffic into affected, or potentially affected, portions of line, and
- make sure that *blocking facilities* are applied.

## Adjacent lines

The crew of a stopped train must immediately protect against approaching rail traffic if:

- their train is, or might be, *foul* of adjacent lines, and
- the Driver is not assured that other rail traffic has been stopped, or prevented from entering the obstructed block.



On *bidirectional* double lines, protection must be applied to affected adjacent lines in both directions.

The Train Crew must apply protection to multiple affected adjacent lines with the priority they consider necessary.

The Train Crew *may* detach a *motive power unit* or *locomotive* from the train for use during placement of protection.

Before detaching the motive power unit or locomotive, the Train Crew must *secure* the remaining portion of the train.

The motive power unit or locomotive used for placement of protection may be returned to the remaining portion of the train without further authorisation.

## Related ARTC Network Procedures

---

<b>ANPR 709</b>	Using detonators
<b>ANPR 712</b>	Protecting work from rail traffic on adjacent lines
<b>ANPR 720</b>	Protecting trains

---

## Effective Date

22 October 2017