

ANTR 420

Shunting and Marshalling

Applicability

NSW

SMS

Publication Requirement

External Only

Document Status

Issue/Revision #	Effective from
2.0	11 October 2015

Purpose

To prescribe the rules for making safe shunting movements in the *Australian Rail Track Corporation (ARTC) NSW Network*.

Principle

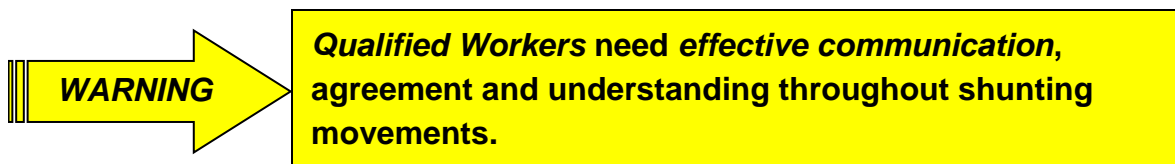
Marshalling

Vehicles *must be marshalled* in accordance with the requirements specified in the ARTC *Train Operating Conditions (TOC)* manual.

Shunting

Shunting is moving *trains, rakes* of vehicles, or vehicles to:

- arrange or rearrange vehicle order in a *consist*
- attach or detach vehicles to or from a train
- move trains or vehicles to, on, or from *running lines* for other than *through-movements*
- move trains or vehicles within *yards* for other than through-movements
- change running lines for other than through-movements.



Communication during shunting

Qualified Workers directing shunting, and *Drivers* or *track vehicle operators*, must maintain effective communication at agreed intervals.

Communication failure

If communication between a Qualified Worker directing shunting, and a Driver or track vehicle operator is interrupted, the Driver or track vehicle operator must stop the train immediately.

Narrow track clearances signs

Figure ANTR 420-1



Narrow track clearances sign

NARROW TRACK CLEARANCES signs warn that there is restricted clearance between:

- vehicles on *adjacent* lines
- the *track* and other *infrastructure* or buildings.

If there are NARROW TRACK CLEARANCES signs, Qualified Workers must not:

- stand between a moving vehicle and a vehicle on an adjacent line, or
- ride on the side of a vehicle moving past vehicles on an adjacent line.

If there are no NARROW TRACK CLEARANCES warning signs, Qualified Workers performing shunting must:

- keep at least 2m between themselves and moving vehicles, or
- if riding on the side of a moving vehicle, keep 2m between themselves and other vehicles or infrastructure.



If the safe distance cannot be maintained, working between or riding on moving vehicles is prohibited.

Stationary vehicles

Unattended vehicles must:

- be secured with *handbrakes*
- not be left *foul* of running lines without the *Network Control Officer's* authorisation.

Red warning flags/red warning lights on vehicles

Vehicles with red warning flags/red warning lights must not be moved, be shunted against, or have other vehicles attached unless:

- the red warning flags/red warning lights are first removed by the workers who put them there, and
- no work is being done on or near the vehicles, and
- it is safe to move the vehicles.

If the workers who attached the red warning flags/red warning lights are not available on-site, the Supervising Manager may remove the flags/lights after making sure that:

- no work is being done on or near the vehicles, and
- it is safe to move the vehicles.

Shunting methods

Loose shunting

An unattached *motive power unit propels* vehicles to start their movement. Vehicles continue to move with their own momentum.

Vehicles must not be loose-shunted in the ARTC Network.

Gravitation shunting

The falling grade of a line is used to start vehicle movement. Vehicles continue to move with their own momentum.

Vehicles must not be gravitation-shunted:

- on ARTC Network running lines, or
- towards *points* that are set to allow entry to ARTC Network running lines.

Locomotive shunting

An attached *locomotive* starts and controls the movement of vehicles or rakes of vehicles.

The *airbrakes* of locomotive-shunted vehicles must be:

- sufficient to control movement of the vehicles, and
- controlled from the locomotive.

Vehicles carrying *dangerous goods* must be shunted under locomotive control.

Shunting movements

Workers not involved in shunting must stay clear of moving vehicles.

Qualified Workers directing shunting must:

- have adequate locality knowledge, and
- confer with other workers beforehand and agree about planned movements, and
- if necessary, arrange for clearance of *fixed signals*, and
- make sure that *routes* are correctly set and safe for movements, and
- make sure that it is safe to shunt, and
- make sure that workers have been warned about the intended shunting, and
- tell *Signallers* when shunting movements within the Signaller's area of control have been completed.

Shunting past yard limits

A shunting movement past *yard limits* must proceed only:

- under an authority to enter the *section*, and
- as far as necessary to carry out the shunting movement.

Shunting over points

If the Qualified Worker directing shunting is not assured that the points will hold their set positions, the points must be secured for the intended route.

Shunting over level crossings

Unless road and pedestrian traffic has been stopped, a shunting movement must stop before and clear of a *level crossing*.

The shunting movement over the level crossing must not begin before it is safe to do so.

Stabling on running lines

Trains, *track vehicles*, or vehicles may be *stabled* on running lines only:

- if a ARTC authorised publication has *advertised* the stabling, or
- with the authority of the *Train Controller* responsible for the *location*.

Failed trains, track vehicles, or vehicles stabled on running lines must be removed as soon as possible.

Related ARTC Network Procedures

ANPR 719	Operating groundframes
ANPR 721	Spoken and written communication
ANPR 745	Using non-interlocked points

Effective Date

11 October 2015