

ANWT 314

Work 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 operating *work trains* in the *Australian Rail Track Corporation (ARTC) NSW Network*.

General

Work trains *must* work at worksites only under:

- a Local Possession Authority (LPA), or
- a Track Occupancy Authority (TOA).

Possession Protection Officers (PPOs), Protection Officers (POs), Pilots and Drivers must maintain *effective communication*.

Piloting

The Possession Protection Officer or Protection Officer, or a *delegate*, must act as the Pilot.

Entering Authority Limits

Work trains must be piloted into the Authority limits from the *controlled signals* protecting the limits.

If there are no controlled signals, work trains must be piloted into the Authority from the entry to the *section*.

Within Authority Limits

Work train movements must be piloted within the limits of an LPA or a TOA.

Controlled Signals

Within the *work on track authority* limits, work train crews must get permission from the *Signaller* before passing controlled signals at STOP that cannot be cleared.

If the work on track authority limits are within *yard limits*, work train crews must get permission from the Signaller for unsignalled movements.

Automatic Signals

Within the work on track authority limits, *automatic signals* may be passed at STOP on the direction of the Pilot.

Slip Sites

If a signal at STOP protects a slip site, Drivers must follow the directions on the *instruction sign* on the signal.

Departure

Work trains may depart the specified limits of the work on track authority only on the authority of the *Network Control Officer*.

Related ARTC Network Procedures

ANPR 700	Using a Local Possession Authority
ANPR 701	Using a Track Occupancy Authority
ANPR 710	Piloting trains and track vehicles

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