

ANTR 416

## Disabled Trains

### Applicability

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NSW

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SMS

### Publication Requirement

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External Only

### Document Status

Issue/Revision #	Effective from
2.0	11 October 2015

## Purpose

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

## Disabled trains

The *Train Crew* of a disabled train *must*:

- tell the *Network Control Officer* about the failure, and
- follow the requirements of Rule *ANTR 400 Protecting trains*, and
- determine the nature of the failure.

## Removing disabled trains

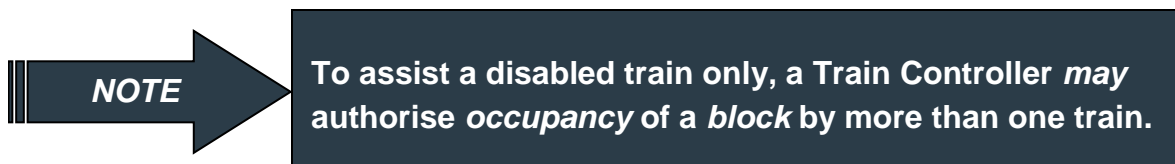
The *Network Control Officer* must get details of the disablement from the *Train Crew*.

If it is necessary to assist a disabled train with another train, or *motive power unit*, a *Network Control Officer* must tell the *Train Crew*:

- of the assisting train or motive power unit, about the *Condition Affecting the Network (CAN)*, and
- of the assisted train, about the details of assistance to be provided.

The *Train Controller* must determine the method of removing the disabled train.

If the normal *Proceed Authority* permitted by the existing *system of Safeworking* is not available, and the working cannot be covered by *ANSG 608 Passing signals at STOP*, rail traffic movement must be *authorised* under a method of *special working*.



### Arranging removal

The Network Control Officer must be assured by the Train Crew that the disabled train:

- has been protected, and
- will not be moved.

### Assisting trains

Disabled trains must be assisted in accordance with the requirements specified in the *ARTC Train Operating Conditions (TOC)* manual.

If practicable, assisted and assisting trains may be amalgamated, in accordance with the requirements specified in the TOC manual, and worked as a single train.

If the assisting and assisted trains cannot be worked as a single train, a *certified Driver* must control each train in accordance with the requirements:

- of Rule *ANTR 404 Using brakes*, and
- specified in the TOC manual.

### Emergency couplers

Emergency couplers must be used only in accordance with the requirements specified in the TOC manual.

### Propelling trains

Trains must be *propelled* in the ARTC Network only in accordance with the requirements:

- of Rule *ANTR 424 Propelling trains*, and
- specified in the TOC manual.

### Dividing and removing trains

If it is necessary to divide a train into portions for removal, the Train Controller must:

- decide what kind and direction of assistance is needed to clear the portions from the *section*, and
- tell affected *Signallers* about the arrangements.

### Removed portion

Before a portion is removed, the Train Crew must complete *airbrake* holding and continuity tests on the portion to be removed, in accordance with the requirements specified in the TOC manual.

If the removed portion of the train will *travel* into the next section, the Train Crew must make sure that:

- there are working *tail lights* or an *end-of-train marker* on the rearmost vehicle before the removed portion enters the next section, or
- the train will be *block worked* into the next section.

### Remaining portion

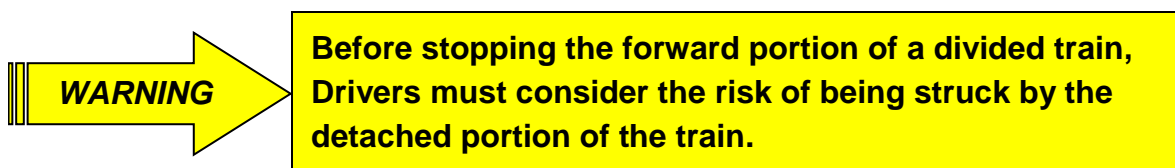
The portion of the train to remain must be:

- *secured* and protected, and
- during darkness or in conditions of *low visibility*, fitted with a white light on the leading vehicle.

### Accidental division

A Driver who is told or becomes aware that a train has accidentally divided must:

- stop the train, and
- tell the Network Control Officer about the division and, if possible, the *location* of the detached vehicles.



The Network Control Officer must:

- arrange to locate the detached portions of the train, and
- act in accordance with Rule *ANGE 206 Reporting and responding to a Condition Affecting the Network (CAN)*.

If possible, *Qualified Workers* who find detached vehicles must:

- secure them, and arrange for their *protection*, and
- tell the Network Control Officer.

The Train Controller must determine whether the Proceed Authority for the movement back to the detached vehicles:

- is available under the existing system of Safeworking, or
- must be authorised under a method of special working.

The Driver must not propel the forward portion of a train back to the location of the detached vehicles unless:

- it is confirmed that they are secured, and
- the propelling movement is made in accordance with Rule *ANTR 424 Propelling trains*.

## Related ARTC Network Procedures

<b>ANPR 703</b>	Working using controlled signal blocking
<b>ANPR 711</b>	Lookouts
<b>ANPR 712</b>	Protecting work from rail traffic on adjacent lines
<b>ANPR 720</b>	Protecting trains

## Effective Date

11 October 2015