

work on track

Work trains

Purpose

To prescribe the rules for operating work trains in the Network.

General

Work trains must work at worksites under the following work on track authorities:

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

Possession Protection Officers, Protection Officers, Pilots and Drivers must maintain effective communication.

Movements associated with an LPA or TOA

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

Entering LPA or TOA limits

Work trains must be piloted into the Authority limits from:

- the controlled absolute signals protecting the limits, or
- if there are no controlled absolute signals, from the entry to the section.

Travelling within LPA or TOA limits

Work trains must be piloted within the Authority limits.

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Absolute signals

Drivers must get the Signaller’s authority to pass absolute signals at STOP that cannot be cleared which:

- protect the limits of an LPA or TOA, or
- are within the limits of an LPA or TOA.



NOTE

Within the limits of an LPA or TOA, the Signaller may authorise Drivers to pass absolute signals at STOP to proceed beyond yard limits.

Within yard limits, Drivers must get the Signallers authority for unsignalled movements.

Permissive signals

Within LPA or TOA limits, permissive 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, Drivers must follow the directions on the instruction sign on the signal.

Departing

Work trains may depart the limits of an LPA or TOA only on the Signaller’s authority.

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Network Procedures

NPR 700 Using a Local Possession Authority

NPR 701 Using a Track Occupancy Authority

NPR 710 Piloting rail traffic

Effective date

29 April 2017
