

ANTR 422

Shunting at Intermediate Sidings

Applicability

NSW

SMS

Publication Requirement

External Only

Document Status

Issue/Revision #	Effective from
2.0	11 October 2015

Purpose

To prescribe the rules for safe *shunting of trains at intermediate sidings* in the *Australian Rail Track Corporation (ARTC) NSW Network*.

Arriving and departing

Train Crews must report arrival at and departure from intermediate sidings to the *Network Control Officer* responsible for the *location*.

Restoring equipment

After completion of shunting, Train Crews must:

- set *points* and signals to their normal positions, and
- restore *releases* to their normal positions, and
- return keys to their normal locations.

Groundframe release

Token and Train Order territories

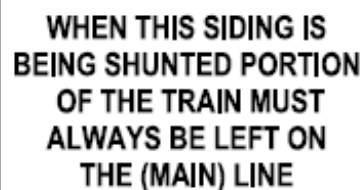
The *groundframe* must be released with the correct key.

Track-circuited territory

The groundframe must be released with a key obtained:

- at the *siding* by an electric release, or
- from a location at or before entry to the *section*.

Figure ANTR 422-1



WHEN THIS SIDING IS
BEING SHUNTED PORTION
OF THE TRAIN MUST
ALWAYS BE LEFT ON
THE (MAIN) LINE

Warning sign displayed at some track-circuited sidings

At a siding that shows a warning sign as in Figure 1, one or more vehicles of the train must be left and *secured* on the *track-circuited* portion of the nominated *running line* throughout shunting.

At a siding that does not show a sign as in Figure 1:

- one or more vehicles of the train *may* be left and secured on the track-circuited portion of the *main line* throughout shunting, or
- the train may be shunted wholly within the siding, clear of the main line.

If a portion of the train is kept on the main line, the releasing switch must be kept in the RELEASE position throughout shunting.

Stabling

The *handbrakes* of unattended detached vehicles must be secured.

Stabling trains or vehicles in sidings

If it is necessary to *stable rail traffic* in an intermediate siding, the Train Crew or *track vehicle crew* must tell the Network Control Officer.

Vehicles, including the *locomotive* if necessary, must be stabled:

- clear of the running line, and
- inside *derail devices*.

The Train Crew or track vehicle crew must *cancel* or *fulfil* authorities as directed by the Network Control Officer.

Return to the running line

If a release must be obtained for rail traffic to return to the running line after stabling or shunting at an intermediate siding, the *Driver* or *track vehicle operator* must:

- have the Network Control Officer's authority to return, and
- make sure that the *route* has been set correctly, and
- have the correct *Proceed Authority*.

Related ARTC Network Procedures

ANPR 719	Operating groundframes
ANPR 721	Spoken and written communication

Effective Date

11 October 2015