

ANTR 424

Propelling Trains

Applicability

NSW

SMS

Publication Requirement

External Only

Document Status

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2.0	11 October 2015

Purpose

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

Principle

In the ARTC Network, propelling is control of movement from other than the leading end in the direction of *travel*.

Propelling movements *must*:

- be directed from the leading end by a *Qualified Worker*, and
- be controlled by a *Driver* or *track vehicle operator*, and
- comply with the vehicle structure, weight and drawgear conditions specified in the *ARTC Train Operating Conditions (TOC) manual*.

The *Qualified Worker* directing propelling must safely:

- walk beside the leading vehicle, or
- ride in or on the leading vehicle in a position designated as safe by the *operator*.

Rail traffic must be propelled only:

- if it is not practicable to *haul* it, and
- as far as the authority to propel allows.

Throughout propelling movements:

- the *route* between the *limits of authority* to propel must be set safely, correctly and completely, and
- signals, if available, must be used to give *Proceed Authorities*.

Communication

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

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

Propelling over level crossings

A propelling movement must stop before and clear of a *level crossing* unless:

- the crossing is protected
- there is no road or pedestrian traffic on or near the crossing.

A movement over the crossing must:

- be directed by a Qualified Worker, and
- not proceed before it is safe to do so, and
- not exceed 10km/h before the leading vehicle has cleared the crossing.

Right running-direction movements

In a section

If the movement is *authorised* by the *Train Controller*, a train *may* be propelled in a *section*.

Within yard limits

Within *yard limits*, a train must be propelled only if the Driver has:

- spoken authority from the *Network Control Officer*, and
- the correct authority to start the movement.

In shunting yards

In a *shunting yard*, authority to propel is contained in the authority to *shunt*.

Wrong running-direction movements

In a section

Other than in response to a partial overrun of a *platform*, a train may be propelled in the *wrong running-direction* in a section, only if the movement:

- does not conflict with another movement, and
- is authorised by the Train Controller in a *Special Proceed Authority (SPA)*, or
- is allowed in the *Local Appendices*.

Within yard limits

Unless it is prohibited at the *location*, the Network Control Officer may authorise propelling a train in the wrong running-direction.

At siding and loop locations

In *token* systems and the *Train Order system of Safeworking* only, a train may be propelled over *points* that allow exit from a *loop* or *siding* without using a Qualified Worker to direct the movement from the leading vehicle, if the movement is necessary to pick up a crew member, and:

- the crew member has set the points for the *main line*, and
- the line is not *obstructed* and it is safe to propel, and
- level crossings included in the movement are protected by the Qualified Worker or the signalling system.

The crew member and the Driver must establish and maintain effective communication.



A propelling movement made to pick up a crew member must not go beyond the yard limit.

Setting back at passenger platforms

Complete overrun of passenger platform

Unless authorised by the Train Controller in a SPA, a train that has completely overrun a passenger platform in a section must not be *set back*.

A train that has completely overrun a passenger platform within yard limits must not set back without the Network Control Officer's authority.

Partial overrun of passenger platform

A train that has partially overrun a passenger platform may be set back:

- if within yard limits, only with the Network Control Officer's authority, or
- if outside yard limits, only if the movement is not prohibited at the location, and the rearmost vehicle has not passed the departure end of the platform.

The rearmost vehicle of a train must not be set back beyond the arrival end of the platform.

Related ARTC Network Procedures

ANPR 719	Operating groundframes
ANPR 721	Spoken and written communication

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