

ANWT 316

## Track Vehicles

### Applicability

NSW

SMS

### Publication Requirement

External Only

### Document Status

Issue/Revision #	Effective from
3.0	11 October 2015

## Purpose

To prescribe the rules for operating *track vehicles* in the *Australian Rail Track Corporation (ARTC) NSW Network*.

## Track vehicle approval

Track vehicle types *must* be approved as *fit for purpose* in accordance with the requirements specified in the *ARTC Train Operating Conditions (TOC) Manual*.

Approved track vehicle types are published in the *ARTC Train Operating Conditions (TOC) manual*.

If compatible track vehicles are fitted with approved coupling devices, they must be coupled together during *travel*.

## Occupying a running line

Track vehicles *may* occupy a *running line* only with the authority of the *Network Control Officer* responsible for the *location*.

Track vehicles must enter or be placed on running lines only:

- within *yard limits*, or
- within *intermediate sidings*, or
- within the limits of a *work on track authority*, or
- where the approach of *rail traffic* can be managed by *controlled signals*.

The *Qualified Worker* in charge of a movement must tell the *Network Control Officer* when the rearmost vehicle has:

- entered or cleared a *section*, or
- cleared the running line, or
- cleared a location nominated by the *Network Control Officer*.



**If a track vehicle that does not reliably operate track-circuits is to travel over self normalising points at an *unattended location*, the points must be manually operated.**

## Authority to travel

Track vehicles, singly, coupled or in *convoy*, must travel only:

- as a *train*, or
- under a *Track Occupancy Authority* (TOA).

Within attended yard limits, track vehicles must be worked under basic block working conditions, and:

- travel on the authority of fixed signals, or
- travel on the *Signaller's* verbal authority.

Outside the limits of a *Local Possession Authority* (LPA), track vehicles, singly or in *convoy*, must travel only under a TOA in the areas bounded by:

- Maitland and Ulan/Werris Creek
- Maitland and Casino
- Junee and Albury
- Wallerawang and Tarana/Baal Bone
- Spring Hill and Murrobo
- Summit Tank and Calwalla.

Network Control Officers must be told about the number and types of track vehicles in a movement.

## Entering and clearing blocks

Travelling track vehicles must have:

- a Qualified Worker in charge of the movement, and
- in the leading vehicle, a Qualified Worker who is competent in signal recognition.

Track vehicles travelling as a train must have in the rearmost vehicle, a Qualified Worker who is *certified* in the relevant *system of Safeworking*.

As necessary during travel, the Qualified Worker in charge of the movement must:

- report to and obey instructions from the Network Control Officer, and
- tell other *track vehicle operators* in the convoy about conditions relating to the movement, and
- tell the Network Control Officer when *limits of authority* have been cleared.

## Travelling as a train

Where practicable, the movement of track vehicles travelling as a train must be *advertised*.

If the movement of track vehicles travelling as a train has not been advertised, the *Train Controller* must tell affected Network Control Officers about the movement.

In *track-circuited territory*, track vehicles travelling as a train must be *block worked* if any of the vehicles are not *authorised* in the TOC manual to operate *track-circuits* reliably.

Track vehicles travelling as a train must not *set back*.

## Travelling in convoy

Track vehicles travelling in convoy must travel as closely as is safely practicable.

Operators of track vehicles in convoy must maintain *effective communication*.

If communication is lost, following track vehicle operators must:

- travel within *sighting distance* of the vehicle ahead, and
- travel at *restricted speed* until communication is re-established.

The convoy must close up:

- if the leading vehicle stops, or
- before entering a section, or
- before working over an *active control level crossing*.

## Travelling through LPAs and TOAs

### Entering Authority limits

Track vehicles must be *piloted* into the Authority limits from the *controlled signals* protecting the limits.

If there are no controlled signals, track vehicles must be piloted into the Authority from the entry to the section.

### Within Authority limits

Track vehicles may be required to be piloted within the limits of an LPA or a TOA.

If a track vehicle is piloted within an LPA or a TOA, the Possession Protection Officer or Protection Officer, or a *delegate*, must act as the *Pilot*.

### Controlled signals

Within the *work on track authority* limits, track vehicle operators 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*, track vehicle operators 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 Possession Protection Officer, Protection Officer or Pilot.

### Slip sites

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

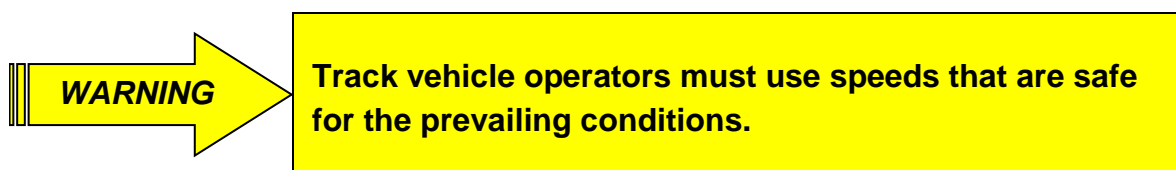
### Departure

Track vehicles may depart the specified limits of the work on track authority only on the authority of the Network Control Officer.

### Track vehicle speed limits

A track vehicle's speed must not exceed:

- the speed specified in the TOC manual, or
- if it is lower, the indicated *track speed*.



### Whistles

A track vehicle's *whistle* must be sounded once:

- before moving from stop, or
- at WHISTLE signs, or
- to give warning.

### Whistle codes

Track vehicle operators must use the following additional whistle codes as warnings:

Code	Meaning
.. ..	If repeated, stop immediately.
...	Track vehicle is about to move backwards.

## Headlights

Headlights must be switched off or dimmed during approach to:

- a train
- a motor vehicle on a nearby road
- a *platform*
- a signal box
- a location where *shunting* is in progress.

## Hazard lights

Track vehicles on the line must be fitted with working hazard lights, or amber or orange flashing lights.

Track vehicle hazard lights must be used in accordance with requirements specified in the TOC manual.

In darkness or low *visibility*, travelling track vehicles must have suitable front and rear lights switched on.

## Working over level crossings

Track vehicles may travel over a level crossing only after making sure that:

- no road or pedestrian traffic is going over the level crossing, and
- if possible, the level crossing warning equipment has been manually operated, and
- it is safe to do so.

## Stabling track vehicles

Track vehicles may be *stabled* on running lines only with the authority of the Train Controller responsible for the location.

Track vehicles stabled on running lines must be removed:

- as soon as possible, or
- as authorised by the Train Controller.

Track vehicles stabled in *sidings* must be:

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

A Qualified Worker must *pilot* other rail traffic into the siding.

## Related ARTC Network Procedures

<b>ANPR 700</b>	Using a Local Possession Authority
<b>ANPR 701</b>	Using a Track Occupancy Authority
<b>ANPR 702</b>	Using a Track Work Authority
<b>ANPR 710</b>	Piloting trains and track vehicles
<b>ANPR 721</b>	Spoken and written communication
<b>ANPR 748</b>	Transferring track vehicles

## Effective Date

11 October 2015